

^eCROWSNEST



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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1952



WE mourn the death of our Sovereign, His late Majesty King George VI. His abiding interest lay in his Navies and in the officers and men who manned His Majesty's Ships.

Up to the time when, as a lieutenant of some two years' seniority, ill health forced him to give up life afloat, he went through exactly the same training, both deck and engine room, as every other officer of those days. He coaled ship many times, water-tested sooty boilers, kept watch on the bridge and at the throttles, and fought his guns in action as a turret officer at Jutland.

His memories of Canada went back to the impressionable days of his first cruise abroad. As a cadet in 1913 he visited the ports of Eastern Canada, sailed up the Nova Scotian coast in a full gale, and narrowly missed an iceberg in fog off St. John's.

He knew the meaning of life at sea. His first love was the sea and his interest in naval matters never abated.

We have indeed lost a gallant comrade.

He was called to Duty he never wanted and probably was never physically strong enough to bear; yet how magnificently he carried it out, and what a wonderful act of sacrifice he made.

His life must be an inspiration to all his peoples, and especially to those of the Service which was particularly his own.

We honour his memory, as he would surely wish us to do, by pledging unswerving loyalty and devotion to our Queen, a sailor's daughter and a sailor's wife.

(The above was contributed to *The Crowsnest* by Captain Eric S. Brand, OBE, RN, Ret'd, of Ottawa, who was a term-mate of His Late Majesty at the Royal Naval College and later served and shared experiences with him at sea. Captain Brand is Executive Director of the Canadian Maritime Commission).



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The photograph of Her Majesty Queen Elizabeth II which appears on the cover of this issue of *The Crowsnest* was taken at Winnipeg by Lieut.-Cdr. (SB) G. T. Richardson, RCN, during the Royal Visit to Canada last fall. A limited number of prints are available for distribution, without charge, to HMC ships and establishments and may be obtained on application of the commanding officer to the Director of Naval Information, Naval Headquarters, Ottawa. Others desiring to obtain prints of the photograph may do so as described in the instructions printed elsewhere on this page. Negative number of the photo is RT-5-1.



The photograph on the opposite page was taken during one of the wartime visits of His late Majesty King George VI with the Service which held a particular place in his affections.

On this occasion His Majesty was spending three days with the Home Fleet, on the eve of a great and historic event. It was May 1944 and in three weeks' time the Allies were to launch the invasion of Normandy.

Two Canadian destroyers, the Algonquin and Sioux, were then attached to the Home Fleet and the Sioux had the honor of being one of the ships to be visited individually by the King. The Algonquin arrived in port too late to be included in the program but was able to send a party of officers and men to a depot ship on board which the King was to inspect contingents from a number of destroyers. It was during this inspection that the photograph was taken. (Negative R-1757)



R.C.N. News Review

Navies Pay Tribute to Their Late King

Officers and men of his navies, serving on many seas and in many lands, paid final tribute February 15 to the man who had been their King, their Commander-in-Chief and, in a broad but very real sense, their shipmate.

In the United Kingdom, in ships at sea on the Atlantic, the Pacific and off the coast of Korea, in its shore establishments, and in cities across Canada, the Royal Canadian Navy joined that day in the general mourning for His Late Majesty King George VI.

Five of its members — two officers and three men — officially represented the RCN in the funeral cortege. Vice-Admiral H. T. W. Grant marched with a group composed of Commonwealth liaison officers, while to Lieut.-Cdr. William P. Hayes, CPO Stanley G. Briggs, CPO Ernest E. Moore and PO William P. Bellefontaine fell the honor of leading the representative

groups from the Commonwealth forces.

In all RCN ships and fleet establishments memorial services were held, and at Halifax and Esquimalt, Canada's two coastal naval bases, minute guns were fired.

In Ottawa, the band from HMCS Cornwallis and naval personnel from Headquarters, Gloucester naval radio and HMCS Carleton participated in the national memorial ceremony at the Parliament buildings. In other cities, permanent and reserve force officers and men attended services and took part in local ceremonies.

Among those of HMC ships which were at sea on the day of the King's funeral were the frigates Beacon Hill and Antigonish, steaming northward off the coast of California. Simultaneous, similar services were conducted on the quarterdecks of the two ships and consisted of The Lord's Prayer, the 23rd Psalm, a Scripture Lesson, prayers and a two-minute silence. Her Majesty the Queen's message to her navies was read and the National Anthem sung.

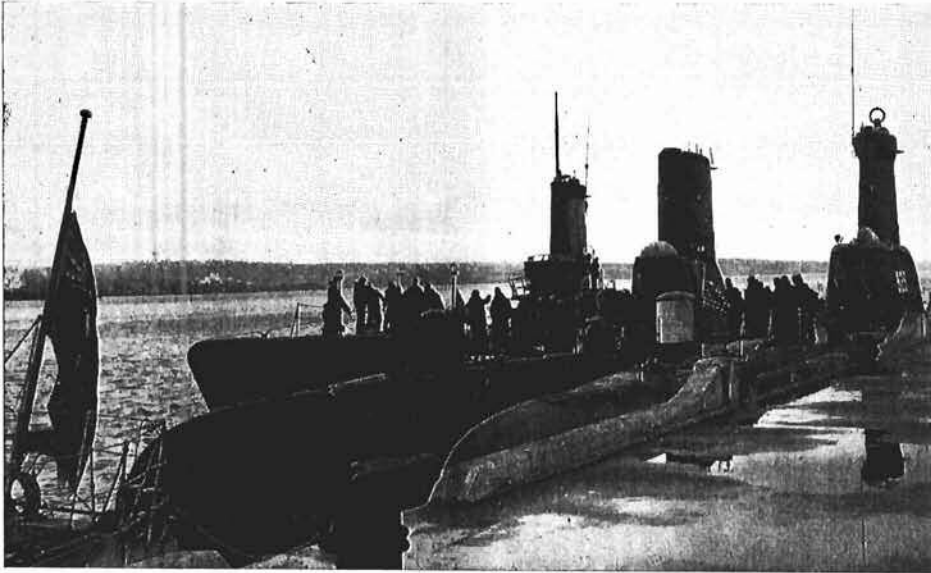
The Beacon Hill and Antigonish were closing the port of Corinto, Nicaragua, in the early hours of February 6, when they received word of the King's death. On arrival in port they found their sorrow was shared by the citizens of the Central American country, in which a three-day state of mourning had been declared.

All formal entertainment for the Canadians was cancelled and at the inland capital city of Managua the commanding officers, Lieut.-Cdr. J. W. McDowall and Lieut.-Cdr. Raymond Phillips, assisted Nigel O. W. Steward, Her Majesty's Minister to Nicaragua, in the reception of formal condolences offered by Nicaraguan government officials to the United Kingdom and Canada on the death of their monarch.

Leaving Corinto February 9, the two frigates proceeded to Long Beach, Calif., where they remained from the 17th to 19th before commencing the last lap of their seven-week training cruise. They returned to Esquimalt on the 23rd.



An Ottawa visitor in January was the First Sea Lord, Admiral of the Fleet Sir Roderick McGrigor, who conferred with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and other members of the Naval Board of Canada. Pictured here in the naval board room at Headquarters are, left to right: Commander (S) F. D. Elcock, secretary to Admiral Mainguy; Commodore C. L. Keighley-Peach, Assistant Chief of the Naval Staff (Air); Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Admiral McGrigor; Admiral Mainguy; Commodore J. C. Hibbard, Chief of Naval Personnel; Captain P. W. Gretton, Naval Assistant to Admiral McGrigor; Captain G. E. Fardell, Senior Naval Liaison Officer, U.K. Services Staff, Ottawa, and Captain (S) H. A. McCandless, Naval Secretary and secretary of the Naval Board. (O-2177-1).



Three submarines were part of a 20-ship force of the U.S. Atlantic Fleet which called at Halifax early in February, following exercises in the northwest Atlantic. The submarines, with flags at half-mast in respect to His Late Majesty King George VI, are shown as they berthed in the dockyard. The visit of the USN ships was cut from four days to two and all official entertainment planned for their stay was cancelled.

Sioux Completes Second Tour; Due Home March 8

HMCS Sioux, first Canadian warship to complete two full tours of operations in Korean waters, returns March 8 to her home port of Esquimalt.

The Sioux was relieved by HMCS Nootka, newly arrived from Halifax, on February 13 and set sail the following day for a Canada she had not seen since last April 8.

Out of the past 20 months, the Sioux has spent 18 either in the Far East or on passage to or from the Korean theatre. In company with the Cayuga and Athabaskan, she first left Esquimalt for the war zone on July 5, 1950. Relieved by the Nootka in January 1951, she returned to her West Coast base February 4. Two months later, following a refit and leave period, she set out once again for the Far East and a second tour of duty.

Nootka Puts to Sea Day after Arrival

The Nootka, meanwhile, wasted no time in getting down to business. The day after her arrival she put to sea in company with the Athabaskan and other United Nations units and set course for familiar waters off the west coast of Korea.

The Cayuga had sailed for the same area two days earlier and had the honor, on this occasion, of embarking Rear-Admiral A. K. Scott-Moncrieff, Flag Officer Second in Command of

the Royal Navy's Far East Station and commander of Commonwealth naval forces in the Korean theatre.

HMCS Quebec Due to Sail for East Coast in March

HMCS Quebec is scheduled to set sail from Esquimalt March 11 for



Lieut. John G. Waters, communications officer of HMCS Cayuga, supervises the loading in a small boat of a South Korean soldier wounded in a raid on a communist-held island off the coast of North Korea. The soldier was transferred to the Cayuga's motor cutter and thence to the destroyer, where he was given medical treatment. (SO-106).

Message of Sympathy from Canadian Forces

The following message was despatched to Her Majesty Queen Elizabeth II by the Minister of National Defence, the Hon. Brooke Claxton, on the death of His Majesty King George VI:

The Defence Council, the officers, non-commissioned officers and men of Your Majesty's Royal Canadian Navy, Canadian Army and Royal Canadian Air Force desire to convey to Your Majesty the profound shock and heartfelt sorrow with which they have received the tidings of the death of the late King, their revered Commander-in-Chief, and wish, at the same time, to express their sentiments of devotion to Your Majesty's throne and person.

Her Majesty replied to Mr. Claxton as follows:

Please convey my sincere thanks to all ranks and ratings of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force for their message of sympathy which I deeply value.

Elizabeth R.

Magdalena Bay, Mexico, first stop on a voyage to her future base at Halifax. The cruiser will carry out a week of work-ups in Magdalena Bay, after which she will proceed to Long Beach, Calif., for a four-day visit.

From there she goes to the Canal Zone, thence directly to Halifax, arriving April 18.

HMCS QUEBEC

*On a Ship with a Proud History
Is Bestowed a Proud,
Historic Name*

THE active fleet of the Royal Canadian Navy was enriched by one six-inch gun cruiser when, on January 14, at Esquimalt, B.C., the former HMCS Uganda was re-named HMCS Quebec and commissioned into service as a training ship for new entry seamen.

The ceremony began at 1100 with the inspection of a guard of honor by His Honor Gaspard Fauteux, Lieutenant-Governor of the Province of Quebec. The guard and the band of HMCS Naden were mounted on the jetty alongside which the cruiser was berthed. Flanking them on one side was the ship's company, formed up in divisions, while on the other were the hundreds of dockyard workers who had prepared the ship for service.

Following the inspection, the official party took its place on the quarter-deck, from where Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, made an address of welcome to Lieutenant-Governor and Mrs.

Fauteux, who had travelled from Quebec to Esquimalt for the ceremony. They had brought with them, Admiral Creery said, "a treasured possession — the honored name Quebec — to bestow on this ship." Admiral Creery told, also, something of the ship's history and of earlier vessels that had borne the name "Quebec".

M. Fauteux replied to Admiral Creery's address. Speaking in both English and French, he expressed, on behalf of the people of Quebec Province, sincerest wishes for the ship. "I pray," he said, "that HMCS Quebec shall always be an ambassador of goodwill among nations, representing a Canada built by two nations, with two glorious pasts, but one glorious future."

A prayer for the ship, her officers and men was said by Chaplain (RC) J. H. Laporte, after which Admiral Creery requested Madame Fauteux to give the ship its name.

In English and French, Mme.

Fauteux said, "I name this ship Quebec. May God bless her, and all those who sail in her," and, with a tiny pair of golden scissors, she cut three cords to unveil the port name plate.

The actual commissioning service began, then, with Chaplain (P) G. L. Gillard leading in the singing of a hymn and the reading by all present of Verses 23, 31 and 43 of Psalm 107 — "They that go down to the sea in ships . . ." A prayer for the ship and the Lord's Prayer were said, after which the National Anthem was played while the White Ensign was hoisted and the commissioning pendant broken out. This was followed by the Benediction.

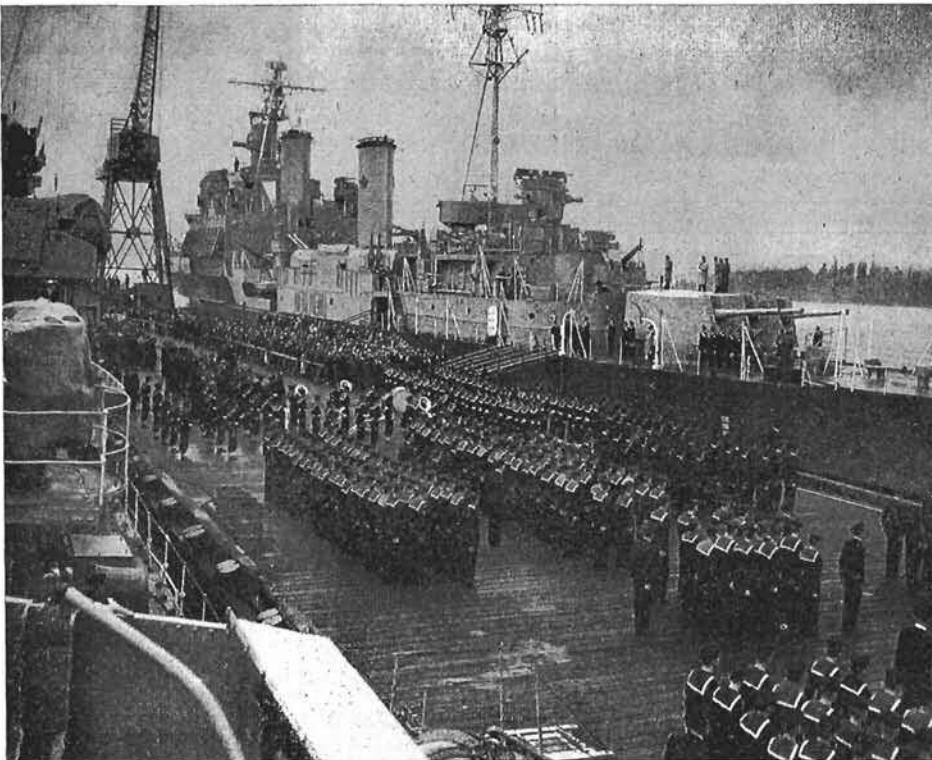
Captain P. D. Budge, commanding officer of the Quebec, spoke briefly, directing his remarks chiefly to the ship's company and closing with the Biblical injunction, "Whatsoever thy hand findeth to do, do it with all thy might."

The ceremony closed with the singing of "O Canada."

HMCS Quebec, a six-inch gun cruiser of 9,000 tons, was formerly HMS, then HMCS, Uganda. She was originally commissioned as HMS Uganda in December 1942, saw service covering troop convoys in the North Atlantic and was part of a naval force which escorted Prime Minister Churchill to the United States in 1943. Later she escorted convoys to North Russia and troop convoys to North Africa.

In June 1943 she was assigned to the Mediterranean. Four months later, while serving as part of a bombardment force off the Salerno beachhead, she was hit by a 1,000-pound glider bomb. Despite serious damage to the after engine room, the Uganda steamed under her own power to Charleston, South Carolina, there to be repaired and refitted.

On Trafalgar Day, 1944, the ship was commissioned into the Royal Canadian Navy as HMCS Uganda. Her commanding officer was Captain E. R. Mainguy, now a Vice-admiral and Chief of the Naval Staff. She completed her refit in the United Kingdom, then proceeded to Alexan-



Dockyard workers who had fitted her for service and officers and men who would sail her took part in ceremonies in which HMCS Quebec was named and commissioned January 14. The ship's company is formed up at the right on the jetty, a guard of honor and the HMCS Naden band are in the centre and dockyard workers and other civilian employees are at the left. (E-17500).



Madame Fauteux, wife of Lieutenant-Governor Gaspard Fauteux of Quebec, cuts the cords to unveil the name, QUEBEC, on the ship's port side. Holding the cords is CPO Guy Beaulieu, while at Mme. Fauteux's left is Captain P. D. Budge, commanding officer of the Quebec. In the background are Lieut.-Col. D. P. Papineau, aide to the Lieutenant-Governor, and M. Fauteux. (E-17502).

dria, Egypt, for working up. From there she sailed for the Pacific theatre, arriving at Sydney, Australia, on March 9, 1945.

She joined Task Force 57 of the British Pacific Fleet, which was carrying out air strikes against the Sakishima islands, south of Okinawa. On May 4 she took part in a bombardment of an airfield on Miyako Jima. On June 15 the commander of a British task force, composed of four cruisers and the carrier Implacable, transferred his flag to the Uganda and led the cruisers in for a bombardment of installations on the Japanese island fortress of Truk. In July she operated with a combined American and British fleet engaged in strikes against the Japanese home islands.

Historians Dispute Origin of 'Quebec'

The name Quebec, which the former HMCS Uganda now bears, still causes historians to ponder as to its origin and meaning.

It is generally accepted that it is an Indian word but some say the meaning is "the river narrows here," while others hold that its origin is identical with that of Ontario's Cobokok and that it is "the place where you go back."

A Job Well Done

On the commissioning of HMCS Quebec, the following message was despatched from the ship to the Flag Officer Pacific Coast, with a request that it be given general distribution:
"The officers and men of HMCS Quebec wish to express their sincere thanks to all concerned for the great efforts made to commission this ship on the set date. The pride and interest taken by dockyard workmen has been particularly noticeable and has set an example which was emulated by the advance party."

The Uganda returned to Canada in August 1945, with more than 63,000 miles of steaming to her credit since becoming a Canadian ship.

Her first post-war assignment was a training cruise around South America which gained for her the distinction of being the first Canadian naval ship to sail around Cape Horn. She left Esquimalt February 5 and returned May 17.

For the next year the Uganda served in a training capacity, then, with the return to commission of HMCS Ontario, she was paid off into reserve on August 1, 1947.



It took more than a refit to make HMCS Quebec ready for sea. Thousands of stores items had to be gathered, checked, tagged and properly stowed before she should be considered ready to operate. Provisions, paint, brushes, cordage, tools, clothing, nuts, bolts, spare parts, light bulbs — those were only a few of the items. Here two members of the advance party, Ordinary Seamen H. Young and G. Gaudon, lay out some of the smaller-sized articles in preparation for their being stored in the ship. (E-16942).



OFFICERS *and* MEN



Recent Appointment Changes of Interest

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

Commander A. F. Pickard, to HMCS Shearwater as Executive Officer. Formerly at Naval Headquarters on the staff of the Chief of Naval Personnel.

Commander D. W. Groos, to Naval Headquarters on the staff of the Chief of Naval Personnel as Director of Officer Appointments. Formerly Executive Officer, HMCS Shearwater.

Instructor Commander J. D. Armstrong to HMCS Cornwallis as Education Officer. Formerly in HMCS Ontario.

Lieut.-Cdr. (P) Frederick W. H. Bradley, to Naval Headquarters on the staff of CNP as Staff Officer Air Personnel. Formerly in HMCS Magni-

ficent as Lieutenant-Commander (Flying).

Lieut.-Cdr. (P) Richard E. Bartlett, to HMCS Stadacona on the staff of the Flag Officer Atlantic Coast as Staff Officer (Air). Formerly Commanding Officer, 30th Carrier Air Group.

Lieut.-Cdr. (O) R. I. Goddard, to HMCS Magnificent as Lieutenant-Commander (Operations). Formerly at HMCS Shearwater as Lieutenant-Commander (Operations) and Officer-in-Charge, Observers' School.

Lieut.-Cdr. (P) Victor J. Wilgress, to HMCS Magnificent as Lieutenant-Commander (Flying). Formerly at HMCS Stadacona for Junior Officers Technical and Leadership Course.

Lieut.-Cdr. (P) H. J. Hunter to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Air) as Staff Officer (Air Training). Formerly Executive Officer, HMCS Micmac.

Lieut.-Cdr. (P) Noel Cogdon to Naval Headquarters on the staff of the Chief of Naval Aviation. Formerly Commanding Officer, 31st Support Air Group.

Lieut.-Cdr. (P) H. J. G. Bird, to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Air). Formerly Naval Assistant to the Commandant, Canadian Joint Air Training Centre, and Deputy Chief Instructor, Offensive Support School, Rivers, Man.

A/Lieut.-Cdr. (P) Donald W. Knox to HMCS Shearwater as Lieutenant-Commander (Flying) and Chief Ground Instructor. Formerly in command of 880 Squadron, 31st SAG.

Lieut. (P) D. J. Sheppard, to CJATC, Rivers, as Naval Assistant to the Commandant and Deputy Chief Instructor, Offensive Support School.

Chaplain (RC) J. B. P. Roy, to HMCS Shearwater as Chaplain (RC). Formerly in HMCS Cayuga on the staff of the Commander Canadian Destroyers Far East.

Chaplain (RC) G. B. Hart to HMCS Cayuga on the staff of Commander Canadian Destroyers Far East.



Four young men who "ruled the roost" on board HMCS Cayuga on Christmas Day are pictured above in the destroyer's wardroom. Left to right are PO Robert Hotchin, Hamilton, Ont., "Medical Officer" for the day; Ord. Sea. Roy Teasdale, Cowichan Station, B.C., "Engineer Officer"; Ord. Sea. Joseph Belleau, Quebec City, "Commanding Officer", and Ord. Sea. William McKee, Vancouver, "Chief Engineerroom Artificer". Though the Cayuga spent Christmas at sea off the coast of Korea, the day was observed in customary style. (SO-61).

New Award Presented for Topping TAS Course

At ceremonial divisions in HMCS Stadacona January 18, Lieut. T. L. B. Hebbert, of Vernon and Victoria, B.C., was presented with the Oland Memorial Award, emblematic of the highest standing in the officers' long torpedo anti-submarine course. The award consists of a sterling silver tray, which is inscribed and remains in Stadacona, and a replica, which goes to each winner.

The trays are in memory of the late Captain J. Eric W. Oland, DSC, RCN, and the late Captain Richard H. Oland, OBE, RCN, both of whom had distinguished naval careers in the two World Wars. Col. Victor Oland made the presentation to Lieut. Hebbert on behalf of the Oland family.

The course, which graduated ten officers with TAS qualifications, was

the first to be held by the RCN. Previously, Canadian officers took the long TAS course at HMS Vernon, the Royal Navy's Torpedo Anti-Submarine School.

Two Discovery Men Receive Commissions

Two reserve men attached to HMCS Discovery, the Vancouver naval division, have been promoted to the rank of Sub-Lieutenant, RCN (Reserve).

They are Sub-Lieutenants Donald R. Nesbitt, 26, and A. Hilairy B. Wotherspoon, 24, both of whom are rugby stars and played for the University of British Columbia Thunderbirds for several successful seasons.

Both joined the RCN(R) at Discovery in October 1950. They took basic training as ordinary seamen and then specialized in the torpedo anti-submarine branch. Selected as officer candidates, they appeared before a board last September and passed with flying colors.

Several Staff Changes in Ordnance School

A number of personnel changes have taken place recently in the Ordnance School at Esquimalt.

To HMCS Quebec have gone CPOs Norm Tapping, Herb Thomas, Lloyd Johnston and John Pinkney and POs Arthur Burns and Al Simons.

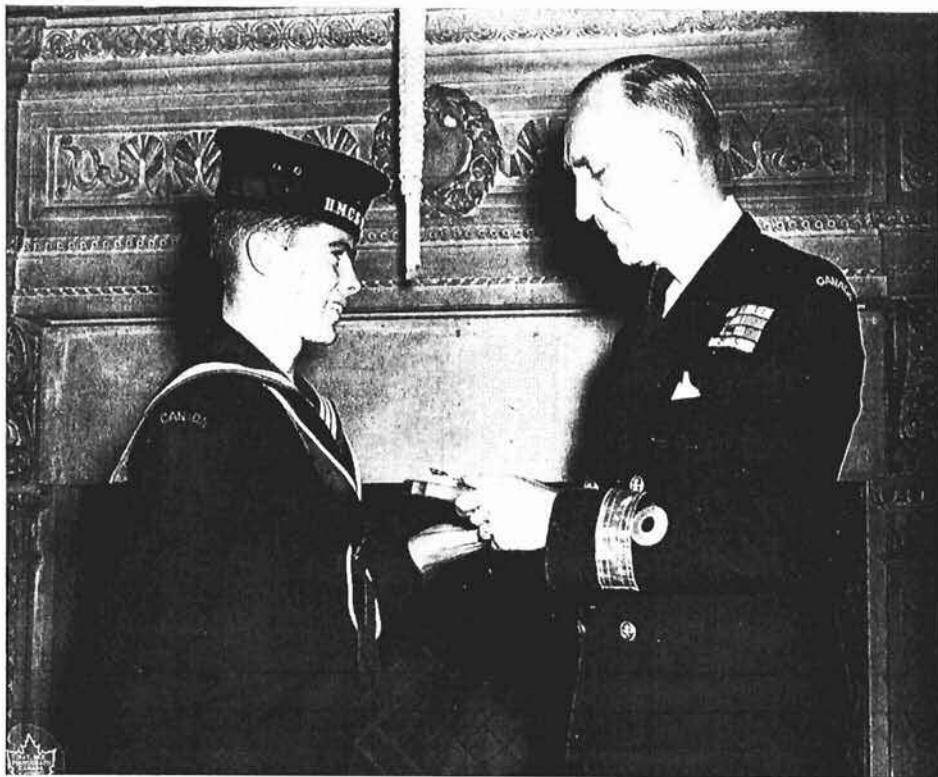
CPO Richard Williams has been drafted to the Crusader, changing places with CPO Harry Leggett.

CPO Wilf Adams has joined the Ontario, from which ship the school has drawn CPO Fred Blosser and CPO Gordon Copp. The former has taken over the workshop and the latter is setting up an instructional print and drawing office section.

Reserve Officer Awarded Rhodes Scholarship

Sub-Lieut. D. A. Mitchell, RCN(R), of HMCS Unicorn, Saskatoon, has been awarded a Rhodes Scholarship while studying at the University of Saskatchewan.

Sub-Lieut. Mitchell entered university in 1948 and immediately enrolled in the University Naval Training Division. He spent the next three summers undergoing training at HMCS Naden and on board



Ord. Sea. Robert Essex, youngest member of the ship's company of HMCS Swansea, presents a replica of the frigate's badge to Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington, during the Swansea's visit to the United States capital. (SW-273).

HMC Ships Beacon Hill, Antigonish and Ontario. Promoted to sub-lieutenant in February 1951, he is now serving as a divisional officer in Unicorn. Following completion of his honors year in French this spring, he will leave Saskatoon for Oxford, where he will study French language and literature.

Five Classes Complete Supply School Courses

The Supply School at HMCS Naden rounded out the training year in December with the graduation of five new entry technical classes.

Top man in Cooks' Class number 61 was Ord. Sea. Donald Craig, followed by Ord. Sea. Robert Frandle. Other members of the class were Ordinary Seamen John Wemp, Philip Kiproff, Ronald Doucet, Frederick Bone, Frank Fairless, Jean Dubois, Terrence Rogers, Teddy Willard, Robert Lacy and Kenneth Mitchell.

The two top men in Victualling Storesmen's Class 31 were AB Peter Smith and Ord. Sea. Skuli Halldorson. The other members of the class were Ordinary Seamen Anthony Searle, James Stobbart, Gerald Goulet, John McTaggart, William Brown, Alan Torrie, Terrence Brown, Stanislas

Aube, Joseph Schauerte and Leroy Taylor.

Ordinary Seamen Gordon Townsend and Edward Richmond stood first and second, respectively, in Naval Storesmen's Class number 31. Other class members were Ordinary Seamen Ronald Stewart, Donald Pickle, W. J. Elliott, Douglas Simpson, Roch Perrault, Lionel Anderson, Thomas Earl, Rudolph Nicholas, Robert Peterson, John Underhill, Herbert Smith, Cyril Plunkett, Donald Ball, Wilmer Nicholson and David Winters.

Ordinary Seamen Kenneth Bailey and Eugene Dunn led the 32nd Naval Storesmen's class. Their classmates were AB George McCoy and Ordinary Seamen Arthur Prill, John Yeomans, Howard Lyons, James Cornelius, Vernie Major, George Ward, Ronald Jones, Roderick Dressel, Richard Wade, Karl Blackett, Frederick Doucette, Bernard Duteau, David Brideau and Stanley Stephenson.

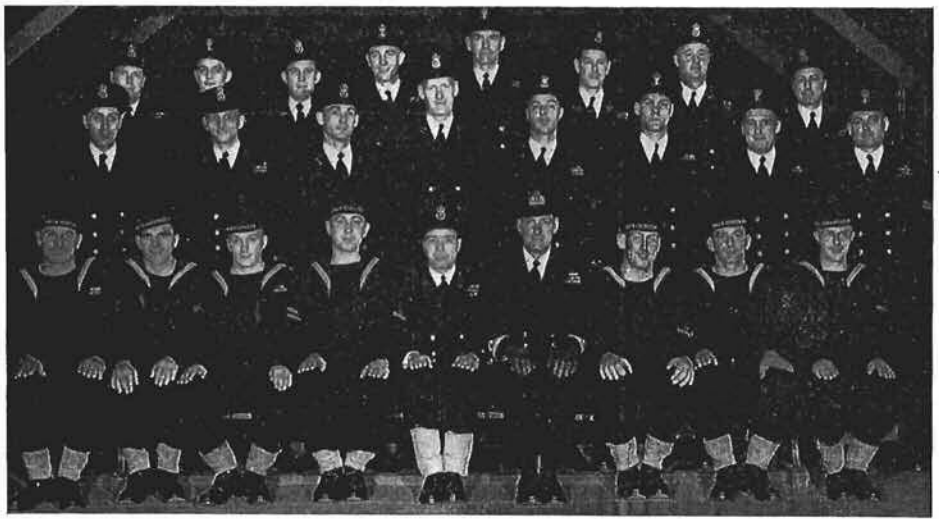
Top men in Stewards' class number 36 were Ord. Sea. Gerard Lefebvre and AB Gordon Giroux. Others completing the course were Ordinary Seamen Paul Lacroix, Alexander Lajoie, Roland Tourigny, Gilles Rousseau, John Kircoff, Albert Barrette, Rosaire Lizotte, Armand Robitaille, Dalton



Patterson, Karl Munich, John Beeston, Frank Willms, Donald Hoppe, Frederick Young, John Thomas, Marcel Bourrell, Gordon Black, Richard Kendall, Kenneth Flowers, Serge Doualan, Billy Ryan, Edwin Pelley, Blair Bruce, Joseph Major, Alfred Lavender, John McAllister, James Campbell, Allen Bennett, John Watson, Kenneth Conrad, Stafford Girouard, Joseph Gauthier and William Grant.

New Faces Seen on Comschool Staff

Recent changes in the staff of the Communications School at HMCS Cornwallis brought CPO Herbert Tate from Stadacona to the Comschool for instructional duties, CPO George Holt from Naden as Chief Petty Officer of St. Hyacinthe block and assistant confidential book officer, and PO Gerald J. Dufour from the leadership course to relieve PO Robert Palmer, the latter having been drafted to HMCS Magnificent. Another new arrival is PO Patrick Donaghy, a re-entry now taking the P2CR qualifying course.



Shown above are members of the 25th leadership course for chief and petty officers to be held at HMCS Cornwallis. Front row, left to right: POs Charles Llewellyn, William MacDowall, Norman Harding, and William Brandt; CPO Edward Rigby, instructor; Lieut. (S) Colin White, course officer, and POs Thomas Frankinfield, Andrew George and Dana Christopher. Centre row: CPOs William Leeming, Alan Scaysbrook, Gordon Copp and Lawrence Bishop, and POs Thomas Graham, Glen Kvamme, George Johnson and Robert Gordon. Rear row: CPO Gordon Foster, PO Adolph Chranows, CPO Kenneth McCrindle, PO Thomas Marsden, PO Kenneth Cooke, CPO Francis Smyth, CPO Alfred Maynard and CPO Robert Campbell. (DB-1166-1).

Magnificent's Cooks Hold Reunion Smoker

The clubroom of the Seagull Club in Halifax echoed with laughter, song and the twang of guitars when,

on the evening of February 1, present and past members of the cookery staff of HMCS Magnificent got together there for a reunion smoker.

General organizer and chief waiter was Ldg. Sea. Eugene (Benny) Theriault, who has since left the ship on draft to the West Coast. Assisting him and serving as one-man welcoming committee was AB Harold (The Voice) Skinner.

Food, refreshments, entertainment and a singsong combined to make it a highly enjoyable evening for all present. — A.C.T.



A recent issue of the magazine Saturday Night held more than casual interest for four members of the RCN. With a feature article on Comedian Alan Young, the magazine published a photo of the four sailors talking with Mr. Young in his dressing room on a Hollywood set. Two of the men, CPOs John Rogers and Harry Sherman, both of HMCS Naden, look at a copy of the magazine held by Arthur Bell, publishing company representative. The other two men in the photo, CPOs Vincent Nielsens and F. F. Wright, are serving in the Far East in HMC Ships Athabaskan and Cayuga, respectively. (E-17614).

ND Training Centre Graduates RP2 Class

The first class of radar plotters 2/c to be trained in the Navigation Direction Training Centre at HMCS Naden graduated January 4. Successful candidates were Leading Seamen John W. Cumbers, Walter Taylor, Bruce Thackeray and Lionel Foley and Able Seamen David Robinson, Richard Nagel and Frederick Hooper.

Queens U. Principal Inspects UNTD Cadets

Approximately 200 spectators were on hand in mid-January when UNTD cadets of Queen's University, attached to HMCS Catarauqui, were inspected by Dr. W. A. MacIntosh, Principal of Queens, at the Kingston naval division. The ceremonies included a colour guard display, inspection of the division and a march past. Dancing and refreshments followed.

LOWER DECK PROMOTIONS

Guests at the inspection included the Deans of Faculty and their wives; Lieut.-Cdr. John Bugden, Reserve Training Commander, East Coast; Catarauqui officers and their wives, and wives and friends of the cadets.

While in Kingston in mid-January, Lieut.-Cdr. Bugden also inspected reserve force personnel at Catarauqui and visited the local sea cadets corps.

Reserve Divisional Officers Hold Meeting

HMCS York was host to a conference of senior divisional officers from the Great Lakes naval divisions January 12 and 13 in Toronto. Purpose of the conferences was to discuss matters pertaining to the reserve divisional system and the welfare of ships' companies in naval divisions.

Lieut.-Cdr. Peter Hinton, of the staff of the Director of Naval Reserves, Ottawa, conducted the two-day meeting. Captain R. I. Hendy, commanding officer of York, welcomed the officers to the Toronto division.

Divisions represented were: Hunter, Star, Prevost, Catarauqui, Carleton and York.

Four Able Seamen Finish Medical Course

Four able seamen recently completed a course at the RCN Hospital at HMCS Naden which qualified them as medical assistants. They were Able Seamen Joseph G. Bruneau, Lloyd C. Robson, Allan H. Gale and Melvyn Gamble.

CAPTAIN F. G. HART HEADS VICTORIA NOAC

Captain F. G. Hart, RCN, Ret'd., was elected president of the Naval Officers' Association of Victoria at the annual general meeting in the ward-room of HMCS Naden.

The retiring president, Rear Admiral B. W. Greathead, CB, RN, Ret'd, reviewed the year's activities and announced that in the past 12 months the Victoria Association had made the following gifts: \$125 to the Canadian Naval Service Benevolent Trust Fund, \$200 to the Navy League of Canada (Victoria) for Sea Cadet work, and \$25 to HMCS Naden for the children's Christmas parties.

Other officers elected for 1952 were: Vice-president, Mr. A. M. C. Kenning; secretary, Captain Harry Kingsley, RCN, Ret'd; treasurer, Mr. Paul Fecteau; members, Mr. R. Clayton, Mr. H. R. Brooks, Commander D. H. S. Craven, RN, Ret'd, Lieut. H. S. MacDougal, RCN, Ret'd, and Commander H. R. Tingley, RCN, Ret'd.

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.

ACHTZENER, Harold J. P2CS3
 ADAIR, Donald M. P1AA1
 ADIE, William V. C2CK3
 AIKEN, Raymond J. P2VS2
 AKEROYD, William H. LSPW1
 ALBERT, Claude J. LSQRS
 AMOS, William L. P2CS3
 ANDREWS, Jack A. LSRCS
 ARCAND, Paul A. LSVS1
 AUSTIN, Donald H. LSCK1

BAZLEY, James S. C1PW3
 BENJAMIN, Carman L. C2CK3
 BERNIER, Marcel J. LSNS1
 BOHUCH, Joseph. LSVS1
 BOLICK, Elmer D. LSVS1
 BOULE, James P. P2NS2
 BOURGEOIS, Charles W. C1CR3
 BOUSQUET, Joseph J. LSSWS
 BUCHANAN, Gordon. LSCK2
 BURROWS, Vernon A. LSNS1
 BRADFORD, Royce I. P2PW2
 BROCKLEY, Alfred S. P2CS3
 BROWN, Norman. P2SHS

CAMPSALL, John E. P1SW1
 CARTER, Edgar M. C1TI3
 CASEY, James A. P2NS2
 CHALK, John E. P1VS3
 COLE, Ronald N. P2VS2
 COLLINS, Robert C. C2CS3
 COOPER, Merrill R. LSNS1
 CORNEAU, Ronald J. LSCK1
 COSTELLO, William E. LSVS1
 CROCKATT, Robert D. P1VS2

DAVIDGE, Terance G. LSSWS
 DAVIS, Stanley W. LSCV1
 DENOMME, Louis W. LSSWS
 DOCKRILL, Donald K. P1CK3
 DUNN, Donald J. P1PW2
 DURNFORD, Ned M. C1SH4

EARLE, Clyde W. P2SW1
 EASTMAN, Raymonde C. P2CS3

FARRELL, Frederick J. P2NS2
 FAULKNER, Arthur R. P1VS2
 FILEWOOD, Donovan C. C2CS3
 FOLEY, Arthur J. P1VS2
 FONTAINE, Robert J. LSPW1
 FOREMAN, William H. P2PW2

GAUTHIER, Henri J. LSSWS
 GERRIOR, Marshall J. P1CK2
 GOBEIL, Armand J. P1SW1
 GODOLPHIN, Alfred H. P2AW2
 GRANT, Reginald P. LSAW1
 GRIFFIN, Richard W. LSRCS
 GUISE, Ernest G. LSCK1
 GUSCOTT, Edward W. LSNS1

HALL, Gordon F. P1ER4
 HARKNESS, William R. C1CS3
 HAYTER, Ronald F. LSP1
 HEMPHILL, Roy P. LSCK1
 HIGGINS, Donald E. LSSWS
 HOLLOWAY, Harold W. LSNS1
 HOLMES, William R. LSCK1
 HUMBERSTONE, Benjamin. C2CK3

HUTCHINGS, Stanley G. LSSWS
 HUTCHINSON, Glen F. C2CK3

JACKSON, Earl A. P1CK2

KENNEDY, Elmer M. P1CS3
 KERGOAT, Raymond G. P2CS3
 KLEIN, Hubert J. LSNS1
 KORNELSON, Stanley F. LSSWS
 KRAFFT, Kenneth E. P2CS3
 KUSHNER, Francis J. P1NS2

LACROIX, Jean M. LSSWS
 LAPOINTE, Rene J. LSAW1
 LEBLANC, Joseph A. P2PW2
 LETSON, Alfred A. C1SH4
 L'HEUREUX, Onil J. P1NS2
 LUCKY, Frederick. P1PW2
 LUPUL, William. LSSWS

MARSAW, Norman R. P2CS3
 MARSCH, John E. LSNS1
 MATHIEU, Louis. LSCK1
 MAYBEE, Donald H. LSCK1
 MILLER, Pierre L. LSSWS
 MILLER, Samuel R. C2CS3
 MITCHELL, George J. P1AW2
 MORRIS, William R. P1NS2
 McALLISTER, Morley P. LSCS2
 McGOWAN, John J. P1CK2
 McIVOR, Lawrence E. P1SW1
 MacKINNON, Patrick. P2NS2
 MacLARTY, John H. LSCS2

NICHOLAS, William E. LSSWS

OULETTE, Leo E. LSSWS

PAULSEN, Ralph C. LSVS1
 PEARNS, Mervin H. P2NS2
 PERELMUTTER, Morley L. P1PW2
 PINARD, Gerald W. C2CS3
 POIRIER, Emanuel E. C1SH4

QUINLAN, Peter J. P2CK2

REICHERT, Philip. C1SW2
 REYNAR, Melvin A. LSSAW
 REYNOLDS, Thomas R. P2VS2
 RICHARDSON, Andrew R. LSPW2
 ROBERGE, Albert M. P1VS2
 RUSSELL, Charles B. LSCK1
 RUYMAR, Michael A. P2CS3
 RYDER, Morley M. LSCS2

SCHLEEN, Donald C. P2NS2
 SEYMOUR, Gordon K. P2NS2
 SHELTON, John R. P2VS2
 SHEPPARD, Robert W. P2AW2
 SIDOCK, Cecil R. LSSWS
 SKUBISKI, Joseph M. LSAW1
 SMITH, Arthur E. C2CK3
 SMITH, Joseph H. P1CK2
 STAFFORD, Reginald D. LSCK1

TAMBOLINE, Douglas G. LSVS1
 THERIAULT, Eugene P. LSCK1
 TIPERT, Bernard W. C2MA3

VAN HAFF, John P. LSVS1

WATSON, Gordon A. C1SH4
 WATTS, Albert J. LSVS1
 WHALEN, Earl T. LSAW1
 WILLIAMS, James A. C2CS3
 WILSON, Robert A. C2CR3
 WORTHINGTON, Thomas M. C2NS3
 WRIGHT, Allan F. P2SW1

Happy Traveller

*'Moose' Book Likes Nothing
More Than Seeing
The World*

A SEAMAN with a yen for far distant shores, grand opera and a hand of bridge is HMCS Brockville's choice as Man of the Month for March.

He is Ldg. Sea. Kenneth Elmore (Moose) Book, RCN(R), whose generosity, booming voice, continual good nature and thorough knowledge of seamanship are by-words in the Bangor minesweeper that serves as training tender to HMCS Scotian, the Halifax naval division.

"Moose" Book comes from the vineyard of Canada—the Niagara peninsula. He was born in Vineland on November 12, 1926, but grew up and went to school in Beamsville, where his father was, and is, a barber. When war broke out he tried to enlist but, as he was only 14, his services were declined with thanks.

Finally, in the summer of 1944, Ordinary Seaman Book was attested in the RCNVR at HMCS Star, Hamilton. Basic training at Cornwallis followed.

It was at Cornwallis that "Moose" discovered he was an actor: he was cast as one of the Wise Men in the Christmas play.

"I found it hard to keep a straight face—me a wise man!" he reminisced.

Early in 1945 he was bound for HMCS Avalon, in St. John's, Newfoundland, and shortly afterward joined HMCS Seacliffe, a frigate operating on mid-ocean escort duty. In the fall of 1945 he was drafted to HMS Puncher and there his dramatic talents were called on again.

Christmas rolled around while "Moose" was in the Puncher and, being the youngest hand on board, he automatically became Captain for the day, putting on the uniform of the commanding officer, Captain Roger E. S. Bidwell (now Rear-Admiral Bidwell, Flag Officer Atlantic Coast). From all accounts, "Captain" Book played the part in professional style.

In February 1946 Book was returned to his home division for demobilization. It looked like the end of a life he had decided was just right for him.

"In the Navy I had acquired a love for travel and I sure hated to turn my back on it."

As it transpired, his back wasn't turned for long. When the RCN (Reserve) was activated, "Moose" was among the first men to apply. He was assigned official number R3 and was enrolled on the emergency list at HMCS Star in May 1946.

He spent the summer on board HMCS Wallaceburg, which had come up from Halifax to train reserves on the Great Lakes.

Hardly had he left her, in September, than he was on his way again, this time on a trip that would take him around the world. War Assets Corporation was selling surplus corvettes to China and Canadian crews were being recruited to deliver them to their new owners.

"That's for me!" boomed "Moose" and, along with 20-odd other reservists, he signed on as a merchant seaman to take the former HMCS Orangeville to China.

The Orangeville was renamed SS Ta Tung which, according to Book, means "unity." This, and the Chinese equivalents for "good" and "no good," are the full extent of his oriental vocabulary.

The Ta Tung sailed eastward through the Mediterranean, Suez Canal, Red Sea and Indian Ocean.

At each port of call, "Moose" was ashore meeting people, seeing things and adding to the collection of small curios he has sent home to his mother in Beamsville.

After turning over the vessel to the Chinese Nationalists at Shanghai, the Canadian crew crossed the Pacific, passenger-style, aboard the SS Marine Lynx. Landing at San Francisco, they entrained to Montreal, where they were paid off.

The globe-girdling journey took them three months. Of the whole trip, "Moose" says simply: "It was wonderful."

The winter he spent quietly, for him, but when spring brought a chance to have a deck under his feet, he couldn't get there fast enough.

This time the ship was HMCS Portage and her destination was Bermuda. It was on this cruise that "Moose" picked up the bridge bug. Shipmates taught him the game and he quickly became a devotee.

Early in 1948, after another session ashore, he learned there was a limited number of berths available for reserves in the newly-commissioned HMCS Cayuga, which would be sailing shortly from Halifax for Esquimalt. When the Cayuga put to sea, "Moose" Book was aboard her.

Then followed his longest stretch ashore. Book didn't go to sea again until November 1949, when he joined HMCS Magnificent for a cruise to the Caribbean. It was during this cruise that the Magnificent and HMCS Haida took a prominent part in the rescue of crew members of an American B-29 which had crashed in the Atlantic off Bermuda.

After serving in the Navy's biggest ship, Book went, a year later, to one of its smallest, joining the wooden minesweeper Llewellyn, which was then employed as Scotian's training tender. When the Brockville replaced the Llewellyn, he was transferred to the former.

The Brockville has been his home ever since — except for three months spent aboard the Magnificent last fall while she was on her Mediterranean cruise. (The opportunity to do some



LDG. SEA. KENNETH BOOK

(Continued on Page 32)

WRENS PROVE APT PUPILS

*Drill Instructor
Gives Girls
Top Marks*

WHEN CPO Brian Inglis was named instructor of the first class of Wrens to arrive at HMCS Cornwallis last fall, he viewed the job with some misgivings.

Now he wouldn't trade it for anything short of a sea draft.

While an old hand at instructing — he had been putting new entries through their paces since Cornwallis re-opened in May 1949 — CPO Inglis suspected that the tried and true techniques he had used in training seamen might not meet with the same success when applied to Wrens.

Nor was his state of mind improved by the constant kidding to which he was subjected by his shipmates.

The first two weeks the Wrens spent under his charge were little, if any, better than he had expected. The Chief found himself a frustrated man.

"If the seamen made mistakes in drill, he explained, "I just hauled off and blasted them — got it off my chest. But with these girls, it was different . . . Well, you just don't go around hollering at girls."

So when the girls got their right and left feet mixed during drill, the Chief stood them at ease and strode away to a distant corner of the parade ground, "muttered under my breath and let off some steam," then returned to his class.

Gradually, however, the situation became less desperate. Though they may have been short on drill, the Wrens were long on determination and spirit. After hours, they marched up and down in their living block, practicing the manoeuvres CPO Inglis had been teaching them on the parade square.

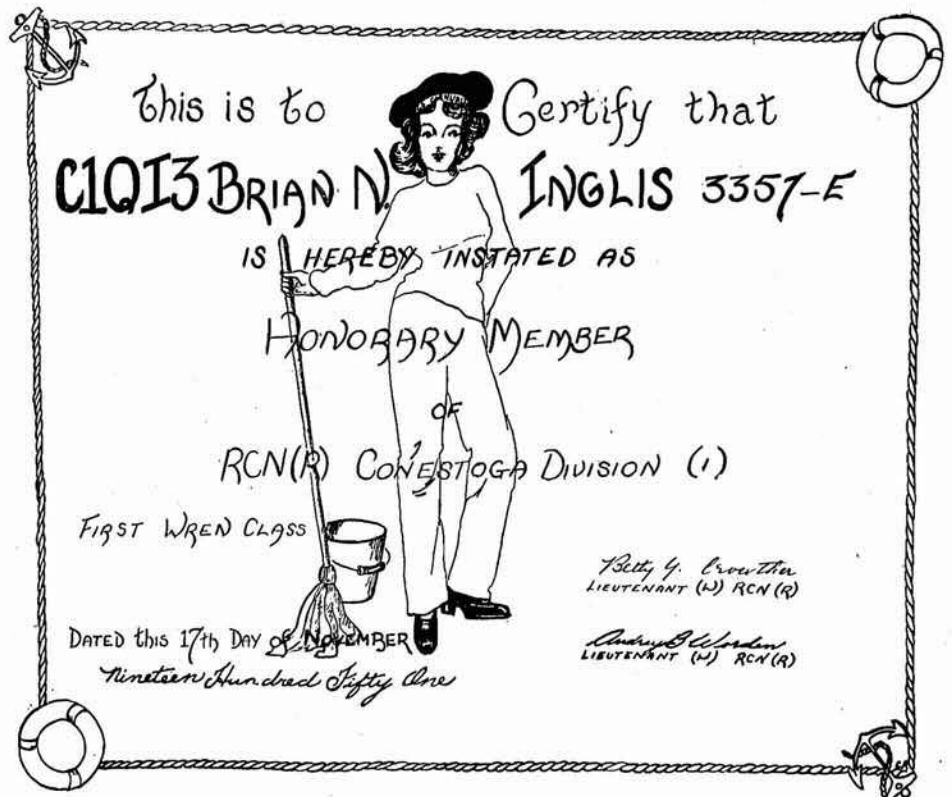
Seldom, their instructor found, did they make the same mistake twice, and soon they began to shape up as a first-class squad.

The skeptical Chief was swept along by their enthusiasm and, by the time they had reached the half-way mark in their training program, he unhesitatingly pronounced the girls to be the easiest group he had yet had to instruct.

This admiration was reciprocated and the Wrens, on the completion of their course, presented CPO Inglis with a certificate creating him "an Honorary Member of RCN(R) Conestoga Division (1)."



CPO Brian Inglis marches a newly-arrived class of Wrens on the parade ground at Cornwallis. In the lower photo is pictured the certificate presented to CPO Inglis by the first class of Wrens to complete training at the establishment. (HS-16591; DB-1148-1).



Since then CPO Inglis has instructed two other Wren classes and is now busy training a fourth. He still likes the job.

CPO Inglis, 34, entered the Navy in 1939 at Victoria and served during the

war in ships of the Royal Navy and RCN. Before going to Cornwallis, he spent more than two years in HMCS Naden, the RCN barracks at Esquimalt. He is married and has two-year-old twin sons.

GOT A JOB? CALL A HELICOPTER

"MAID OF ALL WORK" is what the helicopter is called, and the Atlantic Command of the Royal Canadian Navy has not taken long to find out how well the title fits.

Helicopters, two of them, came into service in the Command last September. Now the consensus is: "How did we ever get along without them?"

The "egg-beaters" have done everything from assisting ships in radar calibration to taking part in ground-air searches to substituting for Santa Claus's reindeer.

Based at HMCS Shearwater, they are operated by Number One Naval Helicopter Flight. Pilots of the skeleton-like craft say it is amazing how many jobs have cropped up that "simply must be done by helicopter."

The machines have taken part in exercises with ships of the fleet, have figured in a number of searches, have proven ideal for photographic purposes, have provided visiting officials with a bird's-eye view of naval developments and installations in the Halifax area, and have cut the long and awkward journey from Shearwater to the dockyard down to a quick four minutes.

On the lighter side, one of the 'copters last fall became a 20th Century swan in the Atlantic Com-



Completing a four-minute flight from Shearwater, a helicopter descends to the parade ground in front of Atlantic Command headquarters in the Halifax dockyard. At the controls is Commander J. C. Reed, Chief of Staff to the Flag Officer Atlantic Coast. With him is Lieut.-Cdr. J. D. Lowe, senior pilot of the helicopter flight. (HS-158 10).

mand's version of Wagner's Lohengrin, dropping down on the parade ground at Stadacona and carrying away Commodore A. M. Hope after he had said farewell to the ship's company. Commodore Hope became the first person in the RCN to commence retirement leave with a journey in a

helicopter, the machine taking him to his home at Chester, 30 miles south of Halifax.

In December, when Shearwater arranged a series of three Christmas parties, two for children of personnel serving on the station and the third for colored orphans, the youngsters got an unexpected thrill when Santa Claus arrived, complete with sack, by helicopter.

When PO Johnny Sawatsky, coach of the Shearwater football team, found his charges weren't carrying out their plays properly in practice, he climbed into a helicopter for an aerial inspection of the action. The view was much clearer and he was able to determine who was carrying out his assignment correctly and who was not.

The versatile helicopter is not without its problems, but these concern only the pilots and maintenance men.

The helicopter has an endurance of two and a half hours, and that is about all the pilot can take at one stretch. In that space of time he expends as much physical and mental effort as a fixed wing pilot does in five hours.

On the maintenance side, complexities of control and transmission hook-up, plus other problems peculiar to rotary aircraft, make it difficult to pinpoint mechanical failures except by process of elimination.

Unlike the conventional aircraft,



Petty Officer John Sawatsky, coach of the Shearwater football team, found mistakes occurring in practice that were difficult to detect. So, to get a better view of the play, he climbed into a helicopter and directed scrimmages from a few feet above the players' heads. (DNS-5912).

A LINK WITH HOME

Sailors Send Sentiments Via Victoria Radio Program

the 'copter cannot be flown "hands off" for any appreciable length of time. It requires constant attention and concentration as it beats along at an altitude of from 300 to 500 feet.

There are lighter moments in the helicopter pilot's daily chores, such as when he has a fixed wing pilot as a passenger. (All helicopter pilots, by the way, are also fixed wing pilots.)

Even though he may know what's coming, the passenger generally registers horror when, at 300 feet altitude, he sees the air speed drop to zero, then suddenly feels himself flying backwards.

Coming to a dead stop from 70 mph, within 30 feet and in mid-air, has jarred many a recognized "hot" pilot into shutting his eyes and breathing a silent prayer.

The two helicopters now in use are three-place Bell HTL4's and are earmarked for use aboard the RCN's Arctic patrol vessel now being completed at Sorel, P.Q., and for training purposes.

In charge of No. 1 Helicopter Flight is Lieut.-Cdr. (P) John D. (Darky) Lowe. The other pilot is Lieut. (P) George Marlow.

Engineer officer is Lieut.-Cdr. (E)(A/E)(P) Dennis Foley, an old helicopter pilot who learned to fly the machines while stationed in the United States during the war. In 1945, Lieut.-Cdr. Foley, piloting a helicopter, led a party to the rescue of a U.S. Navy fighter pilot whose plane had crashed in the Florida Everglades. For this he was awarded the U.S. Legion of Merit and the "Winged S" air rescue emblem.

Members of the unit's maintenance crew are CPO George Cummings, PO John Saddler and Leading Seamen Arthur Osgood, Lawrence Camphaug and Thomas Williamson.

Pilots and maintenance crews have had special training with the United States Navy as well as with Bell Aircraft Corporation, the manufacturer. After initial training with the USN training squadron at Pensacola, Fla., Lieut.-Cdr. Lowe and Lieut. Marlow spent some time with a helicopter squadron based at the U.S. Naval Air Station at Lakehurst, N.J. During this period they flew from icebreakers and carriers, as well as from shore.

Lieut.-Cdr. Foley and his maintenance crew spent two months at Lakehurst and a similar length of time at the Bell Aircraft helicopter school at Fort Worth, Texas. Lieut.-Cdr. Foley also took instruction in flight test procedure.

Each evening at 10:15 over the wave-length of Radio Station CKDA, Victoria, comes the creaking and moaning of a door badly in need of lubrication. Then a pleasant voice welcomes the listening audience to "the hallowed chambers of Spinner Sanctum"—an hour and three-quarter program of recorded music.

The voice belongs to "Uncle Ed" Farey, CKDA's 34-year-old program director and the medium through whom, for the playing length of a ten-inch recording, a sailor, serving at sea off the coast of Korea, is transported across the Pacific to the fireside of his wife, sweetheart or mother in Victoria.

"Spinner Sanctum," a request program, has become so popular with the Canadian destroyers in the Far East that on several occasions special nights have been allocated to the different ships. These are always well advertised in advance so that no one will miss a dedication.

Normally the program is over by midnight, but when the ships have their special nights and all requests have not been played before 12

o'clock, "Uncle Ed" stays on the job until the book is clear. It was 3 a.m. before he completed one of his shows during the Christmas period.

At that time "Spinner Sanctum" was collecting donations for the Shut-in Children's Christmas Party. The amount sent from the Cayuga, Sioux and Athabaskan totalled nearly \$800, which made the three warships the fifth largest contributors to the fund. (See Crowsnest, February 1952).

To have a request played on the "Sanctum", a letter must be sent to Radio Station CKDA. If it contains a small donation for the milk fund of the Queen Alexandra Children's Solarium, all the better.

"Ed" Farey, a Victoria native, started in radio with CJVI, the city's oldest studio. From there he went to Flin Flon, Manitoba, where he was on the staff of CFAR. During the war he served in the RCAF, his experiences including a period of transport flying over "the Hump" of the Himalayas from India to China. When CKDA opened in Victoria, he joined the staff as program director.



Petty Officers Russell Hooke and Thomas Shields and Ldg. Sea. William Roberts, newly arrived via the airlift from the Far East, call on "Uncle Ed" Farey at Radio Station CKDA, Victoria. Ldg. Sea. Roberts turns over to Mr. Farey a \$35 cheque for the Queen Alexandra Solarium Milk Fund and pages of requests from his former shipmates in HMCS Cayuga to be played on "Spinner Sanctum." (E17473)

A Language of Their Own

by D.C.L.

Communicators Speak Strange Dialect, but it Makes Sense all the Same

ABOARD HMCS ATHABASKAN—The lingo of naval communicators sounds like that of another world.

Prior to joining the communications branch of the RCN three years ago, I recall overhearing two communications ratings talking a language that left me completely at a loss as to their origin. Even now that same lingo baffles me at times.

I used to consider myself as being quite hep to the slang terms of the day, but I realized my education had been sadly neglected when I began to be confronted daily with such sayings as: "Hoist zero three zero turn;" "He's R3 but there's too much QRM;" or even worse, "The DG's in the priority were not for our channel."

It's actually not too bad becoming the target of these sayings, but it gets pretty discouraging when you get the "where-have-you-been-all-your-life" look in return for a blank stare.

The ways and the talk of a communicator are really not as strange as they sound. Phrases and terms coined by a communicator are the result of highly specialized training in the naval communications school, and its subsequent application in ships of the RCN.

Moreover, such terms are known the world over, and whether you speak Dutch, German, Japanese or Greek, they have the same, or very nearly the same, meaning. Differences in language at one time made it almost impossible to communicate in

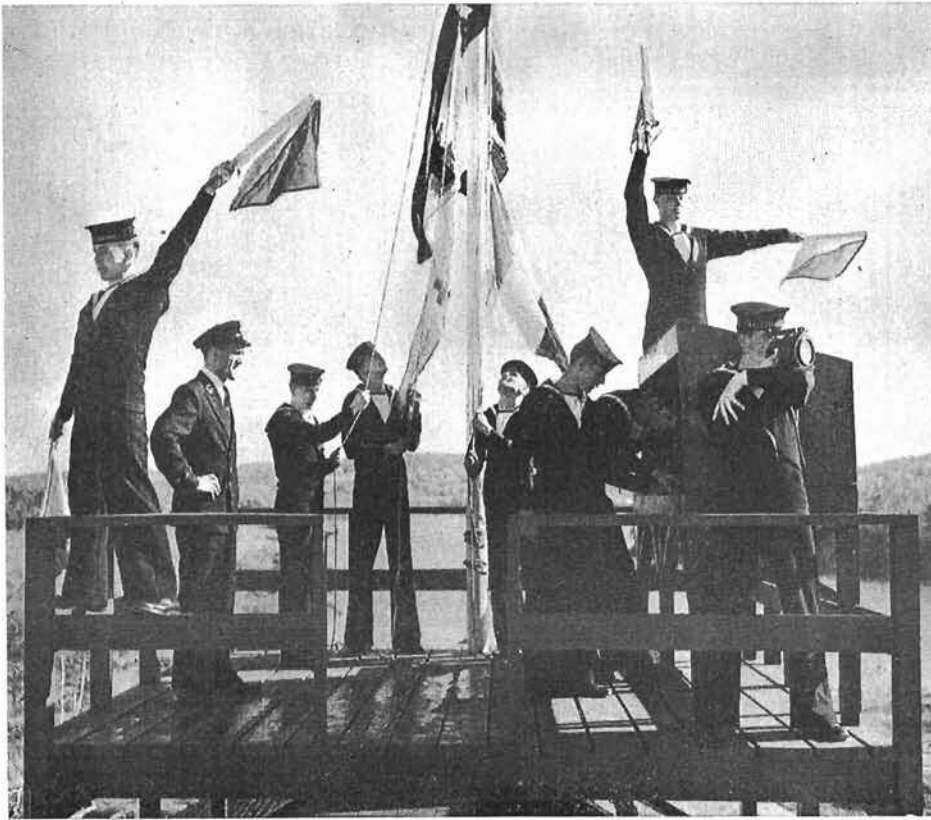
all the major tongues. Therefore a common language, or form of language, was very necessary. An international convention organized just such a language, which today has become that of the communicator. Now, serviceman or civilian, a communicator can talk business and be universally understood.

On board HMCS Athabaskan, this knowledge becomes a major factor when this destroyer comes in contact with foreign ships, as she frequently does while serving with the United Nations fleet. The ship can be Dutch, Siamese, or just a Korean vessel patrolling in the Yellow Sea, yet communication is equally simple.

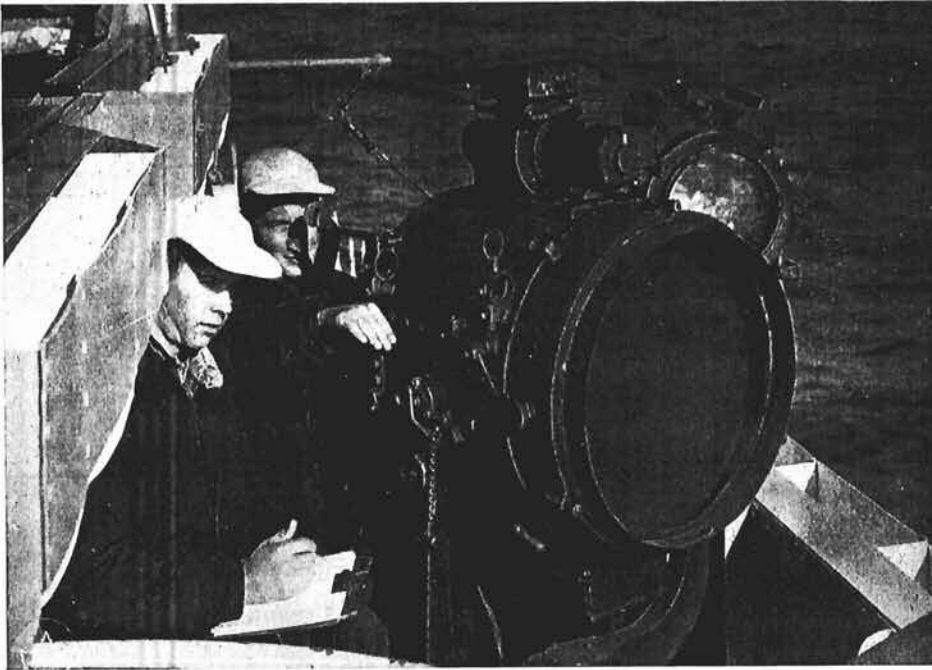
In the main radio office of the Athabaskan, called Radio One, a continual stream of messages flows to and from the ship, and the resulting task demands an accurate "know-how." The Athabaskan has six radio operators, all working under the supervision of Petty Officer A. E. Bouchard, of Victoria. These men work in pairs, and their combined talent represents the Athabaskan, and, at times, the Royal Canadian Navy, in this world of strange languages.

The three pairs of operators work four hours, then have eight hours "off watch." Working in this manner are AB John Ellis, Vancouver, and AB Harry Snaith, Red Willow, Alberta; AB Ken Bjorndahl, Saskatoon, and AB Gordon Campbell, Ottawa; and AB Ronald Mark, Winnipeg, and AB Clairmont Gagne, Montreal. Leading Seaman Bill Hogg, Victoria, lends his assistance during rush hours, which he insists, is almost always!

Under the present naval arrangement, the communications department is divided into radio and visual branches. The visual half also uses a strange language which works in quite easily with the international radio terms. In this case, however, messages are passed by flashing light, flags or semaphore. Also under the care of the visual department are fleet manoeuvres, which involve precision movements of ships in company. This is my department, and my reason for claiming the honor of the eighth wonder of the world for the communi-



A class of ordinary seamen training in visual communications practices flag hoisting, flashing and semaphore on the "flag deck" at HMCS Cornwallis. It is in the Communications School that the communicators learn their trade, and the curious language that goes with it. In the photo are, left to right, Ord. Sea. Donald R. Horler, Ottawa; CPO Charles Light, Winnipeg; Ordinary Seamen Douglas Willox, Winnipeg, and Thomas Parkin, Vancouver; Able Seaman William A. Goronuk, Calgary, and Ordinary Seamen Gordon K. Barnes, Calgary; Reginald Olson, Winnipeg; Ronald V. Joyce, Vancouver, and Robert Poupart, Montreal. (DB-1125-5).



On a clear day, messages flashed on the 20-inch signal projector can be read as far distant as 15 miles. AB Nick Malysh, of Vernon, B.C., operates the powerful carbon burning lamp on board the Athabaskan, while AB Cecil Drummond, of Brander, B.C., stands by with a message pad. In the background, right, is a ten-inch signal projector.

cations branch. The complex organization of this branch forbids explanation, by me at least, but it's a dandy!

Standing watches in this department are AB E. W. Penny, Calgary, and AB Len Woollven, Edmonton. The next watch is handled by AB Nick Malysh, Vernon, B.C., and AB Cecil Drummond, Brander, B.C. Last, but by no means least, is my watch. AB Johnny Molnar, Abbotsford, B.C., works with yours truly, AB Don Lory, of New Westminster,



In the main radio office aboard the Athabaskan, PO A. E. Bouchard supervises as Able Seamen Ronald Mark, Winnipeg, and Clairmont Gagne, Montreal, record messages received during a patrol off the coast of Korea.

B.C. These watches are carefully supervised by Chief Petty Officer W. (Willie) Moyes, of Victoria.

In charge of the message centre of the Athabaskan is Petty Officer Ralph Heys, of Victoria, ably assisted in his work by Petty Officer Fred Hodgkins, Victoria, and AB Ian Anderson, White Rock, B.C.

A search through the files of the Athabaskan during her first tour of duty in the Korean operational area and the first three months of her second sojourn could easily produce evidence of the mammoth number of messages handled. Thousands of coded morse groups are received daily in the radio office, while other messages arrive by light, voice and flags, and, at times, by phone or hand. The job is performed under blazing tropical suns, or through the bitter cold Korean winter.

CHRISTMAS ABOARD THE ATHABASKAN

The Athabaskan was fortunate in being able to spend Christmas Eve at anchor off the west coast of Korea. All hands mustered for a carol service in the after upper mess deck, where a choir which had been practicing in the gunner's store, with as much secrecy as possible, came into its own.

Among the special numbers the choir performed was "We Three

Kings of Orient Are," the Three Kings being AB David Burck, AB John Bryan and Lieut. Paul L. S. McCulloch.

Later, at midnight, the 10-man choir sang the carols again in softer tones, providing the background for a service held in the wardroom beside one of the Canadian Christmas trees sent to the ship by the captain's wife, Mrs. Dudley King, of Victoria.

Early Christmas morning the Athabaskan put to sea, where it was whipping up a storm. The ship rolled and tossed considerably but that did not stop the sailors' fun. A ship's concert had been planned for the afternoon and, a great deal of spare time work having gone into creating skits and rehearsing them, the participants refused to let the weather deter them. CPO John Pottinger organized and was master of ceremonies of the show, which had 14 numbers in all.

The officers put on a skit based on "Mutiny on the Bounty." The sensation of this skit was the part where the Executive Officer was strung up and lashed.

Among the musical acts was a breath of Newfoundland provided by Ord. Sea. Cyril Ruth with guitar and songs. PO Henry Rawlings sang cowboy songs from "Crooked Crick."

In spite of the rough, cold weather, the Captain's rounds, with Ord. Sea. Ross Case as Captain for the day, were a huge success — *P.L.S.McC.*

EAST COAST SCHOOL NEARS COMPLETION

The new Shannon school at Wright's Point naval married quarters, across the harbor from Halifax, is expected to be opened this spring.

Of modern design, the school will have a total of 16 classrooms, each capable of accommodating 40 to 45 pupils.

Though the entire school will not be completed by then, it is expected that the first classes will be enrolled and begin instruction after the Easter recess.

EX-N.O. IS SCOTTISH M.P.

Commander Max Donaldson, who served as Executive Officer of HMCS Niobe when, during the war, that establishment was at Greenock, Scotland, was elected Conservative Member of Parliament for Roxborough, Selkirk, Scotland, at the last general election in Great Britain.

SOME DATES IN CANADIAN NAVAL HISTORY

"It is upon the Navy, under the good providence of God, that the wealth, safety and strength of the kingdom chiefly depend."

—*Naval Discipline Act, 1866.*

1905

All Imperial Forces withdrawn from Canada. The dockyards at Halifax and Esquimalt transferred to the Canadian Government.

1908-1909

Messrs. Nelles, Brodeur, Beard, German, Barron and Bates joined CGS Canada as Cadets, RCN.

1909

The Canadian Government passed a resolution favoring the organization of a Canadian Naval Service. This was caused by the threat of Germany's growing naval strength.

1910

The Naval Service Act was passed by Parliament and received Royal Assent on May 4, 1910 (the birthday of the Royal Canadian Navy). This Act provided for a Naval Service, a Naval Board and a Naval College, and made K.R. & A.I. and the Naval Discipline Act applicable to the RCN.

A building program of five cruisers and six destroyers was proposed. The ships were to be placed at the disposal of the British Government in the event of war.

HM Ships Niobe, built in 1897, and Rainbow, built in 1891, were bought from the British Government. Their authorized complements were 705 and 273, respectively.

Messrs. Curry, Jefferson, G. P. Clarke, Napier-Hemy, DeQuetteville and one other joined as Engineer Sub-Lieutenants, RCN.

The six Cadets training in CGS Canada joined HMCS Niobe as Midshipmen on her arrival at Halifax on Trafalgar Day, 1910. HMCS Rainbow arrived at Esquimalt on November 8, 1910.

1911

Recruiting for the RCN was started in February, but was stopped about a year later due to a change in policy when Sir Robert Borden succeeded Sir Wilfrid Laurier as Prime Minister. In this period, 349 new entries were attested and 111 deserted. Seamen were entered from 15 to 17, stokers from 18 to 23, and all engagements were for seven years. All training was carried out in the Niobe and Rainbow. Uniforms worn by officers and men were the same as in the Royal Navy.

His Majesty The King approved that the Canadian Naval Service be known as the Royal Canadian Navy.

Rear-Admiral Sir Charles Kingsmill, RN, became the first Director of the Naval Service.

The Royal Naval College of Canada was founded in the Naval Hospital Building, HMC Dockyard, Halifax. (This building was rebuilt during 1939-45 and now contains the offices of the Flag Officer Atlantic Coast). Tenders were called for the proposed cruisers and destroyers.

1911 to 1914

There was political opposition to the proposed building program by those who wished to contribute funds to the British Government for use in building battleships. As a result, no ships were built. HMC Ships Niobe and Rainbow became inactive.

1913

On June 9 the first company of the Royal Canadian Naval Volunteers was founded at Victoria, B.C. A second company was subsequently formed at Vancouver.

1914

The Royal Naval Canadian Volunteer Reserve was founded by Order-in-Council of May 18, 1914. It is believed that the RCNVs provided the nucleus of the RNCVR.

Maritime Museum In New Quarters

The Maritime Museum, formerly located in HMC Dockyard, has a new home on Halifax's Citadel Hill.

The move took place in January and was made necessary because the former museum building was due to be torn down to make way for the Halifax-Dartmouth bridge.

The Maritime Museum was opened in December 1948 and, from a small beginning, grew until it occupied four rooms in the building. It was established through the voluntary efforts of officers and men of the RCN, its object being to gather and maintain as complete a collection as possible of equipment, documents, photographs and souvenirs tracing the growth of the Canadian Navy and Merchant Service. Besides being of general interest, it assists in the historical education of junior officers and men.

Strength of the RCN: 336 officers and men.

Midshipmen Palmer, Silver, Hathaway and Cann lost in HMS Good Hope at the Battle of Coronel, November 1, 1914. They were part of the first term in the original Naval College at Halifax and were the first Canadian naval casualties.

The Premier of British Columbia bought two submarines building at Seattle for Chile for \$1,500,000. They were manned by volunteer crews. Their torpedoes were supplied from HMC Dockyard, Halifax, and were those of HMCS Niobe.

1914 to 1918

The RCN grew, by 1918, to a strength of 391 officers and 1,080 men, and the RNCVR to 745 officers and 6,613 men. All cadets, RCN, ex-RNCC, served in the Royal Navy, as well as 1,700 RNCVRs, 43 Surgeon-Lieutenants and 598 Probationary Flight Lieutenants, Royal Naval Air Service. HMC Ships were employed on commerce protection and patrol duties, chiefly on the East Coast.

1919

All HMC Ships were paid off.

1920

RNCVR was demobilized. In April, HM Ships Aurora (cruiser), Patriot (destroyer), Patrician (destroyer) and two submarines, CH14 and CH15, were given to Canada by the British Government. They were manned by RN and RCN officers and men. Captain H. A. Adams, RN, commanded HMCS Aurora.

During May, Admiral Sir Charles Kingsmill was succeeded as Director of the Naval Service by Commodore Walter Hose, RCN.

The strength of the RCN was 1,048 officers and men.

1921

HMCS Rainbow sold for scrap and towed out of Esquimalt Harbor. HMC Ships Aurora, Patriot and Patrician arrived at Esquimalt.

1922

In April, HMCS Aurora and two submarines paid off and were sold for scrap.

HMC shore establishments Stadacona and Naden commissioned.

HMC Ships Ypres, Festubert, Armentieres and Thiepval, all minesweepers, commissioned.

In June, the Royal Naval College of Canada closed.

The strength of the RCN was 366 officers and men.

1923

RCNR and RCNVR organized with authorized complements of 500 and 1,000 officers and men, respectively.

1924

Four Cadets, ex-RNCC, rejoined as Cadets, RCN, and were sent to HMS Thunderer (special entry cadet training ship) at Devonport, England.

HMCS Thiepval made a voyage to Japan via the Kamchatka Peninsula, acting as supply ship for the MacLaren round the world flight.

1926

Admiralty House, Halifax, became the Officers' Mess, HMCS Stadacona.

1928

HMC Ships Patriot and Patrician replaced by HMC Ships Champlain (ex-Torbay) and Vancouver (ex-Tornado).

The title "Director of Naval Service" changed to "Chief of the Naval Staff."

Militia Pension Act made applicable to RCN officers, July 1, 1928.

1929

HMC Ships Saguenay and Skeena (destroyers) laid down at Thornycrofts. These were the first men-of-war ever built for the Canadian Government.

1930

HMCS Thiepval lost in Barkley Sound, B.C.

1931

HMC Ships Saguenay and Skeena arrived at Halifax. HMC Ships Champlain and Vancouver retained by Canada for service in the RCN.

1932

HMCS Ypres paid off.

1934

Commodore P. W. Nelles, RCN, became Chief of the Naval Staff on July 1, 1934. He was the first RCN career officer to become CNS.

Strength of the RCNR was 40 officers and 149 men, RCNVR 73 officers and 899 men.

1935

HMCS Festubert paid off.

1936

HMC Ships Champlain and Vancouver sold for scrap.

Organization of the RCNVR (Supplementary Reserve) approved.

HMCS Saguenay, as escort for the Canadian Legion Vimy Pilgrimage,

made the first East-West crossing of the Atlantic by any of HMC destroyers (Montreal to Boulogne). A Royal Guard was landed from the Saguenay on the occasion of the unveiling of the Canadian Memorial on Vimy Ridge by His Majesty King Edward VIII on July 26, 1936. This was the first Royal Guard ever paraded by the RCN for the King personally.

1937

HMC Ships Fraser (ex-Crescent) and St. Laurent (ex-Cygnat) bought from the British Government for \$1,000,000 each.

HMCS Venture, a three-masted schooner built in Nova Scotia, commissioned.

1938

The four original minesweepers were replaced by HMC Minesweepers Fundy, Gaspé, Comox and Nootka, all built in Canada. (Ypres and Festubert worn out, Thiepval lost in Barkley Sound, Armentieres still serving).

HMC Ships Ottawa (ex-Crusader) and Restigouche (ex-Comet) bought

from the British Government for \$817,500 each.

RCNR (Fishermen's Reserve) organized on the West Coast.

1939

HM the King presented the King's Colour to the RCN at Beacon Hill Park, Victoria.

HMC Ships Fraser and St. Laurent sailed for Halifax from Vancouver two hours and 48 minutes after being so ordered on August 31, arriving September 15.

RCN, RCNR and RCNVR placed on Active Service September 1, 1939.

<i>Strength</i>	<i>Officers</i>	<i>Men</i>
RCN.....	131	1,643
RCNR.....	66	196
RCNVR.....	115	1,453
TOTAL.....	312	3,292

September 16 — Convoy HX1 sailed from Halifax.

October 19 — HMCS Assiniboine (ex-HMS Kempfenfelt) commissioned at Devonport.

The Rainbow and the B.C. Navy

(from The MAGINEWS)

The Royal Canadian Navy has not always been in its present state of readiness. Before the First World War, Canada owned only two old cruisers — the Niobe on the East Coast and the Rainbow on the West. Both were in poor repair and only partially manned.

At the outbreak of the war it was known that two ships of German Admiral Graf von Spee's fast cruiser squadron — the Nurnberg and the Leipzig — were within striking distance of the British Columbia coast. The Admiralty requested that the RCN take action and the Canadian Government, disregarding the neglected state of the Navy, passed this request on as an urgent order.

The Rainbow bravely put to sea from Esquimalt on August 3, 1914, although she was only half-manned, was not worked-up and had no high explosive ammunition. For a week she steamed to and fro off San Francisco, but had no contact with the enemy; on the 10th she was forced to turn back to Esquimalt to coal.

A slim three hours after she departed, the Germans arrived off San Francisco intending to arrange coal

supplies and then raid the CPR "Empress" liners. The United States — still neutral — refused them coaling facilities so, after four days, the German ships headed for ports in South America.

While the Rainbow thus missed certain disaster by good fortune, British Columbia was in a state of alarm. The Premier of B.C., acting on his own initiative, bought two submarines which were being built in Seattle for the Chilean Navy.

After avoiding U.S. naval forces sent to intercept them in the interest of neutrality, the two submarines arrived in Esquimalt. No one knew quite what to do with them, but two ex-submarine officers of the Royal Navy were found, and volunteer crews were hastily trained. The Niobe's torpedoes were sent by rail from Halifax and before long the submarines had successfully completed their first dives.

They patrolled the West Coast for three years, and it was their well-advertised presence which presumably deterred the Germans from conducting raids in British Columbia waters and perhaps even shelling the seaports of Vancouver and Victoria.

Afloat and Ashore

ATLANTIC COAST

HMCS Iroquois

January was a busy month for the Iroquois. She completed high power trials, radar calibrations, tilt test and preliminary gunnery and torpedo trials, as well as other post-refit requirements.

The success of the refit and commissioning trials attested to the skill and efficiency of the dockyard departments and technical staffs responsible.

Late in January the ship sailed for Norfolk, Va., for gun evaluation trials expected to last more than a month.

Albro Lake Radio Station

People living within 10 miles of Albro Lake Naval Radio Station were able to enjoy the station's Christmas tree, which shone from the top of a 250-foot mast during the festive season.

A party of men cut trees in the surrounding bush for the mast, the station and the married quarters, while the electrical staff provided lights for the tree mounted atop the tower.

Personnel of the station had an enjoyable Christmas, despite the fact

that their leaves were delayed because of the rush of radio traffic.

Social events over the holiday included an "at home" held by the commanding officer, Lieut. G. A. Hoyte, and Mrs. Hoyte, an informal Christmas Eve gathering at the station and a well-attended New Year's Eve dance.

Recent drafts from the station took PO C. Dixon to the Magnificent, PO J. Smyth to the Quebec, Ldg. Sea. M. O'Sullivan to discharge and AB S. Elliot to Shearwater.

HMCS Brockville

Twenty reserve officers and men from HMCS Scotian, the Halifax naval division, made their first extended weekend training cruise aboard the division's tender, the minesweeper Brockville, in January.

The Brockville sailed to Lunenburg, N.S., on a Saturday and returned the following day.

While in Lunenburg, the ship's company held a church parade to Lunenburg Presbyterian and Roman Catholic churches. They were led by the Lunenburg Citizens' Band. Following the church services, Mayor Doug Adams took the salute at a march past.

PACIFIC COAST

Old Man Winter hit the West Coast with his Sunday punch in January, blanketing the "evergreen playground" with a heavy layer of snow and underlining his calling card with below freezing temperatures. Greatcoats, gloves, scarves and chattering teeth quickly came into prominence.

While the construction company is working on the foundation for the new Naden barracks block, part of the parade ground has taken on the look of Detroit's "Automobile Row", the regular parking lot having been temporarily abandoned because of the danger of flying rocks from the nearby construction project.

Supply School

HMC Supply School, which closed down for the last two weeks of 1951 for the annual leave period, re-opened at the beginning of the new year and was soon back in high gear with 16 new classes under instruction.

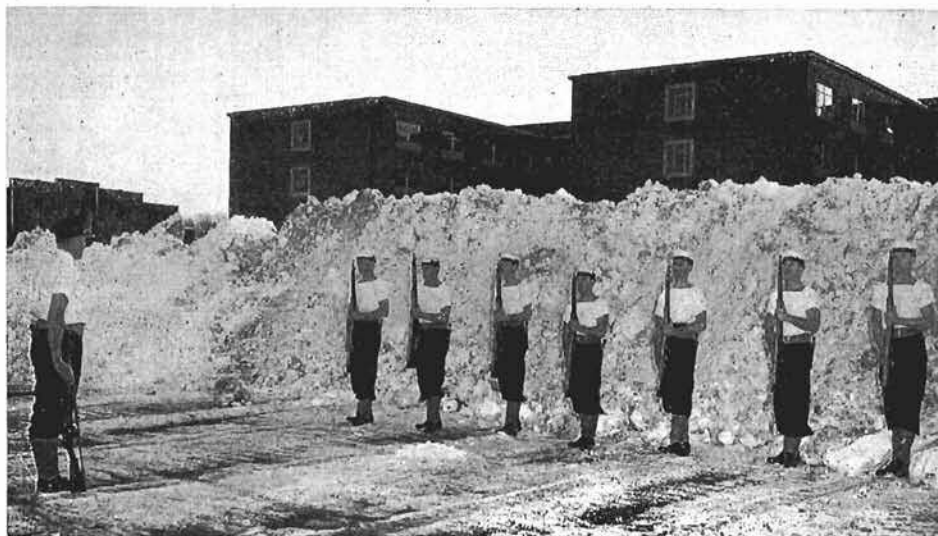
In order to ease crowded conditions in the main building, facilities were made available in the Seamanship School for steward and storesman classes. Writers and cooks continue to receive their training in the main school building.

A new sports schedule has been set up which provides instructional and recreational sports periods throughout the week to two classes at a time, replacing the former program whereby the entire school took sports at the same time.

Lieut. (S) George Woodford joined the school's instructional staff in January.

HMCS Beacon Hill

On January 5 the Beacon Hill and Antigonish began a seven-week training which took the ships as far south as Callao, Peru. The pre-cruise panic reached its peak on January 4, with numerous drafts both going and coming. Among those leaving the ship were the Coxswain, CPO Clarence J. Henry; the "Buffer", PO George Hogg, and PO Norman Dawe.



The rivalry that exists between East and West was responsible for this photo, taken on the Stadacona parade ground for the purpose of proving that Atlantic Coast sailors are more rugged than those on the Pacific side. (P.S. — The pictured gentlemen made a hurried dash for the Gunnery School a fraction of a second after the camera's click). (HS-17361).

CPO Henry turned over his duties to CPO Charles Lewis and went ashore for a quartermaster instructor's course in Naden.

Embarked in the ship for training were nine junior officers, 28 ordinary seamen to be marked "trained" and nine able and ordinary seamen forming a quartermasters' course.

Bolstered by these training groups, the ship's company has risen to the staggering figure of 148. This is nearly twice the number that made the southern cruise at the same time last year.—*D.B.S.*

HMCS Crusader

Completing a year of duty as a training ship, the Crusader went alongside in January for a well-earned refit and annual leave period. The first year of her new commission was a busy one for the ship, more than 17,000 miles being logged on training trips in B.C. waters, to Hawaii and to U.S. Pacific Coast ports. The high spot came, of course, when the Crusader took the Princess Elizabeth and the Duke of Edinburgh to and from Vancouver Island.

A new heating system is being installed in the ship, making it necessary for the ship's company to live ashore in the Reserve Training Establishment.

There have been many changes in the crew and, of the original seaman complement, only two members remain. They are Ldg. Sea. Robert Spragg and AB Robert (Red) Henderson. Among those leaving the ship have been Ordnance Lieut. Archibald Young, CPO Harry Kelvington, the original Coxswain, and CPO George Van Der Haegen, the ship's "Buffer" and Crewsman of the Month in January.

With part of the ship's company on leave and others drafted, many of the crew are performing additional duties. The Executive Officer, Lieut.-Cdr. John Husher, for instance, has been Supply Officer and Electrical Officer, as well as XO.—*A.E.B.*

Communications Training Centre

The CTC at HMCS Naden was a hub of activity in January with five courses under way. In addition, there were the regular daily exercises for ships in harbor.

Recent departures from Naden of communications personnel saw AB Robert Koons and AB Edward Bellefontaine go to HMCS Sioux and AB G. W. McNichol to the Athabaskan.



On board a South Korean minesweeper, an officer and two men from HMCS Cayuga conduct classes in widely different subjects. In the upper photo, Lieut. E. A. Wiggs teaches English to four South Korean officers. In the lower, ABs Jerry Peterson, left, and David Campbell, centre, instruct three South Koreans in the operation of a Bren gun and Lanchester rifles. Lieut. Wiggs was in charge of a party placed aboard the minesweeper for liaison duties during a period she was working with the Cayuga. (*SO-99 and 79*).

Among the new arrivals at the school are Leading Seamen P. J. Lewis, H. J. Oja, G. J. Smith and Harold Bird, all from Cornwallis.

ND Training Centre

The New Year saw the commencement of four classes at the Navigation Direction Training Centre at HMCS Naden. There were two courses of radar plotters and two in the quartermaster branch.

Extensive additions have been made in the training centre recently, with 11 new edge-lit air plots and a new aircraft direction room adding a considerable improvement to training facilities.

Aldergrove Radio Station

Four communicators were loaned to Naval Radio Station, Aldergrove, from HMCS Quebec over the holiday season to assist with handling rush

traffic. They were Ldg. Sea. Edward Haines and Able Seamen J. C. Kelly, Alexander Lazaruk and D. L. T. Ostler.

Although the flow of traffic increased considerably, all messages were cleared with a minimum of delay, with special attention being given seasonal greetings to officers and men of ships in Korea.

NAVAL DIVISIONS

HMCS York (Toronto)

HMCS York took top honors among naval divisions in the most recent quarterly review of RCN recruiting figures. From approximately 3,000 personal enquiries, excluding telephone calls, the recruiting staff of York entered 616 men in the RCN, 130 in the RCN(R) and 38 women in the RCN(R).

According to the recruiting officer, Lieut. (E) W. H. Lang, a mobile recruiting unit which visited four eastern Ontario towns was an important factor in the division's recruiting effort. In charge of the unit was Lieut. D. B. Gill, who was assisted by Sub-Lieut. W. G. McDougall and CPO J. Mulvihill. Talks were given

and movies shown to youth groups, service clubs, schools and cadet corps. Good co-operation was received from radio stations and newspapers.

In the Toronto area alone, in 1951, the movie "The Navy Flies" was shown to approximately 10,000 high school students. Talks were given along with the showing of the movie in 23 high schools.

Assisting Lieut. Lang in the recruiting office is PO A. J. Edwards.—*A.C.T.*

HMCS Discovery (Vancouver)

Officers of lieutenant-commander's rank and below at Discovery are spending part of their Sundays taking a condensed version of a Cornwallis-type officers' divisional course. The two-hour classes began early in the year and will continue each week until the spring.

AB Gerald Sherwood has been drafted to Naden and his successor is PO C. W. Coombes. PO William M. Stewart is now on special duty and is assisting in the refit of PTC 124, training tender to Discovery. PO Peter Turner has been re-elected for his seventh consecutive term as

secretary of the New Veterans' Branch of the Canadian Legion in Vancouver.

The annual Christmas party for children of permanent and reserve personnel, children of war widows and several orphans topped the list of activities around Discovery during the holiday season. About 100 children enjoyed movies, games and good things to eat, plus some rides donated for the occasion by a Vancouver departmental store. The entire show was recorded by the CBC and was transmitted overseas as part of a CBC International Service roundup of how Christmas was celebrated in various parts of Canada.

By the time this is printed, the cadets of HMCS Discovery will have achieved a monumental task: production for the first time by a western university of the UNTD magazine, *White Twist*.

This issue of the magazine covers every phase of cadet life during the winter training period.

During the current term, the division has heard Monday night talks on the international scene by professors from the University of British Columbia, rather than lectures of a wholly technical nature.

A dance was held on the drill deck on Saturday, February 2, for visiting cadets from HMCS Malahat, Victoria, and the following Sunday UBC Cadets paraded to West Point Grey Presbyterian Church for a short service.—*D.M.*

HMCS Montcalm (Quebec City)

A feature event of Christmas activities was midnight mass celebrated on board Montcalm on Christmas Eve. The drill deck was decorated for the occasion by a party of volunteers headed by Lieut.-Cdr. T. F. Owen. The choir, organized by Instr. Lieut.-Cdr. J. E. Boule and directed by Miss Albertine Laroche, sang carols during the mass.

Some 50 couples attended Montcalm's New Year's Eve dance and ushered in 1952 with traditional fanfare.

On January 8 a naval guard from Montcalm, commanded by Lieut. R. P. Lemay, was inspected by Lieutenant-Governor Gaspard Fauteux prior to his departure for Esquimalt for the commissioning of HMCS Quebec. Lieut. Pierre Simard from Montcalm accompanied the Lieutenant-Governor to the West Coast as his naval aide.—*R.J. LeC.*



AB Hal Ford lends a helping hand to Wrens Joan Booth, left, and Gay Christienson, first Wrens to enter and be outfitted at the Vancouver naval division, HMCS Discovery. In civilian life Wren Booth is a payroll clerk and Wren Christienson a bookkeeper.



Wrens attached to HMCS Scotian, the Halifax naval division, have an advantage over their sisters in most other divisions in that they are able to acquire some sea-time for themselves. Along with other reserves from the division, Wrens are embarked in Scotian's training tender, the minesweeper Brockville, for one-day training trips. Here Wren Jean MacLeod copies down a message in the Brockville's radio office. (HS-16774).

HMCS Unicorn (Saskatoon)

HMCS Unicorn had a change of executive officers recently when Lieut.-Cdr. E. L. Pendlebury entered the RCN on a three-year-appointment and was succeeded as XO by Lieut. Carl McLeod.

Captain F. H. Gardner, United States Naval Attache to Canada, visited the Saskatoon naval division recently and showed a film on the U.S. mothball fleet.

There was considerable activity on board Unicorn over the holiday season. The wardroom and messes held Christmas parties for children, the reserve officers served Christmas dinner to the RCN staff on Christmas Day, and the Naval Officers' Association held a colorful New Year's ball. On January 1 the wardroom and messes were open to Army and RCAF guests. — J.B.W.

HMCS Chatham (Prince Rupert)

Three silver cups, two of them presented by a local jeweler and the other by the men's canteen, have stimulated interest in rifle shooting competition at the division.

Competitors are divided into three groups — RCN staff, Reserve Division and Wren Division — with each section competing for a cup.

Through the co-operation of Instr. Lieut.-Cdr. G. L. Connor and the librarian at HMCS Naden, Chatham has obtained the loan of more than 100 books with which to maintain a library of its own.

The financial success of a pre-Christmas dance at Chatham made

possible a Christmas Tree party which added to the seasonal happiness of many children besides those of naval personnel.—B.S.P.

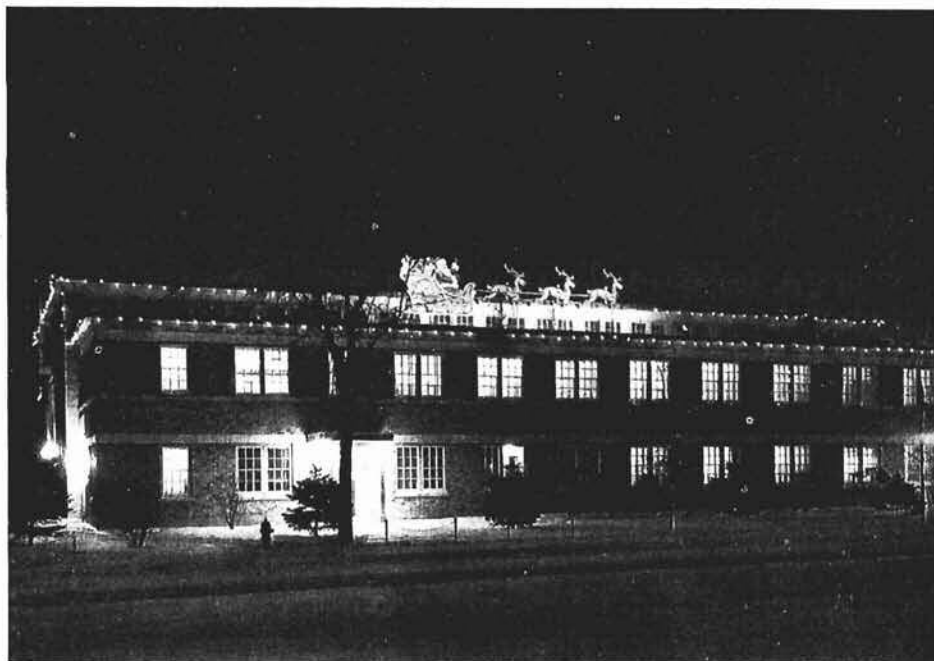
HMCS Nonsuch (Edmonton)

More than 100 children were on hand for the annual Christmas party held at HMCS Nonsuch. The highlight of the affair occurred when Santa was piped over the side and handed a present to each youngster gathered around the large Christmas tree in the drill hall.

A small playground, movie cartoons and local musicians provided varied entertainment and, to ensure that there would be no dull moments, clowns roved throughout the crowd.

CPO Ernest Melvin was in charge of all arrangements; Cdr. R. Hickie, Lieut. H. Burt, CPO G. Wells, PO R. Alcott, Ldg. Sea. R. Hunt and Ldg. Wren Winnifred Allen served as clowns, and Jack Hancock of the Cutty Sark Club played the role of Santa. The mothers were entertained at tea in the chief and petty officers' mess by members of the newly formed Wrens division.

A farewell reception was held in the wardroom in honor of Lieut. D. P. Brownlow, staff officer, and Lieut. F. C. Short, training officer, prior to their leaving for new appointments on the East Coast. Commander G. P. Manning, commanding officer of Nonsuch, presented the two officers with



This striking photo shows the Saskatoon naval division, HMCS Unicorn, as it appeared during the Christmas season. The display was planned and set up by officers and men of the division and attracted many favorable comments. (Photo by Len Hillyard, Saskatoon).



Defence Minister Brooke Claxton, Veterans Affairs Minister Hugues Lapointe, other government officials and representatives of the press visited HMC Ships Cayuga and Athabaskan at Kure, Japan, during their tour of the Korean theatre in January. Pictured, top, in the chief petty officers' mess in the Cayuga are, left to right: Dr. O. M. Solandt,

Chairman of the Defence Research Board; CPO Aleck Croft, CPO David Nelson, Mr. Claxton, CPO Richard Malin and Mr. Lapointe. Mr. Claxton addresses the ship's company of the Athabaskan, lower left, and is pictured, lower right, during his tour of the Athabaskan's messdecks. (SO-89; O-2185-1; O-2185-4).

pewter mugs on behalf of the reserve officers.

Later in the evening, Lieut. Short presented Cdr. Manning with a model of the Q-056, the Fairmile that was Commander Manning's first command during the war.

Lieut. Short was also honored at a party held by members of the Royal Guard paraded by the division for HRH the Princess Elizabeth last fall. Ldg. Sea. George Ninian, president of the seamen's mess, presented Lieut. Short, on behalf of the guard, with an engraved combination cigar-

ette case and lighter. Lieut. Short trained and commanded the guard.

Cold weather did not impair attendance at the New Year's Eve Ball held on the drill deck at Nonsuch.

Arrangements were under the direction of Lieut.-Cdr. D. Hayes, Lieut. S. Purvis, Sub-Lieut. C. W. D. Milner and Sub.-Lieut. B. Knowler. —E.W.H.

HMCS Cabot (St. John's, Nfld.)

Lieut.-Cdr. C. A. Binmore, of Charlottetown, has taken up the

appointment of staff officer at Cabot, succeeding Lieut.-Cdr. A. A. MacLeod, who has been appointed to Halifax.

Another new face around Cabot is that of Rev. L. A. D. Curtis, who has been appointed Protestant chaplain of the division. He is also chaplain of the United Church College in St. John's. Padre Curtis is a native of Blackhead, Bay de Verde, Nfld., and is a graduate of McGill University and the United Theological College in Montreal.—J.F.S.

HMCS Brunswicker (Saint John)

Commander J. A. MacKinnon, commanding officer of Brunswicker, represented the Navy at the official opening of Saint John's new municipal airport at nearby Clover Valley early in January. Following a civic luncheon at the Admiral Beatty hotel, the airfield was declared officially open by Lieutenant-Governor D. L. MacLaren of New Brunswick at a ceremony in the airport administration building.

HMCS New Liskeard arrived in Saint John in mid-January for an eight-week refit at the Saint John drydock. Commanded by Lieut.-Cdr. Thomas Wall, the minesweeper was welcomed by Brunswicker's staff officer, Lieut.-Cdr. R. J. Mann. Official calls were made on the Lieutenant Governor, Mayor George E. Howard of Saint John and the commanding officer of Brunswicker.

PO A. J. Riley was elected vice-president of the chief and petty officers' mess in January, succeeding CPO J. Blenkinsopp, who has gone to the west coast.

HMCS Chippawa (Winnipeg)

A newly-formed brass band which turned out for divisions for the first time in January has proven a popular addition to parade deck ceremonies in Chippawa.

CPO Al Care organized the brass band and is now planning formation of a drum and bugle band. Bandmaster is G. W. Butler, formerly a bandmaster with the Royal Marines.

While on the subject of music, mention should be made of Lieut. (E) J. H. Cuthbert, recently appointed Area Engineer Officer. An expert with Hawaiian instruments, he was one of a group who staged a grass skirt dance number in the wartime Navy Show.

Chippawa's hockey team had a record of three victories and one

loss in its first four games in the Winnipeg Inter-Service League. The team lost two exhibition games at Riverton, Man., but had hopes of improving its away-from-home record in a forthcoming match at Fargo, North Dakota.

During Chippawa's Christmas party, the division's executive officer, Lieut.-Cdr. L. B. McIlhagga, was sentenced to walk the plank—the high diving board in the swimming pool — after being judged the nastiest and wickedest looking pirate at the party. This particular event on the program made a "splash" hit with all in attendance, excepting the victim.—*T.W.C.*

HMCS Catarqui (Kingston)

With the new year came a stepped up training program at HMCS Catarqui and a considerable increase in attendance.

The ship's staff, under the supervision of the Chief Shipwright, CPO Charles Vaughan, and CPO John G. Brown, has carried out a renovation program in the various messes which has improved their appearance and provided additional space. CPO Vaughan also produced out of old scrap material a gunroom that would do credit to the Ritz.

A children's Christmas party, complete with gifts from Santa, was held the Saturday prior to Christmas, while a dance on December 28 was the division's farewell salute to the old year.

Sports competition is keen at HMCS Catarqui, with nearby army units and Queens University ever ready to offer or accept a challenge. At present the Kingston naval division has a basketball team and two shooting teams and is in the process of organizing a badminton tournament.

HMCS Queen (Regina)

Heading a travelling board to interview officer candidates from western universities, Captain E. P. Tisdall, commanding officer of HMCS Ontario, was a January visitor to Queen. With Captain Tisdall were Instr. Commander R. S. Martin, Commander F. B. Caldwell, executive officer of HMCS Naden, and Instr. Lieut. W. H. Northey, secretary of the selection board.

On the social side, about 150 persons attended a January dance arranged by the ship's welfare committee. The seamen's mess was decorated for the occasion, arrange-



Nearly 700 officers and men donated blood at a two-day Red Cross clinic held at the RCN Hospital, Halifax, in January. First in line was Commodore H. F. Pullen, Commodore RCN Barracks, shown at the right giving his donation to Mrs. Mary Innes, of Bedford, N.S. In the top photo, Mrs. Innes takes a donation from AB William Boudreau, of Stellarton, N.S. Miss Helen Hartley, of Halifax, assists Mrs. Innes. In the foreground is Ord. Sea. C. Kaulback, of Truro, N.S. (*HS-17501*).

ments for which were handled by committees headed by CPO Les Paige, CPO Vincent Horthe and PO Henry Morrison.

The New Year's levee held in the division was well attended by civic, provincial and federal government representatives, as well as other dignitaries. The ship's company Christmas smoker had a good turnout, with CPO James Brown acting as master of ceremonies.

Rifle shoots, held weekly under the instruction of CPO Paige, are being well attended and are developing several good marksmen. Members of the new entry division have been turning out for hockey practices on Queen's newly-constructed rink.—*C.E.B.*

HMCS Malahat (Victoria)

Following a brief break in training over the festive season, Malahat's ship's company pitched into the 1952 syllabus with renewed vigor.

Starting off the year were two weekend training cruises to Van-



couver. On the return trip to Victoria on the weekend of January 12, HMCS Sault Ste. Marie, Malahat's training ship, transported members of the directing staff and students of the National Defence College who were making a tour of defence establishments.

Over the weekend of February 2, the Sault Ste. Marie took UNTDs from Malahat to Vancouver, where fellow-cadets attached to HMCS Discovery were hosts at a sports meet. On the return trip to Victoria, 30 naval attaches accredited to Canada were accommodated for passage.

Workmen are busy remodelling the basement of Malahat to provide

additional office and classroom space. The outside parade ground is completed and ready for drill work. The tennis court is also in readiness for an early spring opening and bowling greens are being planned for the summer months.

On January 3, two of the division's Wrens, Alice Bell and Kilina Ridgate, commenced three years continuous naval duty and were drafted to Cornwallis for basic training.

On the same date, Petty Officers David H. McAlpine and Donald M. Bath went to Cornwallis for the leadership course.

PO A. Loverock, formerly of HMCS Queen Charlotte, has joined Malahat along with a host of new entries.

HMCS Donnacona (Montreal)

Senior divisional officers from nearby divisions met at Donnacona on the weekend of January 19 to discuss the formation of a simplified divisional program.

The Ladies' Auxiliary held its first meeting of the year on January 15 and made detailed plans for the ensuing 12 months. Over the holiday season, the members visited hospitalized naval personnel and distributed ditty bags.



Chief and petty officers of HMCS Griffon were hosts to eight non-commissioned officers of the U.S. Navy, Marine Corps and Coast Guard and their wives in an international good-will visit on the weekend of January 20. The visitors spent the weekend at the Lakehead and were entertained throughout their stay by the Griffon chiefs and POs. Pictured in the above group, left to right, are: CPO Bob Jaeger, president of the chief and petty officers' mess; Sgt. Major W. E. Willett, USMC; Chief Bos'n's Mate W. W. Muessel, USCG; Chief Quartermaster John Prout, USNR, and PO John Maxwell, secretary-treasurer of the Griffon mess.

Donnacona's drill deck was the

scene of two gay holiday gatherings. First was the annual children's Christmas party, followed closely by a New Year's party sponsored by the chief petty officers' and seamen's messes.—R.F.D.S.



An RCAF entertainment troupe which accompanied Defence Minister Brooke Claxton's party on its visit to the Canadian forces in the Far East performs in a messdeck aboard HMCS Cayuga during the minister's sea voyage in the destroyer. Left to right are Sgt. Jack Thompson, Sgt. Thomas Cronin, Sgt. "Ace" Howard and Cpl. Dave Davies. (PL-53227).

HMCS Griffon (Port Arthur)

During the Christmas season, Griffon was the scene of a series of social functions that at one point reached international proportions. The United States Coast Guard Cutter Woodrush berthed at Port Arthur shortly before Christmas and members of her ship's company were entertained by officers and men of Griffon. The buoy-tender and icebreaker was on the last leg of picking up Coast Guard personnel from Passage Island, off Isle Royal.

Other activities included a children's Christmas party; the annual Christmas ball, sponsored by the reserve officers and the Lakehead Branch of the NOAC, and dances in the seamen's canteen and the petty officers' mess. On December 22, Griffon's officers were hosts in the wardroom to civic officials of both Port Arthur and Fort William.

PTC PROVES ITSELF

*Discovery's Fairmile Provides
Vancouver Reserves With
Useful Sea Training*

WHEN HMCS Discovery took over PTC 724 early last summer, there were several questions which had to be answered.

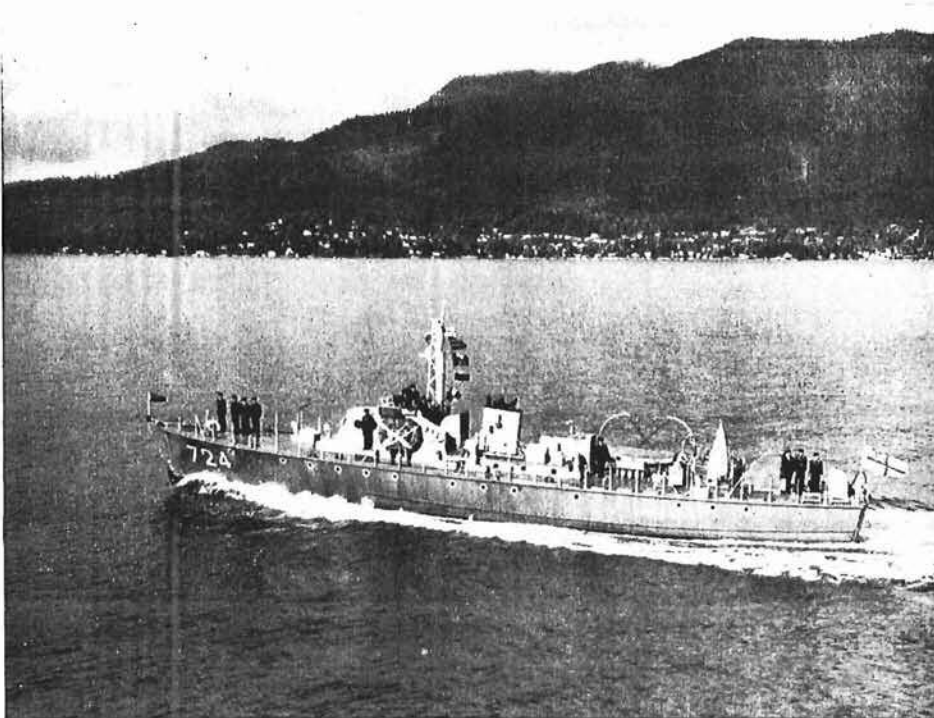
Could she be maintained in the manner to which she was accustomed by an all-Reserve crew?

Would that crew be competent to sail her through the scenic but treacherous inlets and channels of the West Coast, with their riptides, hidden reefs and sudden fogs?

Could she, with her limited fuel capacity, carry out extended

Throughout the season she had an all-Reserve crew, with the exception of an RCN cook.

She was ready for other naval duties, too. On August 21 she escorted the yacht Walathy, bound for Vancouver with His Excellency the Governor General on board. Five days later she represented the Naval Service at a regatta in Pender Harbor. On September 2 she carried out fleet manoeuvres with HMCS Sault Ste. Marie near Pender Harbor. On October 21 and 26 she patrolled Vancouver harbor and the area west



HMC PTC 724, Discovery's training tender, photographed from HMCS Crusader as the destroyer steamed past her on leaving Vancouver for Victoria with the then Princess Elizabeth and the Duke of Edinburgh on board. (E-16718).

cruises without returning to her home port?

The answers, all affirmative, are down in black and white in the little ship's log. During July, August, September and October she carried out eight week-end cruises, two one-day cruises, and an eight-day cruise in the Strait of Georgia and adjacent Canadian and U.S. waters. In port, the reservists cleaned and painted ship, fuelled her, carried out engine-room maintenance and kept her spruce and shipshape at all times.

to Point Atkinson for HMCS Crusader when that destroyer carried the Princess Elizabeth and the Duke of Edinburgh from and to Vancouver. On November 11, Remembrance Day, she carried a naval party to the memorial service of the Royal Vancouver Yacht Club at sea off Jericho Beach.

Earlier, during the week-end of July 26, she served as escort to the yachts of the International Power Squadron during the annual predicted log race between Seattle and

A Busy Year

HMCS Ontario's log books yielded some interesting figures concerning her activities in the year 1951. In the 12-month period, the training cruiser steamed 42,125.3 miles in three oceans and as many seas and visited 34 ports in 11 different countries.

Vancouver, an event that gave her crew experience in night steaming and pilotage.

A week later the Fairmile proceeded on an eight-day cruise under the command of Lieut.-Cdr. J. H. Stevenson, training commander of the division. (She was commanded at other times by Commander Glen McDonald, commanding officer of the division, and Lieut.-Cdr. W. H. Davidson, executive officer). With Lieut.-Cdr. Stevenson were Sub-Lieut. James Sproston, Midshipman Malcolm Matheson, PO W. Stevenson, CPO E. Loos, chief motor mechanic, and a ship's company that included six new entries without previous seagoing experience.

They cruised through the Gulf Islands, visited Vancouver Island ports, refuelling at Sidney, took sea cadets in two batches of 20 each from Camp Latona on short cruises, and made most of the trip along Puget Sound to Seattle in dense fog by dead reckoning (no radar — no loran). They stopped at White Rock, just north of the border, on the way back, the first Canadian vessel to visit that Canadian summer resort in peacetime.

It was a successful season in all respects and, on the basis of the experience gained, Discovery is planning a training program which will last the year around.

SEA CADET PARTY GOING TO U.K. CAMP

A party of two Sea Cadet officers and 24 Sea Cadets will go to the United Kingdom this summer to represent Canada at the second Empire and Commonwealth of Nations Sea Cadet Camp, to be held at HMS Osprey, Portland, July 5 to 19.

The Navy League, England, will be host and, following the close of the camp, extensive sightseeing trips will be arranged for visiting cadets.

The first of such camps was held in Canada in 1949, under the sponsorship of the Navy League of Canada.

Royal Canadian Sea Cadets to be selected to make the trip this year must hold the rank of petty officer or higher and be 16 years of age as of January 1, 1952.



The Navy Plays



Honors Well Divided in Stadacona Sports

Inter-part sports schedules at HMCS Stadacona were well advanced by the time February rolled around, with no particular department holding a monopoly of first-place honors.

HOCKEY

Mechanical Training Establishment had built up a five-point lead over runner-up Supply as the Stadacona inter-part hockey league began the second half of its schedule. The MTE pucksters had a record of nine wins, one loss and one tie for a total of 19 points.

In third place was Electrical Staff with 13 points. Torpedo, Ordnance-Gunnery, Navigation Direction School, Miscellaneous, and Electrician's Mates following in that order.

BOWLING

Two teams were deadlocked for first place in the inter-part bowling league. Shipwrights "B" and Re-

gulating Staff each had 29 points to head the 18-team loop. Close behind were RCN Depot "A", with 28 points, and Clothing Store, Medical Staff and MTE "A", all with 27.

The high three for the season was recorded by CPO George Black, of the Medical Staff, with a score of 818.

BASKETBALL
Electrical Staff was leading the inter-part basketball league at the end of the first half of the schedule. In second spot was JOTLC "E", with Electrician's Mates and Navigation Direction School tied for third.

VOLLEYBALL

Nine teams are entered in a newly-formed inter-part volleyball league. First games of the schedule were slated to get under way in early February.

Ldg. Sea. Ron Hayter, of the Physical and Recreational Training Staff, was organizer of the league. He also handles other inter-part leagues at Stadacona.

Stadacona and Shearwater have teams in the Halifax City volleyball league, which was expected to get under way in mid-February. Three other teams from the city are entered.

MTE "A" Takes Lead in Naden Sports Standing

An undefeated record in the first round robin of hockey swept the Mechanical Training Establishment's "A" team into first place in the winter Cock of the Barracks competition at HMCS Naden.

Second place in the over-all standings was held by the combined Medical, Communications and ND team, followed by TAS and Electrical, Supply, MTE "B," Supply School "A," Ordnance, Band and Supply School "B."

MTE "B" had the second best hockey record, having lost only to MTE "A." Supply School "B" was tied with Medical, Communications and ND at the top of the basketball standings, while TAS and Electrical shared first place in volleyball with Medical, Communications and ND.

Presentations Made to York Regatta Team

At a ceremony on the drill deck of HMCS York, the commanding officer, Captain R. I. Hendy, presented engraved wallets and cigarette lighters to 16 members of the division who represented York in the Great Lakes Naval Regatta at Ottawa last September.

In a brief talk before the presentations were made, Captain Hendy congratulated the whaler's crew that won the open and men's pulling races. He made special mention of PO A. J. Edwards, who coxswained the victorious whaler in both races and was also coxswain of the boat that finished second in the men's whaler sailing event.

Officers and men who took part in the regatta were Lieut.-Cdr. W. J. Turner, Constr. Lieut. D. Wales, Lieut. P. G. Campfield, Sub-Lieut. S. Lyons, Sub-Lieut. F. W. Galloway, PO A. J. Edwards, PO J. F. Holmes, Ldg. Sea. G. Douglas, Ldg. Sea.



Pictured above are members of the Crusader division team which captured the inter-divisional basketball championship at HMCS Cornwallis. Front row, left to right: Ordinary Seamen Bill Poynter, Carleton Place, Ont., and Jim Shelton, Toronto. Centre row: PO Don Taylor, Belleville, Ont., and Ordinary Seamen Andy Penny, Toronto, and Bill Mushing, Hamilton, Ont. Rear row: PO Victor Dougherty, Halifax, and Ordinary Seamen Carl Wilson, Tillsonburg, Ont.; Norman Bell, Winnipeg; Terry Sykes, Mission City, B.C., and AB Fred Eggleton, Lindsay, Ont. (DB-1171-1).

W. R. Caldwell, Ldg. Sea. D. Scott, Ldg. Sea. G. Spiker, Ldg. Sea. G. Gower, AB D. G. W. Still, AB A. W. Brown, Ord. Sea. R. W. Weeks and Ord. Sea. N. Penstone.

Magnificent's Team Scores Hockey Successes

HMCS Magnificent went through three games without defeat in the Halifax inter-ship hockey league in January.

The carrier men walloped the destroyer Crescent twice, by 8-2 and 11-1 scores. In the first game, Shoveller and Thompson each scored the "hat trick," while Neve accounted for the other two goals. In the second contest, Charles rapped home five goals and Neve scored another two.

The third game saw the Magnificents held to a 3-3 tie by HMCS Shearwater, the air station team coming from behind a 3-1 deficit to even the count.

In an exhibition tilt played at Lantz, N.S., the carrier's color-bearers scored a 5-3 victory over Shubena-cadie. Thompson, Charles, Trepanier, Neve and Brown were the goal-getters for the victors.

Naden Hockey Squad Shows Improved Play

The Navy entry in the Victoria Commercial Hockey League started the New Year on the right foot, chalking up a series of victories that tightened its hold on third place in the standings and put the team within shooting distance of a more lofty position.

CPO Fred Jones, coach of the RCN team since the beginning of the season, was drafted during December and turned the helm over to Cdr. (L) H. G. Burchell, well known for his successful coaching efforts in Halifax.

Recent player additions to the team include AB A. Standley, Ldg. Sea. D. Johnson and PO R. Bird, all of whom performed on the Navy team that won the league championship in 1949, and PO Ray Shedlowski, formerly of Stadacona's famous "plumber line."

Hockey Team Carries HMCS Cabot's Colors

Hockey and bowling are keeping sports enthusiasts active at HMCS Cabot, the naval division at St. John's, Nfld. The division's hockey team includes PO Donald Jenkins, PO Walter Murphy, Ldg. Sea. Jacques Bond, Ldg. Sea. Dewain Wickstrom, Able Seamen Lloyd King, William



Keeping the grass on the playing fields cropped is one of the big headaches of the physical and recreational training departments of HMCS Naden. Recently the P and RT officer, Lieut.-Cdr. J. D. McCormick, jokingly sent a work order for an "automatic lawnmower" to Lieut.-Cdr. J. R. Doull, first lieutenant of the barracks. The order was filled a few days later — as pictured above. In the photo are Lieut.-Cdr. McCormick, the "lawnmower" and Lieut. O. W. Dyson. (E-17176).

Parrell and Eric Morris, and Ordinary Seamen Frederick Hammond and Gerald Burse. Referee is PO J. F. Stevens.

Cabot's bowling team is continuing to give a good account of itself in the Joint Services Bowling League.

Nursing Officer Tops Rifle Shoot Scores

Lieut. (MN) Hazel Mullin shot a brilliant 99, missing a perfect score by a hair's breadth, as she led the HMCS Stadacona senior team to victory in the second round of a ten-match series in the Halifax Garrison Indoor Rifle League.

The Stadacona team counted 480 points to top the second-place City Police by eight points. The 480 total was the high team score for the season so far.

Lieut. Mullin, who is still recovering from injuries received in an automobile accident last August, has been a consistent leader in recent matches.

Lieut. Poole-Warren Heads East Coast Sail Squadron

Formation of the Halifax Squadron of the Royal Canadian Naval Sailing Association, as successor to the Royal Canadian Navy Yacht Club (East Coast), was completed at a meeting held January 10 at HMCS Stadacona.

Organization of the RCNSA was begun last year with the object of coordinating all recreational sailing activities in the navy and bringing them all within the one strong framework. While at present the only other squadrons are on the West Coast and at Naval Headquarters, it is expected that several additional squadrons will be formed at naval divisions in the near future.

First commodore of the Halifax squadron is Lieut. (E) Peter Poole-Warren, who took over from Commander John C. Reed, commodore last year of the RCNYC (East Coast). Vice Commodore and Rear Commodore from HMCS Stadacona are Commodore Hugh F. Pullen and CPO

Charles F. Church, respectively. Similar officers from HMCS Shearwater will be elected at the next meeting.

Senior fleet captain and fleet captain "A" and "B" class yachts is Commander Reed. Other fleet captains are Commander A. B. Fraser-Harris, service whalers, and Lieut. Walter Blandy, service dinghies. Plans are under discussion for enlarging the small boat fleet with the addition of popular one-designs.

The racing fleet next summer will be headed by the staysail schooner,

Wanderer IX, well-known in Nova Scotia and New England coastal waters. Owned by the estate of the late D. W. Turnbull, the Wanderer is on loan to the squadron. It is hoped to enter her in the Newport-Bermuda race this summer.

Other yachts flying the red, white and blue burgee of the RCNSA include the 50-square metre sloops Tuna and Grilse. Lieut. Poole-Warren will skipper the former and CPO Church the latter. Privately-owned yachts flying the burgee will include the

Tancook schooners Venture (Commodore Pullen) and Pegwyn (Lieut. (SB) A. C. Rhydwen), and the Bermuda-rigged sloop Mistal (Lieut. Bruce Torrie).

Stad Teams Leading Halifax Rifle League

HMCS Stadacona was showing the way in all three divisions of the Halifax Garrison Indoor Rifle League at the end of January. In the senior division, Stadacona had a 1,432-point total, while the second-place RCMP had 1,429.

The Stadacona intermediates had a 24-point bulge on the runner-up Post Office, while in the junior section the Navy riflemen held a comfortable 49-point advantage over the Post Office.

However, the league office announced a regrouping of teams for the second half of the competition, with the Stadacona intermediates moving to the senior league and the juniors to the intermediate.

HMCS Shearwater has three entries in the 15-team junior circuit. One team was in fourth place and the other two further down the standings. A team from HMCS Scotian was in fifth place.

Wrestling Show Held in Naden Gymnasium

Two amateur and two professional bouts comprised a wrestling show held in the gymnasium of HMCS Naden, January 21.

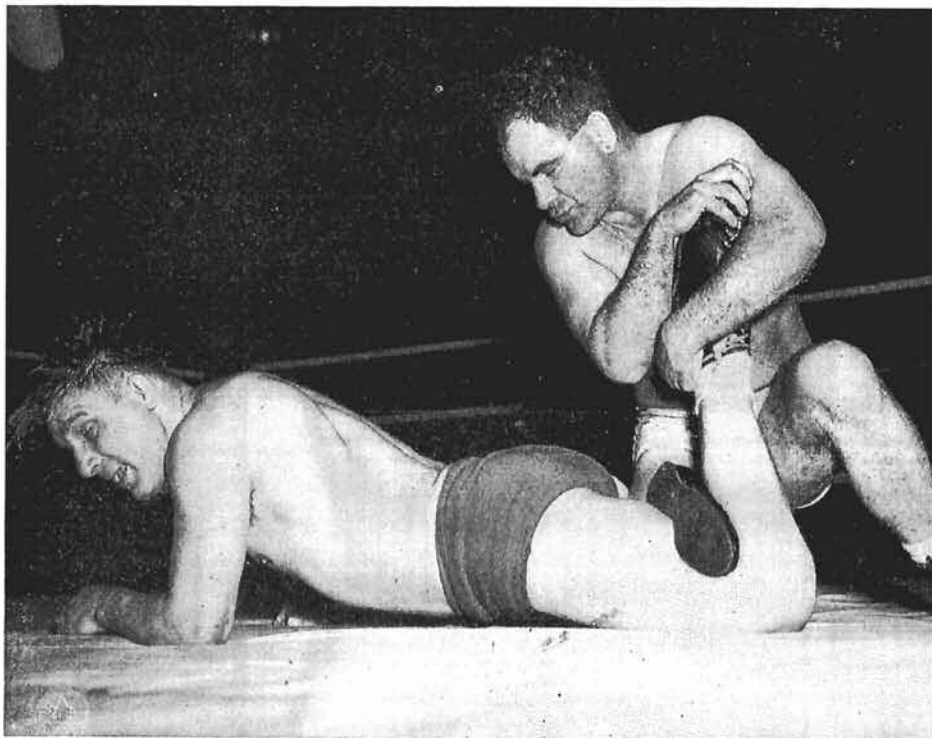
In the amateur class, Gunner Chingras, Canadian Army, defeated Leon Frechette, Victoria YMCA, and D. Patterson, YMCA, won over Earl Marshall, also of the "Y." Both amateur winners were presented with trophies by Commander (S) D. T. R. Dawson.

In the professional bouts, Roy Speller took two out of three falls from Dick Watson and Petty Officer Jimmy (Sails) Goodman, RCN, scored a popular victory over Benny Laugren.

Turkey Shoot Held by Vancouver Division

Top rifle shots at HMCS Discovery earned free turkey dinners in a Christmas turkey shoot participated in by officers, men and Wrens of the Vancouver naval division.

Commissioned Constructor James Cameron scored an 88 to lead the officers, with Lieut. (SB) Harold Irish a close second with 87. CPO Charles McKenzie, with a score of 88, won the



A wrestling card, replete with grunts, groans, growls and grimaces, provided an entertaining evening for naval personnel and their guests in the Naden gymnasium January 21. In the upper photo, Petty Officer Jimmie (Sails) Goodman, "the people's choice," gives "the villain," Professional Benny Laugren, his just desserts, much to the delight of the spectators. (E-17266, E-17270).

competition for chief and petty officers, while CPO Ronald (Doc) Myles was in second place with 82. AB Fred Holmes scored 80 to take the turkey in the seamen's division. Runner-up was Ord. Sea. William Thorpe with a 75.

Wren Patricia McLaren, who had never fired a shot before, won a turkey with a score of 72. Wren Margaret Irvine was second with a 65.

Navy Cricketers Prominent in Ottawa

Naval personnel figured prominently in Ottawa cricket circles in 1951, both in an executive and playing capacity.

Instructor Commander C. H. Little served as president and Constructor Captain R. Baker as secretary of the Ottawa Valley Cricket Council. In the score books, their names appeared with those of Captain K. L. Dyer, Captain E. W. Finch-Noyes, Lieut.-Cdr. (E) E. B. Good, Lieut.-Cdr. E. S. Price, Lieut.-Cdr. (L) D. F. Mitchell, Lieut. J. O. Pearson, Lieut. G. B. Smith and Commissioned Engineer A. C. Wildsmith.

Highlight of the season was the visit of the MCC team, which played two matches in Ottawa during its Canadian tour. Three naval players — Little, Price and Good — were among those selected to represent Ottawa in the first match, which ended in a draw, MCC scoring 203 for 7, declared, and Ottawa 114 for 6.

Price took two wickets for 47 runs and Good two for 49, while Little scored a stubborn 24 not out.

In the second match (with Little and Good on the sidelines) Ottawa was dismissed for 69 runs and an aroused MCC replied with 429, continuing to bat until stumps were pulled.

Squash Gains Followers in Pacific Command

Squash racquets continues to increase in popularity in the Pacific Command.

The renovation of the Naden squash court during the Christmas leave period brought the court up to Canadian and American specifications and, as a further incentive, shower and locker facilities were made available just opposite the court.

During December ten members of the RCN club travelled to Seattle for two matches with the Seattle Tennis Club. The RCN took a 14-4 trouncing during this encounter, with the only



For the second successive year, the Canadian Services College, Royal Roads, won the Victoria Junior Football League championship and the Douglas perpetual trophy. Members of the victorious Royal Roads squad are pictured above with team officials and, in the centre of the front row, Group Captain J. B. Millward, commandant of the college. (E-17035).

Navy wins being produced by Lieut.-Cdr. J. D. McCormick, Lieut. (S) Kevin Power and Lieut. A. B. German.

The first match in the New Year against the Victoria Squash Club resulted in an 8-8 tie.

Visiting Sailors Edge Stadacona Hoop Team

A basketball team from the USS Chauncey scored a 50-44 win over HMCS Stadacona in an exhibition game played during the visit to Halifax of the American destroyer.

The visitors took an early lead and fought off a final period rally by Stadacona to retain their winning margin. Schwingenhammer was high man for the Americans with 17 points while Shelton with 13 and Kitchen with 11 were top scorers for Stadacona.

Rockets Win Brunswick Volleyball Championship

A team going by the name of Rockets swept aside all opposition to win the volleyball championship of HMCS Brunswick, the Saint John naval division. Members of the winning team were CPO W. S. McQueen, PO A. J. Riley, Ldg. Sea. V. M. Frankton, AB R. W. Banks and Ordinary Seamen J. E. Blair and G. Ferris.

Shearwater, Magnificent Supplymen Hold Tourney

The supply departments of HMCS Shearwater and HMCS Magnificent held a basketball, volleyball and badminton tournament at the air station gymnasium in February, with Shearwater winning by a total point score of 35 to 10.

Activities got under way with a

basketball game in which Shearwater ran up an 18-point lead before the "Maggie" scored a basket. Shearwater increased its lead with every quarter and walked off with an easy 40-9 victory. AB John Stewart was high scorer for the air station with 20 points. AB Russ Butler had 10.

In volleyball, the Shearwater supply officers took two straight games, 16-14 and 15-11. In the men's games, Shearwater blanked the visitors 15-0 in the first and went on to take the second by a 15-2 count.

In badminton, the officers' singles was won by Commander (S) D. K. Graham, Shearwater, who defeated Commander (S) Donald McClure, Magnificent, 15-1. No men's singles matches were played, due to insufficient entries.

In the doubles final, Lieut. (S) J. D. Agnew and Commissioned Catering Officer J. S. Vaillancourt, Magnificent, defeated PO G. A. Stone and AB Russ Butler 17-15.

Following the matches, the 50 competitors were served refreshments.

Stadacona Hockey Team in Second-Place Tie

HMCS Stadacona was tied with Halifax Police-RCMP for second place in the Halifax Metropolitan Hockey League at the end of January. Both teams had a record of eight wins, two losses and one tie. Dartmouth Royals were leading the league.

Shearwater Tops Stad in Badminton Match

The Shearwater Badminton Club trounced the Atlantic Command Badminton club 73-51 in the first match of the new year. The games were played in the Stadacona gymnasium.

NEPTUNE HAS HIS DAY

by H.C.W.

240 Aboard Beacon Hill,
Antigonish Become
Shellbacks

FANCY a nightmare in which a surgeon plies you with nauseating tonics, a barber hacks your hair and beard, then hairy creatures dunk you again and again in briny water.

That nightmare was only too real for 240 officers and men in HMC Ships Beacon Hill and Antigonish when they crossed the equator for the first time, January 20, while bound for Peru on a seven-week training cruise.

It was in accordance with a ritual lost in pagan antiquity and dearer to mariners than Santa Claus is to the kiddies back home. The treatment was an initiation to the Royal Order of Old Salts as decreed by King Neptune, Monarch of the Seas, for those entering his equatorial domain for the first time.

The 16 officers and men in the Beacon Hill and 22 in the Antigonish who had crossed the line before spent days preparing greenhorns and tadpoles for the traditional ordeal. Hair-raising propaganda was issued and elaborate costumes were designed in great secrecy.

As the ships neared the line, Heralds in weird garb boarded the frigates amid a swirl of multi-coloured spray to bid them welcome to Neptune's kingdom and arrange for novices to pay homage to the Ocean Ruler.

Next day, King Neptune and his retinue were arrayed in pomp on the quarterdeck of each ship. With Neptune were his wife, Amphitrite, the Royal Surgeon, the Barber, a Judge, Davy Jones, the Chief of Police and a motley collection of lesser dignitaries.

Amphitrite made quite a hit in the Beacon Hill with her platinum hair and other finery.

In quick succession the initiates made their obeisance and were taken in hand for purification. The Surgeon administered medicine varying from rancid molasses to an evil concoction with a strong laxative base. The barber and colleagues plastered a lather of paste and bad eggs on the victims and wielded their tonsorial tools.

Then the novitiates were toppled into a tank of salt water, where husky Bears immersed them repeatedly. Laughing and sputtering, they emerged as Shellbacks, the tried and true subjects of Neptune.

Shirkers were rounded up ruthlessly by the police. One slacker in the Antigonish, Sub-Lieut. Gordon Armstrong, of Fort Qu'Appelle, Sask., pitted his wiles against the wits of Neptune's police, and lost. He was dragged from the crow's nest and was punished with extra medicine and about ten dunkings. Various cooked-up crimes were dealt with by the Judge, with Neptune sometimes taking a hand in meting out penalties.

All that were medically fit endured the nautical hazing, after which the captains and executive officers, though shellbacks, were given the works. Then the court retired into the tanks to return to its subterranean estate, assisted gleefully in submerging by the newly created shellbacks.

After the ceremonies, the following communication was received via routine tidal transmission from COM-SEAFLOOR by the Beacon Hill, senior ship of the group:

"King Neptune greets his new subjects and wishes to express his pleasure in his royal reception. See to it, Ye Loyal Shellbacks, that no scuttle-but issues from the landlubbery lips of swabs of tadpoles and greenhorns who jest of the mighty wonders of My Equatorial Domain."

Largely responsible for co-ordinating the skylark in the Beacon Hill was Sub-Lieut. John Goudy of Vancouver. Commissioned Boatswain Anthony Leonard, RCN(R), of HMCS Discovery, Vancouver, organized the show in the Antigonish.

Principal figures participating in the ceremony in the Beacon Hill were: Neptune, PO Tim Breaknell, Saskatoon; Amphitrite, AB John Philpott, Windsor, Ont.; Doctor, Lieut. Stan Parker, Victoria; Barber, Sub-Lieut. Anthony Preston, London, Ont.; Judge, Lieut. Donald Blackmore, Victoria; Herald, Sub-Lieut. John Goudy; Chief of Police, CPO Charles Lewis, Vancouver.

In the Antigonish, the cast in the above order included: PO Arthur Cownden, Victoria; PO Mawell Guthrie, Victoria; PO Douglas Campbell, Moose Jaw; Sub-Lieut. John Huxtable, Vancouver; Mr. Leonard; Ldg. Sea. William Glover, Calgary, and PO Robert A. Stewart, Victoria.

Weddings

Leading Seaman Joseph V. Arsenault, HMCS Magnificent, to Miss Marguerite Ronayne, of Wellington, P.E.I.

Chief Petty Officer Lennox Clark, HMCS Stadacona, to Miss Margaret Evelyn Rodgers, of Vancouver.

Chief Petty Officer Harry Cuttress, HMCS Chatham, to Miss Norma Jean Tetlock, of Prince Rupert, B.C.

Ordinary Seaman H. Eastwood, HMCS Cornwallis, to Wren Pat McKinley, of Vancouver.

Chief Petty Officer C. E. Light, HMCS Cornwallis, to Miss Marion White, of Cambridge, N.S.

Able Seaman James R. Richey, HMCS Magnificent, to Miss Patricia Mae Ash, of Spryfield, N.S.

Petty Officer Frederick T. Treleven, HMCS Donnacona, to Miss Claire May Lowe, of Sheet Harbour, N.S.

Ordinary Seaman R. Tuele, HMCS Cornwallis, to Wren Loretta Peets, of Edmonton.

Chief Petty Officer Robert Williamson, HMCS Montcalm, to Miss Elizabeth MacKinnon, of Bay View, Pictou County, N.S.

Births

To Petty Officer William Bruce, Aldergrove Radio Station, and Mrs. Bruce, a daughter.

To Petty Officer G. Carr, Albro Lake Radio Station, and Mrs. Carr, a daughter.

To Lieut.-Cdr. D. F. Clark, HMCS Queen, and Mrs. Clark, a daughter.

To Petty Officer Paul E. R. Foy, HMCS Montcalm, and Mrs. Foy, a son.

To Petty Officer Raymond Graham, HMCS Beacon Hill, and Mrs. Graham, a son.

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

To Petty Officer B. D. LaLonde, HMCS Beacon Hill, and Mrs. LaLonde, a daughter.

To Leading Seaman F. Leafloor, Albro Lake Radio Station, and Mrs. Leafloor, a son.

To Petty Officer Charles Miller, Aldergrove Radio Station, and Mrs. Miller, a daughter.

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

To Petty Officer R. W. Sheppard, Canadian Embassy, The Hague, The Netherlands, and Mrs. Sheppard, a daughter.

To Able Seaman Charles Spooner, HMCS Discovery, and Mrs. Spooner, a son.

To Petty Officer William Stewart, HMCS Discovery, and Mrs. Stewart, a daughter.

Saint John Division Launches Newspaper

The new year saw the birth of a journalistic venture at HMCS Brunswick. Named "The Tatler," the first issue of the Saint John division's newspaper rolled off the duplicating machine in January. It is planned to publish the paper every two weeks.

The Crow's Nest extends felicitations to the new arrival and wishes it the best of success.

OPERATION PICK-UP

While many Toronto business firms and manufacturing plants experienced drops in efficiency, through poor attendance and irregular working hours, during the 19-day street car strike in January, the Toronto naval division, HMCS York, sailed along unper- turbed.

York avoided the difficulties which beset many other Queen City establishments by arranging her own transportation system, under the head- ing of "Operation Pick-Up."

Four days before the strike was called, York was ready. Lieut. John Ewing, officer-in-charge of the opera- tion, had a map of the city pinned to his office wall, had grouped the ship's company in designated areas and had a list of volunteers prepared to pool their cars with those of the division for pick-up purposes.

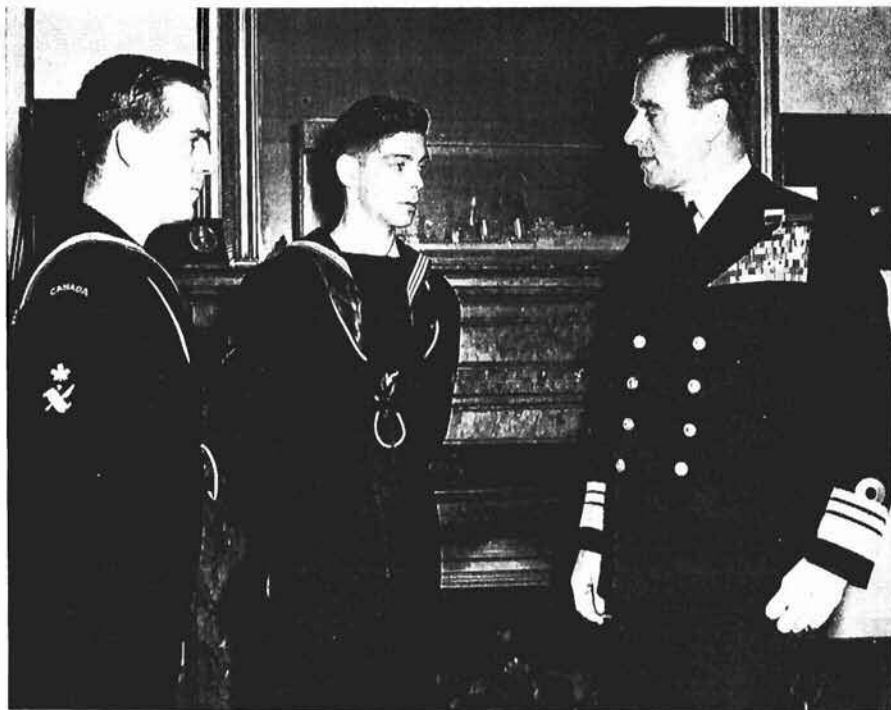
Immediately the trams stopped running, "Operation Pick-Up" was instituted. The cars proceeded to their designated areas and loaded up with men, each of whom had arranged the place and time of pick-up with his particular driver. The result was that all hands were on deck as usual.

The scheme operated with similar success for the balance of the strike, even though the staggered watch system complicated matters and the drivers were kept hopping to cover an area totalling some 66 square miles.

Only once was there a threat of a breakdown. That was on a Sunday afternoon, when the division's jeep was on its way to collect civilian employees scheduled to stand boiler room duty watch. The jeep developed tire trouble and the driver could not find a garage or service station that would effect repairs. They either were closed or were open only for the sale of gasoline.

In desperation, he turned to a taxi company which had repair facilities and mechanics available. They were quick to extend a helping hand, and the jeep was able to carry on.

Oddly enough, recruiting did not suffer during the strike. Apparently, once they had made up their minds, would-be sailors weren't letting some- thing like a street car strike deter them from their purpose. Some walked to York, others thumbed their way, and



During the Royal Visit to Canada, the Duke of Edinburgh examined and was impressed by the new style uniforms worn by the men of the RCN. On his return to England, he reported on the uniform to His Late Majesty King George VI, who drew it to the attention of Vice-Admiral Lord Louis Mountbatten, Fourth Sea Lord. Lord Louis immediately arranged with Captain O. C. S. Robertson, Naval Member Canadian Joint Staff, to see the Canadian uniforms, and Leading Seamen Peter Cowper, left, of Howick, Que., and Robert Maddocks, of Montreal, both serving in HMCS Niobe, were paraded before him by Lieut.-Cdr. (S) D. C. McKinnon, of Victoria. Lord Louis expressed his personal approval of the uniforms and indicated further investigations would be carried out.

still others were transported by the volunteer drivers, who readily added the potential recruits to their pick-up lists.

The team of volunteer drivers consisted of Lieut. (S) Vincent Henry, CPO Robert Crips, CPO Reginald Levens, PO Alfred Edwards, PO James Wood and AB Gilbert Cayea.

G. C. STEWART PRESIDENT OF SASKATOON NOAC

G. C. Stewart was elected president of the Regina branch of the Naval Officers' Associations of Canada at the recent annual meeting. He succeeds T. S. Cook. Aubrey Hall was elected vice-president and C. R. McClocklin secretary-treasurer. The following were chosen as directors: Herbert Dow, Lex Roy, George Rowe and James Balfour.

SWORD PRESENTED TO UNICORN WARDROOM

In a recent ceremony at HMCS Unicorn, Captain H. Balfour, RCN(R), Ret'd, presented the sword

of Surgeon Captain Lloyd Anderson to the wardroom of the Saskatoon naval division. Captain Balfour spoke briefly of Captain Anderson's service in the Reserve and his continuing interest in it, despite his retirement due to ill health. This was symbolized, he stated, by the donation of Captain Anderson's sword to the division.

Painting Presented To Admiralty House

A painting commemorating the first mention of Stadacona in Canadian history has been hung in Admiralty House, the Wardroom officers' mess at HMCS Stadacona, Halifax. The painting, which shows Jacques Cartier landing at Quebec was the work of Donald MacKay, well known naval war artist and now head of the Nova Scotia College of Art. It was presented to Commander A. B. Fraser-Harris, executive officer of Stadacona, by Lieut.-Cdr. James B. Coulter, on behalf of the junior officers' technical and leadership course which completed training in late January.

MAN OF THE MONTH

(Continued from Page 10)

more travelling was too great to resist).

Book has many pleasant memories of the cruise. He was particularly impressed by the pilgrimage to Rome and the audience the visiting Canadian naval party had with Pope Pius XII. Another highlight was the period the *Magnificent* spent in quarantine at Malta, due to a polio outbreak. In his opinion, the sports and recreational programs organized for the men more than compensated for the enforced stay on board ship.

While in the "Maggie", Book took a quartermaster's course and passed out at the head of the class. Shortly after this he was promoted to leading seaman.

It has been in the Brockville that Book's love for bridge has fully developed. The 'sweeper is full of bridge fans, and at one time the whole ship's company was playing tournament bridge.

Ldg. Sea. Book has a natural fondness for classical music and never misses a chance to hear an opera. Mozart and Verdi are his favorites. He also likes the bagpipes, though there may be some argument as to whether they belong in the classical field.

Western music he can't stand.

But of all the things he likes, the sea comes first.

"I'd rather travel and visit foreign ports than anything else in the world," he says.

Will he ever settle down ashore?

"I guess so — some day, but it will have to be a pretty good job to take me away from the sea."

WREN NEWSLETTER LIVES UP TO ITS NAME

The 1951 edition of the "Wren Newsletter" has just come off the press, published this year by the Halifax Branch of the Wren Association.

Once again the ex-Wrens have produced an excellent publication, full of interesting news of the women who served in the Navy during the Second World War.

Editorially, the Newsletter opens by welcoming the new Wrens who are entering the RCN (Reserve) for continuous naval duty or for service in the divisions.

After the section on "Divisional News" come letters from various members of the association describing their work since leaving the Wrens. The editors have collected an amazing



Two senior communicators serving aboard HMCS Nootka repair an aerial lead during the ship's stop-over at Manzanillo, Mexico, en route to the Far East. They are CPO Ed Jackson, of Ottawa and Dartmouth, left, and CPO Joe Parker, of Swift Current, Sask. (NK-758).

amount of information about their members and the ex-Wren reader is almost sure to find news of old friends in the columns of the Newsletter.

Copies of the Newsletter are available from the secretaries of the various branches of the Wren Association across Canada.

SIoux OFFICERS WIN UNIQUE BALL GAME

During a visit made by HMCS Sioux to the naval base of Kure in December, the officers of the ship challenged the engineers of the Japanese dockyard to a game of softball.

On our arrival at the field, we found a diamond laid out for baseball, instead of one for softball as agreed. However, the Japanese had both softball and baseball equipment and, since the wardroom team was not prepared to play baseball, a compromise was finally reached. The game was to consist of four innings of Canadian-style softball and four innings of Japanese-style baseball.

It may be of interest here to note that the Japanese have two games of baseball: the normal one as we know it, and a bush league game played with hollow, very light bats and a fairly soft rubber ball smaller than the regulation baseball and with an exaggerated bounce.

After the usual warm-up, the game got underway. The Sioux officers won

the toss and took the field. We experienced little difficulty in retiring the side in all four innings, but when it came our turn to bat the slow lob delivery of the Japanese pitcher proved more difficult than expected to hit. However, the score at the end of four innings was 6-1 for Sioux.

The next game was a different matter. The able and fast young Japanese pitcher made quick work of the Canadians in the first two innings, while the unpracticed Commissioned Gunner Douglas Babineau found it difficult to accustom himself to the new ball. The score went to 8-6 in the dockyard's favor.

Then the Sioux team caught fire. Three safe hits and a home run put the Sioux two up. In the next two innings "the Gunner" found his mark and held the opponents to two runs while the Sioux officers collected another two.

The final score of this unique game was 12-10 in the Sioux's favor. All in all, it was a good afternoon, in which language barriers were severed by a common bond — sports. — H.V.C.

INFORMATION FOR PERSONNEL PROCEEDING TO NIOBE

Information concerning transportation, baggage, joining routine, accommodation, mail, passports, quarantine service book, custom clearances, duty free privileges, ration books and purchase tax coupons for personnel appointed or drafted to Niobe is published in General Order 2.00/4. It will be of particular value for all personnel who are proceeding to Niobe to study this information prior to departure from Canada.

MARRIAGE ALLOWANCE AGE MINIMUM LOWERED

Effective January 1, 1952, the age qualification for entitlement to marriage allowance has been lowered in the case of officers to 23 years of age and in the case of men to 21 years of age.

Ditty Bags As Easter Gifts

The Women's Auxiliaries of the Navy League of Canada are actively engaged in the collecting and filling of ditty bags for distribution as Easter gifts to all Canadian naval personnel serving in the Korean theatre.

Last year approximately 1,200 ditty bags were forwarded to the Canadian ships in the Far East.

To Her Majesty's ships and establishments throughout the world, the Admiralty transmitted on February 12 the following message from Her Majesty Queen Elizabeth II:

On my accession to the throne I wish to send a message of gratitude to the Royal Navy and all my other Naval Forces for the distinguished services which they rendered during the reign of my beloved father. He received his early training in the Royal Navy and maintained throughout his life a close personal interest in the ships and men of the Naval Services.

As the wife of a serving officer, I, too, have a specially intimate link with the Royal Navy. I have seen at home and overseas how its great traditions, tested and proved in two world wars, are constantly maintained by all who serve under the White Ensign.

I shall endeavour to keep in touch with the activities and welfare of all ranks and ratings of my Naval Forces throughout the Commonwealth. Grateful for their services in the past, proud of their present efficiency, and confident that they will uphold their high standards, I send to them all this expression of the trust which I and my people throughout the Commonwealth repose in them.

ELIZABETH R.

