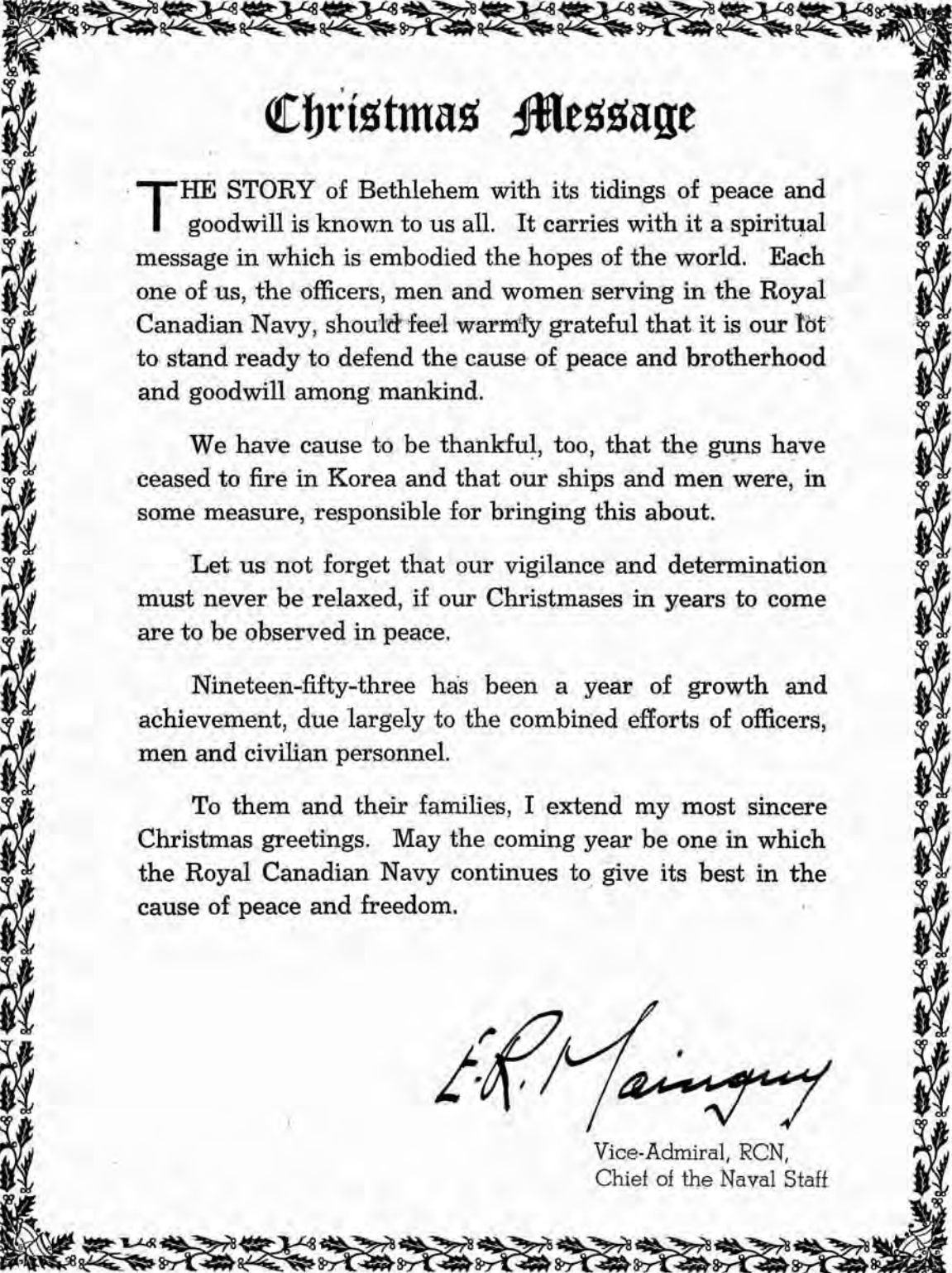


The  
**CROWSNEST**



Christmas  
1953



## Christmas Message

THE STORY of Bethlehem with its tidings of peace and goodwill is known to us all. It carries with it a spiritual message in which is embodied the hopes of the world. Each one of us, the officers, men and women serving in the Royal Canadian Navy, should feel warmly grateful that it is our lot to stand ready to defend the cause of peace and brotherhood and goodwill among mankind.

We have cause to be thankful, too, that the guns have ceased to fire in Korea and that our ships and men were, in some measure, responsible for bringing this about.

Let us not forget that our vigilance and determination must never be relaxed, if our Christmases in years to come are to be observed in peace.

Nineteen-fifty-three has been a year of growth and achievement, due largely to the combined efforts of officers, men and civilian personnel.

To them and their families, I extend my most sincere Christmas greetings. May the coming year be one in which the Royal Canadian Navy continues to give its best in the cause of peace and freedom.



Vice-Admiral, RCN,  
Chief of the Naval Staff

# The CROWSNEST

Vol. 6 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1953

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The Crowsnest  
Extends  
to its Readers  
All Best Wishes  
for  
Christmas  
and  
the New Year

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*The Cover*—Christmas, whenever circumstances permit, is a time of homecoming and the renewal of ties broken by force of circumstance. The artist has endeavoured to create the mood of homecoming and the quiet of Christmastide.



HMCS Cayuga sails from Esquimalt for the Far East. (E-24943)

### **Five Destroyers in Distant Waters**

Five destroyers of the Royal Canadian Navy will spend Christmas far from home on operational duty this year—the largest number to be absent from home waters since the outbreak of the Korean war in 1950. On board them are more than 1,300 officers and men.

Sasebo, Japan, will be the scene of Christmas festivities for three destroyers on station in the Far East, the *Huron*, *Iroquois* and *Crusader*, according to current plans.

The *Haida* will be steaming up the southwest coast of Mexico before heading outward across the Pacific for Pearl Harbour and the Far East for her second tour of duty there.

The *Cayuga*, not due in Japan until the beginning of January, will provide a renewed taste of Christmas for officers and men in the Far East, for she sailed from Esquimalt with belated Christmas parcels packed in her storage space. Christmas Day for her will be spent in the great emptiness of the western Pacific, somewhere between Kwajalein and Guam.

Where guns thundered along land fronts and sea coasts on the past three Christmases, there is silence now. Those standing guard in the Far East, now that there are no bombardments or train-smashing exploits recorded on the front pages of Canadian newspapers, may well wonder whether they will be thought of during the festive season by those back home.

Some may forget, but not all. And it is hoped that these paragraphs will be a

reminder to the forgetful ones that young Canadians are still on the alert on the other side of the world against the renewal of aggression.

### **Athabaskan Pays Visit to Manila**

The closing weeks of HMCS *Athabaskan's* long third tour of duty in the Far East were brightened by visits to Hong Kong and Manila—the latter an unofficial visit and the first paid to the Philippines by Canadian destroyers serving in the Korean war theatre.

The Athabaskans had just one regret in connection with their Manila visit—they had done their Christmas shopping so thoroughly in Hong Kong that few of them had the wherewithal to provide themselves with Philippine souvenirs.

Because the visit, October 23 to 27, was an informal one, there was a minimum of official calls and the ship's company quickly settled into the exten-

sive program of entertainment and recreation which had been arranged.

Eighty-five men were entertained at a barbecue at the Manila Club and supplemented the club's own musical program with community singing and impromptu skits.

The Manila Red Cross did not delay long in asking for permission to arrange a mass blood donation and the response was just as prompt. One hundred and thirty-six officers and men volunteered and the donations had to be spread over two days. The percentage of donors was the highest of any ship which had visited Manila.

On Sunday, October 25, the infant daughters of two Canadian families living in Manila were baptized on board the *Athabaskan* by Chaplain (P) George Soutar. Following the service miniature *Athabaskan* ship's bells were given to each family.

The sports program during the stay was arranged through the co-operation of the Philippine and United States navies. Private homes and clubs extended their hospitality to officers and men.

The excellent arrangements for the visit were made by Frederick Palmer, Canadian consul-general and trade commissioner.

### **Escort Squadron Formed at Halifax**

The First Canadian Escort Squadron, headed by HMCS *Algonquin*, destroyer escort commanded by Commander Patrick F. X. Russell, came into being on November 10 in the Atlantic Command.

### **Historic Ensign Flown by 'Sweeper**

When HMCS *Gaspé* commissioned at Lauzon, Que., a special White Ensign was used for the occasion.

As the red "duster" of the merchant service was lowered from the ensign staff, the White Ensign which replaced it was the former battle ensign of the Bangor class minesweeper, HMS *Sidmouth*, which was the lead ship in the historic raid on Dieppe in August, 1942.

The *Sidmouth's* battle ensign had been specially loaned to HMCS *Gaspé* for her commissioning ceremony by the Maritime Museum at Halifax, N.S.

By the end of the year, the new task group, which included the *Prestonian* (modernized frigate) at the outset, was to have added to it the frigates *Toronto* and *Lauzon*. All four ships have been rebuilt from the hull up, with aluminum superstructures, enclosed bridges and postwar anti-submarine weapons.

Two frigates which have served long and faithfully on East Coast training duties—the *Swansea* and the *La Hul-loise*—have disappeared temporarily from the scene, with the prospect that they, too, will be converted in due course into modern anti-submarine escorts.

The *Algonquin* and *Prestonian*, on exercises in the Bermuda area during the latter half of November, had the honour of standing guard along the route of the flight of the aircraft bearing Her Majesty the Queen and His Royal Highness the Duke of Edinburgh from Newfoundland to Bermuda. HMCS *Micmac* (Tribal class destroyer) carried out similar duties east of Newfoundland, along the route from the United Kingdom.

### **NATO Countries Given Ammunition**

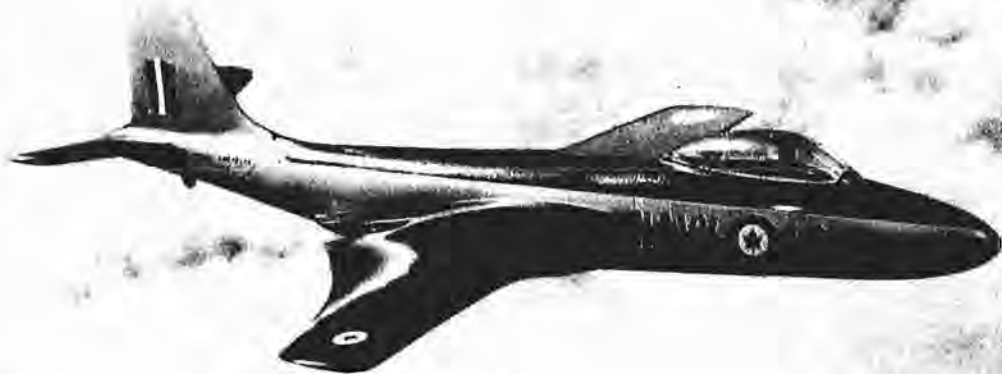
Six European NATO countries will receive more than 1,300 tons of ammunition from Royal Canadian Navy stocks under NATO's Mutual Aid Agreement.

Most of the ammunition was loaded by SS *Table Bay* at Lynn Creek, Port of Vancouver, November 28-30. She sailed with 250 tons of ammunition for The Netherlands, 162 tons for Norway, 211 tons for the United Kingdom, 399 tons for France and 11 tons for Portugal.

A large shipment of naval ammunition had earlier been made to Denmark.

### **Jet Fighters Ordered by RCN**

Twin-engined F2H3 Banshee all-weather jet fighters are being purchased from the United States Navy to equip the Royal Canadian Navy's carrier-borne fighter squadrons. The planes



Twin-engined F2H3 Banshee jet fighters have been ordered for the Royal Canadian Navy from the United States Navy—the first jet aircraft to be used by the RCN. The general appearance of the Banshee is shown here.

are manufactured by the McDonnell Aircraft Corporation, St. Louis, Mo.

The RCN's first jet squadrons will be trained and ready for service on board HMCS *Bonaventure*, now building at Belfast, Northern Ireland. The *Bonaventure* is being fitted with an angled or "canted" deck, which eliminates the need for the conventional barriers, and with the steam catapult, which can launch jets from a motionless carrier or down-wind, if necessary.

The Banshee jet was designed specifically for carrier-borne service with the United States Navy and an earlier model flew from U.S. carriers operating off Korea during the last two years of fighting there. Experience gained there has been incorporated into the all-weather F2H3 and is reflected in improved equipment and operational qualities.

### **Sea Fury Squadron Trains at Rivers**

Ground support exercises were carried out at the Canadian Joint Air Training Centre, Rivers, Man., from November 9 to 27 by Sea Fury fighter aircraft of 871 Squadron.

Training for the naval aircraft included close support, dive-bombing, rocket-firing, strafing and artillery reconnaissance. The squadron was controlled during the exercises by No. 1 Carrier-Borne Liaison Section, Canadian Army, attached to *Shearwater*.

The move to and from Rivers involved 110 personnel.

### **NATO Commanders Attend Dinner**

The joint commanders of NATO's Canadian Atlantic Sub-Area, Rear-Admiral R. E. S. Bidwell and Air Commodore A. D. Ross, flew from *Shearwater* on October 29 to attend a dinner given by the American Council on NATO for Admiral Lynde D. McCormick, Supreme Allied Commander Atlantic.

The dinner for Admiral McCormick was given on board the U.S. aircraft carrier *Hornet*, where he delivered a policy address on "Sea Power for Freedom".

### **Admiral Mainguy Lauds Teamwork**

The efficiency and teamwork of ships and establishments of the Atlantic Command won the praise of Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, during his tour of inspection in October.

Admiral Mainguy sent the following message to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast:

"The many evident improvements since my last visit a year ago, which I observed during my recent tour of ships and establishments of your command, gave me great satisfaction and encouragement. The growing efficiency and teamwork displayed by all branches of our Navy bring closer the day when, for its size, the RCN shall be second to none. Congratulations to all."

### **Nylon Ensigns Arouse Envy**

What's the Royal Canadian Navy got that other navies haven't got?

One of the answers to this ungrammatical question is nylon ensigns.

During the October visit of the *Athabaskan* to Manila, visiting naval officers and men spoke admiringly of the ship's equipment and her excellent condition, but when they commented on the nylon ensigns, their quality, smart appearance and evident serviceability, they were downright envious.



An Avenger aircraft has just landed on the "Magnificent's" flight deck and aircraft handlers rush out to remove the arrester wire from the tail hook. (MAG-4865)

## The Flight Deck Party

Any time the ship is at flying stations, a 55-man team whose members carry out their assignments with all the speed and precision of a finely-trained football squad can be seen in action on HMCS *Magnificent's* flight deck.

This team—the *Maggie's* flight deck party—knows how to carry the ball, too. It has to, for upon its efficiency depend things far more important than touchdowns: The success of the carrier's flying operations and, sometimes, the lives of an aircraft's crew.

In a nutshell, the flight deck party is responsible for ranging aircraft prior to

take-off and parking them after they have landed on; for clearing the deck of crashed aircraft, and for rescuing the aircraft's crew in the event that a crash is accompanied by fire.

All these jobs must be done swiftly and expertly. There is no margin for error. Unlike the football field, the flight deck doesn't permit a second chance to make up for a mistake.

Head man of the flight deck is the Flight Deck Officer. He is responsible to the Lieutenant-Commander (Flying) for the organization of the flight deck party, for supervising the duties previ-

ously mentioned, and for the safety of all personnel and aircraft on the flight deck. His right-hand man is the Chief of the Flight Deck, who takes charge of many of the individual jobs handled by the crew.

"Safety" is a word burned into the FDO's brain, and he makes sure it is as strongly impressed on the minds of those under him. Working on a flight deck whipped by wind and slipstream, and often within short feet of slashing propellers, a man need make but one false step, to write a ticket to disaster. "A propeller," as they say, "only hits you once".

The flight deck crew's daily routine is determined by the ship's flying program. As the "*Maggie*" makes the most of every opportunity to carry out flying training when she is at sea, their day is usually a long one. And it's longer still when the ship is taking part in exercises requiring round-the-clock operations.

On a typical dawn to dusk flying day, with the first aircraft due off the deck at 0600, the flight deck crew closes up at 0430, brings up whatever planes may have been in the hangar and ranges the aircraft in preparation for take-off.

"Pilots, man your aircraft" comes at 0540. Engines are started and run up, and serviceability reports are made to the directors concerned. After all aircraft are reported to the Flight Deck Officer, he informs "Little F".

At 0558 the amber light is switched on and at 0600 the green. With an impatient roar, the first aircraft thunders down the deck and takes to the air. The rest follow at 15-second intervals.

At all times the aircraft are aloft, half the flight deck crew remain closed



Lieut. Nevill J. Geary, flight deck officer (left), and CPO Stephen C. Fagg, flight deck "chief" discuss the ranging and parking of aircraft on the "Magnificent's" flight deck. Lieut. Geary is also responsible for flying off the aircraft. (MAG-4984)

up. The remainder have a stand-down, but they return to their stations 15 minutes before the first plane is due to land.

Then comes their busiest time. The moment the first aircraft touches the deck, the hookmen dash out and disengage the hook from the arrestor wire. Then the plane is waved forward, over the flattened barrier wires, and parked on the forward section of the deck. The barriers go up again and all is ready for the next aircraft to land. As 30 seconds is considered an acceptable interval between landings, it is evident that the flight deck crew has to move smartly.

After all aircraft have been landed on, the next step is to shift them aft and park them in position to be refuelled and made ready for the next session of flying.

The procedure is repeated throughout the day, until flying stations are secured at 1800. Then the flight deck party re-spots the aircraft and strikes down those that are ordered into the hangars. This job takes about an hour and when it's finished all hands go below—except for the flight deck sentry. Night and day, whenever there are aircraft on deck, a sentry from the flight deck crew keeps a watchful eye over them. When the weather is rough there are six sentries—or more, if need be.

Teamwork, according to a former FDO, is probably the chief requirement of the flight deck crew. Every man must not only know his own job, thoroughly, but that of the man who works on either side of him, so that at no time are there any of those pauses

The firefighting party is always on duty when the "Magnificent" is at flying stations. In the event of a crash landing, their job is to rescue the aircrew and fight any outbreak of fire. Shown here (left to right) in fire-resistant clothing are Able Seamen Glenn A. Worman, Robert A. Hammer, and Donald J. Chapman. (MAG-4974)



A Sea Fury hurtles from the deck of the "Magnificent" during Exercise Mariner and, almost before the aircraft is airborne, an engineer mechanic scrambles from his sponson to retrieve the catapult strop for the next plane. (MAG-4981)

that are caused by lack of understanding. Teamwork is achieved by training, by example and by keeping the crew fully informed on what is taking place.

Another essential is physical fitness. On the flight deck, everything is done at the double, and in the course of a full flying day is done many times. It's no place for a man who hasn't got good lungs and legs.

Every member of the flight deck crew is a fire-fighter and, in addition to his normal duties, has his fire-fighting station. Surrounding the flight deck are 19 fire-fighting positions, placed so as to enable instantaneous action no matter where a fire might occur.

At all times when aircraft are taking off and landing on, four men wearing fearnaught suits are stationed near the

"island". They have one sole duty: to rescue aircrew from a fire. In the event of an aircraft fire, it is their job to plunge in and get the crew to safety.

Protecting them from the flames and heat are their fearnaught suits, which are made of wool and have been impregnated with a solution that fills every pore with crystals. The suits are absolutely airtight and are kept that way with periodic soakings.

An aircraft fire is an extremely rare thing but that's no cause for not being completely trained in handling one. Every opportunity is taken, therefore, to send members of the flight deck crew to the fire-fighting school on MacNab's Island, in Halifax harbour, for practical training. There they fight real fires and "rescue" dummy pilots from blazing aircraft.

When a crash occurs on the carrier's flight deck, first into action is the rescue party. Fire or no fire, they make sure the plane's crew makes a quick exit. Switches are set to "safe" and when the Flight Deck Officer is certain there is no danger of fire, the crash party closes up. At the same time, the Flight Deck Engineer's party sets to work, renewing the barrier and making whatever other repairs are necessary.

The plane itself is got out of the way as quickly as possible with the use of cranes and other equipment. Repairs to it come later. The most important thing at the moment is to clear the deck so the aircraft still aloft can get down.

The roughest day on the "Maggie's" flight deck was one on which there were two "barriers" and an inverted crash. But the flight deck crew was up to the occasion, taking only a total of 17 minutes to clear away the three damaged aircraft.

It takes teamwork to produce results like that, and teamwork is something the flight deck crew has in abundance.



# The Biggest Strawberries

Pioneering a Sideline  
With Aldergrove's  
PO McKay

When the ballots were counted at Naval Radio Station Aldergrove and it was clearly evident that the honour of being Man of the Month in "The Crow's Nest" had fallen to Petty Officer Graham Alexander McKay, everything dropped into a predictable pattern.

For instance, PO McKay was happy to talk about the two-acre farm he has hacked in his spare time from the Fraser Valley bush and where he grows the biggest, reddest, sweetest (give and take a little) strawberries west of the Rockies. He was willing to size up the political situation. He was glib about the weather. Where the interviewer had really to chip away was on the subject of Graham McKay.

When the bits and pieces were gathered up and assembled, it emerged that PO McKay was born of Scottish ancestry (as had been suspected) on July 17, 1919, in Medicine Hat, Alberta. He was the second in a family of five children.

The family moved to Calgary while Graham was still a youngster. As an 18-year-old student at Western Canada High School, he dropped in one day at the Calgary division of the RCNVR. From then on his interest in the Navy grew steadily. This trend was viewed by his family with a certain amount of disfavour. His father was at the time a lieutenant-colonel in the Canadian Army. His mother was quick to remind him that none of his canny forbearers had so much as put their foot on a boat except in dire necessity.

They relented. That same year (1937), young McKay joined the Calgary division as an ordinary seaman, RCNVR. The next year he first saw the sea while undergoing summer training on board HMCS *Armentieres* (minesweeper), based at Esquimalt.

A year later, after a winter spent in commercial studies in Calgary, he was back at Esquimalt and this time went on board HMCS *Nootka* (minesweeper, later renamed "Nanoose") to qualify for able seaman. The time was August 1939 and a man named Hitler was making horrible noises.

Even the war clouds did not seem quite as frightful to Ord. Sea. McKay as something that happened during his training in the *Nootka*.

"We were towing a target", he recalls, "when suddenly it was shot adrift and we had to manoeuvre to pick it up again. That meant all hands immediately turning to or losing the target.

"So what did I do? I carried out my duty as quartermaster and piped 'Stand Easy'. I can still hear the roar of a Chief Gunner's Mate calling 'Belay that last pipe!'"



PO GRAHAM MCKAY

For his inexperience, Ord. Sea. McKay was elected to go over the side and retrieve the lost target line, a task which involved immersion to the waist in the Pacific Ocean.

PO McKay never walked "civvy street" again. He volunteered for active service on the outbreak of war and continued to serve in the *Nootka* until the spring of 1940. He then transferred to the RCN as an Ordinary Telegraphist and began a nine-month course in *Naden*.

In April 1941, Tel. McKay and 11 other members of his class went on board SS *Nerissa* in Halifax and sailed for England. In the 5,000-ton vessel were 105 Canadian Army personnel, 16 naval personnel, 14 ferry pilots, 12 RAF personnel, a number of civilians and

three stowaways. The crew passed the unhappy word around that the *Nerissa*, sailing without escort, was on her 13th North Atlantic crossing.

Nine days later the ship was 240 miles off Lough Foyle. The sky was completely overcast and the night was unusually dark. A slight wind was blowing and a moderate sea was running. At 26 minutes to midnight a torpedo struck the starboard side. The engineroom took the brunt of the explosion and the ship lay dead in the water. She began to settle slowly and on even keel.

Orders were given to lower the boats, but within three minutes of the first blast two more torpedoes struck almost simultaneously, one near the stern detonating the ship's magazine. Within a minute the *Nerissa* had gone under. Of the Canadian naval personnel, only one officer and five men, Tel. McKay among them, survived.

Eighty-four survivors were picked up at 8.30 a.m. by HMS *Veteran* (destroyer) from boats, capsized boats, rafts and wreckage. The survivors included 35 Canadian Army personnel and two of the three stowaways.

Tel. McKay spent his survivor's leave touring England and Scotland. After his own ordeal, he found the calmness and fortitude of the British civilian population a bracing experience.

He was drafted to the *Mayflower* (corvette) for return passage to Canada and then was assigned to the *St. Francis* (Town class destroyer) on escort duty in the North Atlantic.

After two years of shore and sea duty, he went to Montreal Circle radio station at Prince Rupert, B.C. By November 1943, he was back in the United Kingdom to undergo six months' cruiser training on board HMS *Belfast*. A highlight of this period was the review of the Home Fleet at Scapa Flow by His Majesty King George VI.

There was further training at HMC Signal School, St. Hyacinthe, Que., followed by service at *Cornwallis* and on board the destroyer *Ottawa*, his last seagoing assignment of the war. When the *Ottawa* was paid off in September 1945, Leading Telegraphist McKay was drafted to Albro Lake radio station,

(Continued on page 28)



# OFFICERS AND MEN

## Ten Promoted to Commissioned Rank

Ten chief petty officers of the Royal Canadian Navy have been promoted to commissioned rank. They are:

Acting Commissioned Engineers Hugh C. Ashcroft, 31, of Hafford, Sask.; Jack Bottomley, 35, of Esquimalt; and James F. Ferguson, 35, of Proctor and Victoria, B.C.;

Acting Commissioned Electrical Officer J. T. Cottrell, 39, of Strathmore, Alta.;

Acting Commissioned Radio Officer H. J. Bennetts, 33, of Esquimalt and Halifax;

Acting Commissioned Communication Officer Albert L. Bonner, DSM, BEM,

36, of Saint John, N.B. and Montreal;

Acting Commissioned Officers (SB) John A. MacDonald, 32, of Winnipeg; Robert C. Collins, 30, of Calgary and Victoria; Selwyn H. Stroud, 33, of Canmore, Alta., and Halifax; and Robert A. Wilson, 32, of Chilliwack and Victoria, B.C.

## Seven Chosen to Attend University

Seven men from the "lower deck" have been promoted to the rank of cadet in the engineering, electrical and supply branches of the Royal Canadian Navy.

Five of the seven are undertaking degree studies in electrical engineering



Admiral Lynde D. McCormick paid his first visit to Canada since his appointment as NATO's Supreme Allied Commander Atlantic when he arrived at Halifax September 18. Here he is seen in the offices of Flag Officer Atlantic Coast with the two officers in charge of the Canadian Atlantic Sub-Area. Left to right: Rear-Admiral R. E. S. Bidwell, Commander Canadian Atlantic Sub-Area and FOAC; Admiral McCormick, and Air Commodore A. D. Ross, Air Commander Canadian Atlantic Sub-Area and Air Officer Commanding, Maritime Group Headquarters. At the time Admiral McCormick visited Halifax the two sub-area commanders took charge for three days of the operation of Exercise Mariner, the extensive NATO exercise. (HS-27395)

## No Vertical Beds In This Man's Navy

Official letters emanating from Naval Headquarters are regarded as The Word, and orders and instructions contained therein are obeyed, except in very rare cases, without question.

A case where there was no room for doubt occurred not long ago. Its cause was a circular letter sent to the dockyard superintendents at Halifax and Esquimalt and to the naval overseers at various shipbuilding centres.

The letter read as follows:

### ARRANGEMENT OF BUNKS IN NEW CONSTRUCTION SHIPS AND CONVERSIONS

It has been decided that:

1. All men sleeping in bunks should sleep with heads forward and feet aft.
2. Bunks and reading lights in ships undergoing conversion and in New Construction should be arranged accordingly.
3. Bunks should be arranged horizontally.

at the University of New Brunswick, one is enrolled in engineering at Queen's University and one is studying commerce at St. Mary's University, Halifax.

All are attending university under naval auspices in accordance with a program common to all three services whereby selected men from the ranks are enabled to obtain university degrees qualifying them for commissions.

At UNB are Cadets (L) Thomas V. Stephens, 24, of Mara, B.C.; Derek H. Baker, 21, of Victoria and Halifax; Howard W. Burman, 23, of Davidson, Que.; John W. Mathewson, 22, of Toronto, and Donald L. Moore, 22, of Nashwaaksis, N.B. At Queen's is Cadet (E) Laurence E. St. Laurent, 21, of Edmonton, and at St. Mary's University is Cadet (S) Edgar Y. C. Pinet, 22, of Ottawa.

## Western Senior Officers Confer

A conference of Canadian and United States western naval military and air commanders was held in October in HMC Dockyard, Esquimalt.

The meeting, one of a series held periodically to review current plans for the defence of Western Canada, Alaska and Western United States, was attended by high-ranking officers of these areas,

including Vice-Admiral R. S. Low, USN Commander, Western Sea Frontier; Lieut.-General J. H. Atkinson, Commander - in - Chief Alaskan Command; Rear-Admiral J. C. Hibbard, RCN, Flag Officer Pacific Coast; Major General Chris Vokes, Officer Commanding Western Command, Canadian Army; Major General Frank H. Partridge, Commander United States Sixth Army and Major General W. E. Todd, USAF, Western Air Defence Command.

### **Ex-CO of Queen Resumes Studies**

A scholarship which will assist him in completing his work towards a Master's degree at a U.S. university was the reason for Acting Commander D. F. (Don) Clark stepping down recently from the command of *Queen*, the Regina naval division.

He has been succeeded by Lieut.-Cdr. William Haggett, who has been promoted to the acting rank of Commander while holding the appointment. Commander Haggett was executive officer of *Queen* during most of the more than two years Commander Clark was in command.

### **Royal Navy Officers Visit East Coast**

Rear-Admiral G. Barnard, Deputy Chief of Naval Staff to the British Admiralty, visited establishments in the

The first class of Wren Engineer Officer Writers completed their course in the Mechanical Training Establishment at Naden on October 15. Pictured left to right, (back row) Wrens Betty White, Freda Millen, Marie Cheney, Beverly Perry, Theresa Hefferman, and Ester Hornsberger; (front row) Wren Eleanor Henault, CPO William Hutchings, class instructor, and Wren Dorothy Beevers. (E-24975)



Royal Canadian Navy's Atlantic Command from November 11 to 13.

He was accompanied on his visit by Captain V. A. Wight-Boycott, senior Royal Navy liaison officer at Ottawa.

Establishments visited included *Stadacona*, HMC Dockyard, *Shearwater* and *Cornwallis*.

### **Wetherell Heads Hamilton NOAC**

P. C. Wetherell was elected president of the Hamilton and district branch of the Naval Officers' Associations of Canada at the annual meeting of the branch in *Star's* wardroom on October 30.

Other officers are A. R. G. Tippet, vice-president; S. O. Greening, secretary, and John C. Beveridge, treasurer.

Plans were made for a dinner to be held jointly with officers of *Star*.

### **York Reservists Win Commissions**

Two promotions from the lower deck have occurred among reserve personnel at York.

The most recent of these was of CPO Lennox Rutherford whose July promotion to the rank of Acting Commissioned Gunner was promulgated in October.

Listed at the same time, but effective in May, was the promotion of PO J. J. MacQuarrie to the rank of Acting Commissioned Radio Officer.



CPO NELSON W. CRISP

### **Retired CPO Won Clasp to LSGCM**

One of the three men in the Royal Canadian Navy to have been awarded the Clasp to the Long Service and Good Conduct Medal, CPO Nelson W. Crisp, of 2465 Cadboro Bay Road, Victoria, had seen a total of 33 years' service in three navies by the time he retired this year.

CPO Crisp joined the Royal Navy in 1920 at the age of 17. Three years of his Royal Navy time were spent on loan to the New Zealand navy and the last three on loan to the RCN. He formally transferred to the RCN in 1933.

He was awarded the Long Service Medal in 1936 and 15 years later, in 1951, he qualified for the clasp to the medal.

During his long career in the Commonwealth navies, CPO Crisp served in more than 20 different ships. He was 50 years old in September.

Some years ago clasps to the LSGCM were awarded to Chief ERA John David Pratt and to RPO James R. Joslyn.

### **Admiral Adopted By Six Nations**

A ceremony in which he was given the name of Gow-na-go-wan, Mohawk for Chief Big Boat, by the Six Nations Indians, was an outstanding incident of an early-November visit to Brantford, Ontario, by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast.

The "adoption" ceremony took place on the afternoon of Saturday, November 7, and that night Admiral Hibbard was guest of honour at a reunion of wartime members of the ship's company of HMCS *Iroquois*, which he commanded

on the Murmansk run, in the English Channel and in the Bay of Biscay before and after D-Day.

The reunion was organized by the Brant Naval Veterans' Association and was attended by about 30 former *Iroquois* officers and men from points as distant as Brockville and Detroit.

At 11 a.m. Saturday, Admiral Hibbard laid a wreath on the Brant County War Memorial, with the Admiral Nelles Sea Cadet Corps providing a guard of honour. A civic welcome was followed by visits to the statue of Joseph Brant and the Brant Historical Society Museum, and a civic luncheon.

The Six Nations reservation was the scene of the afternoon ceremony, which was preceded by the laying of a wreath on the Six Nations War Memorial. In attendance were the Six Nations brass band and the Admiral Nelles Sea Cadets.

On Sunday night, Admiral Hibbard was the speaker at the annual Remembrance service of the Telephone City Branch of the Canadian Legion.

At the reunion, Admiral Hibbard was presented with a life membership in the Navy Club by Gordon J. Stokes, secretary, who served under Admiral Hibbard in the *Iroquois*.

### **Eyesore Becomes Artistic Display**

Imagination plus artistic talent turned an immense eyesore into a centre of attraction for Toronto's Trafalgar Ball at HMCS York.

York is in process of acquiring a new wing and the entire north wall of the

Unlike Amphitrite, there was nothing mythical about the "Queen of the Sea" who signed the visitors' book of the Micmac during the destroyer's visit to the Fisheries Exhibition at Lunenburg, N.S. Nineteen-year-old Janet Conrad, of Lunenburg County, crowned queen for the day, signs her name in the presence of the Micmac's captain, Commander G. M. Wadds. (HS-27442)



drill deck has been torn down to make way for enlarged training quarters.

What confronted the organizers of the ball, the Toronto branch of the Naval Officers' Associations of Canada, was a vast expanse of tarpaper where the space had been blanked in by the builders.

When the guests arrived for the ball they saw instead an immense chart of the North Atlantic. Positioned on this were cut-out cartoon groups depicting comic situations in convoys, patrol aircraft, etc.

Among the distinguished guests who were welcomed by L. Nelson Earl, president of the Toronto NOA, were Rear-Admiral W. V. Saunders, USN (Ret.), and Mrs. Saunders; Captain V. A. Wight-Boycott, senior U.K. naval liaison officer, Ottawa; Captain Clifford Scull, U.S. naval attaché, and Mrs. Scull, Ottawa, and Captain R. I. Hendy, commanding officer of York.



Defence Production Minister C. D. Howe is piped on board the Algonquin at Montreal, during the ship's visit there for inspection by members of the Canadian Industrial Preparedness Association. (ML-286)

### **Blood Donation May Be Record**

Stadacona has again come to the aid of the Red Cross blood bank. During the three-day clinic Stadacona's officers and men contributed what may be a record by giving 909 pints of the precious fluid.

To stimulate interest in the drive for blood, a large board listing the various departments was prepared and as department after department "went over the top", figuratively speaking, they were listed as having donated a "possible" of 100 per cent.



It is not a duck hunting for worms; it is "frogman" Lieut.-Cdr. Ben Ackerman heading for the bottom during recent exercises conducted by the Explosive Disposal Unit in Esquimalt harbour. (E-24412)

Eight departments reached their possible and, as a bonus, each department reaching the 100 per cent stage was granted a "make and mend". Departments donating the "possible" were: Gunnery School, TAS School, Seaman-ship School, Communications Training Centre, Care and Maintenance Party, Explosive Disposal Unit, P and RT Department and RCN Hospital.

### **Truck Driver Third Again**

For the second successive year, Gordon V. Smith, driver with the Naval Motor Transport Section at HMC Dockyard, Esquimalt, has placed third among the nation's best truck drivers in his division.

Mr. Smith, who won the semi-trailer division in the B.C. finals, scored 312 points in the National Truck Rodeo in Toronto in November to win \$100 cash and trophies.

### **Officers' Club Holds Election**

C. D. Heward is the newly-elected president of the Naval Officers' Club Inc., of 1530 McGregor Street, Montreal.

Other officers elected at the annual general meeting were: J. M. Richardson, vice-president; F. N. Wilson, secretary; C. W. Brown, assistant secretary; R. G. Bremmer, treasurer, and K. R. Dwerryhouse, assistant treasurer.

The new directors are P. F. Collins, W. H. S. Dunn, F. P. Hamm, W. C. Harrison, W. M. Hayman, George Kennerly, A. Marcil and J. P. Robitaille.

# Cornerstone Laid for Supply Depot

The cornerstone for the RCN's new Supply Depot at Ville LaSalle, near Montreal, was laid by Defence Minister Brooke Claxton on October 19, in a Navy Week ceremony.

Afterwards, he inspected the depot, which was begun in 1951 to provide logistic support for naval ships and establishments at both coasts and for naval divisions throughout the country. It has been in operation since February, and covers 96 acres.

The cornerstone laid by Mr. Claxton was that of the administration building, still under construction. There are four other main buildings, a motor transport garage, central heating plant, a power plant and a separate building for inflammable stores. The depot employs between four and five hundred naval and civilian personnel.

The storage buildings, measuring 600 by 200 feet, are of permanent concrete construction, single storied, with an interior ceiling of 23 feet and a floor load of 1,000 pounds per square foot. Safety measures include fire walls dividing each building into three sections 200 feet square. The latest in mechanical handling equipment is employed and there are pallets and pallet racks, and adjustable steel shelving to utilize maximum storage space.

The two-storey administration building is equipped with facilities for handling a large number of items, including

ships' fittings, hardware, clothing, electrical and electronics equipment. The depot has its own water supply. Located on the east side of Dollard Street in Ville LaSalle, it is served by both CNR and CPR spur lines.

In his speech, Mr. Claxton noted Navy Week, saying that "people in Canada have every reason to be proud of the work of their Navy". He spoke of the citations gained by all Canadian destroyers who served in the Korean war and said the support of the people of Canada has made it possible to meet every requirement in Korea and NATO by the target date.

The minister was met by Commander (S) J. R. Anderson, commanding officer of the depot, and a guard of honour from HMCS *D'Iberville*, under Instructor Lieut.-Cdr. R. D. Campbell and an-

## Officer's Slip Dead Giveaway

Sigmund Freud, the father of psychoanalysis, claimed that mistakes were rarely accidental. The "unconscious" part of the mind was usually in there pitching.

This interesting theory is drawn to the attention of the Lieutenant-Commander who wound up his monthly report to Naval Headquarters with the words:

"I have the honor to be  
Sir  
Your obedient servant"

other guard of 70 veterans employed at the depot.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; Commodore Paul Earl, NOIC, Montreal; and Commodore (S) R. A. Wright, Supply Officer in Chief, were among the senior naval officers there. Also present were Mayor J. A. Leroux, of Ville LaSalle, senior members of the other Armed Forces, and officials of the Navy League of Canada and allied organizations.

## Two Warships Join Fleet

Two more ships joined the Royal Canadian Navy's growing postwar fleet on November 26, when commissioning ceremonies were held for HMCS *Gaspé* and HMCS *Toronto* at shipyards in Lauzon, P.Q.

In a morning ceremony at the yard of the Davie Shipbuilding and Repairing Co. Ltd., the *Gaspé*—the first minesweeper to be built in Canada since the Second World War—commissioned as a naval vessel under the command of Lieut.-Cdr. H. Bruce Carnall, of Toronto.

Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, represented the Chief of the Naval Staff, and distinguished civilian guests included Veteran Affairs Minister Hugues Lapointe and Mrs. Lapointe, and Russell Keays, the mayor of Gaspé, and Mrs. Keays.

In the afternoon, the *Toronto*—the second of the 16 wartime frigates to be modernized for the RCN—was commissioned with due ceremony at the yard of George T. Davie and Sons Ltd. Lieut.-Cdr. William D. F. Johnston, of Ottawa, the ship's commanding officer, welcomed the Hon. Gaspard Fauteux, Lieutenant-Governor of the Province of Quebec, who made a brief address to the ship's company drawn up on the jetty.

Another notable at this ceremony was Mayor Allan Lampert, who wished the

ship and her company "good luck" and "good sailing" on behalf of the City of Toronto. Rear-Admiral Knowlton also represented the Chief of Naval Staff at this commissioning.

The band of HMCS *Montcalm* attended both ceremonies and the ships were dedicated by the Protestant and Roman Catholic chaplains of the division.

## CONSUL GENERAL PRAISES SHIPS

"If, at every port of call, the men leave as good a reputation as they did here, they most certainly create marvelous goodwill for Canada."

These words were written by Ray Lawson, Canadian consul general in New York City, to Defence Minister Brooke Claxton following the visit of the *Magnificent* and *Quebec*.

Mr. Lawson's letter said that the Canadian sailors had left a "splendid reputation" behind them and mentioned the fact that more than 400 members of the ships' companies had volunteered blood to the American Red Cross when they heard of the urgent need for blood to replenish depleted stocks of gamma globulin, used in the fight against polio.

Mr. Lawson called this "the biggest goodwill gesture that could possibly have been made".

## Two Gaspés—Two Mesdames Lapointe

A guest who watched the commissioning ceremonies for HMCS *Gaspé* (coastal minesweeper) at Lauzon, Que., in November with deep personal interest was Mrs. Hugues Lapointe, wife of the Minister of Veterans Affairs.

Two years earlier Mrs. Lapointe had christened the *Gaspé* when it was launched at the yards of the Davie Shipbuilding and Repairing Company, Limited, Lauzon. The christening might well have been a step toward establishing a lasting tradition in the Lapointe family.

The first HMCS *Gaspé*, a minesweeper which swept the approaches of Halifax throughout the Second World War, was christened in August 1938 by Mrs. Lapointe—not Mrs. Hugues Lapointe, but her mother-in-law, Mrs. Ernest Lapointe, wife of the Minister of Justice in the Dominion Government of that day.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

National Fire Prevention week, October 4 to 10, was observed in the Pacific Command, with lectures and demonstrations given by the Naval Fire Service to all armed forces and civilian personnel in the Command.

Lieut.-Cdr. J. D. Crowther, Area Fire Chief, is responsible for the fire protection of the Naval Dockyard, Work Point Barracks, *Naden*, Munro Head, the ammunition magazines, the fuel oil depot, Canadian Services College, Royal Roads, Belmont Park, and other armed forces married quarters. The Naval Fire Service is also on second call to the Municipality of Esquimalt.

Assisting the Command Fire Chief in bringing to the attention of personnel the seriousness of fire, its causes and its practical control were Lieut. G. R. Lay, Base Fire Chief, Fire Lieut. J. Bryan and Alarm Technician J. J. Mockford.

Fifty pupils of the John Stubbs Memorial School at Belmont Park, who made a fire inspection of their own homes, attended the morning matinee at the Odeon Theatre, October 10. The Navy bus which transported the pupils was

escorted to the theatre by a naval fire truck and the fire chief's car. Before the movie, the children were given a short talk on the prevention of fires.

## HMCS *Athabaskan*

By the time the *Athabaskan* had spent a year away from Esquimalt on her third tour of duty in the Korean war theatre she had steamed 59,714 miles. And she still had another five and a half weeks of steaming ahead of her before she tied up again at an Esquimalt jetty.

Statistics covering the 367 days from October 29, 1952, to October 31, 1953, show that she spent 245 days at sea, consumed 14,632 tons of fuel, took on fuel at sea on 22 occasions, made 58 transfers at sea, fired 2,322 rounds of 4-inch ammunition in anger and 609 rounds of 40mm at the enemy.

The *Athabaskan's* busiest month was last March, when she spent 80.6 per cent of the time at sea and fired nearly 10 per cent of the 4-inch ammunition expended during her tour.

Highlights of her tour included supporting the withdrawal of a small parti-

san force under fire from the enemy-held mainland near Chodo Island; the smashing of two North Korean trains during an east coast patrol in June, and the rescue on two occasions of U.S. naval airmen.

The *Athabaskan* is the only Canadian warship with a record of three tours of duty with United Nations naval forces. She was assigned to service in the Far East for 30 of the 37 months that hostilities lasted.

On her arrival home in early December, the *Athabaskan* was scheduled to be paid off into refit.

## Aldergrove Radio Station

All Aldergrove personnel and their dependents in married quarters were given gamma globulin after five cases of poliomyelitis had occurred at the station during the West Coast outbreak of the disease.

The station's softball team placed third in the four-team Inter-Service League but, considering the small complement from which the team was chosen, the showing was considered highly creditable.

Recent arrivals from *Naden* have included the following: Petty Officers Ronald Bone and Philip Lewis, Ldg. Sea. Frank Tyler and Able Seamen William Beiko, Ralph Meier, Ronald Tuele, William Krueger and John Davis. From the *Ontario* came PO James Kirk and Able Seamen Robert Phillips and George McKenzie; from the *Crusader* Leading Seamen James Wood and Ernest Tyler, and from the *Beacon Hill* Ldg. Sea. James Peacock and AB Gordon Blackhall.

Except for Ldg. Sea. Donald Legrande, who went to the *Ontario*, the departures were for *Naden*: Petty Officers Lloyd Keith and Robert McPherson, Leading Seamen Gerald Brooks, Rudolph Kuku-cha and Harry Snaith and AB John Malfair.

## Ordnance School

The First Armourers' Mates Qualifying Course completed on October 2 and its members went on leave prior to draft to the *Ontario*. Successful candidates were Ldg. Sea. Edward Griffith, AB Charles Nowell, and Ordinary Seamen Leslie Cove and Barry Moreland.



Captain A. H. G. Storrs, commanding officer of HMCS *Shearwater*, greets officers of VC 920, Canada's first Naval Air Reserve Squadron, on arrival for their annual two-week training period. Hidden behind Capt. Storrs is Lieut.-Cdr. (P) R. S. Bunyard, commanding officer of York's reserve squadron. Facing Capt. Storrs are, left to right: Lieut. (P) Derrick Tissington, Surg. Lieut. (P) J. G. Evans, Sub-Lieut. (P) R. D. Bromhead, Lieut. (P) Gerald Haywood, Lieut. (P) A. C. Wilson, Lieut. (P) G. S. C. Ballard, Lieut. (P) H. L. Washington, Lieut. (P) D. E. Stinson all of Toronto, and Lieut. (P) R. A. Lyons, Hamilton, Ont., the squadron staff officer and instructor. (HS-11057)

Joining the school from York for three months is PO Charles Moore and from Star for one year is PO Ernest Spencer, both for the Torpedo Armourers Course.

The Second Armourers' Mates completed MTE and Electrical School training and began the last part of their course in the school.

Lieut.-Cdr. H. W. Mayne had a good day at the Pacific Command pistol meet on October 11. He brought home the bacon in the form of the Henry Birks Challenge Trophy, the Rear Admiral Mainguy Pistol, medals in two .22 open matches, a medal in a 9mm open match, was second in the Aggregate and was a member of the team that won the RCN Revolver Challenge Trophy. PO Edward Parham was also a member of the team.

The hockey season has opened and the school is again icing a team.

Lieut. J. Heseltine has joined the ordnance staff after completing a tour of U.S. and Canadian plants and establishments.

## ATLANTIC COMMAND

### HMCS Magnificent

When the *Magnificent* docked in Halifax on November 3, she had been absent nearly two and one-half months. With her the *Magnificent* brought nine new Sea Fury aircraft embarked in the United Kingdom.

The carrier was the second last to arrive of five Canadian warships which took part in the NATO Exercise Mariner. The last ship to return was the *Algonquin*, which tied up the following day. First three to return were the frigates *La Hullose* and *Swansea* and the cruiser *Quebec*.

Sailing from Halifax on August 21, the *Magnificent* first called at New York and Norfolk, Virginia, before joining up with Mariner forces. On completion of Mariner, she remained overseas for further exercises and informal visits to United Kingdom ports before making the voyage home.

The *Algonquin* made an informal visit to Montreal as part of her return trip.

### HMCS Portage

After returning to Halifax from Bermuda on September 26 and making minor repairs to hurricane damage, the *Portage* sailed again on the 28th for exercises in the Gulf Stream with USS *Crevalle*. Following this, trials were carried out on new equipment.

The *Portage* sailed for her "old stomping grounds" the Bermuda area, in company with USS *Diablo* October 18 for A/S exercises. It is now said that the



When President Dwight Eisenhower laid a wreath on the National War Memorial in Ottawa on November 13, the wreath sentry representing the women of the armed forces of Canada was Sub-Lieut. (MN) Barbara Ann Lee, RCN(R), of HMCS York, the Toronto naval division. Unknown to those arranging the ceremony, her brother, Flight Lieut. Thomas R. Lee, RCAF, since retired, had performed similar duties as wreath bearer exactly ten years earlier when President Franklin D. Roosevelt visited the Canadian capital. The other naval sentry shown here is Ldg. Sea. Kenneth Brown, of HMCS Bytown and Belmont, Colchester County, N.S. (Photo courtesy Star Newspaper Service, Toronto)

ship automatically heads for Bermuda after leaving Halifax harbour.

Inter-part softball is over for the year with the Seamen winning the Captain's cup from the CPOs. Two very close games were played with US Coast Guard Cutter *Spencer*, *Portage* winning by the slim margin of one run in each game. Honours were divided in games with the Argentinia naval base.

A spectacular game was played in Bermuda against the Bermuda Club, which has a reputation for winning. The reputation was maintained by defeating an all-star team from the *Wallaceburg* and *Portage* by 18-11.

Six ordinary seamen have completed their new entry training and have been

"marked trained". Five more are still learning the "nuts and bolts" of ship-board life.

### Gunnery School

Commander Donald G. Padmore, formerly Deputy Director of Naval Training, Naval Headquarters, has taken over the duties of Officer-in-Charge, HMC Gunnery School at *Stadacona*.

He relieved Lieut.-Cdr. (G) Charles E. Richardson, who has been appointed to *Shearwater* as first lieutenant-commander. Lieut.-Cdr. Richardson relieved Commander George M. Wadds in July, 1953, when Commander Wadds

was appointed in command of the *Micmac*.

Lieut.-Cdr. (G) Joseph M. Paul, joined the school as senior staff officer from the *Haida* where he served as Executive Officer.

Lieut.-Cdr. (G) Murray Waymouth, formerly senior staff officer in the school, has been appointed to the *Quebec* as gunnery officer.

CPOs L. J. Laferriere, Clarence E. Farndale and Walter Nettleton have left the School to join the *Micmac*.

CPOs William Aveling and Jack Rafter left the School to join HMS *Excellent* for the Commissioned Gunners' Course.

CPO Herman Heppell from the School relieved CPO George Coles in the *Haida*. CPO Coles has since jointed the staff.

Welcomed additions to the staff during September included CPOs Ralph Eade, Richard Aldhelm-White, William Belle-Fontaine, Robert Warne and PO C. R. Thomas. These five Chief and Petty Officers recently completed the GIs' course in *Excellent*.

In a 10-month period 294 officers and 1,777 men from the Atlantic Command completed the Small Arms Familiarization Course at Bedford and Debert rifle ranges.

### Torpedo Anti-Submarine School

Completion of UNTD training and most reserve training has not resulted in a slack period for the TAS School, as two JOTLC classes have commenced. JOTLC "T" class, which began TAS training August 31, has taken sea training in Bermuda waters.

Commissioned Gunner (TAS) R. E. Dorken has joined the school staff for a few weeks after service in Korean waters. TAS School staff is pleased by the selection of Cd. Gunners Dorken, A. A. Butchart and Douglas Babineau for the next Branch Officers' Educational Course.

CPO Harry S. Carson has joined the instructional staff of the TAS School from the *Haida*. CPO Alexander R. Watson has reinforced the instructional staff while awaiting course.

## NAVAL DIVISIONS

### HMCS *Scotian*

A divisional officers' course for officers of *Scotian* started October 24. The course includes administrative and field training classes and is being held on the week-ends to enable as many as possible to attend. It is to continue throughout the winter season and will end with a mess dinner.

Under the command of Captain W. E. S. Briggs, RCN(R), Ret'd, a former

officer of *Scotian*, Operation Cordex was carried out to test the defence of the Port of Halifax. Captain Briggs, who was Seaward Defence Commander, was assisted by several officers from *Scotian*, including Lieut.-Cdr. D. J. P. O'Hagan, Lieut.-Cdr. (SB) J. T. Burns and Lieut.-Cdr. D. J. Williams. Commander W. E. Harrison, executive officer of *Scotian*, took part in both Cordex and Mariner.

A get-together was held October 6 by the Wrens of *Scotian* for those serving on continuous naval duty with the regular force. The whole ship's company was invited to attend and the party began after Evening Quarters. Among those who are now taking their branch courses on CND are Ord. Wren Constance Purcell, Ord. Wren Mary Gosling and Ord. Wren Doris Allsop.

### HMCS *Discovery*

Change of command at *Discovery* was the big news as the Vancouver naval division started its fall and winter programme. Acting Commander Jack Stevenson, former executive officer, took over from Commander Glen McDonald, who has been captain for the past three years.

Lieut.-Cdr. Andy Ross, who has served successively as new entry training officer, training commander and first lieutenant, succeeded Commander Stevenson as executive officer. Lieut.-Cdr. Joseph Roberts, who had directed TAS activities at *Discovery*, took over as training commander. His duties in the TAS division were assumed by Lieut.-Cdr. Ian MacDonald, while Lieut. Glen Hyatt became communication officer, replacing Lieut.-Cdr. MacDonald.

A party was held in the wardroom to honour Commander and Mrs. Glen McDonald. They were presented with a set of silver mugs, suitably engraved. In the absence of Commander Stevenson, in the East for the COs' conference, Lieut.-Cdr. Ross, mess president, was chairman.

Commodore Kenneth L. Dyer, in Vancouver as principal speaker at Remembrance Day ceremonies at the Cenotaph, presented Coronation medals to members of the ship's company at evening quarters.

Those who received medals at *Discovery* included Commander Stevenson, Surgeon Captain David W. Johnstone, Lieut.-Cdr. Ross, Lieut.-Cdr. Frank Turner, CO of the University of British Columbia's UNTD; Lieut.-Cdr. J. E. Hanna, New Westminster Corps, RCSC, CPO R. A. "Doc" Myles, CPO C. M. Hartney, PO James Blight, PO Joseph C. Williams, PO D. M. Harvey, and Ldg. Sea. Lincoln W. Tyson. PO Harvey,

on CND, was unable to be present at the original presentation parade and he and PO Tyson, whose medal had been sent to *Donnacona* by mistake, were presented with their medals at a later divisional parade.

### HMCS *Chippawa*

The annual Trafalgar Day Ball was held aboard *Chippawa* Friday, October 23, and was well attended.

His Honour the Lieutenant Governor of Manitoba, J. S. McDiarmid, and Mrs. McDiarmid, Col. W. C. Dick, chief of staff, Fort Osborne Barracks, and Mrs. Dick, and Air Commodore J. T. Bryans, Air Officer Commanding Stephenson Field, and Mrs. Bryans, were among the guests of the captain, Commander F. H. Pinfold, and Mrs. Pinfold.

The band from the John Travers Cornwell, VC, Sea Cadet Corps, played before the dance got under way.

A special church parade was held on October 25 in observance of Trafalgar Day. Members of the ship's company and the Sea Cadets paraded to Holy Trinity Church for services. Afterward, Commander Pinfold laid a wreath on the cenotaph, and the salute was taken in the march past by Lieutenant Governor McDiarmid. Rev. J. S. McKinney, ship's chaplain, conducted the services.

Sub.-Lieut. (W) E. A. Lang, assistant staff officer since November 1952, has been appointed to HMCS *Bytown*. Sub.-Lieut. Lang joined the WRCNS in 1945, being discharged in 1946. She re-entered in 1951 as a Leading Wren, and was commissioned in June 1952.

A prospective new entry was christened at *Chippawa* recently. His name—Brian Liston Burns McIlhagga, son of Commander and Mrs. McIlhagga. Chaplain McKinney conducted the service.

Fourteen men, commanded by Lieut. W. H. Wilson, attended a two-day shoot, at the Canadian School of Artillery, Camp Shilo. This marked the first time that a naval gun crew from Winnipeg had fired a 40mm Bofors. The results, as judged by the Army range officer—excellent.

### HMCS *York*

*York's* VC 920 has completed its training program at *Shearwater*.

The squadron's four Harvards were flown to *Shearwater*, October 3. Accompanying them was a Dakota transport, carrying the balance of the nine pilots taking training and five men.

While the pilots were taking their flying training, maintenance personnel from *York* who went with the squadron attended classes at the School of Naval Aircraft Maintenance.

# Sailors on Snowshoes

Nine-Hundred-Mile March in Depth of  
Winter Unique in Naval History

IN THE STORY of Canada in colonial times, there are to be found accounts relating to the many occasions when the men and ships of the Royal Navy came to the defence of the colonies that today comprise Canada. But the march in the depth of winter by over two hundred seamen from the Atlantic to Lake Ontario to help in the defence of what is now Ontario is perhaps unique in the annals of the fleet.

When the United States declared war on Great Britain in 1812, the latter, though heavily engaged by Napoleon in Europe, decided to drive American shipping from the high seas and to reinforce the defences of Canada. American strategy called for the conquest of the relatively unprotected settlements of Canada by a three-pronged series of attacks through Detroit, Niagara, and Montreal.

In Canada, it was known from the earlier war experiences of the Provincial Marine, that because of the non-existence of roads, he who commanded the great inland waterways of the Great Lakes and Lake Champlain, could move troops at will and so maintain the advantage on land.

By the Autumn of 1813, the Canadians and British were forced out of Detroit after the complete defeat of the British squadron at Put-in-Bay, Lake Erie. That winter, it was a ship-builders' war on the shores of Lake Ontario, for at Sackett's Harbour, New York, and at Kingston, the contenders for the control of Lake Ontario and the St. Lawrence raced through the winter months building ship-rigged sloops, frigates, and even first-rate three-deckers.

To help man the fleet at Kingston, more than two hundred seamen and their officers landed at Saint John, N.B., from HMS *Fantome* and struggled through the blizzards and privations of the wilderness to the defence of Canada less than a century and a half ago. The following is an eyewitness account of this epic journey, from the "Naval Chronicle" of 1815. The writer's individualistic spelling has been left untouched.

Royal Hospital, Plymouth,  
22nd October, 1814.

Mr. Editor,  
I do myself the honour of transmitting to you, an account of the march of my youngest son, Lieutenant Henry Kent, which if you think likely to prove interesting to the readers of the NAVAL CHRONICLE, the insertion of it will oblige, Sir, your humble servant,  
John Kent.

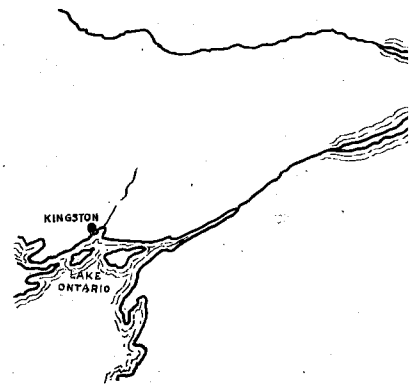
Extraordinary March of Lieutenant Henry Kent, from St. John's New Brunswick, to Kingston, in Upper Canada, being a distance of 900 Miles, in the depth of the Winter.

Kingston, on Lake Ontario,  
June 20th, 1814.

We left Halifax in the *Fantome*, on the 22nd of January last, and arrived at St. John's (New Brunswick), on the 26th, making a passage of four days, the weather extremely bad: the brig appeared a complete mass of ice, it freezing as fast as the sea broke over us. The inhabitants of St. John's came forward in the most handsome manner in a subscription to forward us in sleighs to Frederickston, the seat of government, a distance of 80 miles. The seamen were divided into three divisions, each of 70 men, the first under Captain Collier, of the *Manly*, the second under Lieutenant Russel, and the third under myself. On the 29th of January, the first division proceeded about nine in the morning, and in the afternoon the second followed; the next morning I disembarked, the rigging of all the ships being manned, and the crews cheering us. On landing, we were received by the band of the 8th Regiment, and a large concourse of people, who escorted us to the sleighs, when we set off at full speed. In eight hours we went fifty miles, and then halted for the night at a small house on the banks of the river; started again in the morning, and in the afternoon reached Frederickston, and found both divisions had halted there. The seamen were lodged in a barrack, which was walled in, but they soon scaled the walls, and were running about the town; you may therefore judge what trouble we had to col-

lect them again. The seamen were now divided into two divisions, the first under Captain Collier's command, the second under mine, as being the senior officer.

On the 2nd of February, Captain Collier proceeded with his division in sleighs, furnished by the inhabitants at their own expense, and the day follow-



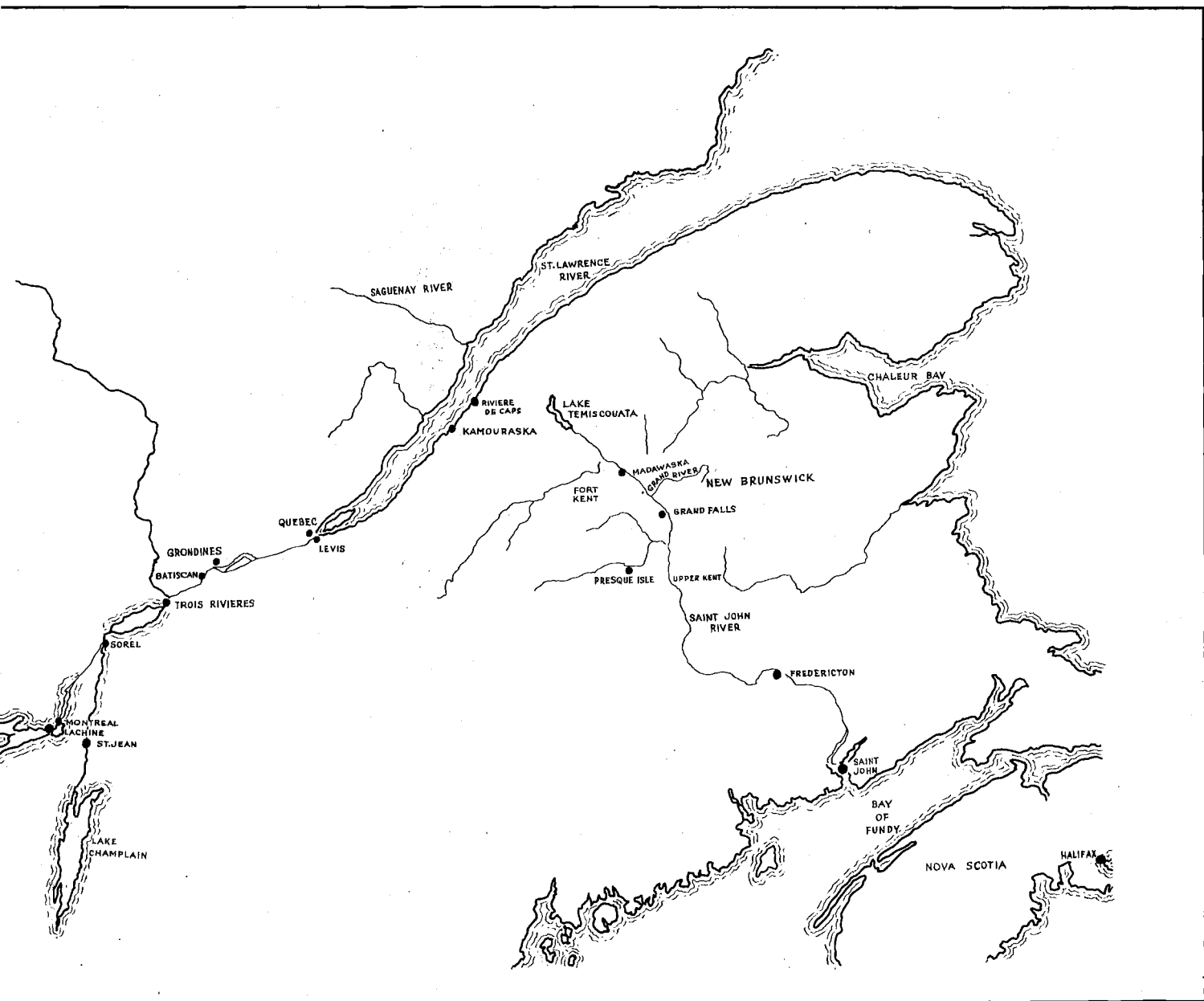


ing I left it with mine: I was obliged to leave one of my best seamen sick at the hospital, frost bitten, and I have since learnt he has lost two of his toes. From Frederickston we continued on the ice of the river St. John, except in the places where, from shoals, the ice is thrown up in heaps. The country, after leaving Frederickston, is but thinly inhabited; a settlement you may see occasionally, but never more than three houses together. I kept always in the wake of the first division, halting where they had the day before. On the third evening, at the house where I halted, I found the master of the *Thistle* a corpse, having died with intense cold.\* Captain Collier having made every arrangement for burying him, I put his body into a sleigh, and sent it to a village a few miles distant. On the

7th reached Presque Isle, where there is a barrack and depot for provisions, but no houses near it; this place is 82 miles from Frederickston. Discharged the sleighs, and began making preparations for our march, each of us being furnished with a pair of snow shoes, two pair of moccasans, a toboggin between every four men, a camp kettle to every twelve, with axes and tinder-box. As you may not know the use of those articles by their Indian names, I will endeavour to describe them. Snow shoes are of singular shape, something like a pear, formed by a hoop, and the bottom of them netted across with the hide of some animal; they are fixed on by a strap round the heel, and tied across the instep, as you do a pair of skates; they are about two feet in length, and one in breadth. Moccasans

are made of buffalo's hide, sole and tops in one, roughly sewed up with twine, a stripe of hide run through notches, cut round the quarters, to haul it tight on your foot. Toboggins are hand sleighs, about four feet in length, and one in breadth, made of such light wood that they do not weigh above four pounds. On these you lash your provisions and clothes, and with the bight of a rope over your shoulder, drag it with great ease on the snow. I provided myself at Halifax with a jacket, trowsers, and waistcoat, lined with fine flannel, so that with those, three flannel shirts, and a linen one on, three pair of stockings, and a square piece of blanket wrapped on my feet, with moccasans over all, I felt pretty warm.

\* The officer mentioned here was Mathew Abdy, master of HMS *Thistle*, who died of exposure February 5, 1814.—Ed.



At day-break, commenced lashing our provisions on the toboggins, and at eight o'clock commenced our march. The clothes I had with me being four shirts, the same of stockings, a coat and trowsers, with a great coat, and a cap to sleep in. We marched daily from fifteen to twenty-two miles, and though that appears but a little distance, yet, with the snow up to our knees was as much as any man could do. The first night we reached two small huts, the next the same accommodation, and the third slept in the woods. On the fourth, reached the Grand Falls,\* which are about forty feet in height; none of us saw them, as they were a mile distant, and all of us too fatigued to go that distance: next day reached a small French settlement on Grande Riviere. The march from here to Madawaska (another French settlement), was beyond any thing you can conceive; it blew a gale of wind from the northward, and the drift of snow was so great, it was almost impossible to discern a man a hundred yards distant: before I got half way, the men lay down, saying they could not possibly go further; I endeavoured by every persuasion to cheer them, and succeeded in getting about one-half to accompany me. We reached it about nine o'clock at night, almost fainting, a distance of 21 miles. The following morning, having sent all the midshipmen in search of the men, got them all collected, but out of 110, only 10 able to proceed on the march; I was therefore obliged to halt for a day to recruit them. The next morning, being the 15th of February, renewed our march, leaving a midshipman and 12 men behind sick, chiefly frost bitten. The three following nights slept in the woods, after going each day about 15 miles on the river Madawaska, where, finding the ice in many places broken through. I made the men take the banks of the river, but continued on the ice all the way myself. On the 18th, crossed the Lake Tamasquata: it was here we were apprehensive of being cut off by the enemy, being in the territory of the United States; however, we did not fall in with them. On the 19th, commenced our march across the Grande Portage, or neck of land between the above lake and the river St. Lawrence; this was dreadfully fatiguing, continually marching up and down hill, and the snow upwards of five feet deep. The other division being ahead, was very serviceable to us by their treading the snow down, which made a small path just sufficient for one man to walk on, but frequently, in slipping our feet

off the path, we went up to our shoulders in snow; got half way through this night, and again slept in the woods: the distance through is 38 miles. On the afternoon of the 20th reached the St. Lawrence, and found thirty carioles waiting to convey us to Riviere de Caps, a French village about three miles distant. The next day procured carioles for all the men to Kamaraska, another village 15 miles distant. On the 22nd reached Riviere Oneille, a neat little village, distant from Kamaraska about 12 miles. I should mention, that from Kamaraska to Kingston is 478 miles, which we were obliged to march, as on our arrival at Quebec we had not sufficient interest to procure more sleighs than sufficient to carry our provisions, baggage, and sick. On the 24th reached St. Rocques, another village, distant 13 miles; the 25th, La Forte, 15 miles, the 26th, St. Thomas, 18 miles; the 27th, Berthier, 10 miles; and on the 28th, Point Levy, opposite Quebec, a distance of 20 miles. On the following morning launched the canoes through the broken ice, and crossed over to the city. You would have been much diverted to see the Canadians in the

canoes, watching a favourable opportunity to get through the ice, and perhaps each taking a different route; some got entangled, and were not able to extricate themselves for hours; at the same time drifting up and down as the current set them. In attempting to launch one over the ice, I fell through it up to my neck, and was two hours before I could get my clothes shifted. Marched the people on board the *Aeolus* and *Indian*, lying in Wolf's Cove, and then gave them leave to go on shore. The following morning the first division again proceeded on the march, and the next morning myself, with the second, followed. I forgot mentioning to you an unfortunate accident which happened to me on the second day of our march from Presque Isle: by a severe fall on the ice, I broke the bone of the fore finger of my right hand, between the knuckle and the wrist, so that for five weeks I had my hand in splints, and suspended in a sling, which I found not a little inconvenience from, and not until my arrival here did the bone unite, and then so awkwardly as to leave a very considerable lump on my hand; I have lost the use of my knuckle, but can use the finger, as you may see by my writing.

The first day of our march from Quebec, stopped for the night at St. Augustine, 15 miles distant from that city. On the 3d, at Cape Sante, 15 miles. On the 4th, at Grondines, 18 miles. On the 5th, at Baptisca, 16 miles. On the 6th, arrived at Trois Rivieres 21 miles; this is considered the third river in Canada. I did not halt here, but marched three miles beyond it, to avoid the trouble of collecting the people, as I knew they were too tired to walk back that distance. On the 7th, stopped at Machiche, 15 miles. On the 8th, at Masquinonge, 16 miles. On the 9th, at Berthier, 17 miles. On the 10th, at La Valtre, 15 miles. On the 11th, at Reperigue, 15 miles; and the next morning marched through Montreal to La Chiene, 12 miles beyond it. On passing the monument erected to the memory of the immortal Lord Nelson, halted, and gave three cheers, which much pleased the inhabitants.

From Montreal to this place we were eleven days performing a journey of 190 miles; the places where we stopped I have not noted, as we seldom found a village, but mostly scattered houses, inhabited by all nations, viz. English, Scotch, Dutch, American, and a few French. We passed several tremendous rapids; the Long Son [Sault] in particular, which was not awfully grand to look at. We likewise passed Chrystian's

(Continued on page 28)

### Editorial Lauds Ships' Companies

The following is an editorial which appeared in the New York Herald-Tribune of September 6:

#### MAGNIFICENT GESTURE

"It is always a pleasure to welcome the ships and the men of the Royal Canadian Navy to New York. But seldom have any visitors to the city paid their footing (to use an old naval term that has been taken into the landman's language) in so generous a fashion as the crews of the cruiser *Quebec* and the carrier *Magnificent*. One hundred and seventy-three men of the two ships postponed their first day's liberty here to donate blood to the American Red Cross. With the scarcity of gamma globulin, the blood derivative used to combat poliomyelitis, fresh in every New Yorker's mind, this very personal gift from the Canadian should insure additional respect for the men in the white uniforms who are now ashore. They have indeed earned the freedom of the city.

"Many years ago, when some British ships were under hot fire from hostile guns, the commander of an American squadron came to their aid, dismissing his technical neutrality with the historic remark: 'Blood is thicker than water.' The Canadians have given a new meaning to the old phrase in a day when blood banks are arsenals in the universal war against disease. To give both ships their due, the blood donations on the deck of the *Quebec* formed a truly *Magnificent* gesture."

\* Although this place is denominated the Grand Falls, the Cataract is a mile distant.

# When You're Old and Lame

A Worm's-Eye View of  
The "Div" Course  
By L. W. T.

"Whew", said Commissioned Writer Officer A. L. G. Hayley, as he stood dripping wet, tired and cold, "I'm glad that's over. It really wasn't so hard, although I had my doubts at the smoke-hut, and once I nearly got stuck in the barbed wire trap."

But I'm getting ahead of myself.

It was six weeks ago that the twelve of us first came together in HMCS *Cornwallis* as a body. On Friday, September 11, 1953, we sat in a classroom at the Leadership School, a certain amount of fear and doubt reflected in every eye, and were told by the Officer-in-Charge, Commander Raymond Phillips, that we formed the 24th Officers' Divisional Course and that it actually wasn't as rigid as it was made out, although he regretted the casualties in previous classes.

Then he introduced Captain James Plomer, Commanding Officer, *Cornwallis*, who said, "It is unquestionably a very good course but it must be getting softer, because the last class lost only two men". Across the room Commis-

sioned Officer (SB) Donovan Filewood winced slightly.

Nor were they kidding. It wasn't too arduous. The first day that is, when we were taken on a tour of the establishment—by bus. That was our first and last bus ride in *Cornwallis*.

I didn't mind the PT. In fact, I preferred it because, when I was doing PT, I was too tired to notice my aching muscles. The first week was fairly easy. At battalion drill we merely looked on and observed that the company and platoon commanders could get into some perplexing situations. It was screamingly funny. The first week. At this stage, too, we were all reintroduced to the intricacies of squad drill and by Friday the creak of boots had been drowned out by the creak of stiffening muscles. Commissioned Writer Officer George Harvey, was the first class-leader.

Inspection, we discovered, was carried out daily. The first morning we smiled smugly and critically checked every detail, brushed lint off each

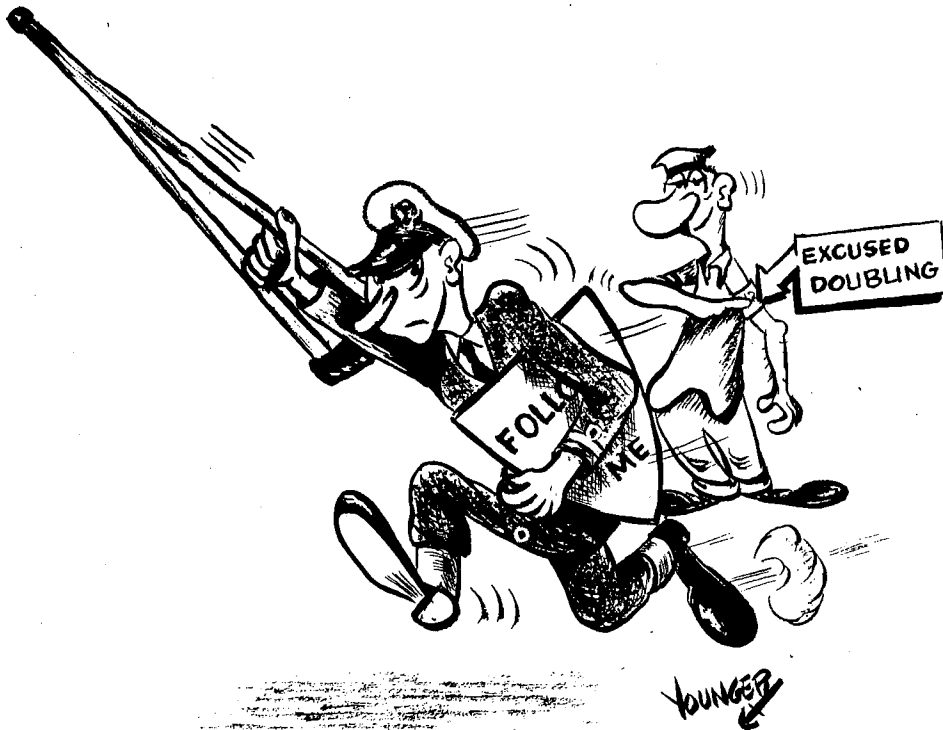
other and shined our shining boots on the backs of our trousers. However, we had a lesson in store. That first and subsequent inspections proved we had not been critical enough.

Commander Phillips went over us with a fine-tooth comb. He discovered that boots were not as shiny as his, medal ribbons were either worn or crooked or both (replace them at once or sooner), Canada badges faded and improperly sewn on and, in fact, nothing was right. Oh well, the first day he's bound to find something. He found something the second day, too, and the third, and when he tired of finding fault he was relieved by the Course Officer, Lieut.-Cdr. Jack Panabaker.

But, as I indicated earlier the first week wasn't too difficult and (three months later in relative time) it passed in seven days. Moving into the second week, PT became stiffer, squad drill a little over nine pounds (one rifle) heavier and for battalion drill we became platoon petty officers. Platoon POs just follow people around.

It was in this second week that we played a little game through Nova Scotia's jungles. A field day, complete with food packs and a map of the area, took us some miles from friendly *Cornwallis* to guard an atomic plant (which turned out to be a sawmill). In late evening we returned to *Cornwallis* to prevent any of the enemy from getting back. *Cornwallis* looked good that night. Don't believe the story that no one was limping the following day. The second week also saw us getting a little deeper into our lectures on Sea Warfare, Action First Aid and many other subjects. Night work in the form of lectures and debates became more frequent.

The third week proved that we weren't any great shakes as water polo players. In fact Commissioned Gunner Gilliam A. Byatt, who saw it all from the balcony at the gymnasium where he was nursing a broken wrist sustained in the first week, said we were terrible. This week also showed our ineptitude on the range with Sten gun and pistol, although Commissioned Radio Officer William Smith did get a few bullets through the target. Sub-Lieut. (S) George White claimed that Smith



poked the holes with a pencil while up getting the target from the butts, but the allegation was never proved.

As we moved into the fourth week speculation was rife as to the probable date of the Obstacle or Assault course. When anyone asked about this particular part of the training he was greeted with sly smiles and leering looks, as if to say, "Listen, buster, you'd better get in shape before you even think about THAT part of the course".

However, in the fourth week we did move closer to this goal. We were treated to another field day. In this one we changed sides and the former guards became escaped prisoners and vice-versa. Once again we tramped for miles through jungle, marsh and bog, forded swift streams and crawled along dusty roads. In battalion drill, we were promoted. We all became platoon commanders and discovered to our horror that people were standing where we had stood in the first week and were laughing, actually laughing, at our efforts. But Lieut.-Cdr. G. A. Penney didn't mean to turn his platoon the wrong way.

In the fifth week most of us became Company Second - in - Command, which was a cinch. The company commander does all the work and the screaming GIs and other instructors on the parade were only trying to get us rattled. They did, too. But the much vaunted (we were sneering openly about it now) assault course was still being held in reserve. We had passed through many phases, carried out sword drill and taken turns at first and second officers of the guard for colours. Commissioned Commissary Officer Jack Keating was good at it, too, which proves that the gunnery people had better look to their laurels. Friday of the fifth week and the final syllabus was posted. There, smack in the middle of week six, was the assault course. Tension mounted and talk dulled to whispers.

The sixth week dawned cold and cheerless. Tuesday it rained and weather forecasts were followed with avid, albeit morbid, interest. Suggestions that it might snow and the assault course be cancelled were met hopefully. Except by Course Officers who said, "Cancel it for snow? Or frost? Or rain, or hail, or Hell? No!! We chop holes in the ice". Commissioned Gunner (TAS) E. L. Anderson confirmed it too. Claims he saw them do it a couple years ago. Tuesday night was long. It got colder. Towards morning a chilling drizzle began. It kept on. And on, and on.

"I'm safe anyway," said Commissioned Gunner (TAS) C. N. Stroud.



### Follow Me

(Sung to the tune of "You Belong to Me")

Do a Div. Course when you're old and lame,  
Stretch your muscles till they rack  
with pain,  
Try to sleep at night, but all in vain,  
Dreaming, "Follow me!"

Hearing lectures and some dry debate,  
Points on leadership in verbal spate,  
Playing hockey 'tho you cannot skate,  
Screaming, "Follow Me!"

There must be a reason for it,  
Else we wouldn't suffer so—  
We know.

Crossing bridges and an ice-bound lake,  
Over obstacle and picket gate,  
Miss your turning and arrive back late,  
Screaming, "Follow me!"

—Composed and sung by the 20th  
Officers' Leadership Course, HMCS  
Cornwallis, February 9 to March 21,  
1953.

"It isn't that I'm afraid but I'm over thirty-five. You fellows all remember celebrating my birthday last week. Regulations. Thirty-five you know, don't have to go." And so he went, along with the rest of us. But I'm getting ahead of myself.

During the past five weeks we had been lectured on many things including supply, regulations, communications, radio, torpedo, anti-submarine, and instructional technique. We had seen the new entries at work and at play and taken part in many sports. We also

proved that 24 Course did stand out in one sport. We won every game of volleyball except one. We played three. We had taken turns at general drills, bossing each other around, and, if rigging sheerlegs to cross an electric fence or making a raft out of barrels had been for real, I'm not sure we'd have been alive now.

And so we arrived at the climax of the course. As I said, the morning was cheerless in prospect. And cold. This was the sixth week. We piled into the truck and assembled near the assault course.

The class was divided into two teams. Lieut.-Cdr. Panabaker became the heckler for one team and Commander Phillips and Lieut. V. C. Johnson hecklers for the other. We started. It wasn't too laborious though. I mean if you look at it objectively. The first trap was a water and barbed wire one. You go through the water under the barbed wire. The first twelve-foot wall wasn't so tough either, as long as your rifle was guarded from the heckler, and all men got over the wall. Just three walls left, all uphill. At the third wall it's rather difficult to get a leg over the top after your teammates have struggled to get you up there. The fourth wall is worse.

After the walls, it's all uphill to the smoke hut. Gasping for breath from the long run it seemed suicide to dive into the open window of a hut belching thick clouds of smoke. Inside, breathing was a little restricted. If you couldn't find the exit through the smoke, you'd suffocate. Therefore, we all found the exit. After the smoke-hut it was child's play to crawl through a barbed wire entanglement while hecklers rolled boulders down from above.

Then came the rifle ranges. Six rounds of .303 and each round had to go through the target. A charge of 100 yards over the butts and through a bulldozed pile of trees and brush many yards long followed.

Up to this point it had been simple. Now, we hopped over a few picket fences about five or six feet high, climbed over a 20-foot scramble net that swayed some 10 or 15 feet from side to side and jumped up and down most annoyingly, then on to more picket fences, through another entanglement of barbed wire and finally arrived at a Burma Bridge. Three thin strands of wire, two waist high, spanned the gorge. A small creek wound its way far, far below. We couldn't find a ladder to get up to the bridge and the branches had been removed from the trunk of the tree. However, tired as

(Continued on page 28)

# NEW RATES OF PAY

## SINGLE MEN

RANK			BASIC PAY		PAY AND SUBSISTENCE	
NAVY	ARMY	RCAF	(Standard Group)		Standard Group	
			OLD	NEW	OLD	NEW
	Recruit under 17		44	46	105	107
Ord. Sea.	Pte	AC2	87	92	148	153
Ord. Sea. (Trained)	Pte 2 Cl	AC1	91	96	152	157
AB	Pte 1 Cl	LAC	98	107	159	168
Ldg. Sea.	Cpl.	Cpl.	112	127	173	188
PO 2	Sgt.	Sgt.	129	144	201	216
PO 1	S/Sgt.	F/Sgt.	150	165	231	246
CPO 2	WO II	WO II	174	195	255	276
CPO 1	WO I	WO I	193	224	285	316

### PAY AND SUBSISTENCE ALLOWANCE AND TRADES PAY

RANK	TRADE GROUP 1		TRADE GROUP 2		TRADE GROUP 3		TRADE GROUP 4	
	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW
Under 17	—	—	—	—	—	—	—	—
Ord. Sea. (Trained)	154	163	163	178	178	198	188	213
AB	158	167	167	182	182	202	192	217
Ldg. Sea.	165	178	174	193	189	213	199	228
PO 2	179	198	188	213	203	233	213	248
PO 1	207	226	216	241	231	261	241	276
CPO 2	237	256	246	271	261	291	271	306
CPO 1	261	286	270	301	285	321	295	336
	291	326	300	341	315	361	325	376

### MARRIED MEN

RANK			BASIC PAY		PAY AND SUBSISTENCE	
NAVY	ARMY	RCAF	(Standard Group)		Standard Group	
			OLD	NEW	OLD	NEW
Ord. Sea.	Pte	AC2	87	92	208	213
Ord. Sea. (Trained)	Pte 2 Cl	AC1	91	96	212	217
AB	Pte 1 Cl	LAC	98	107	219	228
Ldg. Sea.	Cpl.	Cpl.	112	127	233	248
PO 2	Sgt.	Sgt.	129	144	250	265
PO 1	S/Sgt.	F/Sgt.	150	165	271	286
CPO 2	WO II	WO II	174	195	295	316
CPO 1	WO I	WO I	193	224	325	356

### PAY AND SUBSISTENCE ALLOWANCE PLUS TRADES PAY AND MARRIAGE ALLOWANCE

RANK	TRADE GROUP 1		TRADE GROUP 2		TRADE GROUP 3		TRADE GROUP 4	
	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW
Ord. Sea. (Trained)	214	223	223	238	238	258	248	273
AB	218	227	227	242	242	262	252	277
Ldg. Sea.	225	238	234	253	249	273	259	288
PO 2	239	258	248	273	263	293	273	308
PO 1	256	275	265	290	280	310	290	325
CPO 2	277	296	286	311	301	331	311	346
CPO 1	301	326	310	341	325	361	335	376
	331	366	340	381	355	401	365	416

# Wider Paths to Trade Pay

A new light has been shone on the path to promotion and pay.

No longer need a seaman find himself in a blind alley, barred from participating in the higher levels of trade pay, simply because there is no requirement for higher levels of training in a particular trade. Furthermore, the special skills of seamanship have at least been recognized as meriting recognition in the trades pay scheme.

These developments are an outgrowth of something that happened about three years ago when 4,000 copies of a Job Analysis questionnaire were distributed to the Fleet. Far from being filed away and forgotten, as some of those who filled them in may have suspected, the pamphlets were gone over with a fine-tooth comb by the Naval Job Analysis Committee of the Personnel Board at Naval Headquarters. The committee sorted the information, condensed it and produced a comprehensive list of the duties, tasks and responsibilities for each trade at each working level. It also produced a companion list of the knowledges and skills required to be carried out by the various naval duties.

The next step was for each branch to send specialist officers or senior tradesmen to work with the committee and produce trade specifications.

These specifications have been completed and approved and are in course of publication as a "Manual of Advancement and Promotion" for distribution throughout the Fleet as BRCN 113. For the first time, the trade structure of the Royal Canadian Navy has been clearly outlined in a single volume and the publication will not only provide an excellent guide to employment, but will be of value in recruiting and other fields.

During the course of the job analysis project, it became apparent that in some cases the trade grouping allowed for a trade was not high enough to compensate for the skills and knowledge required. It also was evident that the skills of the seamen should not be ignored in considering the work done by men holding non-substantive qualifications in the Seaman Branch. Accordingly, detailed specifications were written, covering all seaman duties, to be

considered along with the non-substantive specifications (eg., gunnery, torpedo-anti-submarine, radar plot, etc.) in appraising the value of all seaman trades.

Similar surveys were under way in the Army and Air Force and the three services had the co-operation of the defence Research Board in devising an evaluation method for the various trades. This was applied to all naval trades and the score allotted each trade takes into consideration necessary knowledge, mental requirements, physical skill, scope of action and other factors. The trades evaluation was carried out by a board of 20 officers and senior men, representing every branch in the Navy, all of whom had extensive experience in naval trades. The Naval Job Analysis Committee, which directed the work, then submitted a report and recommendations on the evaluation results.

The question which immediately arose was how the results were to be used. Each trade had been assigned its own point value and the easiest plan would have been to establish cut-off points beyond which a trade could not advance.

The trouble with this was, for example, that Trade "A" might be rated at a maximum value of 74 points while Trade "B" was valued at 76 points. If the cut-off point for Trade Group IV happened to be 75, the two-point difference in evaluation could result in a difference of hundreds of dollars in trades pay over a man's career. Actually, the two trades would be worth almost identical pay.

Under the system which was adopted effective October 1, 1953, the best men in all trades will have an opportunity of reaching Trade Group IV. The minimum times for advancement have been set to reflect the evaluation scores (high-scoring trades will advance more rapidly than low-scoring trades), modified slightly in some cases by branch requirements. In a small number of cases transfers to related trades will be necessary to attain the higher trade groupings.

The new trade specifications have also involved the amendment of training syllabi or the production of new ones. The training syllabi will be published in a separate volume, BRCN 3001(B).

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*Editor's Note: The pay rates listed in the table accompanying the foregoing article are those effective December 1, 1953, as announced by Defence Minister Claxton on November 20.*

Page twenty

# North of Sixty-Eight

## New Barracks Block Houses Sailors in Aklavik

"There she is . . . right off your starboard bow, as the Navy says . . . no bigger than a dime, but your home for the next few years."

This remark came from the Norseman pilot as we settled for a steep bank and a rapid descent to a resting place on the murky waters of Peel Channel, beside the settlement of Aklavik. It was a long and tiring trip, but here we were at last. Right smack in the northwest corner of Canada's great Northwest Territories.

Aklavik, translated from the Eskimo, means "The meeting place of the Bear" and is located in the Mackenzie delta on a horseshoe bend of the Peel Channel, which is a branch of the Mackenzie River itself. Sixty-nine degrees north, 135 degrees west is the position.

The town's population consists of Eskimos, Indians and whites, numbering approximately 1,080, 175 and 261 respectively. The native population lives both in town and the immediate area, and relies mainly on trapping and fishing as means of livelihood. Seasons here in the "Land of the Pale Blue Snow" are divided into two parts—one of long nights which includes two months of complete or near complete darkness; the other, a period of long days, with two months of unbroken daylight.

As for our temperatures in both summer and winter up here, well, I'm afraid that you are due for somewhat of a surprise. In spite of our northerly location, we are not snowed-in all the year around. True, we do see quite a bit of snow during the winter months, but ordinary cold weather at this time of year is between 20 and 30 degrees below zero, with the bottom dropping out of the thermometer every now and then to register 50 to 60 below. More surprising still is the relatively high temperature of 50 to 70 above during mid-summer, when we are plagued with mosquitoes and black flies.

Contact with the outside is naturally quite limited. Canadian Pacific Airlines runs weekly scheduled flights into Aklavik from Edmonton, but the schedule is interrupted twice yearly by "Old Man Weather". During freeze-up and break-up of the river it is impossible for an aircraft to pay a visit to Aklavik. These

periods begin about the first week of October and April respectively, and last a good two months each. The worst part of these times is that they mean no mail-call, which in itself can prove disheartening to those who look for that letter from the folks back home.

The social activity here is not as limited as one would think. Dances are held regularly and are thoroughly enjoyed by all who attend. Curling is also a popular pastime and Aklavik boasts the most northerly organized bonspiel in North America. Another cog in the wheel of entertainment is the local radio broadcasting station CHAK, "The Friendly Voice of the Arctic", which broadcasts nightly on a frequency of 1,490 Kcs. It is one of Canada's most northerly broadcasting stations and does a splendid job.

There are two churches in the area and an oddity is the fact that the services on Sunday, which are broadcast over CHAK, are conducted in three different languages, Leucieux, Eskimo and English.

So far I haven't mentioned a thing about our new barracks block. The building houses a large and well-equipped galley, to say nothing of a spacious messdeck and recreational space. The galley and messdeck are located at one end of the building, while the remainder is taken up by the two-man cabins, furnace room, laundry room, showers, etc.

Construction of the building took a good part of the short summer, but it was completed toward the end of August, and the early part of September saw it opened in grand style with a banquet and dance for all hands. Tables were set up in the messdeck and the married personnel and their families joined us in a hearty and well-prepared chicken dinner. There were a lot of satisfied-looking faces and few loose belts after the final course.

The tables and chairs were then removed and, while the evening was still young, a dance got underway. We didn't have Tony Martin and his orchestra or such, but we had many of the latest dance tunes.

It was an evening of fun that at last made us feel thoroughly at home in the Arctic.—C.P.L.



# The Navy Plays



## "It's the Spirit That Counts"

Hong Kong was luckier than Manila or Kure for *Athabaskan* softball players for it was the scene of their sole victory in six games played in the Far Eastern ports.

In Hong Kong, the team nipped a 14-13 win over the Kowloon Warriors, a Portuguese team. Against Sangley Point (Manila) they dipped 14-8 and 15-6. Against US Military Port of Manila (USAF) they were downed 15-2. USCGC Forster took the team 12-9 in Manila.

"This was a much more evenly matched game than the others and showed good ball all around", according to the final edition of the "Athabulletin". "The team was later humbled by the Canadian Army in Kure to the tune of 15-8".

Sangley Point beat Athabaskans 65-22 at basketball and the Philippine Navy took another contest 43-39. The Canadians triumphed, however, in a return

game 34-26, but a report indicates conditions were more suitable for water polo. The final result, despite all these efforts by the *Athabaskan*, had Sangley Point winning a tennis match.

As the "Athabulletin" summed it up: "It's the spirit that counts."

## Skeena Division

### Boxers Score

Skeena Division, with 34 points won the inter-divisional boxing finals at *Cornwallis* in September. Rainbow and Kootenay Divisions were close astern with 32 and 30 points.

Winners were as follows: Ord. Sea. Paul J. Archambault (flyweight), Ord. Sea. Philip M. Gabriel (bantam), Ord. Sea. Rock J. Rivard (feather), Ord. Sea. Robert W. McLay (light), Ord. Sea. Leroy Hurst (welter), Ord. Sea. Lorne Hurst (middle), Ord. Sea. Robert E. Murray (light-heavy), and Ord. Sea. James D. Williams, (heavyweight).

The bouts were fought during the annual inspection of *Cornwallis* by Rear-

Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, a boxer himself in days gone by. He presented the awards including special prizes to Ord. Sea. Kenneth L. McNorgan and Ord. Sea. Donald E. Milks. Finale to the evening's entertainment was a fencing match between CPO Reginald Pitt and CPO Raymond Ellison.

## York Captures Indoor Opener

York captures made an auspicious debut in their opener of the indoor baseball season by drubbing the Governor General's Horse Guards 7-1 on October 28.

Several weeks of practice under coach Hank Hanson paid off. Lieut. (S) D'Arcy Quinn as winning pitcher had the Horse Guards handcuffed most of the way. Lieut. (L) Derek Bate set the pace at bat with a homer and four runs batted in, while Sub-Lieut. (S) Ross Brown and Cadet (S) Ron Gray garnered a pair of singles apiece. The team excelled defensively, especially Sub-Lieut. (S) Lorne Lodge and Lieut. Jake Howard at short stop and third base respectively.

In their second game on November 7 they threw a scare into the perennial champions, the Irish, by forcing the latter into an extra inning before losing 9-8. Again Quinn pitched steady ball and deserved a better fate. Derek Bate got a pair of doubles, Lieut. (E) Bruce Gilbert batted three runs in and Lieut. (L) Dave Bate hit two singles.

## Supply School "B" Cock of Barracks

Supply School "B" team won *Naden's* summer Cock of the Barracks trophy with a total of 63½ points. The program wound up with the interpart soccer championship. This went to MTE, who eked out a 1-0 win over the Supply squad by virtue of a penalty shot in the second half. MTE had lost only one of the scheduled seven games.

The win placed them in second spot with 55½ points for the summer trophy and the combined TAS-Electrical team followed closely with 54. The remaining teams finished in this order: Supply School "A"—52, *Naden* Cooks and Writ-



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presents the *Cornwallis* Inter-Divisional Boxing Trophy to Ord. Sea. Lorne Hurst, Amherstburg, Ont., captain of the winning team from Skeena Division. Hurst won his own bout with a first round knockout over Ord. Sea. K. McNorgan, London, Ont., of Rainbow Division. (DB-3436)

ers—50, Medical, Communication and ND School—42½, Stores and Stewards — 40, Gunnery and Ordnance — 37½ points.

The winter Cock of the Barracks competitions started on October 19 with eight teams competing. Volleyball, hockey, badminton, and bowling make up the pre-Christmas schedule with basketball, 22 shooting and a second half of hockey beginning in January.

### **Tractor Section Tops Softball League**

The Interpart Softball League schedule at *Shearwater* finished with Tractor Section on top, with only one loss during league play. They met Supply in the finals.

Tractor Section eliminated Works and Bricks in two straight by the scores of 9-0 and 35-5. Supply eliminated SNAM in two straight by the scores of 14-12 and 16-10.

### **Shearwater Nine Has Good Season**

*Shearwater* had a successful season in baseball and advanced to the provincial finals against New Waterford, Cape Breton.

They eliminated Halifax Shamrocks in a three-out-of-five game series. Shamrocks took the first game 6-3 only to have *Shearwater* come back and

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, was awarded the first certificate presented at Cornwallis under a new system of swimming proficiency awards. He earned it. Still dripping wet in a seaman's white duck uniform, Admiral Mainguy is shown receiving the certificate from Lieut.-Cdr. H. E. Taylor, officer in charge of the Cornwallis Physical and Recreational Training School. Captain James Plomer, commanding officer of Cornwallis, is an onlooker. (DB-3506)

take the next three games. *Shearwater* then eliminated Windsor two straight in a two-out-of-three series.

They also downed Walton and Greenfield in straight games and rode a nine-game winning streak after taking the playoff trial.

### **Cornwallis Swim Program Recoils**

HMCS *Cornwallis* is nigh to being synonymous with water sports, but the program has backfired.

Water polo tournaments, plus the monthly swimming meets, have turned out so many experts that the training establishment's own swimming and water polo teams have been unable to beat the competition it sends to the fleet.

As part of the new entry training program, the P and RT department arranges two knockout water polo tournaments a month. There is stiff competition and maximum improvement, therefore, in ability. This was proved recently in the Atlantic Command water polo championships when Ord. Sea. Patrick Ambrose, who left *Cornwallis* in August, scored the last moment winning goal for *Stadacona* in a hard-fought 9-8 battle. During August, 320 men participated in this rigorous sport at *Cornwallis*.

In September's tourney, the highly-touted Restigouche team dropped in the semi-finals to young apprentices of



Proud possessors of a coveted trophy are members of this new entry swimming team at "Cornwallis". Members of "Huron" division, the aquatic stars captured top honours in a recent swim meet held at the naval training establishment. Front row, left to right: Ordinary Seamen Albert Blanche, Hamilton, Ont.; Earl Morrison, Montreal; Paul MacBean, St. Catharines, Ont., and Wayne Morgan, Hamilton. Back row: Ordinary Seamen Gordon Rafter, Hamilton; Ralph Collins, Vancouver; William Armstrong, Medicine Hat, Alta.; Gordon Johnson, Toronto, and Joseph Winters, Welland, Ont. (DB-3321)

Champlain Division who went on to beat St. Laurent 9-8 for the New Entry championship. Restigouche took the New Entry swimming meet by a safe margin, however, winning 36 points to Skeena's 25 and Vancouver's 17.

*Cornwallis* also sent a team to the Nova Scotia Outdoor Meet in Halifax where Ord. Sea. Thomas V. Ange won the 100-yard breast stroke event and Ord. Sea. Wilbert J. Starr placed second in the 100-yard free style. CPO Albert Trepanier of *Cornwallis*, who is president of the Nova Scotia Amateur Swimming Association, presented trophies to the winning teams—*Stadacona's* men's team and the Waegwoltic Ladies' Swimming Club.

### **Westsides Too Good for York**

They tried hard, but *York* softballers failed to stop Toronto Westsides from gaining their fifth consecutive Civil Service League championship.

Yorkers won the first game in the best-of-three finals and prospects of wresting the cup from Westsides looked excellent. The Navy team lost the next two, but gained the distinction at least of being a finalist for the second year running.





### Supply Repeats Softball Triumph

The Supply department won *Stadacona's* inter-departmental softball championship for the second consecutive year by downing the highly-rated MTEs in a tough best-of-five series.

Supply took the first two contests 11-0 and 11-3. They took a reverse in the third session when MTE finished 11-6. The final game had both teams battling to the line, but Supply finished on the better end of a 12-10 score to take the title three games to one.

The "scribes" had finished third in the regular playing schedule. They took two straight from Electrical School in the best-of-three semi-finals.

### Sports Arranged For U.S. Warships

A heavy program of sports was arranged by the P and RT staff at *Stadacona* for the numerous United States warships visiting port in recent months.

A few of the sports and scores are as follows:

Baseball—USS *Chas. R. Ware* 10, *Stadacona* 17; Basketball—USS *Hawkins* 39, *Stadacona* 40; USS *Hickox* 40, RCN Cadets 61; Softball—USS *Bennington* 2, *Stadacona* 3; USS *Hale* 5, *Stadacona* 2; Tennis—*Bennington*, 3 sets, RCN Cadets one set.

### Two Titles Won By Cornwallis

The *Cornwallis* softball team was tied for first place in the Annapolis Valley League schedule, but trounced all, including RCAF Greenwood, in the final playoffs.

The baseball team didn't fare as well. The Navy nine reached the playoffs, but again, as in the schedule, they succumbed to the greater strength of the team from nearby Bear River.

The ladies' softball team outclassed all competition in their valley league, winning handily, with only one loss in the schedule.

In the *Cornwallis* interpart league, chief and petty officers won over ship's company 11-9 in a sudden death game that went seven innings.

### Ex-Marine Wins Cornwallis Run

The October cross-country run at *Cornwallis* was won by Ord. Sea. Cyril Heaton, former Royal Marines corporal, who was closely followed by Ord. Sea. George Elliott, running his first race and not knowing he had to break the tape to win. The time was 17 minutes, 2 seconds.



*Stadacona's* Supply department copped the inter-departmental softball championship for the second consecutive season. Front row, left to right: AB Louis Carveth, PO Douglas Newton and AB Charles Conrad; second row, AB Donald Choate, PO Charles Quirback, PO Mike Bidnock, AB Harvey Hunt, and Sub-Lieut. Joe Duffy (coach); back row, Commander (S) Ray Bowditch, AB Arn Riches, AB Mike Manak, PO Cliff Laytham and Cd. Wtr. Officer Arnold Steed (manager). (HS-27205)

## How Canadian Football Won Its Maritime Spurs

In less than a decade Canadian football has caught hold in the Maritimes — an English rugger stronghold — and within very few years it promises to be the top spectator sport there, due largely to the Navy.

Big time Canadian football was introduced to the East Coast during the war when Navy teams with the cream of "Upper Canada" talent fought historic struggles on the gridiron of the Navy League Rec' Centre.

After the war, the game stuck. A Halifax District League was formed and included *Stadacona* and the Dartmouth Naval Air Station. *Stadacona* won the first four years running until 1951 when *Shearwater* edged them from the finals. The Flyers were grounded in turn in a muddy contest at Studley field 5 to 0 by Dalhousie University Tigers. It was in that season that *Cornwallis* fielded the third Navy team, which expanded the game into a Nova Scotia League.

The year 1952 saw the first game under lights in Eastern Canada when *Stadacona* beat *Shearwater* 12-11 in the Mike Milovick Memorial Game in Dartmouth to start the season. It was held to commemorate Lieut. (L) Milovick, starry *Shearwater* quarterback, who

died in an Avenger crash that year.

After five failures in the title quest, the *Shearwater* team handed *Stadacona* a humiliating 65-6 drubbing for the championship. The Flyers went on to defeat St. Thomas College, Chatham, N.B., 14-5 in a sudden death final for the first Maritime Canadian football title.

The focal centres of the Canadian game in the Maritimes have been Halifax and Moncton, N.B. Naval Radio Station Coverdale, near the latter city, entered a team in 1949 and since then has provided players for a tri-service squad in the Moncton and District League.

A concentrated publicity program, smart bands (with *Stadacona's* band formations and Wren cheerleaders definite attractions) and half-time high jinks have boosted the game in Halifax. In the current season, at a *Stadacona*-Dalhousie session, turnstiles clicked more than 3,000 times for a record Canadian football attendance in Halifax. No English rugger game in Nova Scotia could claim as many spectators.

In operation for the first time this season is a Nova Scotia Junior Football League with teams from *Stadacona*,

*Shearwater*, St. Mary's University and the Dartmouth Rams. Some clubs sponsored junior teams in recent years but 1953 marked the first well-organized effort to exploit them. They also form good grist for the senior squads.

Other Maritime universities are considering Canadian football for the first time. St. Francis Xavier University is expected to enter either a senior or junior team next year. The FXs will be followed by other colleges, it is felt.

*Stadacona* holds the lead in training gimmicks. Coach this year was Ordnance Lieut. Don Loney, with ten years experience in the game, the last five with Ottawa Rough Riders. He was voted all-Canadian snap in 1949 and 1950 was awarded the Jeff Russell Memorial Trophy as the player with the best combination of courage, sportsmanship and clean play in the "Big Four". In 1951 he was co-captain of the Rough Riders when they won the Grey Cup.

Loney has brought a few Big Four tricks into his mentor methods. One is oxygen for winded players; another is offensive and defensive platoons, a third is ten minutes of recorded band music as pre-game therapy for the team. These, plus movies and photographs and a weekly open letter to the team stressing important points for the next game, have had their results.

*Stadacona* rushed through the league schedule undefeated and swamped Dalhousie Tigers 39-0 for the title.

### **Navy's Juniors Starry Swimmers**

Sooner or later, every man in the Royal Canadian Navy is expected to have stamped on his personal documents the symbols that mean he has passed his swimming test.

No handicap faces children of Navy families living at Shannon Park or in the *Cornwallis* housing project. They have access to some of the finest pools in Eastern Canada, those at the *Stadacona* and *Cornwallis* gymnasiums and

### **Fog Gobbles Up Tennis Balls**

Fluorescent tennis balls hold promise of a fortune for some aggressive West Coast salesman.

Petty Officers Roy Eldridge and Ken Nordlinger took on Petty Officers Allan Horn and Harold Bingham for a noon-hour tennis match on a foggy October day at the *Naden* courts.

At start of play, they had a supply of six balls. Before they finished all but two had vanished into the Pacific "sunshine".



Partial disability due to a car accident wasn't an insurmountable handicap for Lieut.-Cdr. F. Clem Pettit, officer-in-charge of *Stadacona's* P and RT School, who rode a bicycle around the Digby Pines golf course to win for the second successive year the Oland and Keith Rosebowl Trophy in the 1953 Atlantic Command golf championships with a low gross of 90. Commander Raymond Phillips, *Cornwallis*, presents him with the well-earned trophy. (DB-3434)

they have the advantage of expert swimming instructors.

On September 3, 85 children of Shannon Park and *Cornwallis* housing competed in 66 events. They were divided into seven different age groups. Ribbons were awarded to the first three in each event. Final score was *Cornwallis* 209, Shannon Park 102.

Outstanding performers were Betty Dennis (15 and over), Stanley Peakman (under nine), who won five ribbons, and Billy Leggatt (under 10), all of *Cornwallis*. Exceptional swimmers from Shannon Park were Janice Jackson (under 15) and Sharon Moore (under 12). After all this mighty exertion, the young swimmers dined on turkey and attended a show in the recreation centre.

The competitions were organized in 1947 by CPO Trepanier to strengthen the Navy Junior Swimming Team. Assisting him this year in their realization was Chaplain (P) Thomas L. Jackson, *Stadacona*.

### **Golfer Rides to Title on Bicycle**

A bicycle helped Lieut.-Cdr. F. Clem Pettit, officer-in-charge of *Stadacona's* P and RT School, to win for the second time in succession the Oland and Keith Rosebowl Trophy in the 1953 Atlantic Command golf championships at Digby Pines in late September.

He used the wheel to go around the course because of injuries he received in a car accident some time previously. His bad leg prevented a good swing with a wood, so he used his No. 2 iron for driving.

Lieut.-Cdr. Pettit won the trophy for low gross, shooting a 46 and 44. Next came Lt.-Col. H. L. Harris, RCDL, *Stadacona*, with 42 and 50.

There were 36 entries, including two nurses, taking part in the goodly representation from *Stadacona*, *Cornwallis*, *Shearwater*, and HMC Ships.

Also finishing in first division was Lieut.-Cdr. A. H. Slater, *Stadacona*, with a low net of 72. Tied for second lowest net were Lieut.-Cdr. John H. Beeman, *Shearwater*, and Lieut. Charlie Rhodes, *Cornwallis*.

Instructor Commander R. S. Martin, *Cornwallis*, and CPO Robert L. Henry, *Stadacona*, tied for low gross, second division. Lieut. R. J. McClymont, *Shearwater*, shot low net. Sub-Lieut. (MN) Olive Gloster, *Stadacona*, had ladies' low gross.

Hidden hole low with a hole-in-two was won by Instructor Cdr. J. D. Armstrong, *Stadacona*, and hidden hole high went to Sub-Lieut. (MT) J. C. Ross, *Stadacona*. The special prize was awarded to Sub-Lieut. (MN) Barbara J. Barry, *Stadacona*.

# The Story of the "Charioteers"

Canadian Naval Officer One  
of First to Ride  
"Chariot"

There was a hint of chagrin in the memorandum which Prime Minister Winston Churchill sent to General Ismay for the attention of the Chiefs of Staff Committee on January 18, 1942:

"Please report what is being done to emulate the exploits of the Italians in Alexandria Harbour and similar methods of this kind.

"At the beginning of the war Colonel Jefferis had a number of bright ideas on this subject, which received very little encouragement. Is there any reason why we should be incapable of the same kind of scientific aggressive action that the Italians have shown? One would have thought we should have been in the lead.

"Please state the exact position."

What Churchill referred to as the "exploits of the Italians", accomplished with "human torpedoes", had won the ungrudging admiration of their victims, even as had the feat of U-boat commander Gunther Prien, who had slipped into the supposedly impregnable anchorage of Scapa Flow and torpedoed the *Royal Oak*.

As First Lord of the Admiralty, Churchill had, before the First World War, rejected the idea of a one-man "human torpedo" as too dangerous for the operator and as a weapon unworthy of a great power. During the Second World War new weapons and new tactics had to be adopted to meet new conditions and the effectiveness of new methods of warfare outweighed too chivalrous considerations.

At the moment when Churchill penned his note, powerful German warships lay hidden in the Norwegian fiords, protected from surface and underwater attack by shore batteries and nets and relatively secure from air attack because of the high mountains surrounding their lairs.

The successful Italian attack at Alexandria, plus a later abortive attempt on British warships at Gibraltar, offered a clue to an effective means of attacking the German warships, which included the powerful battleship *Tirpitz*.

The Alexandria attack on December 19, 1941, was carried out by three human torpedoes, each manned by an officer and one man. The charges they placed heavily damaged the *Queen Elizabeth* and *Valiant* (battleships), the *Jervis* (destroyer) and the tanker *Sagona*.

The blow was all the more bitter because the *Barham* had been torpedoed and sunk on November 25 in the Eastern Mediterranean and the *Prince of Wales* and *Repulse* were lost off Malaya on December 10, just nine days before the human torpedoes struck. The *Queen Elizabeth* and *Valiant* were, in fact, the last two RN battleships in service in the Mediterranean.

Yet Admiral of the Fleet Viscount Cunningham, then Commander-in-Chief Mediterranean, who was thrown five feet from the deck by the explosion beneath the *Queen Elizabeth*, was later to write:

"One cannot but admire the cold-blooded bravery and enterprise of these Italians. Everything had been carefully thought out and planned. Tins of calcium carbide were even found floating



The whim of a tall monarch has given naval officers the exclusive privilege of remaining seated when drinking to the Sovereign's health. This unique custom is said to have originated with Charles II, who as a guest aboard one of HM ships bumped his head on the low deckhead of the wardroom as he rose to a toast to his health. This minor inconvenience caused King Charles to grant his officers permission to be seated when he was toasted, and this singular custom has been maintained to this day. Other sources say the monarch concerned was William IV.

in the harbour with which they hoped to ignite the oil fuel released by the explosions."

There was little wonder that the Royal Navy wished to even the score. A midget submarine was already in course of production, but now it was felt that quicker results might be obtained if the development of human torpedoes was also started. The Royal Navy called them "chariots" and they were designed to be ridden by a crew of two in "frogman" diving suits.

The first "charioteers" (they did not know what they had volunteered for) assembled for training in April 1942. The first "chariot" put to sea on a trial run shortly afterward. Astride it were Lieut. C. E. (Chuck) Bonnell, DSC, RCNVR, and Stoker Petty Officer "Jim" Warren.

Lieut. Bonnell, a native of Toronto, joined the RCNVR in 1938 and was loaned to the RN in 1940. He won the Distinguished Service Cross as commanding officer of a motor torpedo boat which torpedoed an enemy supply ship in the Channel in 1941. He served on human torpedo duties from their beginning until he was reported missing on active service on January 8, 1943.

Stoker PO Warren won his commission and survived the war as Lieut. C. E. T. Warren, MBE, RNVR, to collaborate with Sub-Lieut. James Benson, RNVR, in writing the story of the midget submarines and human torpedoes under the title "Above Us the Waves".

The officers and men chosen for these strange undersea duties were a singularly courageous and resourceful lot. Four of them won the Victoria Cross; 64 others won decorations ranging from the BEM to the CBE, plus 100 Mentions in Despatches—and that out of a total of 180 officers and men who actually set out to attack the enemy. They disabled the German battleship *Tirpitz* in her Norwegian hideout, sank an Italian cruiser at Spezia and put a Japanese heavy cruiser out of action at Singapore, plus carrying out numerous other forays which cost the enemy heavily in ships, men and fighting resources. They had their failures and bitter disappointments, as well, which are recorded along with the victories.

The authors consider that the attainments of the human torpedoes and

midget submarines would have been even greater had those in high places placed more confidence in them and given them an opportunity to show what they could do. Part of this diffidence, they suggest, was due to those in command hesitating to subject the crews to what seemed like impossible risks. In other cases, it may have been stubborn resistance to innovations.

The book, however, does not demand that it be read as a handbook of underwater strategy. It is a human document, abounding with passages of tense interest and high adventure and it is a worthy memorial to the little band of amphibious fighters who dared deeds of mighty valour.—H.M.C.

"Above Us the Waves" by C.E.T. Warren and James Benson; 256 pages, illustrated; Clarke, Irwin and Co. Ltd., Toronto; \$3.15.

## DOCTORS AT WAR

"Medicine, like the destructive arts, makes great strides forward during great conflicts."

These words appear in Lieut.-Col. W. R. Feasby's preface to Volume Two of the "Official History of the Canadian Medical Services 1939-1945". The book itself details the remarkable medical advances of the Second World War as they were evident in the three armed services.

Dr. Feasby, army medical historian toward the latter part of the war, and previously on active service overseas with the Canadian Army Medical Corps, is a medical journalist and lecturer in physiology at the University of Toronto. He is the editor and compiler of the present volume, entitled "Clinical Subjects". The first published of the two volumes, it will be followed at a later date by one dealing with the organization, development and campaigns of the medical and dental services of the armed forces and the wartime contributions of civilian services.

The book will be of particular value to those in the medical branch, but general readers will find much to interest them. Here, for example, is the story of the Royal Canadian Navy's search for a remedy for seasickness, of its study of visual, auditory and nutritional problems peculiar to the naval service, and of the unrelenting research into methods and equipment which would increase chances of survival in the North Atlantic.—C.

"Official History of the Canadian Medical Services 1939-1945", Volume Two, "Clinical Subjects", edited by W. R. Feasby, BA, MD; 531 pages, illustrated; published by the Queen's Printer, Ottawa; \$5.

Page twenty-six



The symbolism of the ship's badge is explained to Sea Cadets visiting on board the *Algonquin* during her visit to Montreal. The visitors are Leading Cadets A. Gillis, John Mulcahy and M. Painter, all of Montreal, and their guide is AB E. L. Dalton, of Augustus, P.E.I. (ML-293)

## WEDDINGS

Sub-Lieutenant Robin Casgrain Allen, HMCS *Niobe*, to Miss Joyce Gwendolyn Hutton, of Winona, Ont.

Sub-Lieutenant John Arnott, RCAF Station, Centralia, to Miss Norma Brigden, of North Bay.

Surgeon Commander George William Chapman, HMCS *Naden*, to Miss Florence Mary Kersey Grassick, of Nanaimo, B.C.

Able Seaman David Leslie Fowler, HMCS *Shearwater*, to Miss Rhoda Marguerite Fralick, of Timmins, Ont.

Able Seaman John S. Gordon, HMCS *Cornwallis*, to Miss Frances M. Isles, of Clements-port, N.S.

Leading Seaman H. Hall, HMCS *Portage*, to Miss Roselyne McBride, of North Butterfield, N.S.

Sub-Lieutenant Sylvia Christine Humble, HMCS *Naden*, to Alexander Thomas Satchwell, of Victoria.

CPO J. E. Jackson, HMCS *Cornwallis*, to Miss Helen Daisy Best, of Wolfville, N.S.

Ordinary Wren Lucille Larouche, HMCS *Cornwallis*, to Ordinary Seaman Frederick Wright, HMCS *Cornwallis*.

Sub-Lieutenant James Christopher Lawless, HMCS *Sioux*, to Miss Ruthmary Brackenbury, of Ottawa.

Leading Seaman J. Lesk, HMCS *Portage*, to Miss Dorothy Aubrey, of Eganville, Ont.

Able Seaman Jerrold Meir, HMCS *Porte Dauphine*, to Miss Margaret Botterill, of Windsor, Ont.

Sub-Lieutenant (MN) Marlon Evangeline Peirce, HMCS *Hunter*, to Lieutenant-Commander Gordon C. Brain, HMCS *Hunter*.

Ordinary Seaman John Puchyr, HMCS *Cornwallis*, to Miss Marjorie V. Joudry, of Smith's Cove, N.S.

Sub-Lieutenant Bruce G. Richards, HMCS *Cornwallis*, to Miss May Langton, of Montreal.

Lieutenant-Commander J. R. K. Stewart, HMCS *Cornwallis*, to Miss R. E. P. Lauriault, of Wrightville, P.Q.

Chief Petty Officer Albert Trepanier, HMCS *Cornwallis*, to Miss Pauline F. Fielding, of Annapolis Royal, N.S.

Lieutenant B. N. Weber, HMCS *Cornwallis*, to Miss Audrey Marion Manson, of Victoria.

Ordnance Lieutenant Donald R. Whittemore, HMCS *Naden*, to Miss Elaine Laura Ann Bonfield, of Ottawa.

## BIRTHS

To Lieutenant (S) John D. D. Agnew, Naval Headquarters, and Mrs. Agnew, a son.

To Lieutenant James Burns, Naval Headquarters, and Mrs. Burns, a son.

To Petty Officer Roger E. Campbell, HMCS *Cornwallis*, and Mrs. Campbell, a son.

To Able Seaman Roger R. Carriere, HMCS *Cornwallis*, and Mrs. Carriere, a son.

To Leading Seaman J. A. Dibble, HMCS *Cornwallis*, and Mrs. Dibble, a daughter.

To Ordinary Seaman James F. Fleming, HMCS *Cornwallis*, and Mrs. Fleming, a daughter.

To Leading Seaman Murray Long, HMCS *Stadacona*, and Mrs. Long, a daughter.

To Petty Officer R. D. Makara, HMCS *Cornwallis*, and Mrs. Makara, a son.

To Able Seaman Ivan McLellan, HMCS *Stadacona*, and Mrs. McLellan, a son.

To Able Seaman Vincent H. O'Neill, HMCS *Cornwallis*, and Mrs. O'Neill, a daughter.

To Lieutenant-Commander J. L. Panabaker, HMCS *Cornwallis*, and Mrs. Panabaker, a daughter.

To Commissioned Boatswain James Robinson, HMCS *Cornwallis*, and Mrs. Robinson, a daughter.

To Lieutenant-Commander (SB) J. W. Scott, HMCS *Stadacona*, and Mrs. Scott, a daughter.

To Lieutenant-Commander H. E. Taylor, HMCS *Cornwallis*, and Mrs. Taylor, a daughter.

To Lieutenant Maurice A. Turner, HMCS *Discovery*, and Mrs. Turner, a daughter.

To Lieutenant-Commander (L) L. R. Wagener, Naval Headquarters, and Mrs. Wagener, a son.

To Lieutenant-Commander William L. Watson, Naval Headquarters, and Mrs. Watson, a son.

To Sub-Lieutenant (S) G. T. White, HMCS *Cornwallis*, and Mrs. White, a son.

# LOWER DECK PROMOTIONS

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

ARCHAMBAULT, Charles T. LSEM1  
 ASSELIN, Philippe P. LSEM1

BALL, John W. C2PC3  
 BARRETTE, Roger A. LSEM1  
 BATTLE, Jesse F. P2MA2  
 BELANGER, Jacques. LSEM1  
 BELL, John A. LSQR1  
 BELL, Walter E. C2CA4  
 BILLINGTON, David I. P2EM2(NQ)  
 BODNARCHUK, Jerry. P2EM2(NQ)  
 BOIS, Alphonse F. LSCK1  
 BONNEAU, Beaulieu J. A. C2EM3(NQ)  
 BOULTER, Leigh O. C2EM3(NQ)  
 BROOKES, Munro C. C2TA4  
 BRYSON, Edward J. P1EM2(NQ)  
 BUCKLEY, Charles. P2EM2(NQ)

CAMPBELL, Ronald P. LSEM1  
 CARLSON, Alfred A. LSEM1  
 CARROLL, Raymond M. LSEM1  
 CARTIER, Wilfred J. LSEM1  
 CHARTER, James T. P2EM2(NQ)  
 CHISHOLM, John A. P2EM2(NQ)  
 COYLE, Cyril F. P1AA2  
 CROZIER, Robert G. LSEM1  
 CUNNING, Richard C. LSEM1  
 CURRIE, William E. P2EM2(NQ)

DAVIS, Garry J. P2BD3  
 DAYTON, Arthur D. P2EM2(NQ)  
 DENYER, Clifford J. LSEM1  
 DESCHAMPS, Paul B. LSMA1  
 DEVEREAUX, Leonard A. LSEM1  
 DONNELLY, Robert E. LSAA1  
 DOYLE, Robert J. LSTD1  
 DREW, Colin A. C2GA4  
 DUNCAN, Robert J. P2EM2(NQ)  
 DUNN, Samuel R. P2EM2(NQ)

EDWARDS, William L. P1EM2(NQ)  
 ELLIOTT, William D. LSEM1

FARNDAL, Clarence E. C2RC2  
 FORTUNE, Patrick J. LSEM1  
 FOWLER, Clive. LSEM1

GIBSON, Samuel M. LSEM1  
 GILBERT, Keith D. LSAA5  
 GILL, James. LSAA1  
 GOODRIDGE, Victor C. C1BD3  
 GOOLD, John M. P1ER4  
 GOSSE, Walter A. P2EM2(NQ)  
 GREEN, David R. P2EM2(NQ)  
 GREENE, William. C2CA4

HAINSTOCK, Charles L. P1EM2(NQ)  
 HARGREAVES, William G. P2EM2(NQ)  
 HATELEY, Roy A. LSEM1  
 HOOVER, David E. LSEM1  
 HOWLETT, James D. LSTD1  
 HUMPHRIES, William G. P2EM2(NQ)

ISLES, Kenneth M. P2EM2(NQ)

JENNS, Gerald S. P2EM2(NQ)

KACHALUBA, Raymond F. LSEM1  
 KERASITOTIS, Peter. LSEM1  
 KIPP, John R. P1EM2(NQ)

LACROIX, Emmett R. P2EM2(NQ)  
 LAMONTAGNE, Pierre J. LSEM1  
 LOCKHART, Douglas M. P1EM2(NQ)  
 LORENTZ, Elmer A. LSEM1  
 LYON, Robert A. P2EM2(NQ)

McCARTHY, Vincent R. LSEM1  
 McDONALD, Bruce S. LSRPS  
 McDORMAND, Gerald E. P2EM2(NQ)  
 McNEIL, Cyril J. C1OT4  
 MacAULEY, Ernest M. P2EM2(NQ)  
 MacDONALD, John. C2TI3  
 MACKIN, William A. P2EM2(NQ)  
 MATTHEWMAN, Robert D. LSEM1  
 MESSERVEY, Murray J. LSEM1

MIRON, Jacques A. LSEM1  
 MOORE, James D. P1EM2(NQ)  
 MORETON, James C. P1EM2(NQ)  
 MOSLEY, Michael D. P2EM2(NQ)  
 MURRAY, William. P2EM2(NQ)  
 MURRAY, William C. P1SH4  
 MYERS, John F. C1G13

NICKERSON, Douglas C. P2EM2(NQ)  
 NORMAN, Raymond A. LSEM1

O'CONNOR, Arthur W. C2EM3(NQ)  
 OLSON, Robert O. LSEM1  
 ORCHERTON, Donald R. LSEM1

PAYNE, Malcolm D. P1AA1  
 PEACOCK, James W. LSEM1  
 PLETSCHE, Norman R. C2EM(NQ)  
 POPP, Herbert H. C1EM3(NQ)  
 POWER, John P. P2EM2(NQ)  
 PURCELL, John J. C2CS3

QUINN, William J. P2EM2(NQ)

RAWLE, Bernard W. C1EM3(NQ)  
 REESOR, William C. P2EM2(NQ)  
 RODGERS, Gordon V. C1EM3(NQ)  
 ROSS, Donald W. C2GA4  
 ROWAT, William A. LSEM1  
 RUSSELL, Percy F. P1SW2

SANGRET, Hugh A. LSB2  
 SANGER, John N. C2CK3  
 SIGALET, John W. LSEM1  
 SIMONSON, George R. LSEM1  
 SKIFFINGTON, William B. LSEM1  
 STEVENSON, Ronald C. P2EM2(NQ)  
 STEVENSON, Alfred J. P2EM2(NQ)

TAYLOR, Kenneth L. P2EM2(NQ)  
 THOMPSON, Fenwick R. P2EM2(NQ)  
 THOMPSON, William J. P1ER4  
 TODD, Vernon. LSMA1  
 TOMLINSON, Gordon E. P1ER4  
 TROTTIER, Lefe J. LSEM1  
 TURPLE, Edsel A. LSRPS  
 TYNER, Murray S. LSN51

Petty Officers' Leadership Course No. 44 began in Cornwallis on September 7, 1953, and completed on October 16. Members were, front row, left to right: POs Robert L. Sharp, Walter Neilson, Hector MacDonald, Instructor Lieut. Lawrence Farrington and PO William Fluskey (class instructors), POs Leslie W. Birks, Norman Williamson, and Gordon Lee. Centre row: POs William G. Hudson, Robert D. Lockyer, Herbert F. King, James O. Stark, William E. McCaw, Alexander R. Forsyth, Douglas L. Johnson and Frank H. Hindle. Rear row: POs Leonard V. Cook, Jean-Guy Normand, Arthur D. Dayton, Ronald W. Kelly, Brian L. Hunt, Robert W. Hinds, William E. Robinson and John O'Donnell. (DB-3489)



VANZIELEGHEM, Andre O. LSQRS

WESTON, Gilbert D. LSEM1  
 WHITTAKER, Patrick V. LSEM1  
 WILKS, Roy E. P2EM2(NQ)  
 WILSON, William J. P1EM2(NQ)  
 WOOD, Charles H. LSRPS

YOUNGE, Merlin R. P2EM2(NQ)

## Micmac Completes Bermuda Work-Ups

The *Micmac* sailed from Halifax on October 27 for working up exercises in the Bermuda area and an informal three-day visit to New York and Brooklyn.

The destroyer first sailed for Bermuda October 23 but was forced to return the following day because of a leaking fuel tank.

On completion of her working up exercises, she sailed from Bermuda for Brooklyn, arriving there on the morning of November 10. She sailed again for Halifax on the morning of November 13.

## WHEN YOU'RE OLD AND LAME

(Continued from page 18)

we were we got up and started across. There was no wind but the bridge swayed from side to side in ever increasing arcs, with Lieut.-Cdr. Panabaker helping the motion along. One slip . . . But we made it and then headed for the water hole. Here a wire stretched across a pond from high on a tree trunk to a low spot on a dam on the far side. The only problem was to get up to the steel block which assured us of swift passage down the wire. A slip meant a dunking. The water was cold. Once across, our rifles were laid aside, we stumbled out along a pier, strapped on life jackets and plunged 20 feet down, down, into the icy water, down, down, bottom. Then we swam to the other side, crawled out and the assault course was over.

And that's what gave rise to Mr. Hayley's original remarks.

The 24th Officers' Divisional Course, which represented nearly 150 years of naval service, had had the course.

## SAILORS ON SNOWSHOES

(Continued from page 16)

[Chrysler's] Farm, where Colonel Morrison defeated General Wilkin's Army, with a mere handful of men.

On the twenty-second of March we reached this place; the officers and seamen of the squadron were drawn out to receive us with three cheers; we were lodged in a block-house, and allowed four days to recruit. I was then appointed to the gun-boat service (as was Lieutenant Russel), under Captain Owen. In a few days I joined the *Princess Charlotte*, of 42 guns, commanded by Captain William Howe Mulcaster, as first lieutenant. The *Regent* and her were on the stocks, planked up, and their decks laying. The *Regent* is about eight feet longer than our 38-gun frigates, having fifteen ports on each side of her main-deck, and guns on her gangways, so that she carries twenty-eight long 24-pounders on her main-deck; eight 68-pound carronades, two long 18, and eighteen 32-pound carronades on her upper deck, with a complement of 550 men. The *Princess Charlotte* is about the length of a 32-gun frigate, but eighteen inches more beam, pierced for thirteen ports on each side

of her main-deck, and carrying twenty-four long 24-pounders on that deck, with two 68-pound carronades, and sixteen 32-pound carronades on her upper deck, and a complement of 330 men. The other ships are the *Wolfe* (now the *Montreal*), a ship corvette, of 20 guns, chiefly 32-pound carronades, and 120 men; the *Royal George* (now the *Niagara*), of eighteen guns, 32-pound carronades, with a long 24-pounder on a pivot abaft, as in each of these ships; her complement 120 men. Two brigs, the *Star* and *Charwell*, the former of 14, the latter of 16 guns; the largest 100, the other 90 men. Two schooners, the *Magnet* and *Netley*, of 10 guns each, and 75 men. Ten or twelve gun-boats (none of them covered over), one carrying a long 18-pounder and a 32-pound carronade; the others a 32-pound carronade each. The establishment is for three lieutenants to be on the gun-boat service, each to have a division of four boats, commanded by midshipmen.

From the time of my joining the *Princess Charlotte* I never quitted the ship or barracks. The interval between her launching, till we went to sea, was but eleven days, three of which were occupied in heaving down the ship, to get the cleats off her bottom. The result of our attack upon the enemy's *Fort Oswego* you already know.\*

\*The town and fortifications of Oswego, N.Y., were, after a spirited action, captured by the Lake Ontario Squadron of the Royal Navy and HM Provincial Marine on May 6, 1814, but were recaptured on May 31 by U.S. forces.—Ed.

## MAN OF THE MONTH

(Continued from page 6)

Dartmouth, N.S., and a year later to Coverdale, near Moncton, N.B.

In August 1947 he joined Aldergrove radio station for the first time and during the year he spent there met and married Florence Verna Prasloski. Shortly after the wedding he was drafted to the frigate *Antigonish*. Following a communications conversion course in 1950, he returned again to Aldergrove. He has held his Petty Officer First Class rating since August 15, 1952.

One of the things which had impressed PO McKay during his previous sojourns on the Pacific Coast was the unfinished state of British Columbia, something he felt he should undertake to remedy.

He acquired two acres of bush land, cleared it by hand and planted some 10,000 strawberry plants, during off-duty hours. And that's not all. He built a barn in true pioneer fashion. The siding was split from fallen cedar, which was dragged from the bush and edged with an axe. The complete cost of the barn was \$41, of which \$35 went for flooring and \$6 for nails.

The barn was "commissioned" at an old-time dance during which 60 guests had the time of their lives and proved the sturdiness of PO McKay's first building venture.

The McKays, who also include Arnold, three, and Cheryl, one, at present live in the Aldergrove married quarters.

## PACKAGING METHODS SHOWN

Standardized methods of preservation and packaging of service stores and equipment were featured in the Department of National Defence display at the 2nd Canadian National Packaging Exposition, in Toronto in November.

The Armed Forces demonstrated how they preserve and package articles ranging in size from washers to jet engines.

While the display was a tri-service effort throughout, each service spotlighted the packaging of a piece of equipment peculiar to their service. The Navy had on show a 40mm ammunition pack with quick release lid, developed by Naval Ordnance. The method of packing flame thrower spares and components was exhibited by the Army.

The RCAF produced the largest single item of the show with its presentation of a jet engine container. The two-ton pack, with a J-47 jet engine cushioned inside on shock mountings portrayed the care taken by the Air Force in preserving and shipping jet engines.

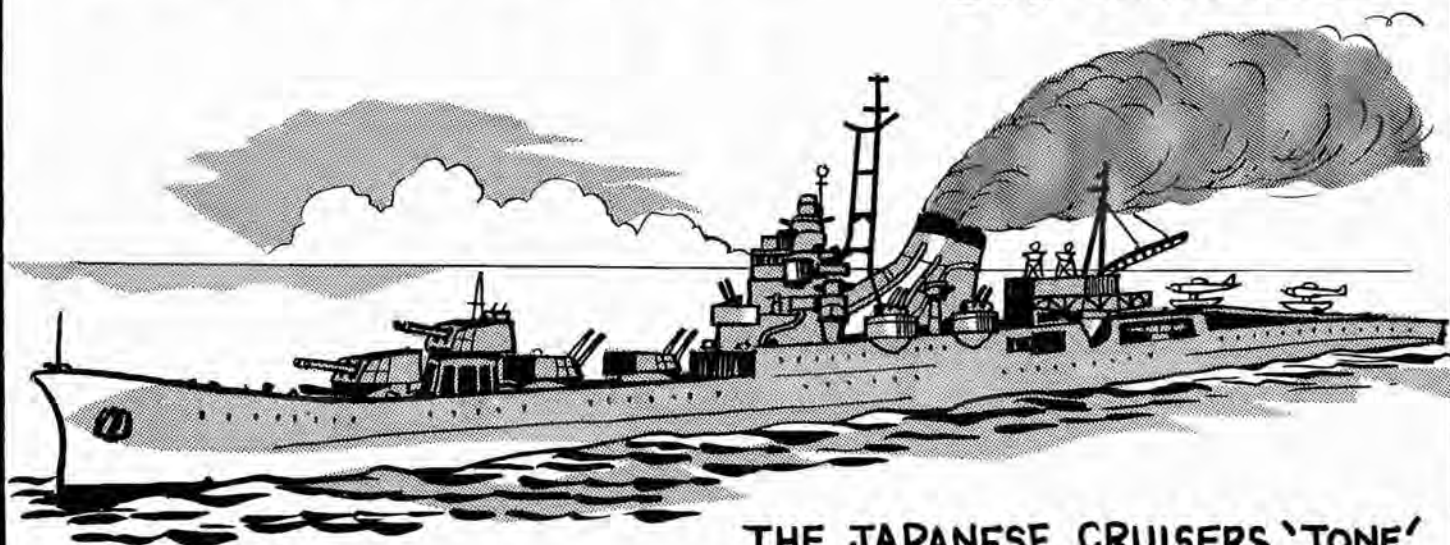
The Joint Service Committee on Preservation and Packaging, this year under the chairmanship of Lieut.-Cdr. (S) L. J. Matthewson, officer-in-charge of the Warehousing Division at Naval Headquarters, was responsible for the arranging and setting up of the Defence display.

## SAVINGS BOND QUOTA EXCEEDED

The Pacific Command exceeded its Canada Savings Bonds campaign quota by \$44,300. Final results, totalled in November, showed that total sales were \$427,000, which represented 111.6 per cent of the command's objective.

# NAVAL LORE CORNER

NO. 15  
ODD CRUISERS



THE JAPANESE CRUISERS 'TONE'  
& 'TIKUMA' MOUNTED ALL 8-8 IN. GUNS ON  
THE FORECASTLE - THE QUARTERDECKS WERE  
MINATURE FLIGHT DECKS...



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WORLD WAR II) WAS ORIGINALLY

A CRUISER OF FISHER'S BALTIC SQUADRON, AND MOUNTED 2 SINGLE  
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