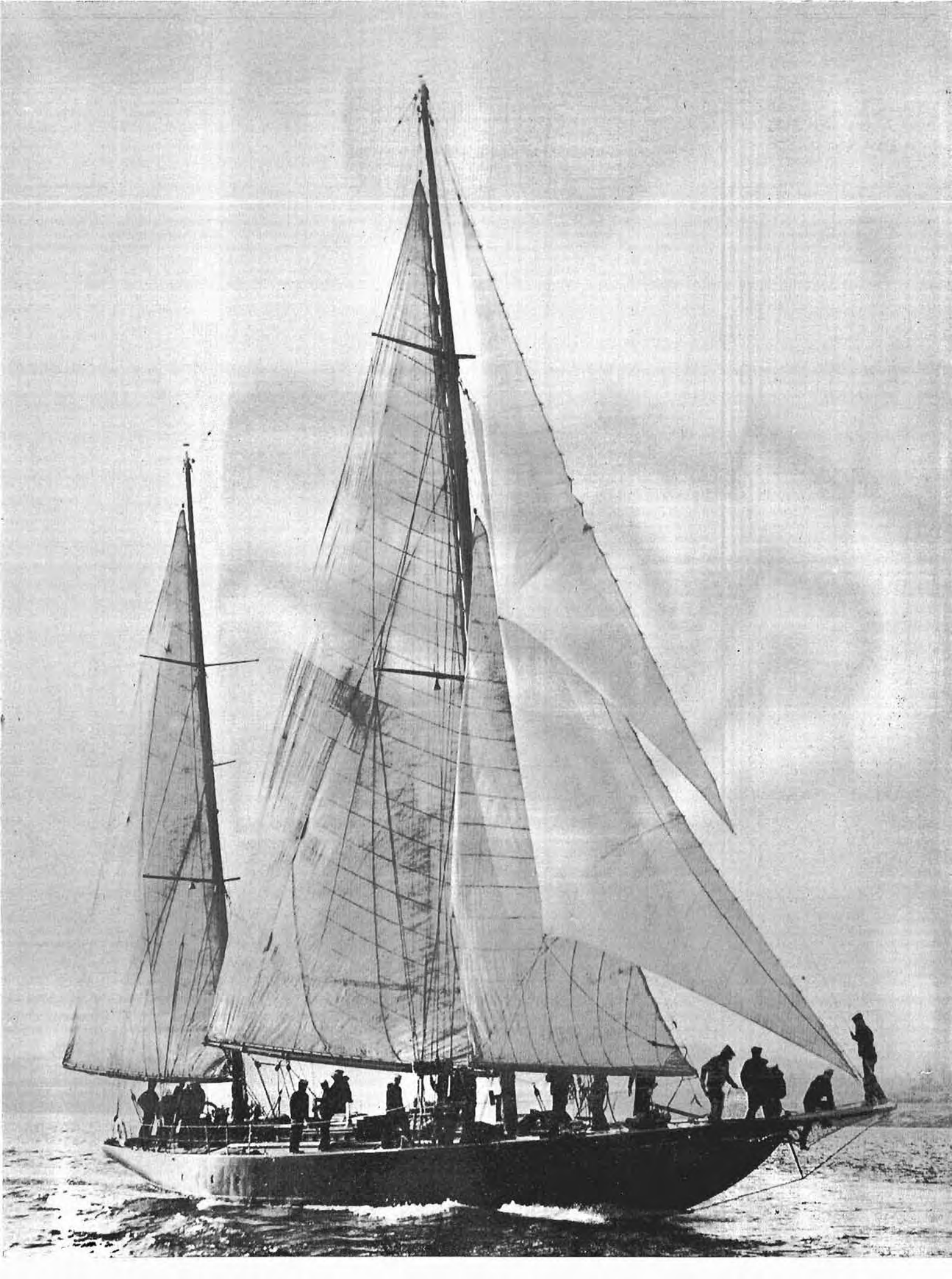


The CROWSNEST



Vol. 7, No. 1

November, 1954



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THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1954

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LADY OF THE MONTH

The one and only sailing ship in the Royal Canadian Navy HMCS *Oriole IV*, is the Lady of the Month. The little lady, one of a vanishing race of sea-goers, this year completed a 7,800-mile voyage from Halifax to Esquimalt by way of the Panama Canal. The photograph on the opposite page shows her proudly entering Esquimalt Harbour at the end of her 73-day run.

She has been assigned as tender to HMCS *Venture*, the officer-training establishment at Esquimalt.

The "Little O" is by far the senior ship, in age, in the RCN, having been built in the United States in 1921 for a Canadian yachtsman, but for all that she carries her years well.

It is too early to say if the *Oriole* will take part in West Coast yacht races, for it will depend upon her training commitments. However, if she does, it is generally agreed by those who have sailed her, she will provide more than enough keen competition and will make an excellent showing of herself—despite her years. (E-28751)

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Cover Photo—One of the Royal Canadian Navy's recruiting slogans is "The Gateway to a Man's Life". The cover shows the actual doorway through which sailors-in-training pass on the way to their first sea duty. From it, washed by Fundy's awesome tides, extends the jetty at HMCS *Cornwallis*. A 40-foot climb up the piling sometimes confronts tired whaler or cutter crews returning from an arduous session of boat-pulling. (DB-4412)



RCN NEWS REVIEW

The new year will find just one Canadian warship serving in Korean waters. HMCS Sioux is shown as she left Esquimalt for the Far East on November 7. (E-29039)

South American Cruise Ends

HMCS *Quebec* left Halifax October 16 for a seven-week training cruise to the West Indies and South America. A three-day visit to Port of Spain, Trinidad and five-day calls at Rio de Janeiro, Brazil and La Guaira, Venezuela, were highlights of the cruise program.

The cruiser joined HMCS *Magnificent* at Colon on November 25 for the homeward journey, returning to Halifax December 5.

The *Quebec*, the East Coast's most-travelled ship, had accompanied the *Magnificent* to Colon late in September and returned to Halifax only nine days before leaving again for the southern cruise.

SACLANT Lauds RCN Contribution

The valuable contribution made by the Royal Canadian Navy to the improvement of anti-submarine "techniques" was stressed by Admiral Jerauld Wright, Supreme Allied Commander Atlantic in the North Atlantic Treaty Organization, during his two-day visit to Ottawa on October 12 and 13.

Admiral Wright was met on arrival at Ottawa's Uplands airport by Defence Minister Ralph Campney, Under Secretary of State for External Affairs Jules Léger, and the Chiefs of Staff of Canada's three armed forces. Also on hand to greet the United States visitor were Ambassadors to Canada and military attachés of NATO Countries.

The guard of honour was provided by HMCS *Gloucester*, the naval radio station near Ottawa, and the band was the

55-piece Central Band of the Royal Canadian Air Force. Officer of the Guard was Lieut. T. J. Bailey. The band was under the baton of Squadron Leader E. A. Kirkwood.

Admiral Wright was accompanied on the flight to Ottawa by Rear-Admiral H. G. DeWolf, chairman of the Canadian Joint Staff in Washington.

In paying tribute to the Royal Canadian Navy for its role in the develop-

ment of improved anti-submarine warfare techniques, Admiral Wright emphasized the part played by aircraft. The submarine is still the greatest menace to the security of the seas, he said, and the airplane, both carrier and land-based, is the U-boat's most deadly enemy.

Admiral Wright's full program of engagements in Ottawa included talks with Defence Minister Campney, the Canadian Chiefs of Staff and the Cabinet Defence Committee. He also addressed service officers on the responsibilities of his command.

During his stay he attended a number of social functions arranged in his honour.

Hurricane Halts Trip to Havana

Hurricane Hazel, which swept up from the Caribbean in mid-October, curtailed the *Micmac's* cruise to southern waters.

The destroyer left Halifax October 7 for Jacksonville, Florida, and Havana, Cuba. She was in the former port for a scheduled four-day visit when Hazel delayed her sailing for Havana by cutting across her proposed route to the Cuban capital.

By the time the hurricane had passed, it was much too late for *Micmac* to keep her Havana appointment and the ship sailed from Jacksonville for Halifax on October 18.

Quinte Becomes Scotian Tender

The coastal minesweeper HMCS *Quinte* was commissioned at Port Arthur on October 15.

First Landing On Angled Deck

USS *Antietam* was the first carrier to be fitted with a British-designed angled flight deck, a feature which is being provided in HMCS *Bonaventure*.

Sub-Lt. (P) A. H. Cottingham was recently able to lay claim to being the first RCN pilot to try his hand at this new landing technique, although he did not start out with that intention.

He was flying an Avenger on A/S patrol, during an August exercise period in which the *Magnificent* was operating with the *Antietam*.

Dissatisfied with the performance of his aircraft, he returned to the ship for a precautionary landing. A temporary breakdown of some of the flight deck equipment prevented his landing on the *Magnificent*. In view of his "lame duck" status it was decided that he, should not remain airborne until the defect was repaired and the *Antietam*, which was close by, was asked to land him on.

On receipt of the *Antietam's* concurrence, Sub-Lt. Cottingham found himself making history in RCN aviation. He reported no difficulty in landing on this "cockeyed flight deck" but extended credit for his success to the landing signals officer in the *Antietam*.

The other members of the Avenger's crew were Sub-Lt. (O) Ian Bouch and AB James Carlson.

The ship, built by the Port Arthur Shipyards Limited, was accepted on behalf of the RCN by Commodore W. L. M. Brown, Assistant Chief of Naval Staff (Air) and Cdr. (E) R. J. Craig, representing the Assistant Chief of Naval Technical Services (Ships).

The vessel is the second of her class to be built at Port Arthur. HMCS *Chaleur*, transferred to France on October 9, was commissioned there last June.

The *Quinte* was sponsored by Mrs. J. B. Caldwell, the wife of Captain (E) Caldwell, former Assistant Chief of Naval Technical Services (Ships). The vessel, under the command of Lt.-Cdr. Daniel P. Brownlow, joined the East Coast fleet late in October as tender to HMCS *Scotian*, the Halifax naval division.

Escort Squadron Towing "Med"

The First Canadian Escort Squadron left United Kingdom waters on October 17 for a two-month training and operational cruise to the Mediterranean.

Earlier, the ships, *Algonquin*, *Pres-tonian* and *Toronto*, had participated in NATO exercise "Morning Mist" with units of the Danish, French, Netherlands, Norwegian and United Kingdom navies in the Northeast Atlantic.

The fourth ship, the *Lauzon*, underwent repairs to equipment at a United Kingdom port and did not participate in the exercise. She joined the remainder of the squadron after it left for the Mediterranean.

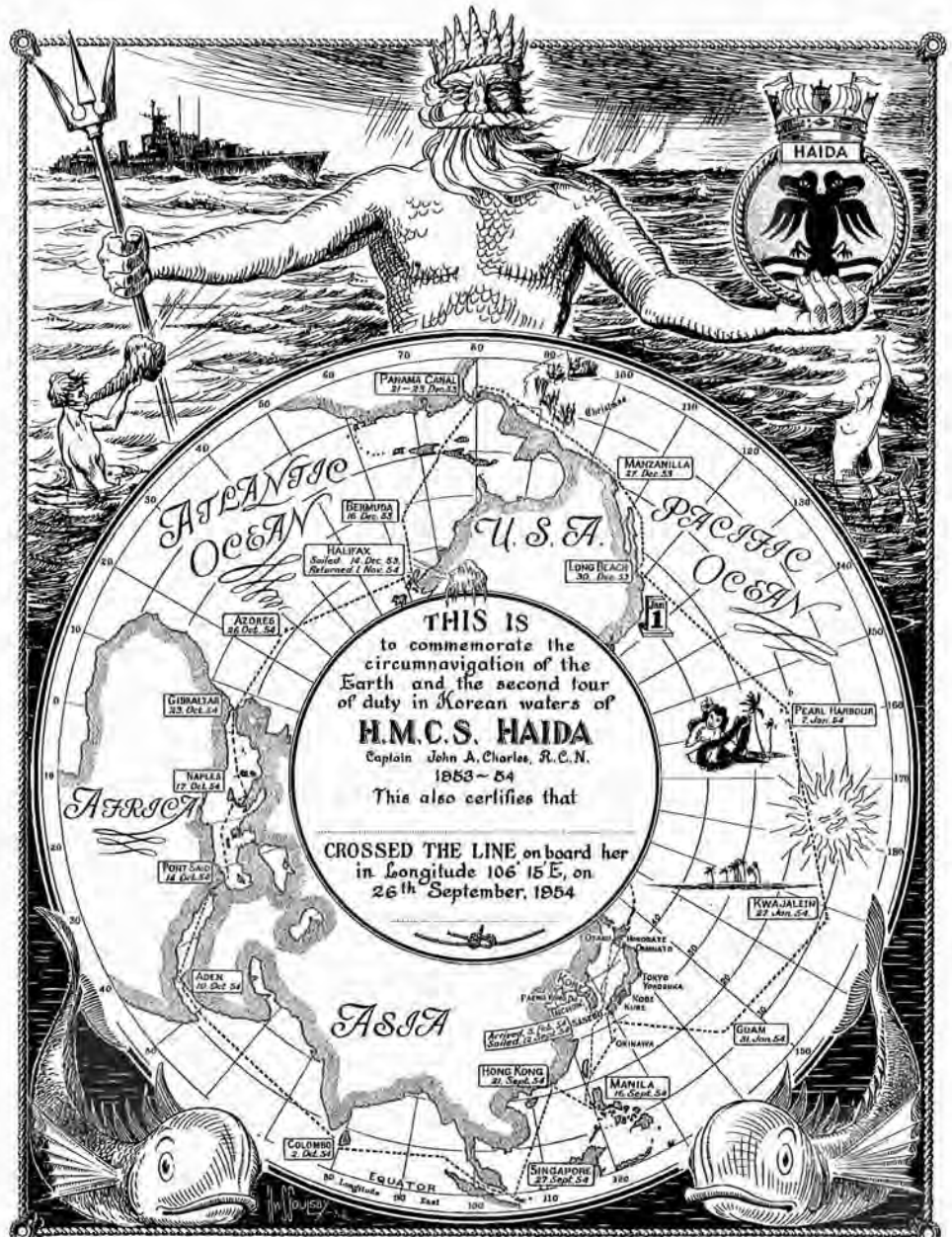
The ships are calling at Lisbon, Malta, Venice, Athens, Istanbul, Palma, Algiers and Ponta Delgada in the Azores before heading for Halifax, where they are due to arrive on December 10.

Sailor Saves Life of Boy

The quick and courageous action of Able Seaman Richard Grenier, of Drummondville, serving in HMCS *D'Iberville*, has been credited with saving the life of 12-year-old Francois Vaillancourt, marooned on a narrow ledge of a steep cliff bordering the property of the Lieutenant-Governor of Quebec in Quebec City.

Seeking to scale the cliff, young Vaillancourt had climbed part way up when he slipped, remaining suspended by his fingers from a ledge 150 feet above a road.

Told of the boy's danger, AB Grenier obtained a length of rope from a nearby jetty and climbed the steep shale cliff to the ledge, arriving just as the boy



A certificate that commemorates HMCS Haida's second tour of duty in the Korean area, her second trip around the world and her crossing of the Line on September 26, has been prepared for the ship's company. The artist is Cdr. H. W. S. Soulsby, RCN (Ret.), of Victoria.

shouted that he could hold on no longer. Grenier managed to hook the boy's leg with a loop of the rope and, bracing himself on the crumbling ledge, lowered the youngster to safety.

Grenier then found he was unable to get off the ledge himself. Many of the footholds he had used in the ascent had crumbled under his weight, and the sheer face of the cliff prevented an attempt to climb to the top.

After more than an hour on the ledge, he was rescued by a police constable and a spectator, who lowered a rope from the cliff top, on the property of the lieutenant-governor. At the top, the seaman was met by the lieutenant-governor and congratulated for his bravery and prompt action.

Awards Made to RCN Personnel

Two officers and one Chief Petty Officer of the RCN's Gunnery Branch were recognized recently, by awards from the Royal Navy's Herbert Lott Trust Fund, for modifications to gunnery equipment which improved the fighting efficiency of the units concerned.

Cdr. George M. Wadds, of Halifax, commanding officer HMCS *Mimac*, and CPO R. M. Rutledge, of Halifax and Toronto, were awarded £20 for their part in the development of the 4-inch rapid fire drill.

Lt.-Cdr. A. J. R. Smedley, of Halifax, was awarded £5 for a modification to the rear curtain for the 4-inch anti-aircraft Twin Mk. 19 mounting.

The Crowsnest 1948-54

— An Editorial —

SIX YEARS ago, November 1948, the first issue of *"The Crowsnest"* came off the presses and was distributed to the fleet, which at that time numbered about 8,000 officers and men compared with the present strength of more than 18,000.

The Royal Canadian Navy was just recovering from the demobilization which had reduced it from a mighty wartime fleet to a discouragingly low strength in men and ships.

But the RCN had no intention of resting on its laurels and letting them wither. Occupied for the main part throughout the war in guarding the North Atlantic lifelines, the Navy now turned its attention to home waters and despatched the main part of its Atlantic strength, the aircraft carrier *Magnificent* and the destroyers *Nootka* and *Haida*, on a training cruise to the Canadian Arctic and Hudson Bay.

The frigate *St. Stephen* was on weather patrol duties between Canada and Greenland and the *New Liskeard*, then as now, was carrying out experimental duties for the Naval Research Establishment.

There were aches and pains and grumblings, as was to be expected in a Navy which had suddenly shrunk and was now beginning to grow again. Remedies had been applied to many of the difficulties even before the publication of the famous Mainguy Report in October 1949.

It was in the hope that *"The Crowsnest"* would contribute to a stronger feeling of unity and a better understanding of what the Navy was doing and planned to do that the magazine appeared in print after months of planning and preliminary effort.

In an editorial written for the first issue, Vice-Admiral H. T. W. Grant, then Chief of Naval Staff, expressed the purpose of *"The Crowsnest's"* being:

"We are aiming for a magazine which will have something of interest in it to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories—fictional or fact; which, by sound editing, will have dignity and life, and which will help us to know our Service and each other better."

The objectives were high but a constant effort has been made throughout the years to keep the sights on the tar-



Day-long cruises in the eight ships attached to the Great Lakes Training Centre at Hamilton were one of last summer's innovations for the Wrens undergoing training. Shown carrying out visual communication duties on board the *Digby* are two Vancouver Wrens, Nancy Clark and Georgeen Morrison (kneeling).

get. By its very nature, as a magazine dependent on contributions from widely varied sources in the Fleet, *"The Crowsnest"* could not be an "official" magazine, in the sense of General Orders or QRCN. While every effort is made to keep the facts straight, the magazine has to remain on a personal level, if it is to succeed in being a welding force between officers and men in the interior of Canada, on its far coasts or in distant parts of the world.

The lifeblood of *"The Crowsnest"* is the steady flow of stories, pictures ideas and reports from the ships and shore establishments of the Royal Canadian Navy. Not all can be used, but

if a story's facts are interesting and correct, if personnel have been properly identified by initials or first names and properly spelled surnames, if the narrative is not too dependent on the passage of time, it stands a good chance of appearing in the columns of the magazine. Humour, fantasy and tradition can find their place beside cold, current fact.

What *"The Crowsnest"* is and what it will continue to be is dependent on the goodwill and co-operation of the officers, men and women of the Service. These have been forthcoming in the past and will undoubtedly continue in the future.—*The Editors.*

Four Who Died for Canada

Forty Years Ago RCN
Suffered Losses
at Coronel

"One crowded hour of glorious life
Is worth an age without a name."

—Sir Walter Scott

THE NAVAL HISTORIAN of today, looking back through the mist of years, relates that the sea fight of November 1, 1914, at Coronel, off the coast of Chile, was the first naval defeat of the British Navy for over a hundred years.

Yet if he looks beyond the fact that the British division under Admiral Cradock engaged the German division under Admiral Von Spee, and was defeated with the loss of two ships, he will surely detect that for the Royal Canadian Navy this battle has another significance; he will realize that it is just 40 years ago that four gallant young officers, the first of the Royal Canadian Navy to lay down their lives for the common cause, were lost in that action when the flagship HMS *Good Hope* was destroyed.

A list of officers serving in the armoured cruiser *Good Hope* discloses that four of the seven midshipmen on board were Midshipmen RCN—William Archibald Palmer, John Victor White-man Hatheway, Arthur Wiltshire Silver and Malcolm Cann.

Tradition has it that "midshipmen" are so called because they were young officers who were stationed amidships on each deck to pass orders, thus helping them to learn their jobs. Canada's naval story would be incomplete without some tribute to these youthful pioneers who learned their jobs and completed their naval training in the hard school of battle.

The careers of the naval cadets who had joined the Royal Naval College of Canada, established in 1910 in the old naval hospital in the dockyard at Halifax, just before the outbreak of the First World War, were soon influenced by the advent of war in August 1914. Filled with boyish enthusiasm, these cadets were a priceless asset in Canada's new naval force.

The resources of the RCN before the outbreak of war consisted of the first two HMC Ships *Niobe* and *Rainbow*, two cruisers purchased and kept in commission with nucleus crews; two dockyards at Halifax and Esquimalt

maintained, and the naval college for cadets at Halifax. After their initial two years at the college, the cadets completed their training in ships of the Royal Navy as Midshipmen RCN.

Canada's contribution to the war at sea in 1914 found many of these midshipmen serving in HMCS *Niobe* on patrols in the Atlantic, in HMCS *Rainbow* and the two submarines CC1 and CC2 engaged in protecting the coast of British Columbia from German raiders in the Pacific, and also in many ships of the Royal Navy.

It was in these ships that midshipmen of the RCN served in the first few months of the war when the prime function of the Navy was to clear the seas of German ships, and it was these naval operations which ultimately led to the Battle of Coronel and the first Canadian service casualties of the war.

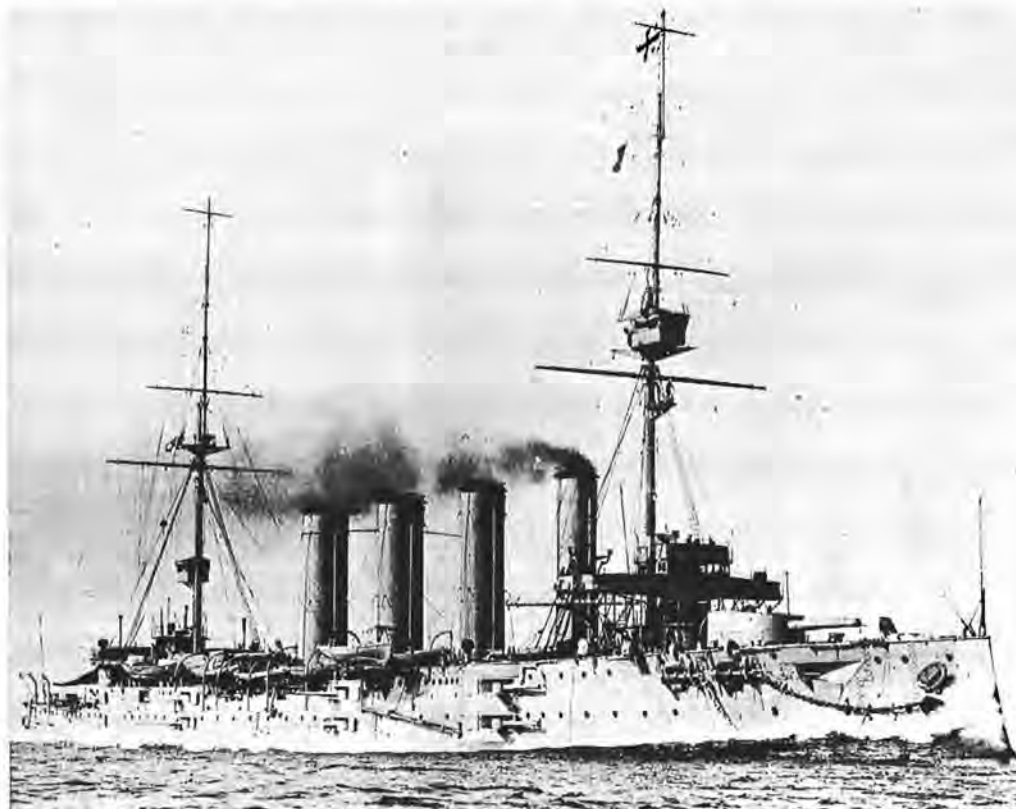
THE ONLY German squadron not in European waters at the outbreak of war was stationed in the western Pacific, with its main base at the China port of Tsing Tau under the command of Vice-Admiral Count Von

Spee. These early days of the war were anxious ones for the inhabitants of British Columbia who feared that Germany's China squadron, particularly the light cruiser *Leipzig*, which was known to be at Mazatlan, on the west coast of Mexico, and later reported to be off the entrance to Juan de Fuca Strait, might venture inside to attack Esquimalt and destroy HMCS *Rainbow*.

The naval strategists were faced with the challenge that the German cruisers could escape from the Pacific by going either east or west, via South America or the Indian Ocean. Allied squadrons were thus placed at likely exit points in the Pacific—off the Straits of Malacca, North Borneo, and Sumatra whilst the Royal Australian Squadron patrolled off Torres Straits.

It is of interest to note that the Royal Australian Navy gained its first sea victory during this phase of operations when the famous light cruiser HMAS *Sydney*, which later in the war visited Halifax and received an enthusiastic welcome, destroyed the German raider *Emden* in the fight off Cocos Island.

HMS *Good Hope*, the ship in which four midshipmen of the Royal Canadian Navy died 40 years ago to become the first battle casualties of the young naval service.



However, this game of hide and seek in the Pacific, which put RCN ships based at Esquimalt on the alert to protect the vulnerable Canadian trade routes on the west coast, soon simplified itself when it became known that the remainder of Germany's China squadron had fled to the South Pacific and appeared to be choosing to escape via Cape Horn and not through the Indian Ocean.

IT WAS NOW that the searching force of ships in the South Atlantic had an opportunity to close off the remaining exit from the Pacific Ocean. From the beginning of the war a force of HM ships including the *Good Hope*, *Monmouth*, *Glasgow* and *Otranto* had been operating off the Brazilian coast seeking German raiders. The *Good Hope* had previously protected the trade routes to the south of Newfoundland and had visited Halifax in order to coal.

During this visit an attempt was made to bring her crew to full complement, and Midshipmen Palmer, Hatheway, Silver and Cann had volunteered to complete their training in the *Good Hope*. Thus they entered into the epic story which took them south to the cold Tierra del Fuego and Straits of Magellan, passing and re-passing Cape Horn, and through waters where RCN ships of a future era, HMCS *Uganda* and *Ontario*, were to sail on peacetime goodwill cruises.

When the German ships were known to be off the Pacific coast of South America, Admiral Cradock in the *Good Hope* received orders to proceed with

his squadron to the west coast to prevent the enemy coming round Cape Horn and intercepting Atlantic trade. After passing through the Magellan Straits, the *Good Hope* proceeded north to a point near Coronel on the Chilean coast and on November 1, 1914, sighted the enemy in force. The British cruisers included the *Good Hope*, *Monmouth*, *Glasgow* and *Otranto*, the German the *Scharnhorst*, *Gneisau*, *Leipzig* and *Dresden*.

The action occurred at sunset, with the British ships silhouetted against the horizon. The enemy had the advantage both in guns and the light and the *Good Hope* and the *Monmouth* went down with colours still flying. The *Good Hope* with the four RCN midshipmen on board was soon hit and burned brightly in the glow of the sunset; an explosion about her after funnel illuminated the whole heavens and she disappeared from sight.

The Coronel reverse was soon avenged at the Battle of the Falkland Islands in December, 1914, when Admiral Von Spee's fleet was destroyed by a much stronger force and with their destruction the seas were finally cleared of the German naval power overseas.

Thus ended the brief but gallant careers of these early Canadian midshipmen. They had participated in a hard-fought action against a skillful and determined enemy and had set a fine standard of service for all future "Midshipmen, Royal Canadian Navy". Their gallantry upheld the finest traditions of the RCN and will always be recalled by it with pride.

crown was first displayed on naval buttons in 1812 and this is the button found in HM Schooner *Tecumseth* and illustrated here. It is now reposing safely in the Maritime Museum of Canada at Halifax.

Some 20 years before the *Tecumseth* and *Newash* were built on the Niagara, an early tourist named Isaac Weld Jr. travelled through parts of Upper Canada and made some interesting observations. In 1796, he made a record of his visits to Niagara and Kingston and mentions at some length his impressions of marine activities on Lake Ontario in general and of HM Provincial Marine, in particular. This was the Canadian Naval force that existed on the lakes from soon after the conquest of Canada up to and during the war of 1812.

Speaking of the officers of the Provincial Marine, Weld states that "their uniform is blue and white, with large yellow buttons, stamped with the figure of a beaver, over which is inscribed the word 'Canada' . . ."

Undoubtedly, this statement describes the first Canadian naval button. It may be that such a button reposes in the collection of some historical society. Anyone knowing of the existence of such a button or of any illustration of the uniform as worn by the Provincial Marine is invited to advise the Naval Historian at Naval Headquarters.—E.C.R.

400 FIRST-YEAR CADETS TRAINED

The UNTD training program in the Atlantic Command has been an extensive one with over 400 first-year cadets put through their training at *Stadacona*.

In the first two weeks of June, 26 of the cadets, under the direction of Lieut. Cdr. D. S. Bethune, took part in *Tramid 54*, an amphibious exercise at Little Creek Virginia.

Another group of cadets took part in a "raid" on *Cornwallis* to test the defences of the Atlantic Coast new entry training base.

The training cruises have taken the cadets to many ports such as Bermuda, Bridgeport, Conn.; Philadelphia, Gaspé, Montreal and Quebec City. The celebrations of Battle of the Atlantic Sunday, Halifax Natal Day, Dartmouth Natal Day and Navy Day saw many cadets parading through the streets of Halifax and Dartmouth.

In addition to the training, the visits of US Navy midshipmen to the East Coast naval port provided a great deal of social activity and livened up even more the sports program of the UNTD cadets.

Button, Button—Who's Got the Button

WHEN THE 1815-built British naval schooner *Tecumseth* was raised a year ago at Penetang, Ontario, there was found amongst the round-shot in her bilge one naval officer's coat button (see cut). It is a flat copper button with the crown over the anchor set in a rope-trimmed oval having a background of azure or horizontal lines. The outer circumference is circular. According to Professor Michael Lewis of the Royal Naval College, Greenwich, this button was brought into use in 1812 and was worn by captains, commanders, lieutenants and masters of the Royal Navy.

Just over two centuries ago, the officers of the Royal Navy wore a uniform for the first time (1748). The coat buttons at that time were not flat but were more highly "domed" than they are now.

The insignia on the button included no anchor or crown, but a stylized Tudor rose. Lieutenants were still wearing this button in 1787 when the plain flat button bearing a fowl anchor appeared. The



Heart and Art in the Navy

*'Naval Lore' Feature
Is Penance for
Leaving RCN*

THE DISTINCTION of being chosen "Man of the Month" is one usually reserved for serving personnel of the Royal Canadian Navy. Occasionally however, a man whose past associations with and present contributions to the Navy are such that he becomes a candidate worthy of consideration.

Such a one is J. M. Thornton, of Vancouver, a former member of the University Training Divisions and the Royal Canadian Naval Volunteer Reserve, a free lance artist of some note and a regular contributor to *The Crownsnest*.

Mr. Thornton is the author and illustrator of the "Naval Lore Corner", a feature which has appeared regularly for more than two years on the inside of the back cover of the magazine. Devoted to the presentation of interesting and often little-known facts about the navies of the world, it is illustrated in the firm, detailed style which has made his work well known to the thousands of naval and civilian readers of *The Crownsnest*.

Other contributions by Mr. Thornton have included the illustrated panel, "Warship Recognition Quiz," of which five have appeared to date, and a double page layout depicting 49 of the 80-odd ships of the RCN in commission, refitting or in reserve in the fall of 1951. The latter proved so popular and instructive that it was reprinted as a separate sheet and distributed to newspapers, shipping magazines and other interested parties.

Born in Toronto 28 years ago, Mr. Thornton spent his childhood in Regina, moving to Vancouver with his family in 1935. He attended King George High School there and studied for a year at the University of British Columbia.

His mother is a well-known West Coast artist and painter of Canadian Indians and, naturally, young Thornton tried his hand at drawing almost as soon as he could hold a pencil.

In high school most of his spare time was spent drawing for several locally-produced comic books, mainly ships and cartoon serials about the Navy.

"The Navy was my one consuming interest, and as a boy and youth it was my desire to make my career in it," he says.

During his year at University, he joined the UNTD, but left at the end of the term for the RCNVR and the uniform of an able seaman. He served during the latter part of the war, being demobilized at the end of hostilities. Shortly before his discharge he was selected as an officer candidate, and, as he puts it, "I have often thought since that I was foolish to take my discharge when I did."

However, Mr. Thornton has maintained his interest in things naval through the years and at present boasts an excellent library on naval history, a subject of which he has been an avid student for some time. The library contains a 100-page, two-volume book which he drew himself.

It is mainly from this library that Mr. Thornton draws for his data on naval ships presented in his "Naval Lore Corner." He chooses his own material and illustrates it in his own way; on only rare occasions have the Editors suggested the subject matter of his drawings.

Until recently an employee of a Vancouver finance company, Mr. Thornton was long unable to find suitable employment in his chosen field. He carried on his drawing as a hobby, from time to time contributing to periodicals on a freelance basis and doing posters and displays. The long wait came to an end just a few weeks ago when his talent was recognized by employment in the advertising and art department of a large department store in Vancouver.

His first "Naval Lore Corner," which appeared in the February, 1952, issue, following his introduction to the post-war *Crownsnest* in a Canadian Legion Library in Vancouver enabled him to combine two of his greatest interests, the Navy and drawing. His work was well received and has been a regular feature of the magazine ever since.

Keenly interested in youth activities, Mr. Thornton is a member of the Board of Directors of the Vancouver YMCA, a member of the Physical Committee and a graduate senior leader of the organization.



J. M. Thornton at his desk in his Vancouver home. He was working on his next "Naval Lore Corner" for this magazine when the photograph was taken.

OFFICERS AND MEN

Appointments of Officers Listed

The following officers' appointments have taken place or will take place in the near future:

Commodore H. S. Rayner to Naval Headquarters, from *Magnificent*, in command.

Capt. A. H. G. Storrs to *Magnificent*, in command, from *Shearwater*, in command.

Capt. L. L. Atwood to staff of Supreme Allied Commander Atlantic, from *Avalon*, in command.

Capt. James Plomer to *Niobe* for Imperial Defence College course from *Cornwallis*, in command.

Capt. D. G. King to *Shearwater*, in command, from Naval Headquarters as Director of Naval Plans and Operations.

Capt. W. M. Landymore to Naval Headquarters as Director of Naval Plans and Operations, from *Niobe* for Imperial Defence College.

Capt. M. G. Stirling to *Cornwallis*, in

command, from staff of Supreme Allied Commander Atlantic.

Capt. J. A. Charles to *Naden* as Commandant, Canadian Services College, Royal Roads, from *Haida*, in command.

Cdr. A. F. Pickard to *Avalon* in command and as Canadian Naval Commander Newfoundland and as Senior Officer in Command, from *Quebec* as Executive Officer.

Cdr. G. H. Davidson to *Cayuga*, in command, from *Naden* as Executive Officer.

Cdr. T. G. Pullen to Naval Headquarters as Director of Gunnery Division, from *Bytown* for special duties.

Cdr. E. S. McDermid to *Quebec* as Executive Officer, from Naval Headquarters as Director of Gunnery Division.

Cdr. W. H. Hayes to *Naden* as Executive Officer, from *Cayuga*, in command.

Cdr. J. R. Doull to Naval Headquarters as Director of Personnel (Men), from *Niagara*.

Cdr. (E) John Osborn to Naval Headquarters as Staff Officer Engineering Personnel, from *Niobe* on staff of the Naval Member Canadian Joint Staff as Staff Officer (Engineering).

Cdr. (E) Frank Harley to *Magnificent* as Engineer Officer, from Naval Headquarters as Staff Officer Engineering Personnel.

Cdr. (E) Erik Revfem to staff of Superintendent, HMC Dockyard, Esquimalt, as Manager Engineering Department, from *Magnificent* as Engineer Officer.

Cdr. (E) G. F. Webb to *Labrador* as Engineer Officer, from staff of Superintendent, HMC Dockyard, Esquimalt, as Manager Engineering Department.

Lieut.-Cdr. (P) R. A. Lyons to *Shearwater* for VT 40, in command, from *York*.

Lieut. (W) Jean Crawford-Smith to staff of Commanding Officer Naval Divisions as Staff Officer (Wrens), from *Naden*.

Haidans Take Yachting Trip

While the average yachting enthusiast likes to sail in the nice safe interior or coastal waters of Canada, the members of the *Haida* choose to live more dangerously. They yacht up and down the West Coast of Korea, north of the Demarcation Line, trying not to break the terms of the Armistice by crossing the three-mile line.

On a recent patrol a number of chief and petty officers foresook the warmth and comfort of their iron ship for the lesser luxuries of a 27-foot whaler.

Led by CPO Henry G. Doyle, of Halifax, N.S., they set out from the ship at Taechong Do to sail to Paeng-Yong Do where the ship would later pick them up. The distance is only ten miles as the crow flies, but there was a five-to-six-knot tidal stream across their course, a number of islets and shoals to pass and a few headlands to clear. The visibility was sometimes less than half a mile and the Communist shore only a few miles on the starboard.

They set out at 0900 and the wind immediately dropped. This put them at the mercy of the strong tidal stream, which swept them off their course.

By 1100, when called on radio, they were almost as far from their objective



There appears to be a tradition in the Short family never to let a day go by without having someone serving in the Navy. CPO G. E. Short retired recently in London, Ontario, after 25 years of service in the RCN. The next day his son, Francis Edward, was attested as an ordinary seaman in the communications branch. Civilian "Ed" Short looks on as his son repeats the oath of allegiance in the presence of Lieut. W. J. Black, recruiting officer, and CPO Harry Lane, recruiting chief, at HMCS Prevost. (Photo courtesy London Free Press.)

as they were when they started but radioed they "hoped" to make it later in the day.

By noon the wind had increased to force 5. Dinner consisted of a few sandwiches hastily eaten while holding on to a sheet or while bailing out the boat. The swell was six feet high and, as CPO Doyle related, "Some were getting pretty close to our life jackets".

No major disaster occurred and the strong wind helped them to keep their appointment with the *Haida* at Paeng-Yong Do late in the afternoon, hardly looking as spruce and chipper as when they started.

The seven men had barely the energy to crawl out of the boat. In a few moments the ship was off to sea on another mission, this time searching for two lost U.S. aircraft.

The crew members were CPO Charles T. Burgess, of Halifax, CPO Herman Heppell, of Dalhousie, N.B., CPO Candido DeCandido of Drumheller, Alta., CPO Anthony B. Connolly, of Halifax, POs Hugh M. Anderson, of Verdun, Que., and Lloyd Kramp, of Timmins, Ont.

New 'Sweeper Boasts TV Set

The new coastal minesweeper *Resolute* arrived in Halifax late in September with an extra piece of equipment added to her already impressive array of electronic gear.

The new equipment was a television set, donated to the ship by the City of Kingston, where she was built.

Until new stations are in operation in Halifax and Sydney, only limited use can be made of the generous gift.

Main Brace Group Holds Convention

It was a scene of activity in the northern New Brunswick city of Campbellton recently, when the delegates representative of 1,000 naval veterans in the Maritimes met for their three-day convention. The city, host to the delegates, has its memories of sea warfare itself, having been the scene in 1760 of the Battle of the Restigouche, the last sea engagement between the English and the French in Canadian waters.

The Main Brace Naval Veterans' Association was founded in 1945, in Saint John, by E. Ronald Macdonald. Its formation, it was felt, would fill a need for the veterans of the naval service. Since its inception, it has grown to cover all New Brunswick and has started into Nova Scotia.

The primary purpose of the association is to give aid and assistance to veterans and their dependents, but the duty of the individual clubs to their



One of the last men aboard the *Sioux* before she sailed from Esquimalt, November 7 for the Far East was CPO Stan Birch of Victoria, who is shown above bidding farewell to his wife Jacqueline and two children, Penny, three (left) and George, 18 months. (E-29040)

communities are not overlooked. It has made great strides in the field of local welfare, making aid for cerebral palsy victims and the promotion of Little League Baseball two of its main projects.

In Saint John, the reports of the clubs showed, a school for the children afflicted by cerebral palsy has been in operation since August 11 of this year, supported entirely by the local unit. Herman S. Boyle, new National President of the National Council, is the chairman of the foundation set up to operate the school.

Moncton's report showed the club donating towards cerebral palsy work. In addition, it has its own club in the Little League Baseball.

Dalhousie has been active in the formation of a Sea Cadet corps, maintains a private room in the hospital for needy cases, and finances the uniforms of a Little League team. Bathurst is working on the formation of a Little League team, as well as creating interest in a Sea Cadet Corps.

Campbellton, though one of the younger clubs, has formed its own Sea Cadet corps, headed by Maurice Boudreau; has been active in child welfare under the local organization; and has financed its own Little League team.

On the second day of the convention the new officers for the two-year term were elected and installed in office. New

president was H. S. Boyle, of Saint John; vice-president, Rudy Gaudet, of Moncton; secretary-treasurer, Gordon Kingston, of Campbellton; recording secretary, Robert MacKenzie, of Campbellton; national chancellor, E. Ronald Macdonald, retained by acclamation, and vice-chancellor, James Leonard, of Saint John.

It was decided that the next convention would be held in Moncton in June, 1956.—G.W.I.

Job Analysis Team in Far East

The Naval Job Analysis Team, headed by Lt.-Cdr. S. C. Croucher, and including Lt.-Cdr. J. W. Green and Lieut. E. R. Heeschen, visited the destroyer escorts *Haida* and *Crusader* in the Far East during August.

The object of the visit was to make a study of typical ships bearing wartime complements and operating under wartime conditions. The information gathered will be used to simplify the training to be given to Reserves in peacetime and "Hostilities Only" entries in wartime.

Marine Engineers Forming Group

Meetings have taken place in Toronto this year with a view to forming a Great Lakes Section of the Institute of Marine Engineers.



LIEUT.-CDR. G. C. HUDSON



LIEUT.-CDR. T. E. CONNORS



LIEUT.-CDR. (L) F. C. PALMER

These three Royal Canadian Navy officers currently are serving in Indo-China as members of the International Supervisory Commission. Prior to his present appointment Lieut.-Cdr. Palmer was serving at Naval Headquarters while Lieut.-Cdr. Hudson and Lieut.-Cdr. Connors were serving in shore establishments of the Atlantic Command.

The parent organization is world-wide. It originated in England in 1889, was incorporated by Royal Charter in 1933 and now is under the patronage of Her Majesty the Queen.

Since the aim of the Institute is to advance the profession of marine engineering in all its fields and ramifications, the membership is open to all who are connected with marine engineering in any way.

The membership in Canada is drawn from the Royal Canadian Navy, the merchant service, shipbuilding and repair yards, classification societies, government services, marine sales organizations and from among those who have "swallowed the anchor" and no longer have direct connection with maritime matters.

Information on the Institute is available from T. M. Pallas, 165 Lakeshore Blvd., Toronto, Ont.

Winnipeg Corps Awarded Trophy

Winner of the Navy League of Canada's General Proficiency Trophy, for competition by all Sea Cadet Corps in Canada with enrolments of more than 100 Sea Cadets, is RCSCC *John Travers Cornwell* VC, of Winnipeg. Runner-up was RCSCC *Warrior* of Edmonton.

Winners of the General Proficiency Trophy for corps with enrolment of less than 100 Sea Cadets was RCSCC *Alberni*, Port Alberni, B.C., which will receive the handsome silver replica of the Nelson Column in Trafalgar Square donated by the Navy League of Great

Britain. Runner-up was RCSCC *Chebogue*, of Yarmouth, N.S.

The Gibson Trophy of attendance record in corps over 100 was won by RCSCC *Lion*, of Hamilton, Ont., with RCSCC *New Waterford*, of New Waterford, N.S., as runner-up. The silver cup for attendance in corps of less than 100 Sea Cadets was won by RCSCC *Saguenay*, Chicoutimi, Quebec.

Officers' swords were presented to the commanding officers of the Winnipeg and Port Alberni Corps who were the general proficiency award winners in senior and junior divisions.

Children Cheered By York Band

A summer outing that gave untold pleasure was the visit of the trumpet band of HMCS *York* to the Sick Children's Hospital at Thistletown, near Toronto.

The visit gave the little patients their first good look at sailors. Appreciated also were the treats the bandmen brought along to meet the unlikely possibility that some of the children did not care for band music.

"Maggie" Lends Helping Hand

Extracurricular flying is labelled "routine" by the pilots of the *Magnificent*.

And on the West Coast cruise, the air crews chalked up several flights which were of this extra "routine" nature. The squadron emerged with a two-out-of-three "mission accomplished" record.

On Sunday, September 26, at 0900 an Avenger with Lieut. (P) Joe Davis at the controls and Lieut. (O) Dick Bone as observer, took off from the *Magnificent* for Isla Grande airport, San Juan, Puerto Rico, with Ord. Sea. D. G. Wallace, of HMCS *Quebec* as passenger. Wallace had been summoned home earlier by the news of his father's death in Toronto. The *Magnificent's* helicopter had taken Wallace off the *Quebec* and had flown him to the carrier.

Lieut. Davis landed Wallace in time for him to make immediate connections with a USN aircraft which was about to take off for Norfolk, Va. Wallace was headed for Toronto within three hours.

Tough luck was recorded by the squadron on October 3 when two Avengers took off for San Jose, Costa Rica in mid-afternoon with AB Gerald Flesher, an aircraft fitter as passenger. Flesher was suffering from a suspected inflamed appendix, and the ship's doctors ordered him ashore for treatment at a U.S. naval hospital.

Flesher's aircraft was piloted by Lieut. (P) Bob MacLean, with Lieut. (O) Dick Bone navigating. Flying as escort was an Avenger manned by Lieut.-Cdr. (P) Bob Cocks, with Lieut. (O) Dick Quirt as observer and PO Bob Tuckwood as OM. However, cloud base was so low that the aircraft had to return to the ship, their mission not accomplished.

Eight days later on Monday, October 11, two more Avengers took off at 0830, bound for the Naval air station, San Diego, Cal., with PO Bill Clinton as passenger. Clinton's wife was seriously ill in the Halifax area and he had

been drafted home immediately. Lieut. (P) Ken Nicholson, with his crew Lieut. (O) Ted Kieser and Ldg. Sea, Bill Hamilton, escorted Sub-Lt. Ian MacKay and Sub-Lt. Harry Brown as they attempted to take Clinton ashore.

However, fog and smog which had blanketed the southern Californian coast made a landing impossible and the two airplanes returned to the ship.

But the fliers wouldn't let the incident rest at that. Later that same afternoon Lieut. (P) Les Hull with Lieut. Kieser and Ldg. Sea. Hamilton as crew escorted another Avenger off the flight deck for a second try. The petty officer rode as passenger with Lieut. (P) Jim Paton and Sub-Lt. Brown in the second aircraft which was able to penetrate the fog and smog and get PO Clinton ashore in time to board a commercial flight headed for Dartmouth.

Captain Parry Visitor to York

HMCS *York*, the Toronto naval division, was honoured during Wednesday evening drill by the visit of Captain W. G. Parry, RN, Senior Naval Liaison Officer to the United Kingdom Services Liaison Staff (Canada) and naval adviser to the United Kingdom High Commissioner, in Ottawa.

Captain Parry recently arrived in Canada from his previous appointment as Captain Coastal Forces in HMS *Hornet*, Portsmouth, England.

His visit to Toronto gave him an opportunity to inspect the training departments of *York* and witness the monthly ceremonial drill and evolutions.

COs of Naval Divisions Confer

The seventh annual conference of commanding officers of Canada's 22 naval divisions was held November 1 to 5 at Naval Reserve Headquarters, HMCS *Star*, Hamilton.

Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, was chairman of the conference during which matters of organization and administration, training, supply of equipment and stores and recruiting and publicity were discussed.

Senior officers from Naval Headquarters, Ottawa, addressed the delegates during the week.

Commanding officers of the divisions are:

Cdr. W. G. Allen, *Scotian*, Halifax; Cdr. W. G. Curry, *Hunter*, Windsor; Cdr. J. H. Curtis, *Star*, Hamilton; Cdr. E. G. Gilbride, *Prevost*, London; Cdr. W. Haggitt, *Queen*, Regina; Capt. R. I. Hendy, *York*, Toronto; Cdr. T. A. Johnstone, *Chatham*, Prince Rupert.



Petty Officers' Leadership Course No. 52 commenced in Cornwallis on August 30 and completed on October 11, 1954. Taking the course were (left to right): Front row, Petty Officers Clifford Douglas, Leonard Rinder, Lieut. P. S. Cox (Course Officer), CPO David Graves (Parade Instructor), Harold Bucknell, Charles Purkis; second row, Petty Officers Victor Bielby, W. Gilléspeie, William Gordon, Francis Millan, Donald Rae, Frederick Steeves; third row, Norman Brysouth, Gene Wasowicz, Royston Moore, Michael Kendrick, Derek Bush; rear row, Harold Penney, Garneth Shaw, Stanley Kornelson, John Tkachuk, Gerrie Noble, L. Carlstrand, Wallace Rombough, Douglas Sparks. (DB 4655)

Lieut.-Cdr. J. N. Kenny, *Queen Charlotte*, Charlottetown; Capt. O. K. McClocklin, *Unicorn*, Saskatoon; Cdr. L. B. McIlhagga, *Chippawa*, Winnipeg; Cdr. J. A. MacKinnon, *Brunswick*, Saint John; Capt. G. P. Manning, *Non-such*, Edmonton; Cdr. W. F. Moreland, *Tecumseh*, Calgary; Cdr. G. St. A. Mongenais, *Donnacona*, Montreal.

Cdr. W. G. Mylett, *Montcalm*, Quebec City; Cdr. F. A. O'Dea, *Cabot*, St. John's; Capt. E. O. Ormsby, *Griffon*, Port Arthur; Lieut.-Cdr. F. L. Rowsell, *Caribou*, Corner Brook; Cdr. J. H. Stevenson, *Discovery*, Vancouver; Cdr. G. A. V. Thomson, *Malahat*, Victoria; Cdr. A. G. C. Whalley, *Cataraqui*, Kingston, and Capt. R. P. White, *Carleton*, Ottawa.

Ex-Wrens Hold "Birthday Party"

Nearly 50 ex-Wrens of Victoria and district met late in August at the Blue Room, Government Street, Victoria to celebrate the anniversary of the Women's Royal Canadian Naval Service. This annual reunion took the form of a reception and buffet supper.

Mrs. A. E. Simons, president of the ex-Wren's Association, Malahat divi-

sion, spoke a few words of welcome and expressed the hope that more ex-Wrens would attend the meetings held the first Tuesday evenings of each month in the Naval Branch, Canadian Legion on Broad Street.

A beautifully decorated birthday cake, the work of Naden Cookery School, was cut by Mrs. Simons.

Cooks Complete Course at Naden

Ord. Sea. Augustin C. Varewyck passed first in a class of 14 cooks qualifying for Trade Group I at the Supply School, HMCS *Naden*. His average percentage was 86.

Second in the class with 84.6 per cent was Ord. Sea. William K. Moor-side, while Ord. Sea. Raymond J. Arsenault was third with 82.1 per cent.

The course started July 19 and ended October 8.

Curlers Sign Up 130 Members

The Naden Curling Club, under the presidency of CPO Harvey Day, is again proving a popular activity. Approximately 130 members are already enrolled.

Trainees in Cap and Gown

UNTD Established to Meet Wartime Shortage

IN SEPTEMBER more than 300 University Undergraduates began part-time studies in the Royal Canadian Navy (Reserve) as cadets of the University Naval Training Divisions. They join more than 600 other RCN(R) cadets who are in their second and third year of training in the naval reserve. The new cadets are actually replacing a similar number of cadets who completed the three-year course during the preceding summer and have entered the active list of the RCN(Reserve), or the regular force.

The purpose of the University Naval Training Divisions is to select and train suitable university students for commissioned rank in all branches of the RCN(R). The UNTD also provides an avenue of entry into the permanent force for suitable graduates of this naval training plan. Since 1947 some 200 UNTDs have been accepted in the permanent force, while the RCN(R) active list has been increased by more than 1,000 Sub-Lieutenants through entry of these cadets.

The present authorized complement of the UNTD is 885 cadets. Added to this figure are more than 100 cadets of the RCN(R) attending the Canadian Services Colleges. Thus the total number of cadets in the naval reserve today is approximately 1,000.

The University Naval Training Divisions had their beginning in 1942, at a time when the shortage of officers during the war was very acute. Captain A. W. Baker, RCN(R), a professor at the Ontario Agricultural College in Guelph, proposed that a training scheme similar to the Army's COTC be adopted in the Navy. A trial contingent was set up at the Agricultural College. The value of the plan soon became evident and the University Naval Training Divisions moved eastward and westward to other universities and colleges. Between 1943 and 1945, 14 UNTD tenders were established in various parts of Canada.

The UNTD proved an excellent source of officer material in wartime, providing officers for the Royal Canadian Naval Volunteer Reserve.

At the end of the war the universities expressed their interest in military training for the students, and the navy wished to continue the University Naval Training Divisions as a means to train-

ing young undergraduates for commissioned rank in the Naval Reserve. Accordingly, the National Conference of Canadian Universities in 1947 decided to continue the Naval training in peacetime.

In the next few years the UNTD was expanded with the number of tenders being increased to 22, reaching 41 uni-



CAPTAIN (SB) A. W. BAKER, RCN(R), (RET.)

First head of the UNTD

versities and colleges from coast to coast. The complement at this time was set at 1,355 cadets, which meant that some 350 to 400 undergraduates joined the UNTD each year while a similar number completed training.

The complement of the UNTD underwent further modification in 1953, when the complement was reduced to 885 cadets. This resulted from the growth of the Regular Officer Training Plan and the subsequent limitation in officer training facilities at both coasts.

The University Naval Training Divisions are administered by the Commanding Officer Naval Divisions at Hamilton, Ontario. The commanding officers of the UNTD tenders are usually professors who are members of the faculty and who also have a background of naval service. Most of them served in the Navy during the Second World War, and one of them, Cdr. (SB) J. B.

Mawdsley, commanding officer of the University of Saskatchewan UNTD, has served in all three of Canada's armed forces.

Students in all faculties of studies, except dentistry, may apply for entry in the UNTD. If the applicant is able to meet the required standards, he is enrolled as a cadet and begins the first of three years of training. He must attend drills once a week during the academic year, during which he receives general naval training and specialist instruction.

The summer months are probably the most interesting part of the Cadet's naval training. To successfully complete the UNTD training, cadets must perform two periods of summer training.

Each of these summer training periods lasts fourteen weeks. During the first year, cadets of all branches take a divisional course, and courses in navigation, communications and seamanship. They also spend five weeks at sea in ships based on the east or west coasts.

During the second year, the cadets of the executive branch carry on advanced studies in the same subjects, while the cadets of the technical and other branches take specialized training in the appropriate fields—the engineering cadets at the Mechanical Training Establishments, the electrical engineering cadets in HMC Electrical School, and so on. Training at these establishments and schools is followed by on-the-job training in ships at sea.

A third summer of training is available to the cadets and successful completion of this training period can qualify them for promotion to the rank of Lieutenant in the RCN(R). Thus a UNTD cadet can qualify for lieutenant's rank in the executive branch after three full summers, while the officers entering the RCN(R) "off the beach" require as much as nine years since most of them can spend only two weeks each summer doing naval training.

The cruises in RCN ships have given cadets an opportunity to see a bit of the world as well as to obtain excellent practical training. Cadets have visited ports in Bermuda, Hawaii, the West Indies, the British Isles, France, states on the eastern and western seaboard of the U.S.A. and Alaska.

The success of the University Naval Training Divisions is reflected in the fact that it provides nearly 90 per cent of the officers for the naval reserve. The number of vacancies in the UNTD each year is limited and at least twice as many undergraduates apply as can be accepted. The three-year training plan has produced many officers for both the permanent and reserve forces and the combination of naval training and university studies has given the naval service officers a sound academic and naval background for the highly complex operation of the modern RCN fleet.

Crowsnest Crossword

by J. G. M.

The CMR Review

The growing traditions of the Collège Militaire Royal at St. Johns, P.Q., are well supported by the quality of the College's Annual Review for 1953-1954. This fine book, in its second year of publication, is this year devoted to depicting the various elements which collectively make up the life of the cadets—studies, sports, social activities, visits of prominent Canadian personalities, summer training with the three Armed Services, etc.

Produced under the direction of Major Leopold Lamontagne, backed up by a number of talented cadets acting as editors and reporters, the Review is attractively presented. Written in both French and English, it contains a wide variety of articles on the different aspects of the college life, and in itself represents a healthy amount of extra work on the part of all those who contributed towards its production.

Among the many interesting articles are those which describe the visits to the college of such people as the Rt. Hon. Louis St. Laurent, the Prime Minister; Field Marshal Sir John Harding, and others. Separate sections deal with college sports, intellectual studies, and the moral and artistic activities of the past year. A list of the members of the teaching faculty is impressive, and includes professors from most of Canada's leading educational institutions. On page 16 can be found a breakdown of students by province and language, which shows a total of 212 cadets: 118 French speaking and 94 English speaking.

Of the total enrolment of 212, forty-eight have chosen the Navy as their Service. Last year saw several of these on board HMCS *Quebec* for a month-long cruise to ports on the Atlantic seaboard, including Provincetown, Mass.; Newport, R.I.; and New York City.—C.O.G.

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Across

- Wilson L. Car, fount of knowledge (anagram).
- "On the double" (poetic).
- This isn't difficult when you know what you're after.
- Blinkers? Yes! But of no use to a sea horse.
- Between RF and AF.
- When earth's last picture is painted these come in for a big hunk of real estate.
- Preposition expressing position.
- Greek letter.
- Not to be heard by other performers (stage direction).
- Ancient war machine which might be useful to a modern safecracker.
- Widely used in boats.
- Greatest name in shipping circles.
- Non Sub Rate.
- Kiss of peace.
- What Sergeant Friday is always after (singular).
- Bert goes backward.
- Metric measure.
- German river (old spelling).
- The reverse of an Olympian King and geographically close to his throne as well.
- Sea tides (anagram) reversed.

Down

- Can this peel (anagram) linked to a ship's fo'c'sle.
- Logistic requirement for modern hearts of oak.
- Least refracted or left end of the spectrum.
- Sagacious.
- Common to nearly all seagoing craft.
- Part of a slang expression meaning departure to avoid prosecution.
- The canteen . . . A loose form of security (2 words).
- Revise for greater simplicity and efficiency.
- Beyond price.
- What the *Labrador* followed to make progress in the Arctic.
- For example.
- Solar bowlers.
- Service explosive.
- By which means a budget becomes a damn nuisance.
- Communications break.

(Solution on page twenty-eight)

Three Essay Contests Worth \$550 to Winners

ESTABLISHMENT of two prizes intended to promote an interest in naval history and of an essay contest on a Canadian theme have been announced. Prizes in cash and books have a total value of more than \$550.

All personnel of the RCN and the RCN(R) active lists are eligible to compete for the Barry German Prize in Naval History, founded by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN (Ret'd). Its three annual prizes of \$150, \$100 and \$50 are offered to encourage an interest in the history of maritime affairs of Canada and British North America.

Midshipmen and Cadets of the Royal Canadian Navy will be able to compete for the Navy League Prize in Naval History, which annually offers books on naval subjects to the value of \$50 to the winner of first prize, and to the value of \$25 to the second-prize winner. Eight other prizes, each a book, will also be given. The prizes will be awarded for an essay on a topic of the candidate's choice within the general field of naval history.

The third contest, sponsored by the Bureau of Current Affairs, offers lower-deck personnel of the regular force a

chance to compete for prizes of \$100, \$50 and \$25 for the three best essays on "What I Like About Canada".

Particulars of the history prizes and essay contest are as follows:

THE BARRY GERMAN NAVAL HISTORY PRIZE

If, at any competition, no award is made, the prize for that year shall lapse.

The prize will be awarded annually for either

- (a) a thesis-like dissertation of at least 5,000 words based on primary source material, or
- (b) an edition, or editing, of an original document or series of documents.

The work must deal with some topic in the naval or maritime history of Canada or British North America from colonial times to the present.

Candidates shall, on or before October 1 in the year preceding that in which they intend to enter for the Prize, submit for the approval of the Committee, the subject of their proposed work. The completed work should be received by October 1 of the following year and the prize will be awarded January 1 following. Current entries will be accepted until March 1, 1955.

- (a) All essays must be fully documented with foot-notes and a bibliography showing a list of the source materials.
- (b) Four copies of the essay must be submitted. They are to be typed, double spaced and on one side of the page only.

(c) The Committee reserves the right to publish any essay that is submitted in this competition.

The prizes will be awarded directly by the Naval Officers Association of Canada on the recommendation of a committee composed of the following members:

- (a) The Dominion Archivist
- (b) A member of the Naval Board
- (c) An appointee of the NOAC
- (d) The Naval Historian
- (e) The Director of Naval Education

Further particulars may be obtained from the Chairman of the Committee, The Naval Historian, Naval Headquarters, Ottawa.

THE NAVY LEAGUE NAVAL HISTORY PRIZE

If, at any competition, no awards are made, the prize for that year shall lapse. Each winner will receive an illuminated certificate of award from the Navy League.

Essays are not to exceed 6,000 words and must be submitted by March 1. Essays may be presented in the candidate's handwriting, but it is preferred that they be typewritten, double-spaced on one side of standard (8½ x 11) sheets.

Essays will be judged on choice of subject, originality, appreciation of the historical problems involved and composition.

Prizes will be awarded by the Navy League of Canada on the recommendation of a Joint Committee of the Navy League of Canada and the Royal Canadian Navy.

Candidates who are unsuccessful in winning a prize may compete in subsequent years.

The first awards will be in 1955. The Director of Naval Education will be responsible for the conduct of the competition.

BUREAU OF CURRENT AFFAIRS ESSAY CONTEST

In your own words, tell us, in not more than 500 words, what you like about Canada; for example, the freedoms we enjoy, our way of life, our national development and our contribution to the defence of the free world. These are suggestions.

Essays may be written in English or in French.

Only non-commissioned personnel of the three Services (Regular Force) are eligible for this competition.

Write on one side of the paper only. Put your name, rank and service number at the top of the page.

Make your copy legible. It may be typewritten or written in ink.

All entries become the property of the Crown.

The judges' decision will be final and entrants accept the rules when they enter the contest.

Mail your essay before January 15, 1955: in Canada to the nearest Current Affairs Adviser at:

Headquarters, Quebec Command, 3530 Atwater Avenue, Montreal;

Headquarters, Central Command, Ortona Barracks, Oakville, Ont.;

14 Group Headquarters, RCAF Station, Winnipeg, Stevenson Field, Winnipeg;

Headquarters, Western Command, Kingsway Avenue, Edmonton;

Headquarters, British Columbia Area, 4050 West, 4th Avenue, Vancouver; or

HMCS Stadacona, Halifax.

Outside Canada, send your essay airmail direct to the Bureau of Current Affairs, Department of National Defence, Ottawa.



Prior to the inspection of the ship's company of HMCS Naden by Admiral of the Fleet, His Royal Highness the Duke of Edinburgh, the ceremony of showing the Queen's Colour was performed. Taken during this ceremony, the photograph shows the Duke of Edinburgh with Rear Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the dais. The Colour is being carried by Lieut. Richard Carle. In the background may be seen the new Nelles block in HMCS Naden. (E-28051)

New Home for COND

THE MAN who founded the RCNVR more than 40 years ago took an active part in another milestone in the development of the naval reserve when he officiated at the laying of a cornerstone of the new building for the Commanding Officer Naval Divisions at Hamilton on October 14.

Rear-Admiral Walter A. Hose, CBE, RCN, (Ret'd), whose inspiration and leadership were responsible for the establishment of the Canadian naval reserve in 1923, "declared this stone well and truly laid" at a ceremony attended by civic, provincial and federal government dignitaries, officers of the armed forces, and the staff of COND. Among the special guests at the ceremony were ten of the thirteen officers who commanded HMCS *Star*, the Hamilton naval division, since its founding in 1923. The three other officers now live out of the city and were unable to attend.

In laying the cornerstone of the \$266,000 building, Admiral Hose noted "that this marks an important phase in the growth of Canada's navy". He added, "Although Hamilton is more than 1,000 miles from the ocean, it is now the heart and centre of that special force—the Royal Canadian Navy (Reserve)."

WEDDINGS

AB Joseph J. Baldwin, *New Glasgow*, to Miss Erla Irene Hughes, Victoria.

Lieut.-Cdr. W. J. Black, *Prevost*, to Miss Lillian M. Holmes, Dartmouth.

Wren June Demers, *Naden*, to Ord. Sea. Beverley Howard, *Naden*.

Ldg. Sea. A. W. Dixon, *James Bay*, to Miss Mary MacNeill, Victoria.

AB John Dupuis, *Star*, to Miss Jeanne Charron, St. Joachim, Ont.

Ldg. Sea. D. F. Hunt, *New Glasgow*, to Miss Eileen Jewell, London, England.

Ldg. Sea. William Jackson, *Albro Lake Radio Station*, to Miss Grace Smith, Windsor, N.S.

AB Gerald W. Jenkins, *New Glasgow*, to Miss Helen Marie Martin, Medicine Hat, Alta.

Ldg. Sea. Joseph Major, *Portage*, to Miss Jolene L. Beck, Halifax.

Cadet (S) A. J. Nichol, *Prevost*, to Miss Wilena MacKay, Norval, Ont.

Wren Grace Sabourin, *Naden*, to Ord. Sea. Roy McGibbon, *Naden*.

AB Robert C. Sheridan, *New Glasgow*, to Miss D. Jean McFavish, of Victoria.

Ord. Sea. John E. Usher, *New Glasgow*, to Miss Hilda M. Reid, Victoria.



He remarked that for a long time Canadians had little knowledge of the importance and need for a strong navy. "For its strength and healthy growth," he said, "the navy must have its roots throughout the land". However, that era of ignorance regarding Canada's navy was ended, and he was happy to see, in his lifetime, the growth of a strong, healthy force which is "second to none".

Admiral Hose, spry and alert despite his 80 years, inspected a guard of cadets from the University Naval Training Division of McMaster University on his arrival at HMCS *Star*. He was introduced by Commodore Kenneth F. Adams, Commanding Officer Naval Divisions, who briefly outlined the purpose and history of the naval reserve and Admiral Hose's great contribution to the reserve. He said that when the ceremony was being planned, "who should lay the cornerstone was perfectly obvious."

The silver trowel with which Admiral Hose laid the cornerstone, was presented by F. W. Paulin, contractor of the building, to J. T. Bell, the architect, who in turn presented it to the admiral. Prayers were offered by Chaplain (P) Thomas Bailey, and Chaplain (RC) J. W. Flaherty, both of *Star*.

A cannister containing a copy of the day's newspaper, a photo showing officers, men and Wrens in the rig of the day, and recruiting folders, was sealed into the cornerstone before it was put into place.

Following the ceremony a reception was held at *Star* and it was during this time that Admiral Hose got an opportunity to meet the ten commanding officers of *Star*, some of whom served in command while Admiral Hose was Chief of Naval Staff. The commanding officers were: Lieut.-Cdr. R. Howard Yeats, Lieut.-Cdr. Lloyd Westland, Lieut.-Cdr. Jack C. Hart, Lieut.-Cdr. W. R. Morrison, Lieut.-Cdr. W. B. Thomson, Commander Colin S. Glassco, Lieut.-Cdr. W. H. Adamson, Commander Samuel F. Ross, Cdr. George H. Parke, and Cdr. John Curtis, the present commanding officer. The commanding officers who were unable to attend were Lieut.-Cdr. Jack McPetrick, Cdr. Reginald Jackson, and Lieut.-Cdr. Frank Waterman.

BIRTHS

To Petty Officer R. J. Aiken, *Prevost*, and Mrs. Alken, a son.

To Leading Seaman Clifford Brown, *New Glasgow*, and Mrs. Brown, a son.

To Able Seaman Donald Crowe, *New Glasgow*, and Mrs. Crowe, a son.

To Able Seaman C. L. Fuller, *James Bay*, and Mrs. Fuller, a son.

To Able Seaman Desmond Gorman, *Albro Lake Naval Radio Station* and Mrs. Gorman, a daughter.

To Petty Officer A. L. Hall, *Naden*, and Mrs. Hall, a son.

To Petty Officer Harold Hansen, *New Glasgow*, and Mrs. Hansen, a daughter.

To Lieutenant W. H. Myers, *Naden*, and Mrs. Myers, a son.

To Leading Seaman Robert Orrick, *Stadacona*, and Mrs. Orrick, a daughter.

To Petty Officer E. A. Studdling, *James Bay*, and Mrs. Studdling, a daughter.

6th Submarine Squadron To Train RCN Ships

AN INCREASE in the number of Royal Navy submarines available in Canada for the training of the crews of Canadian anti-submarine ships and aircraft is the object of an agreement concluded between the Royal Canadian Navy and the British Admiralty.

Three "A" class submarines will operate out of Halifax as the Sixth Submarine Squadron of the Royal Navy.

At present, the Royal Navy provides one "A" class submarine, based at Halifax, for conducting anti-submarine exercises with RCN escort vessels and anti-submarine air squadrons.

The new arrangement will enable officers and men of Canada's anti-submarine Navy to obtain first-hand experience in submarines. Nearly 200 Canadian naval personnel, all volunteers, will serve in submarines, either of the Sixth Submarine Squadron or in others of the Royal Navy, thus taking the place of Royal Navy personnel allocated to the submarines in Canadian waters. Requests for submarine service were received from about 1,500 personnel.

It is expected that the first submarine under the new arrangement will arrive at Halifax in mid-March, the second a month later and the third in mid-June, 1955. The submarines chosen are the *Astute*, *Ambush* and *Alderney*.

With new and modernized anti-submarine vessels being commissioned in

the Royal Canadian Navy in increasing numbers, the provision of two additional submarines will ensure an adequate program for the practical training of the crews of these vessels, as well as those of Naval carrier-based and Royal Canadian Air Force maritime air squadrons on the East Coast.

An agreement under which practical anti-submarine training is given to the crews of West Coast based escort vessels is currently in effect between the RCN and the United States Navy. Under its terms the United States provides submarines to work with Canadian naval forces.

The following outline of the training submarine volunteers undergo has been received from an RCN officer, serving on loan with the Royal Navy's submarines.

THE PART a man plays in a submarine will be vital to its safety equally as much in peace as in any past war. A single foolish act or period of slackness may well bring about disaster. Submarine accidents over the years have in the main—where enquiry has been possible—proved to be caused by personnel failure and not a failure of material. The Japanese lost a great number of submarines before the Second World War in training and fleet exercises. The Germans also lost a

number of submarines engaged purely on training and working-up during the war.

Since then, the French and British have lost two each and the United States and Turkey one each.

If one assumes—and I believe it to be a safe assumption—that in the main these disasters were caused by personnel failures, it is to be expected that the men accepted for initial training must be of high calibre.

Once chosen from among the many volunteers and having passed a rather strict medical examination, the trainee will be sent to the training establishment situated at HMS *Dolphin* at Gosport near Portsmouth, England. Here, at the home of the Fifth Submarine Squadron, he will find adequate and clean accommodation and food, but he must not expect the high standards maintained in the RCN.

The courses are of the following duration: men other than engineroom, four weeks; engineering mechanics, six weeks, and engineering artificers, ten weeks. While under instruction all trainees are accommodated in the area known as HMS *Dolphin II*. Most of the instruction is given in the classrooms surrounding the escape tank, the whole being known as the instructional area.

Lectures, with working models, sketches and follow-up films, teach the man the construction of the pressure hull, the location of the tanks used for stowage of oil and water; the use of electric motors and diesel engines; how to make the submarine dive and surface and many other aspects of submarine life. These are usually followed by a visit to one of the submarines in harbour to see and use the gear in its proper surroundings. Varying periods are spent at sea but all classes undergo a three-day cruise in one of the operational submarines. Here, under the watchful eye of experienced men, they operate the submarine. Dummy attacks are carried out on merchant vessels or warships in the area. The torpedo tubes are fired and guns exercised. (It is of interest that a submarine commander expects the first shell to be in the air, on its way to the target, within 20 seconds after the periscope standards break the surface of the water.)

All types of breakdown in equipment are exercised, as well as the normal periods of peacefully sliding along hidden from all eyes. The point stressed is that every man must carry out his duty quickly, quietly and conscientiously and report all actions to the control room—the nerve centre of the

(Continued on page 28)

The Royal Navy's submarine training base, HMS *Dolphin*, at Gosport, near Portsmouth, where nearly 200 officers and men of the Royal Canadian Navy will undergo submarine training during the next few months. (Royal Navy Photo)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Magnificent*

September started quietly for the *Magnificent* with a welcome week in Halifax. This proved to be the lull before the storm, since the following ten days found her fully embroiled in the annual NATO exercise New Broom II.

This exercise was primarily one of convoy support and defence and, as a result, VS 881 undertook round-the-clock flying patrols, which necessarily added up to some very long hours for some departments, particularly the flight deck, air maintenance, Action Information and Communications departments.

VS-881 was very successful as the efforts to keep-them-flying paid dividends almost every day in the location of "enemy" submarines. The U.S. submarine *Sea Leopard*, one of the "enemy," was sunk and reactivated repeatedly. The "enemy" raider *Quebec* showed these same tendencies.

For a time hurricane Edna threatened to provide a less tame enemy of a different sort, and some of the *Maggie's* smaller playmates scampered for home. However, Edna passed well clear with no effects except the discomfort of

riding the rolling seas which issued in all directions from the storm centre.

After New Broom the ship returned to Halifax for five days before setting out, on September 21, on the first leg of the cruise to the wilds of British Columbia.

During the passage to Panama, the first leg of the cruise, one milestone of 1954 which came and went was the champagne-winning achievement of the 1,000th deck landing of the year made by Lieut. (P) R. C. MacLean of VS 881.

The *Magnificent* got through the locks without any casualties except the First Lieutenant's fingernails, which were chewed to the quick as the paint work on both sides passed within a few inches of the sea wall.

Upon arrival in San Diego, the *Magnificent* secured first at North Island Naval Air Station, Coronado, to embark aviation gasoline, and then crossed San Diego Harbour and secured for a five-day visit in company with HMCS *Stettler*.

During the ships' visit, officers and men took advantage of a chance to attend topline radio and television programs in Hollywood. Programs seen included "Truth or Consequences",

"People Are Funny", "This Is Your Life," "McElroy at Sunset", "The Bob Crosby Show", "Tennessee Ernie Ford Show", "My Big Moment" and the "Dinah Shore Show". Some members of the RCN were guests on audience participation programs and won prizes ranging from cash to radios.

During the San Diego visit the *Magnificent* defeated the *Stettler* in a softball game at Navy Field. The carrier squad took the plane-guard crew 6-3.

The ship was open to the general public for one afternoon and it is estimated that about 4,800 people came aboard. One interested group was Calxico Mission School, Imperial Valley. There were 35 in this party of school children who were escorted aboard by Henry H. Roloff, public relations director for the port of San Diego. The ceremony of Beating the Retreat drew many onlookers and complimentary comments by the press.

About 100 men were guests of the USN at a dance at the Navy recreation area in the heart of San Diego. In addition, the USN Special Services Division at Los Angeles arranged conducted tours of the fine San Diego Zoo in Balboa Park. Private parties travelled 15 miles across the Mexican border to watch the fast-paced Latin game of jai-alai as well as to spend a few hours making Mexican souvenir purchases. Other groups saw the noted Palomar Observatory, while many others went swimming at several of San Diego's "sun-drenched" beaches.

After 48 hours at sea, most of it in dense fog, the two ships steamed under San Francisco's tremendous Golden Gate bridge at 0700 on Monday, October 18 and secured at Treasure Island. A salute was fired by the *Magnificent* as the aircraft carrier entered San Francisco Harbour. A return salute was fired by an American battery from old Fort Scott, oldest military garrison in the San Francisco area.

Mr. Paul Reading, Canadian Consul at San Francisco, welcomed the ships at their berths in Treasure Island and later Commodore Rayner visited Mr. Christopher Eberts, Canadian Consul-General in San Francisco and together they made a number of official calls, all of which were later returned.

On the second day of the ship's visit to San Francisco, the *Magnificent's* soft-

Admiral of the Fleet, His Royal Highness the Duke of Edinburgh and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, leave the playing field at Naden to take passage in the Comox across Esquimalt Harbour to the dockyard. (E-28058)



ball team took on the league-leading U.S. navy team from Treasure Island and after a thrilling nine innings lost out by a single run. The final score was 4-3.

One of the highlights of the San Francisco stay was an invitation, accepted by about 40 officers and men from both the *Maggie* and the *Stettler*, to attend a basketball clinic at Mare Island Naval Shipyard. Ben L. Harris, 12th Naval District director of athletics, arranged the clinic which featured a chalk-talk and blackboard session by Howard Dallmar, head basketball coach of Stanford University.

Lieut.-Cdr. (P) J. M. J. Burns and Lieut.-Cdr. F. C. Pettit were guests on a popular radio program "The Del Courtenay Show", while both Commodore H. S. Rayner and Capt. Conrad Namiesniowski, RCN (R) appeared on San Francisco radio and television programs.

In an exhibition of volley ball, the championship USAF team from Hamilton Air Force Base entertained the *Magnificent* ship's company for a couple of hours, while the carrier's basketball team was hopelessly outclassed in a game with the US base team from Moffett Field, 89-13. The Moffett Field team is considered the best in the 12th Naval District.

Seven members of the *Magnificent's* crew were the subjects of a short film

feature by a Paramount newsreel. The seven men were shot in characteristic poses against familiar San Francisco scenes such as Ferry Building, the cable cars, Chinatown, Fishermen's wharf, to name just a few. Liberal leave allowed members of the ships' companies to explore many of these historical landmarks in small groups.

The two ships cleared San Francisco at 0900 Friday, October 22.—W.L.

HMCS Haida

On Sunday September 26, HMCS *Haida* became the second Canadian destroyer homeward bound from Korean waters to cross the Equator.

At Longitude 106° 15' East, King Neptune in the person of CPO Charles Burgess boarded the *Haida* and after his official introductions, ordered his court to initiate the tadpoles.

The night before the crossing Neptune's Herald played by PO George Keery and his two guards, Ldg. Sea. Norman Manner, and Ldg. Sea. Jean St. Michael boarded the ship to challenge its right to enter Neptune's watery Realm. Met by a "Guard of Dishonour", they introduced themselves to the ship's commanding officer, Lieut. Cdr. Mark W. Mayo and ordered him to have his tadpoles ready for the arrival of Neptune.

On Sunday, blessed by cool weather, the *Haida's* tadpoles waited impatiently

for the arrival of Neptune and court. Shortly after noon the bath was rigged on the upper deck and the dunking chair made ready.

Clad in oakum skirts and fitted with crowns and other bits of deep sea rig the court arrived at 1430. Queen Amphitrite (PO Alexander Watson) was most charming. Cd. Gunner C. N. Stroud, Neptune's doctor, wore his gory apron with a nonchalant air.

Following the medical the tadpoles were "shaved" by Neptune's barber, CPO Herman Heppell. They were dunked in the bath by a special team composed of heavyweights, Lieut. (TAS) Lorne Gibson, Ldg. Sea. George Woodward, AB John Depottie and AB Fred Pledge.

The Scribe, CPO Edward Rigby, after two hours and 15 minutes, reported to King Neptune that a total of 203 new shellbacks had become citizens of his domain.

General supervisor of the whole affair was Lieut.-Cdr. (S) Donald C. McKinnon.

HMCS New Liskeard

During September, the *New Liskeard* "Dillied with Dolly" in company with HM Submarine *Alcide* but she spurned an invitation from the *Alcide* to "Dally with Edna". One hurricane a season was considered quite sufficient.

Later in October, while Haligonians were shivering, the ship's company enjoyed a swim in the balmy (75°) Atlantic, 170 miles from the home port.

After a TAS exercise in which depth charges were fired, a seaboot was lowered in the hopes of finding some fish. It was decided by all members to leave fishing to fishermen. Not even a flounder was found.

Sub-Lt. John Hall joined the ship in October after having completed an officers' divisional course at *Cornwallis*.

Albro Lake Radio Station

A smoker was held at the Albro Lake Naval Radio Station to bid farewell to three petty officers who had served at the station for quite some time. They were Petty Officers J. D. McGowan, E. G. Duncan and G. J. Parson, drafted to *Stadacona* for disposal.

Other changes in staff have included Ldg. Sea. William Jackson to *Shearwater*, replaced by AB Lloyd Hall from *Stadacona*; AB Ronald Stewart replacing Ldg. Sea. Ernest MacEachern, returning to Naden; Ldg. Seamen Donald Bruce, Andre Coutrier, Arthur Hill and Maurice Ash to *Stadacona* for their CR2 course, and Able Sea. Raymond Vermette and Leonard Montford also to *Stadacona*.



Chief and Petty Officers who recently completed No. 53 Leadership Course at *Cornwallis* are shown here. Front row, left to right: PO H. J. McCaw, CPO David Graves (Parade Instructor), Cd. Writer Officer A. L. Hayley (Course Officer), PO W. J. Vessey; second row, PO W. P. Settler, PO D. P. Williams, CPO H. S. Edwards, CPO H. T. Parkyn, PO P. Quiring, PO A. J. Rideout, CPO G. A. Jordan; third row, PO J. Hackett, PO R. T. Moore, CPO J. H. Rule, PO D. Harris, PO J. S. Costello, PO P. Elve, PO R. T. Wash, PO A. M. McNaughton; rear row, PO A. D. MacKay, PO T. B. Edwards, CPO R. R. Winder, CPO J. D. Cummings, CPO A. L. Wright, PO E. S. Kitchen, CPO D. J. De Ste. Croix, CPO H. Jenkins, PO W. D. Scoville. (DB-4680)

New arrivals on the staff are PO Angus MacKay from *Cornwallis*, Ldg. Sea. John O'Riley from the *Quebec*, Ldg. Sea. James Glover from *Penetang* and AB Maurice Senuik from *Stadacona*.

Among enjoyable parties held recently was the Hallowe'en dance, October 30, sponsored by the Chief and Petty Officer's Mess.

HMCS Portage

The *Portage*, after completing the cadet training program, sailed for Lunenburg, N.S., and remained there throughout the Lunenburg Fisheries Exhibition during the week September 13 to 18.

The week's visit was welcomed by all hands as a respite from the training program of the summer and also as an opportunity for some of the older hands on board to renew acquaintances made during refit earlier this year.

The visit was highlighted on the first day by a visit from His Excellency, the Hon. Vincent Massey, Governor-General of Canada, accompanied by Rear-Admiral R. E. S. Bidwell and Commodore E. P. Tisdall.

Since her return to Halifax, the *Portage* has been engaged in TAS exercises.

Lieut. Colin Bird has been welcomed on board and a regretful farewell has been said to Lieut. H. W. Markle, who has been wished the best of luck in his specialization course.

PACIFIC COMMAND

HMCS New Glasgow

The Royal Canadian Navy, on January 30, 1954, brought into commission a new Prestonian Class frigate, modern to the detail, and one which has proved to be a happy ship and a clean ship. From the first voyage under the command of Cdr. G. A. La Rue, all concerned were certain that this was a substantial contribution to the RCN.

The *New Glasgow* sailed from Halifax on February 27 for the West Coast, the first stop being Bermuda. From there she sailed to San Juan, Puerto Rico, where the ship was given a cordial welcome, and the commanding officer was presented with the keys of the city.

HMCS *Stettler* joined the *New Glasgow* at Colon, and the two ships sailed in company to the hustling port of modern San Diego. A warm welcome greeted the two frigates on their arrival in Esquimalt.

The summer months were devoted to extensive training of all personnel and cadets borne for training. Exercises were carried out with USS *Gudgeon* in coast waters.



On Navy Day the people of Halifax were treated to their first close-up view of a HUP III, the new Piasecki helicopter now in use with the RCN. Above, the helicopter hovers over the parade ground in HMC Dockyard, its tandem rotors holding it practically motionless.

In June, the *Ontario*, *Stettler*, *Sioux*, and *New Glasgow* participated in a cruise to San Francisco, followed by a cruise in July to Long Beach where the *New Glasgow* and *Stettler* exercised with the *Iroquois* before she left for the Far East.

September witnessed a voyage to the RCAF Station at Comox, B.C., and to Powell River, B.C. where Cdr. G. A. La Rue, officiated at the opening of the Powell River exhibition, accompanied by a guard from the ship.

Also in September, a very enjoyable time was had at the ship's company dance at the Club Sirocco in Victoria. The entertainment committee outdid themselves in supplying food, good music and a variety of talent.

HMCS James Bay

May 3, 1954, saw the commissioning of HMCS *James Bay* as part of the Second Canadian Minesweeping Squadron.

Since that date the ship has performed operational minesweeping duties, ironed out wrinkles in equipment, and worked officers and men into an efficient team.

During minesweeping exercises the ship has covered much of the West Coast area. There have also been leisure moments in various ports of call including Nanaimo for the May 24th celebration, New Westminster, and Vancouver during the British Empire Games.

Ordnance School

The third class of Ordnance Technicians commenced on October 18 at the Ordnance School in Naden.

Included in the class are CPOs D. W. Ross, M. C. Brookes, R. F. Polly, R. Williams, L. A. Johnston, S. M. Duncan, G. J. Clare, D. A. Wilkinson, F. Turner, H. Bourret, T. A. Decker, G. A. Kilgour, D. A. Thompson and J. R. Vincent.

The following men have been drafted from the school: CPO D. L. Berry, PO A. Burns, AB E. T. O'Donnell and Ord. Sea. W. B. Gray, to *Athabaskan*, and PO I. Emberton to *Ontario*.

Mechanical Training Establishment

One of the highlights of recent weeks was the presentation of the RCN Long Service and Good Conduct Medal by Commodore P. D. Budge, to CPO William Thyne.

In September there were 89 men, including C1EMs, P1EMs, P1ERs, P2ERs, P2EMs, LSEM and ABEMs undergoing course training. The first Basic Technical Trades Course commenced late in October, and will continue at regular intervals once the OSEMs have gained the necessary seetime qualifications.

Cdr. (E) H. Bolus, Officer-in-Charge, Mechanical Training Establishment was the co-ordinator of the annual "Red Feather" campaign.

CPO Frank Galley, recently returned from Ottawa, was responsible for the success of the MTE's Canada Savings Bond Campaign.

TAS Training Centre

At present there are five classes of TD3s and one class of TD2s qualifying. It has been noted with interest that most of the TD3s have come directly from new entry training in *Cornwallis* under the new specialist training scheme. Their progress is being watched with interest.

A number of staff changes have taken place recently. Among the new staff members are CPO H. C. Dunbar, PO G. L. Dixon, and CPO J. B. Bing. Those drafted to new centres are CPO J. D. Blenkinsopp and Petty Officers W. T. Stanbrook, B. R. Bottomley and R. W. Gray.

NAVAL DIVISIONS

HMCS *Prevost*

In competition with 21 other naval divisions across Canada, HMCS *Prevost* came out on top as the first division to win the Naval Divisions Efficiency Trophy. Divisions were judged on the basis of general efficiency, cleanliness, organizations and esprit de corps.

Prevost was inspected by Commodore K. F. Adams, Commanding Officer Naval Divisions, who inspected all eastern divisions. The western divisions were inspected by Captain (now Commodore) P. D. Budge, at that time Chief of Staff to COND.

"Come on in, son. The water's fine!" Lieut. L. W. Smith, of Dartmouth, had the pleasure recently of administering the oath of allegiance to his son, Desmond, who entered the RCN as a petty officer engineering artificer. Lieut. Smith is the recruiting officer for No. 6 Mobile Recruiting Unit. Cdr. W. Graham Allen, commanding officer of HMCS *Scotian*, looks on. Desmond served his apprenticeship as a machinist with the Halifax Shipyards at the Dartmouth slips. (HS-32425)

The Efficiency Trophy was presented by Commodore Adams to *Prevost's* commanding officer, Cdr. E. G. Gilbride.

Although the rules governing the awarding of the trophy state that no ship can win it two successive years, the ship's company of *Prevost* is looking forward to regaining the trophy in two year's time.

Further evidence that the London naval division is a "big girl now" has come with the allotment to *Prevost* of its own pay records and cash accounts for the first time since the Second World War.

Previously the accounts were handled in *Bytown*, in Ottawa, and *Star*, in Hamilton.

Now *Prevost* has welcomed to the staff the division's first supply officer since the end of the war, Lieut. (S) J. J. Stuart. The cash account opened November 1 and the first payment went to CPO A. G. West.

HMCS *York*

HMCS *York* was honoured on separate occasions recently by the visits of two distinguished guests.

Vice-Admiral E. R. Mainguy, Chief of Naval Staff made an informal call on a Saturday morning to the ship's messes. While his stay was short due to other naval commitments, he did have an opportunity to chat with a few members of the ship's company of *York*.

During a Wednesday evening drill Captain W. G. Parry, RN, Senior Naval Liaison Officer to the United Kingdom



The informality which marked the Canadian tour of Admiral of the Fleet, His Royal Highness the Duke of Edinburgh is depicted in the photograph above. Here, the Duke of Edinburgh chats with Captain D. L. Raymond, commanding officer of the Ontario, on the cruiser's bridge during the passage from Port Hardy to Kemano, B.C. (E-28139)

Services Liaison Staff (Canada) and Naval Adviser to the United Kingdom High Commissioner, in Ottawa, came aboard the Toronto division. Captain Parry recently arrived in Canada from his previous appointment as Captain Coastal Forces in HMS *Hornet*, Portsmouth, England.

His visit to the Toronto Naval Division gave him an opportunity to inspect the training departments of *York* and witness the monthly ceremonial drill and evolutions.

Captain Parry was the guest of the ship's wardroom before and after drill.

York's whalers and dinghies are ashore for the winter, and their moorings up. HMCS *Reindeer* and tug *Plainsville* sit high and dry on their blocks in the Hamilton Harbour Commission dockyard.

The *Reindeer* left *York* on her last voyage of the year under Lieut.-Cdr. W. A. Sheppard. De-stored except for safety and navigational equipment, she left Toronto in fog at reduced speed, but the weather soon cleared. Crew and equipment were returned to *York* by truck.

The *Plainsville* slipped on October 8, under Sub-Lt. R. L. Perry. The tug made good about 8.6 knots through a short southwesterly sea, completing the 24.9 mile run to Burlington Canal in 2 hours, 53 minutes.





The Navy Plays



Venture Downs Royal Roads

Coming back strongly in the second half, HMCS *Venture* scored an upset victory over a powerful Royal Roads team in a Canadian football game played on the Canadian Services College home grounds, Creery Field, October 18.

Two unconverted touchdowns, one in each quarter, gave Royal Roads a commanding 10-0 lead at the half. However, in the third quarter, *Venture* got under way and a touchdown and rouge made the score 10-6. Another touchdown, this one converted, changed the board to read 12-10 for *Venture* in the final quarter.

The game ended with an unsuccessful field goal attempt by Royal Roads.

In contrast to their hard-fought battle with Royal Roads, the *Venture* cadets have had little trouble with the other entries in the four-team league.

The team, coached by Inst. Lieut.-Cdr. G. L. Connor, won every one of

the five games played to the end of October—most by a wide margin. *Venture* has defeated the Vampire Juniors by scores of 40-11 and 52-5, and has taken the measure of the Oak Bay Drake Juniors 13-0 and 16-0.

Gloucester Plans Winter Sports

An ambitious winter sports program has been organized at HMCS *Gloucester*, the naval radio station near Ottawa.

Five sports are listed on the inter-part games schedule, with five teams forming the proposed hockey league and seven teams competing in basketball, volley-ball, darts and table tennis.

The station also is making plans to enter a representative hockey team in one of the civilian or service leagues in the area.

Tournaments have a place in the program, with entries sought for billiards and snooker.

The Wrens at the station have organized a two-sport program, with two teams entered in an inter-class basketball league and two squads competing in inter-class volleyball.

Twice yearly, the Cock-of-the-Barracks trophy will be awarded to the department compiling the highest total number of points in all inter-part sports. It is hoped that suitable trophies for each individual sport on the schedule also will be awarded.

Badminton in New Quarters

Another winter activity again under way in *Naden* is the Badminton Club. This year, for the first time, the club will make use of the eight-court lower gymnasium in the new P&RT Building in the Barracks.

Approximately 40 members are already enrolled, with the expectation of larger turnouts when the season is further advanced.

"Edna" Attends Football Opener

Hurricane Edna was pouring its fury on the city of Halifax, as *Stadacona* and *Shearwater* met in the opening game of the Canadian football season, with the Flyers from *Shearwater* winning 15-11.

In the Nova Scotia and Maritime Intermediate Softball playoffs, *Shearwater* defeated Hubbards, Lunenburg and Springhill before bowing to the team from Debert Army camp.

In the Tri-service softball play-offs held in Greenwood, *Shearwater* defeated *Cornwallis* in their first match, and lost to the Army team in the second game.

September Shoot Proves Success

One of the most successful meets ever held by the Pacific Command Rifle Association took place at Victoria's Heal's Range late in September.

Besides representatives of ships and establishments of the RCN, members of the RCAF Active and Reserve Force from Comox, B.C., the Canadian Scottish Regiment (Reserve), the 75th Regiment, the 5th Regiment and the South Vancouver Island Rangers participated. There were also events for cadets of the three services.



The outstanding Sea Cadet of the year is shown here with the outstanding swimmer of the year. Marilyn Bell assisted C. Kirkland McLeod, national president of the Navy League of Canada, in presenting the President's Trophy to Sea Cadet PO Lemuel Boyd of RSCC Warrior, Edmonton. The presentation took place at the annual Navy League dinner in Toronto on October 28. (Photo courtesy Toronto Globe and Mail.)

Highlights of the competition included a "shoot off" between CPO D. J. Kennedy and CPO H. E. Zerbin for the Commodore K. L. Dyer Rapid Fire Trophy, with the latter winning by a small margin. Wren Elizabeth Patterson, of HMCS Malahat, shooting for the first time on a full-bore range, won the Lieutenant-Governor's Trophy.

The All Comers' Aggregate was won by Mrs. F. Morse, of the SVIR, with AB L. C. Hawtin second and AB P. W. Wells third. The Grand Aggregate Trophy was won by Lieut. Denis Colegrave, with PO R. A. Shore runner up.

Among those present during the prize presentations were Col. the Honourable Clarence Wallace, Lieutenant-Governor of B.C., Rear Admiral J. C. Hibbard, Commodore P. D. Budge, Major T. Hall, President of the BCRA, Lieut.-Col. D. Hunt, president of the VCDRA, Captain David Groos, commanding officer of the cruiser Ontario, Cdr. G. A. V. Thomson, commanding officer of Malahat, and Major A. M. Taylor Spittal, a member of the 1954 Bisley Team.

Commended for their work in the organization of the meet were Lieut. George Grivel, secretary of PCRA, Lieut. G. H. Barrick, range officer, CPO J. R. Luke, assistant range officer, CPOs W. Burch, R. S. Carter and D. R. Hooser, Ldg. Sea. E. D. McMorris, and Wrens D. McCahill and M. J. Dodsworth.

Dockyard Entry Wins at Roadeo

Two civilian motor transport drivers from HMC Dockyard, Halifax, won the two main events at the third Annual Maritime Truck Roadeo at Amherst, N.S., recently.

A. D. Virtue won the tractor-trailer event and M. A. Lancaster the straight truck competitions. The latter, in winning his event, compiled the greatest number of points ever received by a driver in Canadian competition.

Sports Rate High At Discovery

Persohnel of HMCS Discovery, the Vancouver naval division, are embarking on a heavy winter sports program.

Lieut. Bob Burtwell, a member of Vancouver's famed Cloverleaf basketball team, has joined the division as assistant sports officer. Naturally, he is spending much of his time developing a topnotch basketball team in Discovery.

Following last year's successful season, a deck-hockey league is again being formed. Prospects are that a five- or six-team league will be in enthusiastic operation during the winter.



Certificate presented to the Royal Canadian Navy in recognition of the time and effort contributed to the British Empire Games by the Pacific Command. (E-28826)

Lieut.-Cdr. (S) A. C. Penley, well-known oarsman, spent the summer organizing and training a competent rowing crew, the members of which are now keeping in shape in deck hockey, basketball and other sports more in keeping with the season.

The old favourite, badminton, also is on the winter sports schedule, and a large turnout is expected each night. Rifle shooting is another indoor activity which is drawing its share of participants.

Navy Ready for Hockey Season

The Pacific Command of the RCN is represented in the Vancouver Island Amateur Hockey League, which opened on October 18.

PO Norman Jones is coach of the team with Lieut.-Cdr. Frank Saunders as manager.

Among players turning out with the team are PO Len Paget, Leading Seamen Paul Wannamaker, Joe Woods, Orv Coulter, Archie McLean, John Bond, D. C. Larter and Gil Lundihn, and Able Seamen Bill Bird, Johnny Merrifield and Paul Lapointe.

Seamen's Mess Sports Winners

Athletes of the seamen's mess walked off with first prize—a handsome framed picture of the first warship to bear the name of York—in York's first sports day, in September.

The seamen, aggregating a total of 11 points were two up on the officers, second with nine. The Chiefs and POs were third with six points and the Wrens fourth with three points.

Events included a whaler sailing race, dinghy sailing race, war canoe race, tug-o'-war and a baseball tournament

in addition to races for the children and contests for the ladies who attended.

After the supper on the drill deck prizes were presented to the winners and a well-attended dance rounded out the day.

E.T.C. Captures Barracks Trophy

The Electrical Training Centre in HMCS *Naden* showed a clean pair of heels to the remainder of the 24-team Inter-divisional League to win the Cock-o'-the-Barracks Trophy for summer competition.

The winners harvested 204 points out of a possible 225. Runner-up was the Ordnance School with 179 points. Mechanical Training Establishment IV was third with 175 points and *Naden* Writers fourth with 169.

Sports on the summer schedule included softball, swimming, water polo, soccer, volleyball, track and field, touch football, bowling and tabloid sports.

Prevost Excels In Swim Tests

Five members of the ship's company of *Prevost* were awarded certificates, ribbons and plaques for swimming feats at the London YMCA pool in October.

Petty Officers R. H. Parker, and Donald C. MacAulay received the Bronze Medallion Certificate of the Royal Life

Saving Society, while Leading Seamen L. C. Geddes and S. E. Pilcher and Ord. Sea. D. H. Rake received similar certificates along with YMCA ribbons for "outstanding aquatic feats" in underwater swimming.

Ldg. Sea. Pilcher also received a plaque for successfully completing two underwater lengths of the pool.

This is believed to be the first naval group in the London area to be awarded the Royal Life Saving Certificate.

Hockey Team For Albro Lake

The Albro Lake Naval Radio Station is in the process of forming a hockey team for competition in the Dartmouth Hockey League.

Team officials say the response has been encouraging and a successful season is anticipated.

Ordnance Rifle Team Does Well

Both individuals and teams representing the Ordnance School at *Naden* did well in the recent meet sponsored by the Pacific Coast Rifle Association.

The school's Bren gun team placed second in a list of 15 entries, while in the individual events CPO T. D. Angus and PO Alex Hogg made a good showing.

Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, "kicks off" to open the first game of the 1954-55 Victoria Canadian football schedule, at MacDonald Park, Victoria. Holding the ball is Seth Halton, president of the VCFU. Played September 4, the game saw the Navy team defeat Mayo Vampires 11-7. In the second game, in which Navy opposed Oak Bay Drakes, the sailors came out on the short end of a 30-6 score. (E-28394)



A deep-sea fishing trip as guests of the United States Navy was the interesting experience of five officers of the *Magnificent* when the carrier visited Balboa, on the Pacific side of the Panama Canal, in the course of her cruise from Halifax to Esquimalt. The Canadian members of the fishing party are shown above with their trophies. Left to right are Lieut. (O) R. E. Quirt, Lieut. (L) J. G. R. Hutcheson, Lieut. (P) Brian Hayter, with sailfish he caught, Lieut. Cdr. D. M. MacDonald and Surg. Lieut. N. W. Bradford.

At present the school's pistol experts are sharpening up their shooting eyes, under the guidance of Ord. Lieut.-Cdr. H. W. Mayne, in preparation for the PCRA revolver shoot.

New Glasgow Busy With Varied Sports

Her first summer in commission since being modernized found the *New Glasgow* taking part in a varied sports program.

The softball season ended with a game between the *New Glasgow* and the *Crusader*, which was won by the latter.

The ship's rifle team has been active during the past few months and at time of writing was making preparations to enter one or more of the large meets scheduled for the fall on the West Coast.

Pistol experts also were hopeful of entering a representative team in the Pacific Command Rifle Association meet.

Both CNS Trophies Won by Officer

Lieut. Denis Colegrave, a member of the Pacific Command Rifle Association, has added another to his impressive list of laurels in shooting competitions.



Winner of the Rear-Admiral E. R. Mainguy Trophy, emblematic of the .303 rifle championship of the West Coast, in a recent PCRA meet, Lieut. Colegrave also holds a "Mainguy" revolver, a trophy he won for pistol shooting in 1948.

He thus becomes the first officer or man in the Navy to hold both of these awards, donated by the Chief of the Naval Staff.

'Sweepers Keen Rivals at Sports

In contrast to their close co-operation at sea, the minesweepers *Comox* and *James Bay* are the keenest of rivals on the playing field.

The *James Bay* holds the edge at present in baseball, having won two out of three games with her sister ship. Ships' hockey teams are now being formed and the competition will be continued in this sport.

Children Swim in Naden Pool

One of the most popular activities taking place in the new *Naden* gymnasium is the Children's Swimming Club.

So numerous have been the participants that it has become necessary to divide the children into different classifications, each with a separate period for the use of the renovated pool.

In one group are the "Tadpoles", made up of all non-swimmers living outside of Belmont Park. Non-swimmers from Belmont Park, known as "Pollywogs", have a special period of their own. Children who can swim 25 yards are known as "Porpoises", while the "Sharks" are those who can swim 50 yards or more.

Navy Loses to Victoria Team

The Royal Canadian Navy entry in the Victoria Intermediate Football Union was eliminated from the playoffs by the Mayo Vampires, of Victoria.

The final game for the sailors saw them go down to defeat by a score of 12-6.

In league competition the Navy team won only one game and lost four.

Hopes Held for Winter Victory

The TASC Training Centre, in *Naden*, has strong representation in most of the sports making up the Winter Cock-of-the-Barracks schedule, and is hopeful of taking the coveted prize at the end of the season.

TASTC teams or individuals are entered in the following sports: volleyball, hockey, basketball and swimming.

LAND OF THE WEBFOOT

or

"With Maggie in Darkest Canada"

AFTER a long beat up the west coast of North America, during weather which caused the cancellation of flying, we drew near to the unexplored estuary of the Juan de Fuca River.

On Sunday, October 24, we launched 15 of our aircraft to carry out a reconnaissance of the area to the eastward, in the hope that they might be able to locate some of the lost tribes of Canada. They (the aircraft) were ordered to fly in battle formation, as the politics of the natives were not known.

They passed over a native settlement which, according to our captive interpreter is called "Skwymalt" and the flight commander reported by radio that the natives showed no signs of hostility. They continued their reconnaissance over a larger encampment to the eastward of Skwymalt of which we do not know the native name but which we have designated Victoria on the accompanying maps.

They then passed over a large bay which henceforth will be known as Sandwich Inlet and at this point the formation was attacked by three-engined mosquitos and our aircraft were forced to land on some meadowland, near the bay which we have called Patricia, in memory of a girl back home.

When our aircraft failed to return, the captain called a meeting of the heads of departments to decide whether or not we should venture further into the wilderness to try to ascertain the fate of our aircrews and to see if the lands were worth annexing for Canada. After some discussion it was agreed that, with the help of the two captive natives, we would follow the Juan de Fuca River to its source, where it was understood that the natives had a large encampment called "Vankoo-Var", where we might get some information.

On passing some small islands, which we called "Rat Race Rocks" in honour of 871's landing circuits, we sighted a small area of heavy fog and rain about ten miles to the north and our captives informed us that the native village of Skwymalt was usually found there in the hunting season. Our captive also said that it had become a watering place during a recent change of tribal administration and, as the senior engineer was running short of fresh water, it was decided to proceed to the vicinity.

During our approach to the harbour, we were escorted by a flotilla of native canoes which led the way through a narrow entrance and passed a conspicuous headland which we named "Dunce Head" to commemorate the OD who was seasick to windward. On this latter headland we sighted the Paramount Chief of Skwymalt, who was surrounded by his runners, smoke-signallers and medicine men, two of whom justified their presence by helping the Chief to wave his heavily braceleted arms. It was not readily apparent whether this gesture was one of welcome or a native version of Old Mother Riley telling the neighbouring kids to get the hell out of her watermelon patch.

On entering the sheltered bay we found several large war canoes, all painted gray, which confirmed that the natives were civilized enough to know about wars. Although we were somewhat apprehensive that the musicians on the jetty might form some 20th Century Trojan horse, we approached the jetty and threw out sentries.

Shortly after arrival, the Captain proceeded ashore to visit some of the tribal aristocracy, but was cautious enough to carry his sword. Several of the local dignitaries returned the Captain's calls during which time the pipe of peace was smoked and it was agreed that the wardrobe should keep the canoe-depot in good spirits, in return for which the Chief guaranteed that our fine ship's company would not be molested ashore. Much wampum was exchanged with the peoples of the place who call themselves Naydens and I am happy to report that Her Majesty's servants consider that valuable friendships have been made with the local populace.

After four days of interrogation and a tomtom Gallup Poll in Skwymalt had produced no news of our missing aircraft, we received a smoke signal that they had been seen orbiting a native encampment at Vankoo-Var in a vain hope of the weather clearing enough for them to land. We accordingly sailed for Vankoo-Var via a channel which appears to be a tributary of the Juan de Fuca River. We were pleasantly surprised to find that Mr. Rand-McNally is quite right and that the land on our right was all coloured green and that to our left was all pink like the British Commonwealth.

Lace That Girdle Tighter, Maggie

As we were approaching Vankoo-Var, our aircraft spotted a "vic" formation of seagulls rubbing their claws and rightly guessed that said gulls had spotted our newly-painted flightdeck. They accordingly formed on the gulls and followed them into the landing circuit.

Having thus accomplished our objective of recovering the lost aircraft, we paid only a brief visit to Vankoo-Var where some ten thousand of Her Majesty's potential taxpayers descended upon the ship in friendship. A medicine man whose feelings were hurt arranged that there should be no sunlight throughout our visit. We accordingly withdrew and, after a brief watering stop at Skwymalt, we commenced the return journey to the "Eastern Canadian Port", on November 9.

To summarize, your unworthy servants submit the following remarks:

- (i) We have taken possession of all the lands to the north of the Juan de Fuca River and of the headwaters of this river and have called the territory British Columbia.
- (ii) The natives are extremely friendly and potentially valuable relations have been established with these peoples. Their Paramount Chief Calcutt asks that his wampum be passed to Laird Campney and such others of your ministry who may send trade goods to this new territory. Such trade goods should not include pussers' sandals as the natives are all web-footed.
- (iii) It is recommended that missionaries and traders be sent to exploit these new lands. There is ample room for endeavour for both categories.—W.L.

35,000 Trample Maggie's Decks

Even the capacious decks of HMCS *Magnificent* weren't expansive enough to hold the crowds that tried to visit her during her West Coast visit.

Of those who lined up to visit her, 35,000 succeeded in getting on board, but nearly 5,000 were too far back in the queue to make it by the time visiting hours ended.

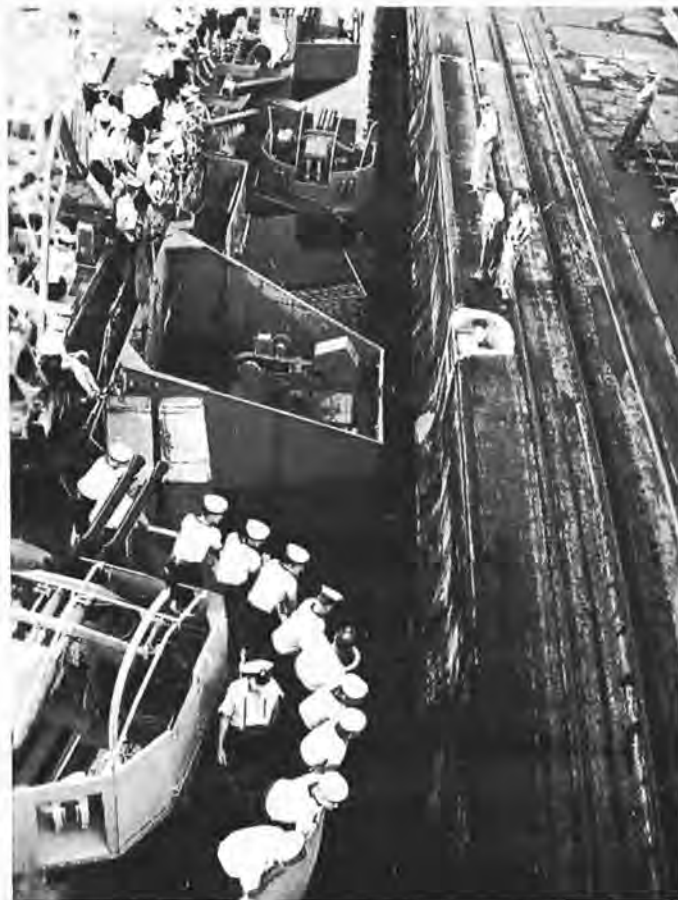
One day in San Diego brought 4,800 persons on board and the one-day visiting period in San Francisco 4,300.

An estimated 15,000 men, women and children swarmed aboard during three days in Esquimalt, with about 1,400 being turned away each day.

In Vancouver, where "open house" was observed for two days, 10,900 persons came on board and another 1,500 tried and didn't make it.



Will She Make It?



Whew!

HMCS *Magnificent* during her passage through the Panama Canal en route to Esquimalt.—(MAG 6029; MAG 6044)

LOWER DECK PROMOTIONS

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

AIRD, George A.....	P2TD2	COSGROVE, Timothy J.....	LSQM1	JONES, Thomas J.....	P2RS3
AMES, Alfred R.....	P2EM2(NQ)	COUCH, Roy E.....	LSEM1	JONES, William J.....	LSQM1
AMY, Keith M.....	LSLR1	COULLING, George L.....	LSRC1	JOYCE, Lawrence A.....	LSAA1
ARCHER, Wilfred J.....	LSTD1	CRUICKSHANK, William T.....	LSRP1	JUDD, Frank S.....	PIEM2(NQ)
ARMIT, William Y.....	P1QM3	CRUNDWELL, Edwyn R.....	LSQR2		
ARSENAULT, Joseph.....	LSRP2	CULLEN, Thomas J.....	P2RP2		
ASH, Eldon J.....	P2RP2			KAZMIRUK, George D.....	LSEM1
ASHBY, Leo H.....	LSTD2	DALTON, Edward V.....	P2TD2	KEMP, James R.....	LSQR1
ASPDEN, Robert K.....	LSRP2	DAY, George.....	LSAA1	KENYON, Chester G.....	P2QR2
ATKIN, Calvin S.....	LSRP1	DECK, Ronald.....	LSAA1	KILMURY, Ernest J.....	LSTD1
AWREY, Donald C.....	LSRP2	DELANEY, Romanus G.....	LSEM1	KING, Claude S.....	P1SH4
AYRES, Robert W.....	LSAA2	DENNEAU, Carl L.....	LSEM1	KLADT, Ronald E.....	LSTD2
		DEVEAU, Gerald R.....	LSMA1	KNIPSTROM, Edward C.....	LSAA1
BABSTOCK, Harry N.....	LSRP1	DIEBOLD, Servin M.....	P2QM2	KOPNITSKY, Rodney.....	LSRP1
BAKER, Frederick C.....	LSQM1	DIETSCH, George W.....	LSAA1	KYNASTON, Bernard F.....	P2EG3
BALDWIN, Stanley H.....	LSQM1	DILEO, George F.....	LSQM2		
BALFOUR, James P.....	LSAA1	DONNER, Charles W.....	LSRC1	LABERGE, Guy J.....	LSQM1
BALL, Donald J.....	LSNS1	DOUTAZ, George E.....	C2ET4	LAKE, John A.....	LSTD1
BALL, Donald V.....	P1M03	DOWNEY, William.....	LSQM1	LALONDE, Guy J.....	LSTD2
BALMFORTH, James F.....	LSRC1	DRAKE, John P.....	P1QR2	LAMONTAGNE, Gilbert M.....	LSAA1
BARLOW, Edgar.....	P2QM2	DUCKWORTH, Roy W.....	P1ET4	LANGLOIS, Jacques J.....	LSTD2
BARTON, Robert F.....	LSAA1	DUFORD, Bertram G.....	LSEM1	LARSEN, Robert.....	LSLR1
BAXTER, James F.....	LSRP1	DUNFORD, Hilliard E.....	LSRC1	LARSON, Irving H.....	LSEM1
BEAUCHAMP, Robert L.....	LSLM2			LAUDER, George A.....	C2GI4
BECK, Oakland E.....	P2TD3	EATON, Beecher S.....	LSEM1	LEADLEY, Kenneth B.....	C1ET4
BECKWITH, James T.....	LSEM1	ELDRIDGE, Richard H.....	C2TI4	LeBARON, David C.....	LSEM1
BELL, George A.....	LSEM1	ESSEX, Robert J.....	LSQM1	LEES, Clifford J.....	LSRP1
BENNETT, Jachin R.....	LSQM1			LEONARD, John B.....	P1EA4
BENTLEY, Robert B.....	LSQR1	FEATHER, John D.....	P1SH4	LESLIE, Samuel.....	LSRP1
BERGERON, William J.....	LSTD1	FERGUSON, David B.....	P2AA2	LETHBRIDGE, John L.....	LSTD1
BIGGAR, Ernest E.....	LSQR1	FERRIS, Irvin L.....	LSTD1	LETHBRIDGE, William S.....	LSEM1
BISHOP, Robert A.....	LSLR1	FISH, Charles G.....	P1ET4	LISTER, Gerald W.....	C1ET4
BJOLA, Leonard N.....	LSRP1	FISHER, Gordon W.....	LSLM2	LLOYD, William H.....	P1QM2
BLINKHORN, Arthur L.....	LSEM1	FLETCHER, George L.....	P2EM2	LOGAN, John W.....	P1ET4
BOHNERT, Gordon A.....	P2TD2	FORTIER, Gabriel J.....	LSRP1	LONGUEAY, Michael J.....	P1QM3
BOISVERT, Frederick J.....	LSCK1	FOULDS, Frank.....	C2ET4	LOTHIAN, Gordon D.....	C2RT4
BOUNNER, Leonard R.....	PIEM2(NQ)	FRANKENFIELD, Thomas D.....	P1RC2	LUNDY, Jack W.....	P2QM2
BOTTOMLEY, Bruce R.....	P1TD3	FROST, George A.....	LSAA1	LUSH, Archibald H.....	LSQM1
BOULANGER, Gaston J.....	LSEM1	FYNN, Mervin E.....	LSQM1		
BOUTCHER, Roy T.....	LSRP1			MALONEY, Alfred L.....	LSRP1
BOUTILIER, Louis G.....	P2QM2	GALLPEN, Douglas H.....	P1ER4	MALONEY, John T.....	LSCR2
BOYD, Gordon H.....	LSQR1	GAMMON, Bryan T.....	LSQM1	MARSHALL, Matthew.....	P2QM2
BROMWELL, Paul G.....	LSTD1	GOSSE, William C.....	LSQM1	MASSENDER, Cecil N.....	LSAA1
BROOKING, Kenneth G.....	P1SH4	GATENSBY, Harold S.....	LSQM1	MASSENDER, Joseph R.....	LSTD1
BROWN, Clifford G.....	LSRP1	GEARY, Ronald M.....	LSRP2	MATTHEWAN, Robert D.....	P2EM2
BRUSHETT, Gerald R.....	C2EA4	GIBSON, Jack S.....	LSNS1	MATTHEWS, James R.....	C1RT4
BUCHANAN, Vincent F.....	LSTD1	GIRVAN, Stanley A.....	LSEM1	MAYNAGH, Joseph C.....	LSEM1
BUELL, Leon E.....	LSQR1	GLENEN, Roy W.....	LSRP1	MEADE, Cyril.....	P2TD2
BUETE, Raymond J.....	LSQM1	GOODCHILD, Charles A.....	LSTD1	MELENCHUK, William.....	LSRP2
BURGESS, Arthur R.....	P2EM2(NQ)	GLOWE, Donald D.....	LSTD1	MIDDLETON, Morley J.....	C2TI4
BURNETT, Kenneth G.....	P1RT4	GOSSELIN, Real J.....	LSAA2	MIKKOLA, Leo L.....	LSRP1
BURNS, William K.....	LSTD1	GOTTINGER, Fred G.....	LSEM1	MILLER, Ronald D.....	LSAA1
		GOWEN, Charles L.....	LSTD2	MILLER, Wayne C.....	LSEM1
CAIRNS, Robert K.....	LSTD1	GOWER, James H.....	C1RA4	MILLIARD, Gerald A.....	LSRP2
CALDWELL, George B.....	LSRC1	GRAHAM, George A.....	LSAA1	MILNE, John B.....	LSRP1
CARIGAN, Alexander A.....	LSRP1	GRANT, George A.....	LSQR1	MINTON, Gordon E.....	C2RT4
CARIOU, John A.....	C2TI4	GRAY, Fergus P.....	LSEM1	MITCHELL, Donald C.....	LSTD1
CASE, Ross A.....	LSRP1	GRAY, Kenneth J.....	LSAA1	MITCHELL, Murray N.....	P2AA2
CHAISSON, Leo R.....	LSAA1	GREENOUGH, Donald M.....	LSTD2	MOFFETT, William J.....	P2AA2
CHAREST, Roger C.....	LSRP1	GRIFFIN, Richard W.....	P2RC2	MOODY, Kenneth G.....	LSTD1
CHARLTON, William G.....	LSAA1	GRIMARD, Joseph J.....	P1RP2	MOONEY, Thomas P.....	LSM01
CHASE, Clifford R.....	LSLM1	GUERTIN, George D.....	LSRP1	MOORE, Thomas W.....	LSMA2
CHASE, Earl S.....	LSCS2			MOREAU, Yvon J.....	LSEM1
CHEESE, Robert A.....	LSRP1	HAGERTY, Bernard L.....	LSEM1	MORFEE, Kenneth L.....	LSRP1
CHERWONIAK, Norman N.....	LSAA1	HALIKOWSKI, Gerald.....	C2PT3	MORGAN, Alexander E.....	LSQM1
CHOQUETTE, Raymond J.....	LSAA1	HARRINGTON, Douglas E.....	LSQM1	MORTON, William R.....	C1QR2
CHOULK, Leslie J.....	LSRP1	HART, William E.....	LSQM1	MUNRO, John D.....	P2AA2
CHRISTANSEN, Wilson N.....	LSAA1	HENDERSON, Robert W.....	LSLR2	MURPHY, Martin.....	C1SL2
CLARIDGE, Leonard D.....	LSRP1	HERMAN, Herbert L.....	P1ET4	MYERS, Frank S.....	P1ET4
CLARK, Hugh A.....	LSRP2	HIE, Victor A.....	LSQM2	MYERS, Leo A.....	LSCK1
CLARK, James L.....	LSTD1	HIGGINS, Stephen J.....	LSAA1	MacISAAC, Bernard J.....	LSLM1
CLARKE, Stewart C.....	C1RT4	HILLSDEN, George W.....	PIEM2(NQ)	MackAY, Donald.....	P1QM3
COLLEY, George.....	P1ET4	HILTON, Jack W.....	LSEM1	MacMILLAN, Howard M.....	LSRP1
COLLIER, Russell S.....	LSTD1	HINCHCLIFFE, Ronald F.....	LSQR1	McARTHUR, William.....	P2AA2
CONNOLLY, Charles J.....	LSLM2	HOBDAY, Gordon F.....	LSEM1	McCLINCHEY, William E.....	LSAA1
		HOGG, William R.....	P1RP3	McCONNELL, Hugh.....	LSEM1
		HOWE, Alexander.....	C2ET4	McCORMICK, Michael M.....	P2AA2
		HOWSON, Raeburn D.....	LSAA1	McCULLOCH, David J.....	P2EM2(NQ)
		HUNT, George C.....	LSTD2	McDOWELL, Robert J.....	P1ET4
		HUTCHINSON, Donald K.....	LSLM2	McDOUGALL, Daniel W.....	LSQR2
				McGOWAN, Robert W.....	LSCS2
		JAMIESON, George K.....	LSEM1	McLAUGHLIN, Leo G.....	LSLR1
		JODOIN, Joseph C.....	LSRP2	McLEAN, Ian S.....	LSCK1
				McLUSKIE, Reginald V.....	P1QR2

McMANN, Kenneth C.....LSEM1
 McMILLAN, Edward M.....LSCV1
 McMILLAN, William.....C1EA4
 McMORRIS, Eugene D.....LSAA1
 McPHAIL, John C.....LSAA1
 McQUESTON, Robert J.....P2RP2
 NEWMAN, Robert A.....LSRP1
 NORTHEAST, Aquilla.....LSAA1
 NUTTALL, Leonard J.....LSQR1

O'BRIEN, Michael J.....LSTD1
 O'DONNELL, Murray E.....LSAA1
 O'REILLY, Harvey W.....C2AA3
 O'SULLIVAN, Michael B.....P2CR2

PAINTER, Leslie T.....P2RP2
 PARENTEAU, Gerald J.....LSTD1
 PARIS, Joseph L.....LSQM1
 PARTINGTON, John W.....LSTD2
 PENNELL, Douglas J.....LSLM1
 PENNEY, James J.....LSR1
 PERRY, Donald E.....P2EM2(NQ)
 PHILLIPS, George A.....LSCK1
 PICHETTE, Jean Paul.....P2QR2
 POLLOCK, Reginald A.....P2EG3
 PRINGLE, John L.....P2RC2
 PURCHASE, Donald W.....C2EA4
 PYE, Douglas H.....C2ER4

RANDALL, Richard L.....LSEM1
 RANDLE, Ronald G.....LSAF1
 RAYMOND, Peter G.....LSAA1
 REDWOOD, Alan D.....LSEM1
 REID, Roy W.....P1PH3
 RICE, Gerald S.....LSEM1
 RICHARDS, Morgan A.....LSQM1
 RING, Gordon B.....P2EM2
 RINGER, Terrence E.....P1SH4
 ROBERTS, Keith A.....LSTD2
 ROBERTSON, Marvin J.....LSRP1
 ROBERTSON, Victor M.....LSEM1
 ROBSON, James E.....LSEM1
 ROCHELEAU, Roland C.....LSQR1
 ROGERS, Edgar L.....LSCK1
 ROSKI, William J.....LSRN3
 ROSS, Laurier J.....P2RP2
 ROWE, Albert.....P1SH4
 ROY, William S.....P1ET4
 RUEL, Bruno.....LSTD1
 RUTLEDGE, Wendell V.....LSRP1

SALTER, William A.....LSEM1
 SALSAMAN, Whiley D.....P2RC2
 SANDS, Blair H.....LSQR2
 SAN PHILIPPO, Anthony R.....LSTD1
 SAUNDERS, Edward H.....LSLM1
 SCHESBLE, Phillip H.....LSEM1
 SCHIBLER, Leonard C.....LSR1
 SCRATCH, Thomas W.....P1TD2
 SELLARS, Norman E.....C2ET4
 SELLGREN, Wilbur.....LSQR1
 SHEA, Kavin J.....LSTD1
 SHEAVES, George S.....LSRP1
 SHOVELLER, Roderick M.....LSTD1
 SHUSHACK, Egnace.....P1LR2
 SINASKI, Mervin F.....LSEM1
 SKINULIS, Paul J.....LSCK1
 SKLARCHUK, Tony O.....LSEM1
 SLADE, Edward A.....LSVS1
 SLATER, Sydney A.....P2EM2(NQ)
 SLEMMON, Robert E.....LSAA1
 SMITH, Clifford G.....LSCK1
 SMITH, Raymond G.....LSQM1
 SOLWAY, Jack D.....LSR1
 SORRELL, William G.....P1EA4
 SPENCE, John C.....P2ED3
 SPIESZ, John H.....LSQM1
 STEINBURG, Noel.....C2ER4
 STEPHENS, Gerald W.....LSMA2
 STERLING, Clayton W.....P2EM2(NQ)
 STONE, Leonard.....LSTD1
 ST. PIERRE, Basil A.....C2RT4
 ST. PIERRE, Gilles J.....LSRP1
 STROUD, Roy M.....LSRP1
 SUTCLIFFE, George W.....LSTD1
 SUTHERLAND, Clarence W.....LSLM2
 SUTHERLAND, Gordon M.....C2ER4

TAGGART, Roderick A.....LSVS1
 TATE, Paul W.....LSCK1
 TAYLOR, Russell P.....LSVS1
 TESSIER, Henry J.....P2EM2(NQ)
 THOMPSON, Douglas W.....P1SH4
 THOMPSON, Nells L.....LSQR2
 THOMPSON, Ronald E.....LSAR1
 THORNBOR, John R.....P2BD3
 TISSEMAN, William F.....LSAA1
 TOMKINS, Howard D.....LSQM2
 TOWNSEND, Gordon R.....LSNS1
 TREICHEL, William J.....LSQM1
 TROTTER, Robert L.....P2RP2
 TROTTIER, Lefe J.....P2EM2

UPTON, William F.....LSLM2

VALLILLEE, Joseph R.....LSPW1
 VAN EVERY, William R.....LSTD1
 VASS, Hans W.....LSLM1

WOCKS, Donald H.....LSCK1
 WARD, James W.....C2PH4
 WATTERS, Douglas R.....LSTD2
 WATTS, Albert J.....P2VS2
 WEBB, George T.....LSTD1
 WELLS, Edwin E.....P1RP3
 WELLS, Eric L.....LSAA2
 WENTZELL, James R.....LSRP1
 WESLEY, Ronald J.....P2EM2(NQ)
 WHEELER, Joseph R.....LSQR1
 WHEELER, Walter C.....LSQM1
 WHITEBY, Joseph E.....LSTD1
 WHITE, John W.....LSTD1
 WHITE, Lemuel E.....P2QR2
 WHITE, Wilfred R.....C2RA4
 WIBBERLEY, Robert B.....P2EG3
 WILKINSON, Bernard H.....P1AA2
 WILLIAMS, Neil D.....LSRP2
 WRIGHLEY, Walter G.....LSRC1
 WRIGHT, William F.....LSQM1

YORKO, John C.....P1TD3
 YOUNG, Vernard M.....LSQR1

ZACHARIAS, Robert J.....P1ER4

RCN (R)

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 ALLAN, William T. E.....ABEMS
 ANDERSON, Everett.....C2CV3

BARRYMORE, RONALD.....WLMA1
 BIRNIE, Margaret.....WP2CC2
 BOX, Bernard.....P2NS2
 BRIDGER, Norman.....LSCV1
 BUCK, Lillie Louise.....WLAW1

CAILES, Richard.....ABCK1
 CARPENTER, Joyce O.....WLQMS
 CAVERLEY, William.....ABNFS
 CHANDLER, Phyllis.....WLCS2
 CHAPMAN, John M.....WLAW1
 CLARE, Ruth G.....WP2PW2
 CLARK, Charles J.....C1MR3
 COX, Joan I.....WLCS2
 CROOK, John R.....LSBD2
 CUMMINS, William C.....LSLM1
 CURTIS, Charles G.....P2AAS

DANCE, Mary W.....WARPS
 DARLING, David.....ABAW1
 DAVIDSON, Joan Reola.....WAAW1
 DAVIES, Marion L.....WLCS2
 DEWOLFE, Cecil R.....ABNS1
 DIXON, Robert J.....LSLM1
 DIXON-LENNETT, George.....ABMA1
 DOGGART, William.....P2NS2
 DONAGHY, Marguerite M.....WAAW1
 DUNFORD, George.....C1CK3
 DUNSMORE, Thomas R.....P2AAS

EGAN, Eleanor M.....WLSDS

FARDELL, Mary H.....WAVS1
 FEAVER, David C.....ABCR1
 FORTIER, Mary J.....WLCC1
 FULLER, Reginald H.....ABEMS
 FULLERTON, Anne P.....WLAW1

GALLANT, Albert W.....P2EM2
 GOSLING, Mary M.....WLNS1
 GRIERSON, Ruth V.....WAPW1

HAMEL, Gabrielle.....WAAW1
 HARDING, Doris M.....WLNF1
 HARRIS, William E.....ABNRS
 HAZEN, James E.....P2AF1
 HILDRED, Marjorie W.....WP2VS2
 HINES, Colleen C.....WASDS

JAMES, Nancy P.....WAQMS

KEENAN, James.....ABTDS
 KELLY, Betty Jean.....WLCS2
 KILBY, John O.....P2PW3
 KING, Marjorie M.....WLAW1
 KOELMAN, Elizabeth.....WARPS
 KOSKI, Lorraine H.....WLPW1

LAIDLAW, Neil H.....PIEM2(NQ)
 LANGFORD, Rowena M.....WAQMS
 LANGILL, Barbara.....WLCS2
 LEE, John A.....ABVS1
 LONIE, James S.....C1EG4

MACLEOD, Doreen E.....WARPS
 MARSHALL, Frederick E.....LSPW1
 MAURICE, Lucille.....WACC1
 MAYBIN, James M.....P2QR1
 McCALLUM, Norma E.....WLCS2
 McGUINNESS, Frances S.....WACV1
 McINTOSH, William.....ABLMS
 McKENZIE, Bruce, J.....ABLMS
 MEARS, Kathleen A.....WLQMS
 MELLISH, Mary E.....WLSDS
 MONTGOMERY, Donna.....WLPW1
 MOORE, Charles H. E.....C2TA4
 MOSS, Earl W.....LSAW1
 MUNRO, Geddes J.....P2QR1
 MURPHY, John P. K.....P2CK2

NEILL, Bernice D.....WP2VS2
 NEWMAN, William F.....P1PR2
 NUNN, Delbert C.....ABAW1

PEACOCK, Frank M.....P2EM2(NQ)
 PECHIE, Jean B.....WLCS2
 POLISENO, Ernest.....P1RN3

RAE, James William.....ABEMS
 RIVERS, Mary Elizabeth.....WLCS2
 ROACH, Norman J.....ABAAS
 ROURKE, Robert C.....P1SH4

SCOTT, Joan E.....WARPS
 SEALE, Ralph S.....C2MM3
 STUART, Jacqueline M.....WLMA1
 SWEENEY, Peter.....P1PB2

TABOR, Elaine L.....WAVS1
 TASKER, Marjorie.....WLNS1
 THOMPSON, George A.....LSQR1
 THOMPSON, James W.....ABQRS
 THOMPSON, William.....C1EM3(NQ)
 TOTTEN, Juanita June.....WLCS2
 TWISS, Robert Claude.....ABAFS
 TYSON, Lincoln.....P2TDS

ULVESTAD, Irene E.....WLAW1

WADDELL, Helen.....WLAW1
 WEITZEL, Helen J.....WANRS
 WIENS, Dorothy E.....WLCC1
 WILLIAMS, Charles D.....C2CV3
 WILKINS, Wilda W.....WLCS2
 WILSON, Iris D.....WLCS2
 WOOD, Edward H.....LSEM1

YOUPELL, Shirley N.....WAQMS
 YOUNGMAN, Charles L.....LSAAS

The Benevolent Fund Is Yours; Use It... Help It

OFFICIALS of the Royal Canadian Naval Benevolent Fund are disturbed by the frequency with which naval personnel in financial straits add to their difficulties by borrowing from commercial loan organizations and then come to the fund for assistance.

Commercial loan organizations have a very definite place in the modern economy. However, to the person who is already involved in debts or foresees expenditures beyond his means, it should be obvious that borrowing money which will add a burden of interest to his existing debts is not the answer to his problems. It can instead become a rock on which his ship will be completely wrecked.

The RCNBF is trying to remind all serving and former naval personnel that if they are in distress the Fund is available to consider each case. *It is their Fund. It is ever ready to help them if they are in distress or even if such looms ahead.*

Sound business practice clearly points out that it is the duty of everyone to live within his income and the Fund cannot be expected to help those with reasonable incomes to do otherwise. Unfortunately, there are circumstances over which there is no control. It is inevitable that many will meet with misfortune to some extent sooner or later which they are unable to overcome immediately or at all out of their current resources. The Fund exists to help naval or ex-naval personnel in such circumstances. While it is difficult in a few words to state how and when the Fund can help financially, a few illustrations of what the Fund has done may help.

(1) A's family, living within their income, are suddenly faced with hospital and doctors' accounts for an operation required by the wife, well beyond coverage by insurance, which they could not possibly meet out of their income. The Fund made a grant to cover deficit.

(2) B's family bought furniture within their means on the instalment plan. They were able to meet the instalment payments with a reserve of income to meet their normal contingencies but a child met with a serious accident, resulting in heavy unexpected costs. They could not possibly meet these additional costs and keep up the instalments on the furniture.

The Fund rendered assistance to meet the contingency costs as a part grant and a part loan. The division between the grant part and the loan and the rate of repayment of the loan was based on income in such a manner that the family was enabled to continue a proper standard of living.

(3) C's family had foolishly committed themselves to instalment purchases, leaving no margin of income for normal contingencies. Another child was expected and no cash available to meet the costs. The couple realizing their mistake, co-operated with the Fund and Fund officials were able to rearrange repayments on instalment purchases and make a loan to meet the immediate costs of birth. Repayment of the loan was set at a rate commensurate with reduction of repayments on instalment purchases and this enabled the family to continue a proper standard of living.

There are, of course, limits to what the Fund can undertake. But there is one thing it can do and is always ready to do and that is to consider personal financial difficulties and advise how they can best be met, either from the individual's own resources or by help from the Fund, if justified. Naval personnel experiencing any financial distress are urged to get the Fund's advice before committing themselves to loans involving high interest rates. Prevention is better than cure.

CROSSWORD PUZZLE SOLUTION

S	S	E	T	A	S	I	D	E	
E		B	E	L	S	U	E	Z	
T	R	E	B		U	K	I		
A	P	A	X		F	A	C	T	
L	L	O	Y	D	S	O	A		
P	E	T	A	R	D	E	L	M	
N	U		P		A	S	I	D	E
I	F		M	E	K	A	T		
A	L	D	I	S	L	A	M	P	S
H	I	E		I		E	A	S	Y
C	O	R	N	A	L	L	I	S	

6th SUBMARINE SQUADRON

(Continued from page 16)

submarine. Only the commanding officer can see what is happening and he must rely heavily upon skilled operators of equipment for much of his information.

Once back at the instructional area, the classes are given an opportunity to run over their old lectures in the light of their recent experience. The trainees all undergo final examinations, some written and others oral, and upon passing are available for draft. Some will be sent directly to submarines or as spare crew in a depot ship, while others in specialized branches (i.e., sonar, radar, electricity, and torpedo) do short acquaintanceship courses of up to three weeks duration. The submarine course has been on the safe operation of the submarine and they must now learn to operate their own special equipment.

During the course, three days are spent in the escape buildings where everyone who ventures to sea in submarines is taught the many methods of escaping from a submarine which has become pinned on the bed of the sea by some misfortune. Escapes are made using the Davis submarine escape apparatus and also in free ascent without any equipment at all. Both one- and two-man escape chambers and whole compartments may be utilized for escaping from a submarine.

All who successfully complete the course leave in the knowledge that only by a careful study of every submarine they serve in can they consolidate this new-found knowledge. It is only the beginning, and experience and hard work alone will guard the high standard and tradition that ALL submarine forces enjoy through the world.—E.G.

Maggie Fights Battle of Bulge

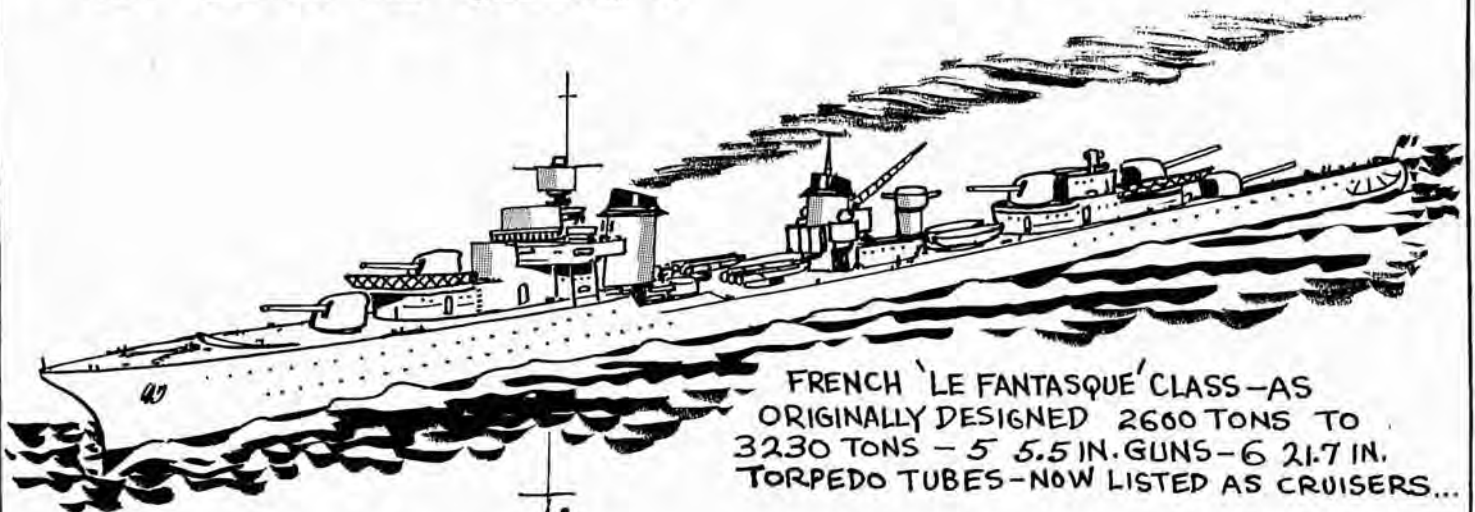
During the Magnificent's visit to the West Coast one of the favourite questions levelled by newsmen and public alike was: "How much does your ship's company eat every day?"

Commissioned Catering Officer Roger Bonoyer prepared a list which showed that the daily food consumption aboard approximately was this: 180 dozen eggs, 125 pounds butter, 1,100 pounds potatoes, 1,120 pounds assorted vegetables, 800 to 1,000 pounds meat, 125 pounds sugar, 700 one-pound loaves, 145 gallons milk, 40 pounds shortening, 300 pounds fruit and 80 pounds coffee.

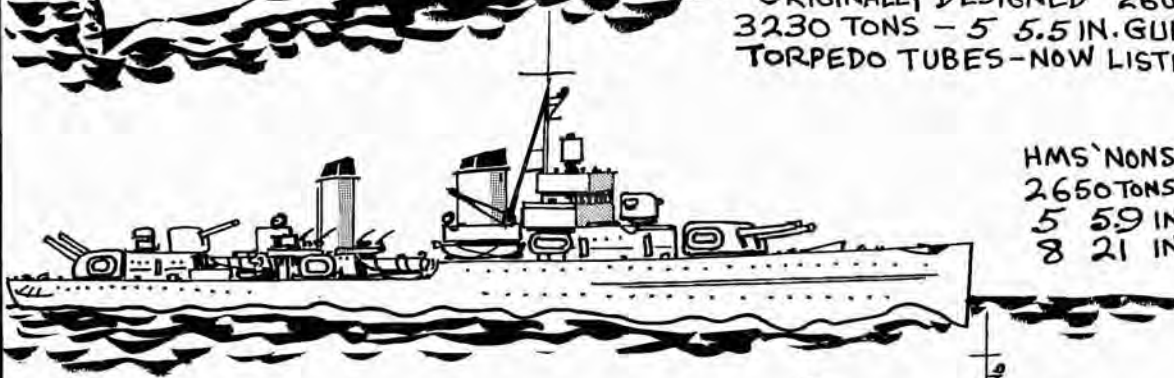
Totalled, the figures given by Mr. Bonoyer showed the 1,100 officers and men aboard polished off 4,750 pounds, or 2.4 tons, of foodstuffs plus 145 gallons of milk.—W.L.

NAVAL LORE CORNER

NO. 25
DESTROYER GIANTS



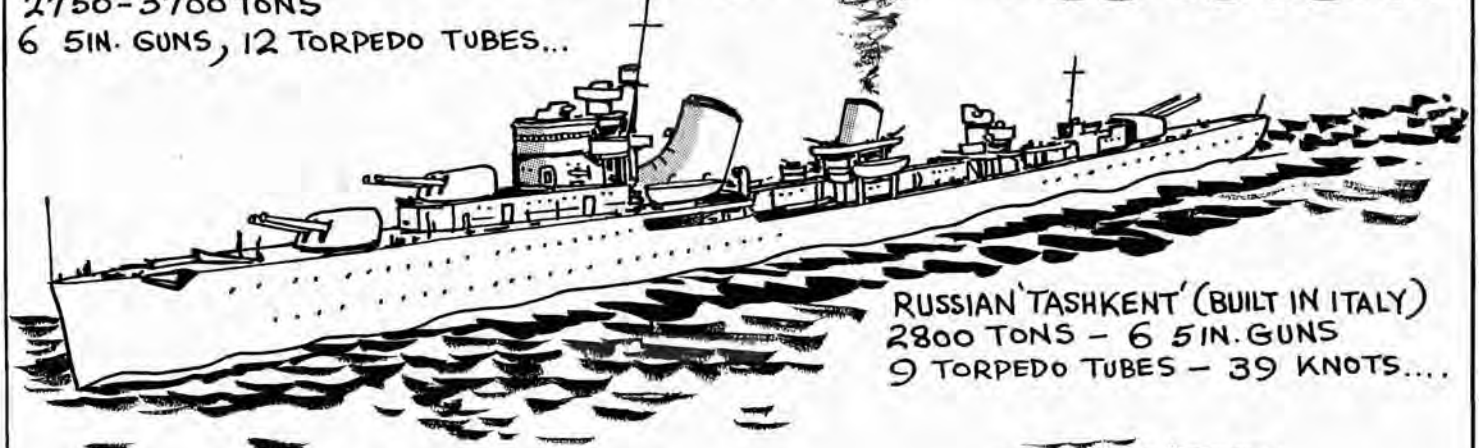
FRENCH 'LE FANTASQUE' CLASS - AS
ORIGINALLY DESIGNED 2600 TONS TO
3230 TONS - 5 5.5 IN. GUNS - 6 21.7 IN.
TORPEDO TUBES - NOW LISTED AS CRUISERS...



HMS 'NONSUCH' (EX GERMAN)
2650 TONS TO 3546 TONS
5 5.9 IN. GUNS
8 21 IN. TORPEDO TUBES...



NEW FRENCH
'SURCOUF' CLASS.
2750-3700 TONS
6 5 IN. GUNS, 12 TORPEDO TUBES...



RUSSIAN 'TASHKENT' (BUILT IN ITALY)
2800 TONS - 6 5 IN. GUNS
9 TORPEDO TUBES - 39 KNOTS...



10,100—11-54
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