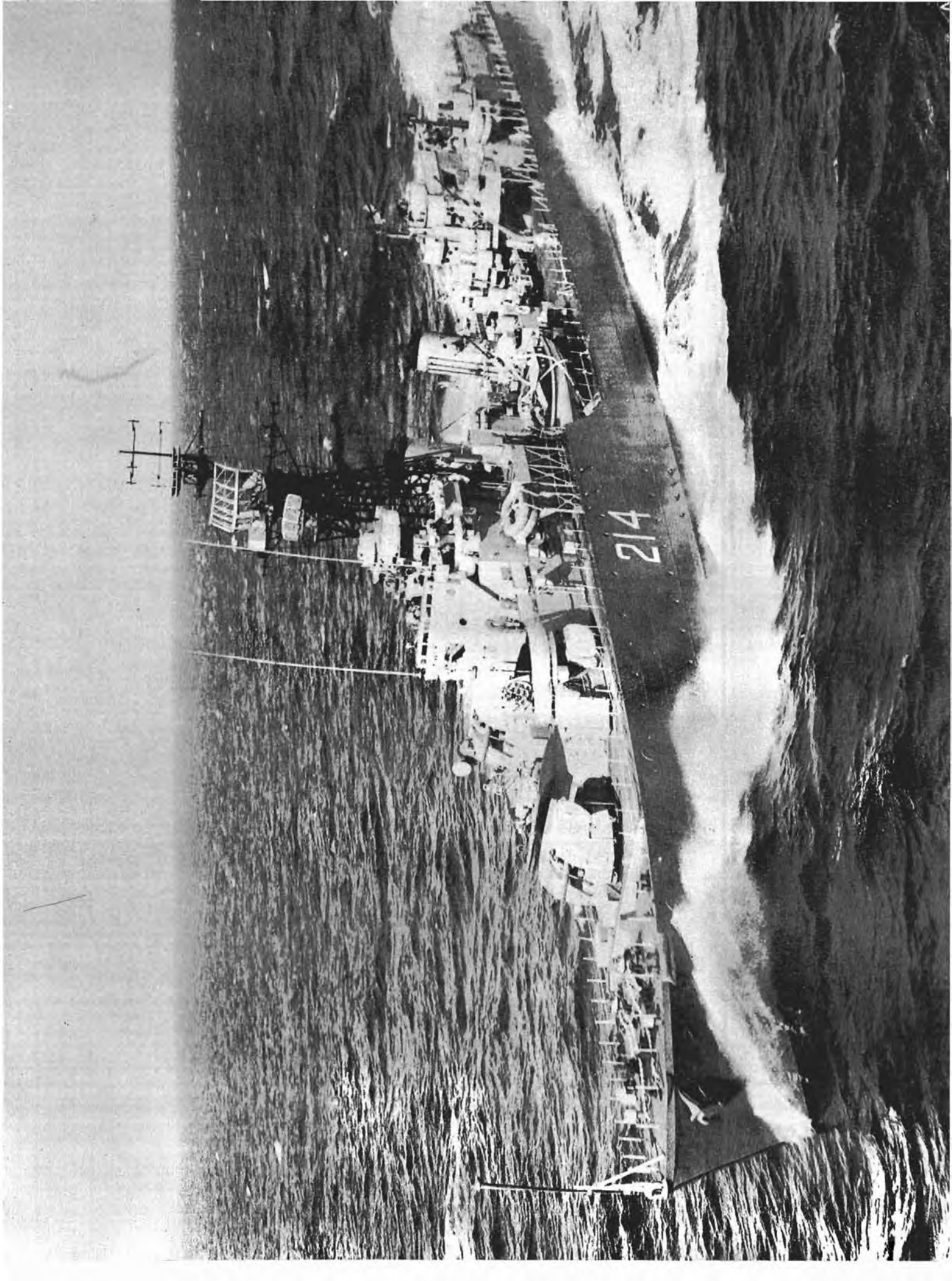


The
CROWSNEST



Vol. 5, No. 12

October, 1953



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THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1953

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Cover photo—On another page is described the anguish of ships, trapped in a typhoon, and unable to replenish their almost empty fuel tanks. More fortunate was the HMCS *Sioux* during the Coronation cruise. Riding high in the heavy sea, the *Sioux* was nevertheless able to carry out a tricky fuelling operation without mishap. The picture was taken by Ldg. Sea. George Apps from the flight deck of the *Magnificent*, which supplied the bunker oil.—(MAG-4510)

LADY OF THE MONTH

The first destroyer and, at that time, the largest warship ever constructed in a Canadian shipyard, HMCS *Micmac* has entered on a new commission, her third since she began her first on September 18, 1945. Those familiar with the *Micmac* in her previous commissions will notice on scanning this recent photograph that there have been some changes made.

Added to the fact that she was the first Canadian-built destroyer was the additional one that she was the first Canadian warship to be fitted with post-war anti-submarine weapons.

The *Micmac* was named after the Micmac Indians, a Nova Scotia branch of the Algonquin tribe. A full-blooded Micmac, Clarence Gode, of Bear River, N.S., worked on her as a rivet heater during her construction in Halifax.

Although the *Micmac* was not chosen for Korean duty, she was far from idle during her second commission from November 1949 to November 1951. During that time she logged more than 102,000 miles, spending more than half the period at sea and visiting 32 ports in 21 different countries, many of them as a unit of the Canadian Special Services Squadron which visited 13 ports in seven European countries in 1950.

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RCN NEWS REVIEW

ML 724 carrying Navy Day visitors on a tour of Esquimalt Harbour. (E-23204)

Huron Back At Sea Again

The *Huron*, under the command of Commander T. C. Pullen, of Oakville, Ontario, came out of drydock during the first week in October, after undergoing extensive repairs to damage which resulted from grounding last July while on patrol in enemy waters off the north-west coast of Korea.

After some 80 days in drydock, the *Huron* is now in first class condition. While a brand new bow was being built on this Tribal Class destroyer, every opportunity was taken to refit as much of the ship's equipment as possible. Following the undocking the ship's technical officers said they were pleased and "amazed" at the speed with which the repair job progressed.

Repairs were carried out in a United State Navy-controlled dock on loan to the Royal Navy. The work itself was done by Japanese workmen employed by the Sasebo Ship Industry Company, Limited, and was supervised by Royal Navy constructors.

Following the undocking, the ship came alongside for completion of internal fittings. The *Huron* was scheduled to sail for Yokosuka, Japan on October 22 for a ten-day session of workups.

Four Owe Lives To Prestonian

Four of the six survivors of a U.S. Navy flying boat, which crashed into St. George's Harbour, Bermuda, were rescued by men from HMCS *Prestonian*, who had manned the motor cutter by the time the aircraft hit the water.

The plane, its starboard engine on fire, overshot Kindley Field, stalled and smashed tail first into the water within 50 yards of the *Prestonian*, on exercises

in the Bermuda area with the *Wallaceburg*, *Portage* and HM Submarine *Auriga*.

An outstanding part in the rescue was played by Ldg. Seaman Bruce S. McDonald, who manned the motor cutter, along with Ldg. Sea. Frank Howell and AB Guy Tellier, as soon as it was realized the flying boat was going to crash. Ldg. Sea. McDonald, as coxswain, brought the boat alongside one of the survivors, who said his back was broken. The man was accordingly not taken on board but was gently towed to a U.S. Air Force crash boat which was nearing the scene.

The *Prestonian* seamen then headed back and picked up three injured airmen and transferred them to the crash boat, which rescued two others. The bodies of four members of the flying boat crew were recovered from the harbour the next day.

Ldg. Sea. McDonald, who was commended for his prompt action by Captain Allen Smith, Jr., commanding officer of the U.S. naval station in Bermuda, has been in the Navy for four years, his service including 11 months on Korean duty in the *Nootka*.

Navy Penetrates Eastern Arctic

The Royal Canadian Navy has assumed the operation of the radio station on Padloping Island, off the east coast of Baffin Island and about 40 miles north of the Arctic Circle.

The station was set up by the U.S. Air Force, with the approval of the Canadian Government, during the Second World War and went under the code name of Crystal III. Its function was to provide weather information and radio aids to aircraft being ferried across the Atlantic to Europe.

Since the war, the USAF has continued to operated the station, but now it has been turned over to the RCN pending the manning of the station by personnel of the Department of Transport, which will ultimately assume responsibility for its operation.

The Padloping Island station, which continues to carry out meteorological observations and provide navigational aids for aircraft flying the northern route between North America and Europe, is a self-contained community. For most of the year it is completely isolated and supplies and mail have to

Beacon Hill Spots Monster

The sea monster season in British Columbia (which oddly coincides with the peak of the tourist season, so that no one is quite sure whether the sea monsters come to view the tourists or vice versa) produced a new crop this summer.

The ship's company of HMCS *Beacon Hill*, West Coast training frigate, was able to join the parade of witnesses by virtue of a sighting in Vancouver Island waters.

What they saw was a fish of some 1,000 pounds in weight, with an ovoid body, narrow, flipper-type fins about four feet long and with no visible tail. The monster appeared to be swimming on its side, its fins breaking the surface as it proceeded. It was seen by about 10 members of the ship's company.

The sighting reminded the then commanding officer of the *Beacon Hill*, Lieut.-Cdr. J. L. McDowall, of an earlier report by a Texan, who was an August visitor to Victoria.

The Texas visitor saw Victoria's own sea monster, "Cadborosaurus", and exclaimed:

"Golly! It was longer than two Cadillacs!"

be dropped from the air. The bulk of the station's stores come in by ship during the brief summer.

The station's complement is 18 men of the RCN, plus five Eskimos. PO William K. Carson, of Toronto, is in charge. The nine men who make up the communications staff received special training at Shearwater's Meteorological School. Besides PO Carson, they are: Leading Seamen William R. Gaudet, of Charlottetown, Henry W. Dyck, of Kit-chener, Jacob Fehr, of Aberdeen, Sask., and Joseph C. Kelly, of Chapeau, Que., and Able Seamen Joseph K. MacDonald, of Morell, P.E.I., Garfield T. Sweet, of Centreville, N.S., Robert J. Young, of Belleville, Ont., and Ronald A. Cunningham, of Sarnia.

The station's power and heating plants are operated by PO Gordon C. Tomlinson of Galt, Ont., and Able Seamen Mervin C. Salsberg, of Redcliffe, Alta., Donald W. MacKenzie, of Truro, N.S., and John M. Maule, of Oshawa, Ont.

Others at the station are PO Kenneth D. Powell, of Hamilton, medical assistant; PO Gordon H. Wingses, of Ottawa, radio technician; AB Donald R. Burgess, of Pembroke, Ont., electrician's mate; Ldg. Sea. James W. Dixon, of Toronto, storesman, and, last, but far from least, Ldg. Sea. William J. Martell, of Picton, Ont., cook.

Admiral Mainguy Presents Prizes

Medals and prizes won by top cadets of Royal Military College were presented by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, at the college's commencement exercises.

Higher They Rise, Harder They Fall

Now that the World Series is history and the slate has been cleared for a new batch of statistics, the results of two softball games played while HMCS *Algonquin* was at Key West may be of interest.

In a game between *Algonquin* men and USN enlisted men from the Key West base, the score was RCN 4; USN 17.

But—

In a contest between *Algonquin* Chief and Petty Officers and USN Chief Petty Officers, the score was RCN 42; USN 11.

A visiting RCN lieutenant-commander drew the following conclusion from the scores:

"Although the data cannot be termed conclusive, a first letter report on the above subject would indicate that the hit probability of the USN enlisted man is inversely proportional to his time in the service."



Laying a keel in this day is accomplished by a method much different than that of yesteryear. The first section of the destroyer escort which will one day bear the name HMCS "Chaudière" is shown as it was lowered into place immediately after the launching of HMCS "Saguenay" at Halifax shipyards.

A march past and the subsequent ceremonies were watched by hundreds of visitors.

The silver medal of the Lieutenant-Governor of Ontario for proficiency in third year engineering went to Cadet Wing Commander J. A. Marshall, of Castor, Alberta.

General proficiency in the third year won the silver medal of the Lieutenant-Governor of Quebec for Flight Leader F. S. Mallet, of Toronto.

The Governor-General's medal for proficiency in the second year was awarded to Cadet W. C. Moffatt, of Owen Sound, Ontario, and the medal of the Lieutenant-Governor of Quebec for the English-speaking cadet making the most progress in the French language went to Cadet P. D. C. Barnhouse, of Brantford, Ontario.

Cadet Section Commander G. R. Fanjoy, of Peterborough, Ontario, was awarded the Ontario Hydro scholarship.

Scholarships For Sea Cadets

The Navy League of Canada's first scholarship to HMS *Conway*, the merchant service officers' training ship in Wales, has been awarded to Alexander G. Sinclair, of RCSCC *Renown*, St. Catharines, Ont.

The scholarship provides for a two-year term in *Conway* and is valued at \$1,500. Application for the scholarship was open to Sea Cadets not more than

16½ years of age, with an academic standing of Grade XI.

Thirteen additional scholarships were also announced by the Navy League.

Two of these, valued at \$580 each, went to Donald M. Coulter, of RCSCC *Undaunted*, Calgary, for Royal Roads, and Ronald Muir, of RCSCC *Trent*, Trenton, Ont., for Royal Military College.

Eleven UNTD scholarships, valued at \$250 each, went to the following: A. G. Isherwood, Dartmouth, N.S.; D. C. Langille, Yarmouth, N.S.; B. Smith, North Sydney, N.S.; R. L. Calder, Montreal; A. E. Skinner, Ottawa; B. A. Beare, R. A. Ferguson and A. S. W. Stiles, all of Edmonton; W. L. Bolduc, Wainwright, Alta.; R. G. Balfour, of Victoria, and P. Ney, Nanaimo, B.C.

The Navy League also noted that another 13 former Sea Cadets had entered the Canadian Services Colleges this fall under the Regular Officers' Training Plan.

Reservists Fly To Shearwater

Early risers on Saturday morning, October 3, witnessed the first mass air movement of an RCN(R) air squadron. VC 920's four Harvards and a Dakota transport flew off from Downsview with 10 of the squadron's pilots and the maintenance personnel, bound for *Shearwater* and an intensive two weeks' training.



A destroyer almost disappears in the trough of a high sea in the Pacific. (U.S. Navy Photograph)

The Law of Storms

By HANSON W. BALDWIN

Mr. Baldwin, The New York Times military editor, analyzed records of the Naval Court of Inquiry, log books of the ships concerned, and other accounts of the storm for this article, which is reprinted with the permission of the New York Times Service and of the author.

IT was the greatest fleet that had ever sailed the seas, and it was fresh from its greatest triumph. But the hand of God was laid upon it and a great wind blew, and it was scattered and broken upon the ocean.

The inexorable Law of Storms—the Bible of all seamen since the days of astrolabe and sail—was neglected, and the Third Fleet, proud in its might, paid the penalty—more men lost, more ships sunk and damaged than in many of the engagements of the Pacific war.

Storms have intervened before in history and nature has adjudicated the small affairs of man. A great wind, as well as Drake of Devon, saved England from the Spanish Armada. But in 500 years of naval history there had been no wind the like of that which struck the Third Fleet, Admiral William F. Halsey commanding, and humbled it in an hour of victory, on December 17 and 18, 1944.

The battle for Leyte Gulf was history; the Japanese Empire only a few weeks before had been dealt a fatal blow. The invasion of Mindoro started on December 15 and the Third Fleet was weary from three days of wide-ranging strikes against the island of Luzon.

As the fleet retired to the east to refuel, the beginning of the end was in sight; enemy land-based air power in the Philippines had been neutralized or destroyed, and MacArthur's "I have returned" was already loud upon the lips of the world.

Admiral Halsey, flying his flag in the battleship *New Jersey*, dispatched the refuelling rendezvous — 14 degrees 50 minutes north, 129 degrees 57 minutes east, about 500 miles east of Luzon—to the oilers and to Task Force 38, the carriers, under Vice-Admiral John S. McCain. But on the night of December 16-17 the sea made up and there was the queasiness of impending storm.

SUNDAY, December 17, dawns dark and brooding, the sea choppy, the wind brisk but fickle, the ships fretful. Across hundreds of miles of ocean the Third Fleet steams, the masts, the flight decks bowing and dipping, swinging in wide arcs across the horizon. Here in all its majesty is the fleet that has humbled Japan—a score of carriers, big and little; eight "battlewagons"; numerous cruisers; dozens of destroyers. The refuelling rendezvous is changed three times in search of calmer seas; the Third Fleet makes contact with the

24 big fleet oilers and their escort and, despite the querulous swells, refuelling starts. The compulsion of combat, the support needed by those soldiers back on Mindoro, permits no concession to nature.

The destroyers—the little ships that dance in any sea, the ships with empty maws from their days of high-speed steaming—come alongside the tankers and the battleships in the morning. But the ocean will have none of it; this is a job for super-seamen. There's nothing but a mad swath of white water between oilers and "tin cans" as the hungry little ships try to gulp their food through hoses leading from the oilers' tanks. Some get aboard hundreds of gallons before the lines break and the ships swing wildly apart, but most part line after line as boatswains curse and the water boils aboard the well decks and the steel plates run with oil.

Wind force — 26 knots. Barometer 29.74. Temperature 82. Visibility 5 miles.

In early afternoon Com. Third Fleet orders fuelling suspended, sets course to the northwest, then later to the southwest to escape the centre of the approaching storm which is not clearly located. The barometer drops, the winds moan; there's the uneasy leaden feeling of a hand 'across the heavens, but the Third Fleet steams on in cruising formation—the destroyers screening the "big boys", the anti-aircraft guns alert, the sonars "pinging", the radars searching, searching.

Photographs of the storm and the ships caught in it, which form the subject of the accompanying article, are not available. However, the U.S. Defence Department has generously provided official United States Navy photos of warships weathering typhoons and gales in the Pacific and these have been used to illustrate in some degree the agonies of the ships of the U.S. Third Fleet.

The night is haggard. Aboard the destroyers the "fiddles" are on the ward-room tables, the sleepers are braced in their bunks, but the sharp motion of the aroused ocean makes sleep fitful and despairing. Barometers fall steadily. Rain squalls and flung spray and spume reduce visibility; station-keeping is difficult—at times almost impossible.

The seas make up; the winds beat and buffet, "but no estimates of the storm centre were in agreement", and not until dawn does the Third Fleet realize it is in the path of the granddaddy of all typhoons. And the fleet oilers and their escorting destroyers and escort carriers—somewhat to the north and east of the main body—are directly athwart the "eye" of the approaching typhoon. Fleet course is ordered changed to 180 degrees—due south—but it is too late; the fury is upon them.

Nantahala (oiler) "... this ship pitching deeply and heavily." *Altamaha* (escort carrier) "... heavy weather making station keeping only approximate."

MORNING fuel reports from many of the destroyers are ominous. All were low the day before; some had de-ballasted (pumped salt water out of their tanks) to prepare to refuel. They are riding light and high; stability is reduced. And their crews know that topside weight has been greatly increased since commissioning by more anti-aircraft guns, fire control gear and radar. *Yarnall* reports 20 per cent of fuel remaining; *Wedderburn*, 15 per cent; *Maddox*, *Hilcox* and *Spence*, 10 to 15 per cent.

The forenoon watch opens, in the words of an old seagoing term, "with the devil to pay and no pitch hot". The violence of the wind is terrible; it shrieks and whinnies, roars and shudders, beats and clutches. The sea is convulsed, diabolic; the ships are labouring—laid over by the wind, rolling rapidly through tremendous arcs with sharp violent jerks, pounding and pitching, buried deep beneath tons of water, rising heavily, streaming foam and salt from gunwales and hawse pipes.

Violent rain gusts, spindrift blown with the sting of hail, a rack of scud blot out visibility. The Third Fleet is scattered; few ships see others. Only on the radarscopes do the pips of light loom up to show in wild confusion man's panoply of power.

The deeply laden oilers, the heavy battleships, the larger carriers roll and plunge deeply and violently, but not dangerously, through the towering seas, but for the escort carriers, the light carriers and the destroyers, the struggle

is to live. The war now is against nature, not the Japanese; no man in all the fleet had ever felt before the full fury of such a howling, demonic wind. Some of the fleet is in the "dangerous semi-circle" of the typhoon, where stronger winds drive them toward the storm's centre, and at least one task unit is directly in the centre, where the funnel of wind and the boiling ocean leap to climax.

At 0820 the destroyer *Dewey* loses bridge steering control; at 0825 the radar, short-circuited by the flying scud, is out of operation.

At 0845 the escort carrier *Altamaha* records in her deck log: "Mobile crane on hangar deck tore loose from moorings and damaged three aircraft."

The barometer drops as no seaman there had ever seen it fall before; the wind is up.

Aboard the *Cowpens* an F6F airplane, triple-lashed on the flight deck, breaks loose on a 45-degree roll and smashes into the catwalk, starting a fire. Men fight it as a bomb-handling truck breaks free on the hangar deck and smashes the belly tank of a fighter. Men fight it as a wall of solid green water rips open, like a can opener, the

steel roller curtains on the port side of the hangar deck. Men fight it as the anemometer, with one of its cups gone, registers a wind velocity of more than 100 knots; men fight it as the wind and sea pull out of its steel roots the forward 20mm gun sponson. Men fight it as the motor whaleboat is carried away by a wall of water, as bombs break their battens in the magazine and skitter about the deck, as jeeps and tractors, a kerry crane and seven planes are flung and blown off the flight deck into the writhing sea. But in the end it is the sea which extinguishes the fire, as it was the sea which started it; the F6F breaks clear of the catwalk and falls into the tumult of water.

AS THE DAY wears on, the log books run out of the language of nautical superlatives. Several ships record the barometer at a flat 28 inches; the *Dewey* reads hers at 27:30—possibly the world's lowest recorded reading. The oiler *Nantahala*, with other ships of a fuelling unit to the northeast of the main body near the storm centre, records a wind velocity of 124 knots.

The wind shifts rapidly in direction as the typhoon curves, blowing from north and south and east and west—



Lines and hoses snap and Navy men face the sometimes impossible task of keeping salt water from mixing with the oil. (U.S. Navy Photograph)

backing and filling as do all circular storms—and increasing in intensity to Force 17, far beyond that ancient nautical measuring stick of mariners, the Beaufort scale—which defines Force 12, its maximum—“that which no canvas could withstand”—as a “hurricane above 65 knots”.

The voice of the storm drowns all other voices; the wind has a thousand notes—the bass of growling menace, the soprano of stays so faultily strained they hum like bow-strings. The tops of the waves—70 feet from trough to crest—are flattened off by the wind and hurled straight before its violence; rain and spindrift mix in a horizontal sheet of water; one cannot tell where ocean stops and sky begins.

Over all is the cacophony of the ships—the racked and groaning ships, the creaking of the bulkheads, the working of the stanchions, the play of rivets, the hum of blowers, the slide and tear and roar of chairs and books adrift, of wreckage slipping from bulkhead to bulkhead.

Low fuel, attempts to keep station or to change course to ease pounding spell havoc for some. The seas are so great, the wind so strong that some of the lighter destroyers are derelicts; all possible combinations of rudders and screws fail to take them out of the troughs; they are sloughed and rolled and roughed far on their sides by wind and water, and drift out of control down-wind.

THE LIGHT and escort carriers fare little better; aboard the *San Jacinto*, *Monterey*, *Altamaha* and others, planes slide and slip, wreckage crashes groaning back and forth; the hangar decks are infernos of flame and crashing metal, of fire and wind and sea.

The light carrier *San Jacinto* tries to “swing to new course to ease her”. The skipper backs the starboard engines, goes ahead twenty knots on the port, but the howling wind will have none of it; the *San Jacinto* falls off into the trough, rolls 42 degrees.

A plane breaks loose on the hangar deck, skids into other planes—each lashed to steel deck pad eyes with 14 turns of wire and rope—tears them loose, and the whole deckload crashes from side to side with each roll, “rupturing and tearing away all air intakes and vent ducts passing through the hangar decks”.

Aboard the *Altamaha*—all 14,000 tons of her planing like a surfboard on the tremendous rollers—the planes she mothers turn against her; fire mains burst; wreckage litters the elevator pit;



USS “Guadalcanal” rolls heavily to port during a severe storm. (U.S. Navy Photograph)

heavy seas break over the fantail; damage repair parties shore the bulkheads.

In the *Monterey*, Nos. 1 and 2 fire-rooms are abandoned at 0914 because of heavy smoke from a hangar deck fire; ready ammunition is jettisoned; the boilers are manned by skeleton crews using rescue breathing masks; a gasoline vapour explosion kills one seaman; another, trapped by the flames, is burned to death; a third asphyxiated; many are injured.

The destroyer *Dewey* labours almost to the death. With the storm howling like a banshee, the quartermaster on watch scribbles painfully on the deck log, as casualty reports funnel to the bridge:

0905—*Dewey* reported to CTG 30.8 she was out of control and passed through formation from starboard to port. Heavy rolling caused loss of lube oil suction repeatedly.

1006—Captain ordered all port fuel tanks filled to capacity; 30,000 gallons of oil pumped to port side. Rolling through 40 to 50 degrees.

1020—Lost bridge steering control; steering aft.

1122—Doctor reported many men had been injured by falling.

1130—Main engines stopped—main switchboard shorted from salt water. Secured main generator. Electrical power and lights all gone. Five hundred to 1,000 gallons of water entering No. 2 main forced draft intake on every big

roll. Bucket brigade in mess hall and one aft kept water down. Dead in the water. All hands told to remain on port side. Rolling and pounding worse. Inclinator to 73 degrees to starboard and stopped for a few seconds. All thin shielding of ship stove in—by water on starboard side—by wind on port.

1145—The wind estimated to be more than 110 knots.

But the *Dewey*, as the morning dies, still lives.

Not so the destroyers *Monaghan* and *Spence*.

The *Monaghan*, with 12 battle stars on her bridge and a veteran of combat from Pearl Harbor to Leyte, lunges to her doom—the fleet unknowing—late in that wild and wind-swept morning. She's last heard and dimly seen when the morning is but half spent:

0936—*Monaghan* to Com. TG 30.8—“I am unable to come to the base course. Have tried full speed, but it will not work.”

1006—*Monaghan* to unknown ship—“You are 1,200 yards off my port quarter. Am dead in water. Sheer off if possible.”

1007—*Monaghan* to *Hobby*—“Bearing is 225, 1,400 yards . . .”

The *Monaghan's* 1,500 tons of steel are racked and strained; her starboard whaleboat drinks the sea as the davits dip into green water. But there's little intimation of disaster.

ABOUT EIGHT BELLS, as the Wagnerian dirge of the typhoon drowns the lesser noises of the labouring ship, the wind pushes the *Monaghan* far on her starboard side. She struggles to rise again—and makes it, but sluggishly.

In the after deck house 40 or 50 men cling to stanchions and pray—silently, or aloud. Slowly the ship recovers. But the lights go out; again the deep roll to starboard, again and again she struggles back, shudderingly, from disaster.

Then, about noon, the wind brutalizes her; heavily the *Monaghan* rolls to starboard—30, 40, 60, 70 degrees—tiredly she settles down flat on her side to die amid a welter of white waters and the screaming Valkyries of the storm. And there go with her 18 officers and 238 men.

The *Spence* goes about the same time, but again the fleet unknowing. The *Spence* is deballasted, light in fuel; she rides like a cork and is flung like a cork in the terrible canyon-like troughs. Power fails; the electrical board is shorted from the driven spray; the ship goes over 72 degrees to port—and stays there. The lights are out; the pumps are stopped—the ship's heart dead before the body dies; she drifts derelict.

Sometime before noon, the supply officer—Lieut. Alphonso Stephen Krauchunas, USNR — destined to be the *Spence's* only officer survivor, sits on the edge of the bunk in the captain's cabin talking tensely with the ship's doctor. An awful roll throws Krauchunas on his back against the bulkhead "in a shower of books and whatnot". Crawling on hands and knees on the bulkheads of the passageway, Krauchunas gets topside just before the entering ocean seeks him out. He fights clear along with 70 others — but the *Spence*—2,000 tons of steel with the power of 60,000 horses—is done.

The afternoon watch brings some slight surcease to some ships, climax and desperation to others. The fleet is widely dispersed across a raging ocean; some ships have felt the full fury of the storm; others are still to feel it. Between 1100 and 1400 of that day the peak is reached; "mountainous seas . . . confused by backing winds made the vessels roll to unprecedented angles".

For the destroyer *Hull*, with much of the mail of the fleet aboard, the afternoon watch is her last. Small and old as destroyers go, the *Hull* had made heavy weather of it in the morning; the driven spray had shorted everything; in the Combat Information Centre leaky seams admitted the sea and "sparks were jumping back and forth among the electrical cables".

The *Hull's* tanks are 70 per cent full of fuel oil; she's better off than her lighter sisters though she has no water ballast. But the storm brooks no objections; gradually the *Hull* loses the fight. Her radar is out; the whale-boat smashed and torn loose; depth charges wrenched away and to "every possible combination of rudder and engines" the ship will not respond, and is blown "bodily before wind and sea, yawing between headings of 100 and 080 true"—toward the east.

BUT THE WIND increases to an estimated 110 knots; "the force of the wind lays the ship over on her starboard side and holds her down in the water until the seas come flowing into the pilot house". Early in the afternoon the leaping sea hurtles up into the port wing of the bridge and young Commander Marks steps off his capsized ship, his first command, into a sea "whipped to a froth", a sea so wildly angry, so ravening for life that life-jackets are torn from the backs of the few survivors.

The destroyer *Dewey*, battered and racked in the morning watch, makes it, though hurt almost mortally. At 1230 No. 1 stack carries away and falls over the side in a clutter of wreckage, leaving a gaping wound in the main deck and 400 pounds of steam escaping from the ruptured whistle line in a shuddering roar that mingles with the berserk voice of the typhoon.

The falling funnel carries away the whaleboat davits; this easing of the topside weight — and the skipper's prescience in the morning watch in counter-ballasting the high port side with most of his fuel—probably save the ship. Nevertheless green water slops over the starboard wing of the bridge as the ship lies over an estimated 80 degrees to starboard—and lives to tell about it—perhaps the first vessel in the history of the sea to survive such a roll.

At 1300 the barometer hits "bottom"—an estimated 27.30 inches.

But the typhoon has done its worst; at 1340 the barometer registers a slight rise, and at 1439 the wind slackens to about 80 knots.

The storm curves on into the wide open spaces of the Pacific the rest of that day — Monday. The winds still howl; the ships still heave, the ocean is confused, and even on Tuesday the seas are huge, but the great typhoon is over. Behind it, it leaves the fleet scattered and broken, with more unrequited damage, as Admiral Halsey later noted, than at any time since the first battle of Savo Island.

Survivors of the *Monaghan* and the *Hull* and *Spence* are pitifully few; destroyer escort *Tabberer*, herself demasted, picks up the first survivors from the *Hull* at 10 o'clock that night, and others, including Commander Marks, the next day. The *Tabberer* also rescues ten survivors from the *Spence* aboard a life raft on the 20th; other ships, scouring the ocean now that news of the sinkings is widely disseminated, find a handful of spent and injured sailors, who will forever comprehend more fully than any living men the meaning of the fury of the sea.

The great typhoon of December 17 and 18, 1944, cost 790 dead or missing—202 from the *Hull*, about 256 from the *Monaghan*, 317 from the *Spence*; three dead in the *Monterey*, others killed or missing from other ships. More than 80 men were injured; 146 planes were blown overboard or damaged beyond repair.

The battleships lost boats and gear but sustained no major damage; the large carriers suffered damage to radars and to the hangar deck roller curtains. But the small, the light carriers, the *San Jacinto*, *Monterey*, *Cowpens*, *Cabot* and *Langley* suffered badly; the list of the *Monterey's* damages covered nine closely typed legal pages.

The cruisers *Miami* and *Baltimore*; the escort carriers *Cape Esperance*, *Anzio* and *Altamaha*, and the destroyers and destroyer escorts *Aylwin*, *Dewey*, *Buchanan*, *Hickox*, *Benham*, *Donaldson*, *Melvin R. Nawman* and *Dyson* required major repair, while nine other vessels sustained more minor damage. The planned strikes against Luzon were cancelled and the Third Fleet straggled—cock-billed and askew—into the atoll of Ulithi.

A naval court of inquiry, summoned to solemn post-mortem, found that "large errors (had been) made in predicting the location and path" of the typhoon.

Admiral Halsey called the typhoon a "disaster". Admiral Chester W. Nimitz pointed out that the damage done "represented a more crippling blow to the Third Fleet than it might be expected to suffer in anything less than a major action" and the Commander in Chief of the Pacific Fleet noted his determination to inculcate his officers with "the necessity of understanding the Law of Storms".

And from Commander Service Force, a sobering comment from man, arrogant in his victory against man:

"There is no ship afloat that cannot be capsized in a seaway."

The Commissioning of HMCS "Caribou"

*Busy Newfoundland
Centre Home of
New Division*

A bustling little city of about 20,000 population, beautifully situated along the Bay of Islands, on the west coast of Newfoundland, is the home of Canada's newest naval division.

Corner Brook, which has long been known as the site of one of the world's largest pulp and paper mills, owned by Bowater's, gained fame among naval personnel during the Second World War on two other counts—the possession of its own private navy and its outstanding hospitality for the ship's companies of visiting escort vessels.

Since the war Corner Brook has shared in the general industrial expansion of Newfoundland and is no longer a one-industry town. Gypsum and cement mills are among the latest industrial acquisitions and residents say Corner Brook is enjoying the greatest degree of prosperity in its history.

It was here on August 28 that Hon. Brooke Claxton, Minister of National Defence, welcomed HMCS *Caribou* into "the fraternity of naval divisions" at the commissioning ceremony. *Caribou* is the latest link in a chain of 22 naval divisions stretching from Prince Rupert, British Columbia, to St. John's Newfoundland.

The commissioning was the occasion of recalling the close association of

Newfoundland with the Royal Navy during her long history as Britain's oldest colony and, in recent years, with the Royal Canadian Navy during the Second World War and since her entry into Confederation as Canada's tenth province.

For Corner Brook, the second largest community in Newfoundland, the ceremony turned thoughts back to the Second World War when the town had its own naval force—the Bay of Islands Naval Patrol, more widely known as the "Corner Brook Navy".

The day of the commissioning, Friday, August 28, was oppressively warm and skies were threatening, but the day's events went forward with enthusiasm and precision and HMCS *Caribou* was as well and truly "launched" as any sea-going vessel.

Occupied with numerous other duties, the commanding officer of *Caribou*, Lieut.-Cdr. F. L. Rowsell, asked Commodore K. F. Adams, Commanding officer Naval Divisions, to act as master of ceremonies.

Beside Mr. Claxton and Commodore Adams, the guests of honour included, Hon. J. W. Pickersgill, Secretary of State and a Newfoundland representative in the House of Commons; H. M. Spencer Lewin, manager of Bowater's huge pulp and paper plant at Corner Brook, and Captain V. L. A. Campbell, RN, (Ret'd), wartime Senior Naval Officer at Corner Brook.

The ceremony was preceded by a march through the town of members of the ship's companies of HMCS *Cabot*, the St. John's naval division, HMCS *Caribou* and HMCS *Revelstoke* and Deer Lake Sea Cadet Corps. The occasion fell during the leave period of East Coast naval bands and the Corner Brook Salvation Army band stepped into the breach and headed the parade.

The ceremony opened with the inspection of the Sea Cadets and ships' companies by Mr. Claxton.

In his opening remarks, Commodore Adams welcomed *Caribou* and said the purpose of the naval divisions was to prepare citizen sailors against the day of emergency.



Defence Minister Brooke Claxton cuts the ribbon across the gangway of HMCS "Caribou", as he declares the new naval division commissioned. At the left is H. M. S. Lewin, manager of Bowater's Limited, and a prime mover in the establishment of a naval division at Corner Brook, Nfld.

"There is no need to remind the people of Newfoundland of the tremendous losses we suffered during the early days of the war, because we were not trained and equipped to meet a well-trained enemy," said Commodore Adams. "We have established standards to meet so we will not again suffer those losses."

Mr. Pickersgill, who said he was proud to represent Newfoundland in the government of Canada, described Mr. Claxton as one of the "Fathers of Confederation—one of those who signed the terms of union which brought Newfoundland into confederation".

He hoped that Mr. Claxton and others would be persuaded that naval activities in Newfoundland should be greatly extended, since no other province of Canada was more closely associated with the sea.

Mr. Lewin, as he opened his remarks, presented two mementoes of historical interest to HMCS *Caribou*, on behalf of the officers of the Bay of Islands Naval Patrol, which he commanded. One was a plaque, presented to the Corner Brook Patrol by the commanding officer of a Canadian destroyer; the other a brass plate from a merchant ship wrecked on the Newfoundland coast during the Second World War.

Wishing the new naval division the best of luck, Mr. Lewin thanked Mr. Claxton and the Navy for making it a reality.

First Recruit Is Magistrate

Recruiting of men for the RCN(R) at HMCS *Caribou* started the day after the Coronation.

Magistrate H. W. Strong of Corner Brook was the division's first recruit, more than a month before recruiting of men began. Mr. Strong was attested as Lieutenant RCN (R) on April 18th in a ceremony which took place in the Court House, before *Caribou* had completed refit.

Lieut. Strong served in the RN during the Second World War and brings with him knowledge and experience which should stand him in good stead as Executive Officer of the new division.

A magistrate as "XO" should augur well for the discipline in HMCS *Caribou*.

"It's always good to be in at the beginning", said Mr. Claxton, as he recalled the signing of the terms of union of Newfoundland with Canada.

"One of the fruits of that union is seen in the establishment of this new unit of the Royal Canadian Navy."

Newfoundland had an association with Britain lasting more than 450 years. The colony was established as a naval effort, as a rampart of England and as a source of fish. During the Second World War, Newfoundland had become the bridge between Canada and Great Britain.

After the landing in Europe, Mr. Claxton observed, more than 70 per cent of the escort work in the North Atlantic was done by the RCN, and largely by warships based in Newfoundland.

Mr. Claxton spoke of the contribution toward the establishment of the naval division by Mr. Lewin ("I never know whether to call him Lieutenant-Colonel Lewin or Lieutenant-Commander Lewin or my old friend 'Monty' Lewin").

Mr. Lewin had been instrumental in establishing the "Corner Brook Navy" and was in command of it.

"After they had been working some time at the expense of the company, it was discovered that under International Law, they were all pirates", Mr. Claxton said. The Canadian government had thereupon made a payment of \$1 a year for the ships.

"This made it legal, if not very profitable."

Defence Minister Brooke Claxton is seen inspecting the troops at the commissioning of HMCS "Caribou", the naval division in Corner Brook, Nfld. Accompanying him are Lieut. H. W. Strong, executive officer of the new division; Lieut.-Cdr. F. L. Rowsell, commanding officer, and Commodore K. F. Adams, Commanding Officer Naval Divisions.

Brass Plate Recalls Wreck

A brass plate from SS *Sloga* was one of the souvenirs of the Bay of Islands Patrol (otherwise known as the Corner Brook Navy) presented to *Caribou*, the Corner Brook naval division, by H. M. S. Lewin, who commanded the patrol.

The *Sloga*, a Yugoslav merchant vessel, went aground on October 16, 1943, at Long Point, about midway between Port au Port and Corner Brook, on the west coast of Newfoundland. The crew was taken off by HMCS *Drummondville*, (Bangor minesweeper) and the salvage tug *Lord Strathcona*.

The Bay of Islands Patrol salvaged naval property from aboard the *Sloga*, including the breech block and sight of the 12-pounder gun. It was hoped for a time that the cargo might be salvaged and the ship refloated, but a heavy gale sprang up and the *Sloga* broke in two and sank.

Mr. Lewin had continued his efforts on behalf of the defence effort since the war by helping to establish Army reserve units and, now, in providing quarters for the new naval division.

An appropriate name for the new division, he suggested, would have been "HMS *Lewin*", for such were Mr. Lewin's initials.

The chosen name, *Caribou*, honoured the name of two ships, each torpedoed during the Second World War as part of the price paid for a free world.

Mr. Claxton noted that one of the seamen present had been serving in HMCS *Athabaskan* at the time of Mr. Claxton's visit to Canadian forces in the Korean war theatre.

"This seaman served on the far side of the world, serving Canada to stop aggression. Your service here is a service of peace, for Newfoundland, for the defence of Canada and for the protection of freedom."

Mr. Claxton said the Royal Canadian Navy was steadily gaining strength.

"I am proud of our Navy, our officers and men and I am proud today to be here in Corner Brook officially opening this 22nd division."

He declared *Caribou* opened and operational and called on the chaplains present for prayers.

The ribbon across the entrance of the divisional headquarters was then cut and Mr. Claxton said: "Bon voyage and much success to this ship and all who serve in her." The National Anthem was played and White Ensign and commissioning pendant were hoisted.

After the official guests had inspected the division's accommodation and training facilities, a reception was held in the wardroom.

That night Mr. and Mrs. Claxton were the honoured guests at a dance given by HMCS *Caribou* in the Armouries, reputedly the largest such event ever held in Corner Brook, with more than 1,000 persons in attendance.

Looking back at the day's events and recalling the congratulations and expressions of enthusiasm which had later poured in, officers and men of *Caribou* were agreed that all added up to something that augured well for the future of Canada's newest naval division.

Navy Launched "Community Chest"

The Navy entered into a picture of Community Chest history recently prepared by personnel of the Ottawa Community Chest organization.

Digging into the past to learn of the origins of their collective agency fund-raising activities, the "Chest" researchers found that away back in 1590 such a plan developed when a "relief chest" was founded in England.

Many sailors had suffered from fever and scurvy following the battle against the Spanish Armada; and the sailors' pay was often held up for many weeks, if not months. To establish a fund through which the sick seamen could be helped, the Chatham Chest was created by Sir Francis Drake and Sir John Hawkins.

In one sense, it was probably the first "Community Chest".



A Changing World Confronts Warships

The following article was written by a British naval architect and historian on the occasion of the naval review at Spithead. A. C. Hardy is the author of the three-volume "Everyman's History of the Sea War" and of other books on the functions of the warship and merchant vessel.

By A. C. Hardy, BSc, MINA, FRGS
in "The Recorder", London

"It is upon the Navy under the good providence of God that the safety, honour and welfare of our Realm do chiefly depend."

These stirring words are familiar to all students of naval history. Their import should be fully appreciated by all and especially so in this Coronation Year which focusses practical and sentimental attention upon the British Empire and evokes memories of the stirring deeds of the past which have, over the course of the centuries, built it into one of the greatest influences for good in the world.

It is particularly important to ponder a matter such as the above at a time when technically the world is changing at an alarming rate.

Supersonic flight is not merely something to be accepted. We must appreciate at the same time that it affects subconsciously the everyday lives of all of us. The streamlining of those masterpieces of aerial construction has a subconscious effect on the design, shape, the construction of everything that man now creates. This is particularly so as far as ships are concerned.

It would almost seem as though those responsible for the forward design are apprehensive in their minds as to the effect which the aircraft is likely to have upon their own creations within measurable distance. They are, therefore, subconsciously streamlining their hulls and their superstructures and funnels in order that they may not be too suddenly left behind.

But, at the same time, those responsible for the future planning of fighting navies must sometimes wonder whether air power will not render navy power redundant.

Is this Coronation Naval Review, in short, likely to be the last of its kind? Certainly the next one will show ships very different from the imposing array of those now assembled.

As far as best minds can judge at the moment, there is little likelihood that the ship will disappear, at any rate until interplanetary communication becomes

an everyday accepted matter, maybe in two or three hundred years time.

Naval power, however, is likely to be circumscribed by the fact that, thanks to the submarine and the mine, as well as to the aircraft, big ship actions in which fleets met and flogged each other to death, with one or the other surviving, are likely to take place no more.

Future naval wars, should they come, will be a matter of long endurance, high speed submarines, fast coastal craft and minesweepers and, perhaps aircraft carriers, if, indeed, fleets of jet aircraft are not strategically shore-based and summoned to protect their merchant ships, at speeds faster than sound.

Naval constructors know that they have by no means reached the summit as far as size and power is concerned in the construction of these special warships, which were invented by British skill during the First World War.

They realize that the upper limit of size is to a great extent one of vulnerability in the face of attack from other types of warships and aircraft, and also fuel consumption and dry docking facilities. It is, after all, useless to build fleets of monster ships unless you have the bases which can minister to their needs.

The startling atom bomb experiments carried out in Australian waters, indicate that total destruction may be the aim of the strategist of tomorrow. Will it be possible to evolve ships capable of resisting such hull-shattering blows?

We may derive consolation from the thought that if history, and naval history in particular, is a guide, never have our builders been at a loss to provide an antidote.

It was, in fact, no less an authority on fighting matters than Clausewitz himself, who said that never was an instrument of destruction invented without an antidote being shortly provided. History of the last World War shows that this was the case with the magnetic, acoustic and other mines and with the submarine menace.

Whatever the developments which took place then and whatever the demand for new and rapid thought on problems, there is every indication that

the sea power of Britain conveniently integrated with air power will be her mainstay as in the past.

But ships are only as good as the men who design and man them, and the thought, therefore, which this Coronation Year should stimulate is that never more than now do we need the best of the brains of the younger generation to enter our shipyards, engine shops, our design offices and to man our ships both on deck and in the engine room.

Throughout hundreds of years the administration of the Navy has had to adapt its human problems to ever-changing technicalities, and there are signs that the rapid changes of the present day are being appreciated and that both in entry and in training, the basis is as broad as possible.

Sea power is a synthesis of the designs, production and operation of fighting vessels on the one hand and merchant vessels on the other. This is a year in which the traditional, individual naval policies of several countries are being welded as far as possible into an efficient whole and when we are, in our naval construction and policies, faced with the tasks of integration; the problems are not easy to discern, still less to solve, particularly when weapons of tomorrow are taken into consideration.

Merchant Navy power is the ability of any seagoing nation to design and build sufficient ships to supply its own transport needs and to gain foreign currency by catering for the needs of others, on a charter basis.

In order to enjoy the fruits of successful sea power, a nation must have fine shipbuilding potentialities. That has been the good fortune of this country from time immemorial. Today, shipbuilding, as indeed most other manufacturing techniques, is passing through a period of tremendous changes.

The mass production of ships during the Second World War, though unnecessary in time of peace, taught so many lessons as to the way in which ships could be assembled and fitted with machinery in the shortest time, that it has left an indelible mark upon the whole science of shipbuilding.

Shortage of some kinds of raw materials has brought man's inventiveness into play and caused him to substitute others, so that the ship of today and tomorrow is not all steel and we may even be on the eve of an era in which ships are built completely of light metals.

Should this take place, then an entirely different kind of shipyard will be needed and because today's shipyards
(Continued on page 12)

OFFICERS AND MEN

Appointments of Officers Listed

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

Commander T. C. Pullen, to HMCS *Huron* in command. Formerly in HMCS *Cornwallis* as executive officer.

Commander Dunn Lantier, to HMCS *D'Iberville* in command and on staff of Canflagant as Assistant Officer-in-Charge, New Entry Training. Formerly in HMCS *Haida* in command.

Lieut.-Cdr. (TAS) W. C. Spicer, to HMCS *Prestonian* in command.

Lieut.-Cdr. H. B. Carnall, to HMCS *Gaspé* in command on commissioning. Formerly at Headquarters on staff of Director of Torpedo Anti-Submarine Warfare.

Instructor Commander I. F. Ritchie to HMCS *Ontario*. Formerly at headquarters as Deputy-Director of Naval Education.

Commander Glen MacDonald, RCN (R), to HMCS *Discovery* on retired

list. Formerly in *Discovery* in command.

Lieut.-Cdr. J. H. Stevenson RCN (R) to HMCS *Discovery* in command. Formerly executive officer.

Wren Officer Expert 'Chutist

A Wren officer late in September took over the duties of safety equipment officer at HMCS *Shearwater*.

The unique part of it is that Sub.-Lieut. (W) Lillian M. Y. Balcaen, of Saskatoon and Torch River, Sask., is the first woman of the Canadian armed forces to have completed a specialist safety equipment course.

Another interesting feature is that Sub.-Lieut. Balcaen is the first Canadian Wren officer to have qualified for her American parachutist wings. It took six parachute jumps during her 15-week course at the Parachute Riggers' School of the U.S. Naval Air Technical Training Unit, at Lakeshurst, N.J., to attain the latter distinction.



SUB-LT. (W) BALCAEN

The big thrill was, of course, the first parachute jump—a descent of the free-fall type, in which she pulled the ripcord at an altitude of 2,500 feet.

Sub.-Lieut. Balcaen received her primary and high school education in Saskatoon. She was continuity writer at Saskatoon radio station CFQC at the time of her enlistment with a younger sister as an Ordinary Wren at HMCS *Unicorn* on February 25, 1952. During her basic training course at *Cornwallis*, she was honoured as the "best all-round Wren" of her class.

Her past interest in amateur dramatics should stand her in good stead in her present appointment to the home of the *Shearwater* Players.

Four Officers Serve Navy 128 Years

Four senior officers of the Royal Canadian Navy, who have amassed a total of 128 years of service, received second clasps to the Canadian Forces Decoration in September.

Their actual connection with the Navy has totalled 12 years longer than that, for the officers all entered the Royal Naval College of Canada on September 29, 1918. Their service time for "CD" purpose has, however, been reckoned from their date of appointment to the RCN as midshipmen in September 1921.

The four senior officers are Rear-Admiral H. G. DeWolfe, CBE, DSO,



Their outstanding performance at the Maritime Regional Drama Festival won the Lord Calvert trophy for the "Shearwater" Players. Members of the dramatic group, shown here at the presentation ceremony, are (left to right) Lieut. Roy Portchmouth, Susan Portchmouth, Lilly Cullens, PO H. H. "Kip" Reeves and Lieut.-Cdr. A. J. McCullough. (HS-27537)



A highlight of the recent visit to the Atlantic Command of Most Rev. Maurice Roy, Bishop Ordinary to the Armed Forces, was the blessing of the recently-renovated Roman Catholic Chapel at HMCS "Stadacona". He is shown shaking hands with AB Romeo Labbie, one of the sailors attending the blessing ceremony. At the left is Chaplain M. P. MacIsaac, Chaplain of the Fleet (RC).

DSC, Chairman of the Canadian Joint Staff, Washington, D.C.; Rear-Admiral (E) John G. Knowlton, OBE, Chief of Naval Technical Services and Commodore H. N. Lay, OBE, Assistant Chief of Naval Staff (Warfare), both at Naval Headquarters, and Commodore (E) W. W. Porteous, OBE, Superintendent of the Dockyard, Halifax, and Command Technical Officer.

Navy's Medical Problems Studied

A new trend in meeting problems in naval medicine was established recently when the senior medical officers of the Royal Canadian Navy met in Ottawa for their first annual conference. Held in the offices of the Medical Director General of the RCN, the conference was honoured by welcoming addresses from Vice-Admiral E. R. Mainguy, Chief of Naval Staff, and Rear-Admiral H. F. Pullen, Chief of Naval Personnel.

Medical officers present included Surgeon Captain E. H. Lee, Medical Director General; Surgeon Captain T. B. McLean, now Command Medical Officer Pacific Coast; Surgeon Captain F. G. W. MacHattie, Command Medical Officer Atlantic Coast; Surgeon Commander G. W. Chapman, who recently became Deputy Medical Director General; Surgeon Commander R. H. Roberts, Principal Medical Officer, RCN Hospital, Halifax, N.S.; Surgeon Commander J. W. Rogers, Principal Medical Officer,

RCN Hospital, Esquimalt, B.C.; and Surgeon Commander R. H. Ruttan, Principal Medical Officer, RCN Hospital, Cornwallis, N.S.

Padres Attend Divisional Course

Fifteen Protestant padres of the RCN(R) completed the Second Reserve Chaplains' Divisional Course at Cornwallis in August.

Their instruction was directed by Chaplain (P) Ivan R. Edwards, Assistance Chaplain of the Fleet, and Commander Raymond Phillips, officer-in-charge of the Leadership School. Parade training instructor was CPO R. F. Gardner.

Those who completed the course were Chaplains W. W. Levatte, I. J. Kemlo, W. C. Burgess, J. A. Roberts, W. J. Collett, A. W. Watson, W. O. Fennell, N. R. Sparks, N. G. Standish, K.G. McMillan, C. W. Bryce, G. R. Bell, H. M. Pentland, G. P. Gregersen and D. F. Hoddinott.

Constructors on Course in U.K.

Four RCN constructor officers at present undergoing courses at the Devonport Dockyard, Plymouth, England, recently completed their summer examinations.

The four are Constructor Lieutenants Horace Williams, A. A. Snyder, H. G. Ivany and A. E. R. Down. The course, which began in April, will be completed next summer.

Wrens on Tour Of Auto Plant

How a modern automobile is put together was witnessed by a group of Wrens from HMCS *Star* and the staff of the Commanding Officer Naval Divisions when they toured the assembly

Retirement

CHIEF PETTY OFFICER NELSON CRISP

Rank: CIMR3
 Age: 50
 Length of Service: 20 years
 Hometown: Victoria, B.C.
 Joined: September 8, 1933.
 Served In: HMC Ships *Naden, Vancouver, Fraser, Prince Robert, Givenchy, Puncher, Peregrine, Ontario.*
 Awards: Long Service and Good Conduct Medal.
 Retired: September 7, 1953.



Vice-Admiral Sir Philip K. Enright, Admiral-Superintendent of Devonport Dockyard, recently presented the Canadian Forces Decoration to Constr. Lieut. H. G. Ivany, who is on a course in technical naval architecture. (Photo courtesy of Western Morning News, Plymouth)

line of the Studebaker plant in Hamilton.

The party included Wrens Mary M. MacLeod, Evelyn Jonas, Colleen Bliss, Micheline Morissette, Shirley M. Barber and Victoria Lavis. The Wrens were accompanied by Sub-Lieut. (W) Claire Gagnon, Lieut. (E) William Rees and CPO T. B. Henderson. They were greeted by D. C. Gaskin, president of the Studebaker Corporation of Canada.

A CHANGING WORLD

(Continued from page 10)

are naturally situated near sources of raw materials, e.g., coal and steel, they may well move to other districts where there are large spaces to permit of construction of prefabrication shops, and water into which the hull can be floated from a dry dock, with no thought of employing the traditional method of launching from slipways.

Bodies such as the British Shipbuilding Research Association and the International Cargo Handling Co-ordination Association, are conducting work of a kind which shows plainly that the changes as they come will find Britain's shipmakers well prepared.

A country which has existed and developed by the sea for over a thousand years, and whose people have the sea in their blood is not likely to be found wanting as far as the future is concerned. It must be emphasized, however, that none but the most imaginative approach to the future is acceptable.

Summer on the Great Lakes

260 Reserve Seamen Undergo Training at GLTC

When the last class of 24 new entries completed training at *Star* on August 28, it brought to 260 the total number of reserve seamen trained at the Great Lakes Training Centre this summer.

During its second year of operation, the GLTC had two ships to provide sea-training for the new entries. The gate vessels *Porte St. Louis* and *Porte St. Jean* arrived in Hamilton in late May and left in late August after a busy summer on the lakes.

The new entries came from all parts of Canada with 21 of the 22 naval divisions sending representatives. *Caribou* was the only exception and it was understandable since recruiting at the newest naval division did not begin until this summer.

Many of the new entries were 16-year-olds who had joined the RCN(R) under the new scheme to admit recruits of that age under a modified training plan. Attendance at the Great Lakes Training Centre was not compulsory for them but many of the young reservists volunteered to come and were given the same training as their "elders" of 17 and over.

The training was divided into two parts. The first week was spent ashore at HMCS *Star* doing parade training, lectures on seamanship, customs and traditions, and naval rules and regulations. The second week, the favourite of most of the trainees, was spent on board the gate vessels on Lake Ontario where practical sea training was given.

The training program was supervised by Lieut.-Cdr. C. H. Aharan, of HMCS *Prevost* and his staff.

Most members of the GLTC staff arrived in Hamilton about May 15 and spent two weeks preparing for the arrival of the new entries, the first draft arriving over the first weekend in June. From that time until the middle of August, drafts arrived each weekend and were greeted with the inevitable "in routine" and getting settled in accommodations.

The accommodation of the new entries was somewhat complicated by the arrival at *Star* of the staff of the Commanding Officer Naval Divisions earlier in the spring. COND moved into the upper floor of the barracks block where temporary offices had been set up, and space was very limited all-round. The

problem of new entry accommodation was solved with several tents obtained on loan from the Army. The general reaction on the part of the new entries was one of enthusiasm. It amounted to camping out, according to one trainee, and it certainly proved far cooler during the hot summer months than the buildings of *Star*.

The new entry's day at the Great Lakes Training Centre started at 0600 with the bugler's "wakey-wakey". Breakfast and tidying up took until 0750 when the men fell in for morning divisions. Classes began at 0815 and continued until 1200, when the most popular event of the day took place. The City of Hamilton had generously permitted the new entries to use the facilities of the swimming pool at nearby Eastwood Park and on hot summer days—or any day for that matter—a dip in the pool was a welcome break in the training program.

At 1345 it was back to work, with classes continuing until 1700. The day's work ended, for those not on duty watch, at 1715 with evening quarters.

The new entries were permitted leave until 2359 and took the opportunity to

Wintertime theory was put into summertime practice when reservists from naval divisions across Canada arrived at the Great Lakes Training Centre at Hamilton. Left, being honoured as "the best all-round seaman in his division" is Ord. Sea. Nicholas Leuche, of Vancouver, whose reward was an autographed copy of Nicholas Monsarrat's "The Cruel Sea". He is congratulated by Lieut.-Cdr. Charles H. Aharan, reserve training officer. Centre, naval reservists are shown undergoing training in anchor work on board HMCS "Porte St. Jean". Lieut. George A. Kearney, of Fort William, has his eye on the anchor, while AB Donald G. Curry, of Oakville, Ont., handles the signal flags. At the right, in the GLTC galley, AB Leo S. Martel, of Windsor, carves the joint for the last meal on the completion of the summer training program. CPO Bernard C. Stevens, in charge of the galley, checks the lower oven. (COND 195-177-194)



Sandy Bottom Camp

visit various landmarks and industrial sites around Hamilton. During their one weekend in Hamilton many of the new entries took a quick trip to Niagara Falls.

The second week of training proved the most popular with the trainees. They spent the full week on board one of the gate vessels and carried out practical duties and received instruction at sea.

A written examination was taken on Thursday and on Friday morning the new entries got back into Hamilton and faced an oral examination. On Friday afternoon the passing out exercises were held, with an inspection by Lieut.-Cdr. Aharan. He also presented the prize to the best all-round new entry of the class. The prize was an autographed copy of "The Cruel Sea", with the following inscription by the author: "With congratulations and best wishes for your continued success in the Navy—Nicholas Monsarrat."

For the duration of the Great Lakes Training program, the newly expanded galley provided meals for the trainees and for members of the training staff. The galley staff was headed by CPO Bernard Stevens of Saskatoon.

Executive officer of the GLTC staff was Lieut. Herbert E. Thomas, of Kingston, Ont., while Lieut. Ross Bennett, of Hamilton, was senior divisional officer and Sub-Lieut. Gordon Woodall, of Winnipeg, assistant training officer. CPO William J. "Pat" Morrow, Preston, Ont., was training chief petty officer and PO John D. Green, Halifax, was secretary.

Funnel Fumes Collapse Nylons

A short cruise on board HMCS *Ontario* in the Strait of Juan de Fuca taught 100 women guests accompanying members of the Canadian Institute of Chartered Accountants something about the sea and also gave them an unwelcome lesson in chemistry.

Weather conditions were such that the visitors not only experienced balmy Pacific breezes, but swirls of funnel gases as well.

Then the trouble started. Pink toes, once well-stockinged, peeped out through the open ends of shoes. The smooth sheen of sheer nylon was disfigured by long runs and more than 100 ladies were suddenly aware that their stockings were disintegrating.

What had happened, according to the ablest theoreticians on board, was that sulphur dioxide in the funnel fumes had mixed with the moisture in the air to form sulphurous acid (H_2SO_3 , in case anyone is interested in the formula) and acid and nylon just weren't compatible.

An idea that germinated in the mind of a divisional officer at HMCS *Cornwallis* has already paid off to the extent of 5,000 enjoyable week-ends for new entries under training there and staff.

Camping at Sandy Bottom Lake near *Cornwallis* in 1952, the officer thought that the lake would provide a desirable spot for new entry seamen who find little to do during week-end leave periods.

Accompanied by another divisional officer, he explored the lakeshore during the winter of 1952-53 for a suitable site. Two were found and the owners were approached regarding willingness to sell and cost.

Even before any action had been taken, the original idea kept growing and it was considered that sailing should be included in the future camp's program, which would otherwise be mostly limited to swimming and hiking. The father of the scheme suggested "Sail-fish", a small, easily built craft with one sail. He had found such a craft ideal in the shallow waters of the lake.

The two officers then carried the plans to a none-too-enthusiastic Ship's Fund Committee. They pointed out that the plan would benefit the new entries, who were largely responsible for the canteen profits, and they came away knowing that a committee would be set up and \$1,000 made available for the purchase of a site and boats.

The new committee visited the lake, became infected with the enthusiasm of the original proponents, picked out a \$3,000 property, obtained that amount and another \$3,000 to build sailboats from the Ship's Fund Committee and backed the formation of the *Cornwallis* Sailing and Recreation Club to operate the project. Under the broadened plans, the camp was opened to both staff and personnel under training.

Buildings on the property included a large cabin, with living room, kitchen and two bedrooms, a small cabin and a boat house. The main cabin was renovated as a club house and canteen; the smaller one became the home of a Chief Petty Officer, with the triple duties of warden, canteen manager and maintenance manager. Because of the shallowness of the lake, a 98-foot pier had to be built to accommodate boats. By mid-season a local boat-builder had produced 15 sailing craft.

Daily working parties cleared beaches, woods and paths. A small field adjacent to the property was purchased for use as a parking lot and ball field.

During the summer, new entry divisions spent three days at the camp in mid-week as part of their recreational training in sailing and swimming. The staff and ship's company made extensive use of the facilities on summer evenings and at weekends.

There is no way of assessing the value of the camp to *Cornwallis* in terms of health and happiness—but one thing has been noticed. The lineup of men on Monday morning awaiting the order "Off cap" is visibly shorter.

C.O. ASSESSES GAINS OF RCN IN PAST 2 YEARS

What tangible result is the Royal Canadian Navy gaining from its peacetime program?

Some of the answers were given in a report made by Lieut.-Cdr. J. L. McDowall before turning over command of HMCS *Beacon Hill*, West Coast training frigate, to Commander G. A. LaRue.

"This will be the last Report of Proceedings submitted by this writer after two years as Commanding Officer", Lieut.-Cdr. McDowall noted. "It is hoped that a few homilies will be forgiven.

"In my tenure of office some 90 officers, 250 cadets and 500 men have passed through the books of the *Beacon Hill*. Ships of the Pacific Training Force can expect a large turnover of personnel.

"However, it is most satisfying to note that, in spite of the transient nature of her complement, the ship has been capable of maintaining a degree of cleanliness and operational efficiency."

He thought that the ship had created a favourable impression abroad and had sustained her own in anti-submarine exercises and fleet training.

Lieut.-Cdr. McDowall continued:

"Certain evolutions, such as bombardments, mass victualling in the transportation of military forces, air control exercises and so forth have been attempted and are believed not to have been carried out by a frigate before.

"The foregoing is not meant to convey any self-importance to myself, but rather to indicate that personnel of the RCN are becoming flexible and resourceful as the stabilizing years of a peacetime structure develop.

"Indeed, I feel that we all can be proud of the product of the RCN and know that it can match any contemporary, that it shows enterprise and is able to master the difficulties of extemporization."

Showcases of the RCN

The Summer of 1953 Saw The Navy on Display Coast to Coast

As befitted Coronation year, the Royal Canadian Navy has been on display across the breadth of the land.

Canadians learned to know their Navy better from displays at local fairs, from Navy Day activities at either coast, from press, radio and film stories of the Coronation Squadron and Contingent, from cross-country flights of naval aircraft and from major publicity efforts such as the Navy's share in the Canadian National Exhibition at Toronto and the Pacific National Exhibition in Vancouver.

Canada's consciousness of sea power as a vital factor in the world of today was further enhanced by the visit of an unusual number of foreign warships to Canadian ports. Quebec City, for example, had no fewer than 14 U.S. naval vessels in port at one time and Navy Day at Halifax was all the bigger success because of the presence of British and American warships.

A further chance to bring the Navy home to the people of Canada came with the appearance on movie screens of Nicholas Monsarrat's "The Cruel Sea". The premiere in every city found the naval divisions seizing the opportunity to recall to Canadians the role of the Royal Canadian Navy in the Second World War and to call attention to the progress of the postwar years.

In the following columns are presented some of the highlights of the efforts made to deepen and broaden the public's acquaintance with the RCN and Reserve.

AT THE CNE—

"The Navy . . . Going Places; The Army . . . Advancing; The Air Force . . . Into the Jet Age." Those were the key headings when Her Majesty's Canadian Armed Forces held their sixth annual display at the 1953 Canadian National Exhibition in Toronto, August 28 to September 12.

Despite a record breaking heat wave, with temperatures soaring to a wilting 100 degrees, the 1953 display surpassed all previous years in colour, movement and interest. The consensus, from Defence Minister Brooke Claxton to young Tommy Jones of Scarborough Bluffs, was, "the best show ever".

The main theme of the co-ordinated ground display was the growth and

progress of the three services in manpower, training and equipment during the postwar years. Another striking feature of the display was the section devoted to the record of Canada's fighting forces in the Korean war.

Three massive paintings, each depicting the role of the respective services

in the Korean conflict, drew large crowds to the Korean section of the display. A "Train Busting" operation by HMCS *Crusader* was the Navy's vivid presentation. For the Army, the painting showed Canadian troops advancing over rugged Korean terrain and the Royal Canadian Air Force depicted a

The drum and bugle band from HMCS "York" swings through the Prince's Gate of the Canadian National Exhibition during the Warrior's Day parade, August 29, 1953. The huge parade of regular and reserve units and veterans' organizations was led by Field Marshal Viscount Montgomery. (O-5834)



scene at Haneda Airport, near Tokyo, Japan, with an RCAF North Star transport holding the foreground.

While co-ordinated to a common theme, each service told an individual story of its postwar growth and progress. In the exhibition technique of animation and movement, the RCN highlighted the growth of the fleet, its increases in manpower, the new construction programme, the vocational opportunities within the service and the activities of the Royal Canadian Navy (Reserve). An LN 27 navigational radar set and an animated diagram showing the operation of squid featured the Navy's section on equipment. By similar methods, the Canadian Army expressed its growth and progress, and their display included an exhibit by the RCE Atomic Radiation Detection Unit, complete with clicking Geiger counters. The RCAF section presented a control tower view of an airfield and this display was flanked by an operating jet flight instruction trainer, a most complicated affair with glowing tubes and buzzing circuits.

The central ground of the Armed Forces Display area was again taken up by service exhibits. A T-33, Silver Star jet trainer, held the stage for the RCAF. The Army presented its new 90 mm anti-aircraft gun and the Navy

featured a 45-foot scale model of the *Magnificent* with model aircraft on the flight deck.

Action and training films of the three services were shown daily in the Armed Forces theatre. Each service maintained a recruiting booth and an addition to this year's display was a booth section devoted to officer recruitment.

The Armed Forces Chapel manned by Protestant and Roman Catholic chaplains of all three services told of the spiritual guidance provided for the men in the forces. The chapel has become a traditional part of the Armed Forces' CNE display.

The women of the Navy, Army and Air Force again added efficient charm to the administration and operation of the display. They acted as "official greeters" at the main entrances and as ushers in the Armed Forces Theatre. The health of all service members was under the watchful eyes of a nursing sister from each service. In spite of hot weather and hot dogs, personnel attached to the Armed Forces Display survived with flying colours.

Other special events drew large crowds. The Canadian Army Provost Corps staged bone-shaking demonstration of unarmed combat three times daily, and a team of naval reserves

Editorial Lauds Navy's PNE Role

The Vancouver Province, in an editorial entitled "The Navy's in Town", had this to say concerning the naval contribution to the Pacific National Exhibition at Vancouver:

"As this is written thousands of people on the streets are saying, much better than we can, what we set out to say—welcome to the Royal Canadian Navy.

"The crowd is watching the PNE parade; the Navy is stealing the show, and the crowd just loves it.

"Vancouver is always glad to welcome navy ships and doubly glad this time to welcome five of them. We are glad they came to our annual exhibition party; they are a big factor in its success.

"Here in Canada's largest Pacific port we look to the sea. The sea brings life blood to our economic system. We have to do business with the wide world and the sea is the path to our customers.

"In these days of world turmoil it is a good thing for us to remind ourselves of our dependence on our armed services. The navy has been Britain's lifeline in all her wars. It has been our lifeline in two world wars. If we are faced with war again we will look to our navy to protect our coasts and get our men to the fighting front.

"The lads you meet on the streets this week are the men who fight our ships. Some of them have been fighting those ships in Korean waters up to a few weeks ago.

"We say to the Royal Canadian Navy: Welcome! Thanks for coming."



Personnel of the Armed Forces Display at the 1953 CNE take time out to preview some of the exhibits on public showing. PO Lloyd McInnis, Creston, B.C., explains features of the Sea Fury fighters ranged on the flight deck of the 45-foot scale model of HMCS "Magnificent", one of the Navy's top attractions at the tri-service display. Looking on are, (left to right), Wren Joan Fraser, Toronto; Pte. Bette Kreuger, Toronto; Wren Mary Hearst, Parry Sound, Ont.; Cpl. Shirley Morden, Harriston, Ont., and Ldg. Sea. Paul Dunn, Toronto.

from HMCS *York* carried out a gun-run each evening.

The 1953 Canadian National Exhibition's giant grandstand performance saw the return of the three services to the stage when the Armed Forces Drill Team comprised of 60 men from each service, under the command of Major D. E. Holmes, Royal Canadian Regiment, held a special spot in the show and made a dramatic appearance in the grand finale of what has become the largest annual stage show in North America. The 180-man squad received high praise for its performance. On the first two nights of the CNE, HMC Ships *Granby* and *Digby* participated (by remote control) in the grandstand show. The two minesweepers were anchored off the lakefront, positioned so that they could be seen by a large portion of the 25,000 who jammed the stand each night. The ships were blacked out until a cue was given from the producer's box by walkie-talkie, when they cut loose with a fireworks display and then remained at anchor in outline illumination. Operational commitments

prevented the sweepers from taking part in the show for the remainder of the exhibition.

In the air the Royal Canadian Air Force and the Royal Canadian Navy again thrilled thousands along the lake-front with displays of aerobatics and firepower. The Air Force featured CF-100's, T-33 Silver Stars, Mustang fighters and an aerobatic team of Harvards in their portion of the daily Air Show. The Navy pilots from the 31st Support Air Group took to the air in Avengers and Sea Furies during their part of the flying show, and the Navy's large Sikorsky helicopter along with the smaller Bell were on hand during the aerial proceedings to demonstrate their manoeuvrability. The Sikorsky performed an air-sea rescue operation each day, picking up a man from the waters of the lake. Lieut.-Cdr. (P) D. W. Knox, CD, RCN, commanded the 31st SAG, and the helicopter squadron, VH 21, was under the command of Lieut.-Cdr. (P) J. H. Beeman, RCN. Wing Commander J. D. Mitchner, RCAF, was over-all Commander of the Armed Forces flying display.

Many distinguished visitors walked around the display during the two-week period of the CNE. Among them were the Minister of National Defence, who made his tour of the service exhibits on the hottest day in recent Toronto



It was obvious to those who viewed the space allotted to the RCN at the Pacific National Exhibition in Vancouver that the Navy would have little trouble holding its audience. Tons of sawdust had to be spread to put the area in usable condition. (E-24302)

history, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Major Gen. H. D. Graham, GOC, Central Command, and AVM J. G. Kerr, AOC, Training

Command Headquarters, Trenton, Ont. Another interested visitor to the Armed Forces Display was Lieut.-General A. C. Wedemeyer, USA (Ret'd) who made an informal tour of the service area.

Planning and direction of the Armed Forces Display was conducted by the Inter-Service Recruiting Publicity Committee under the chairmanship of Captain (SB) William Strange, RCN. The Officer-in-Charge of the display at the CNE grounds was Lieut.-Cdr. (SB) C. T. McNair, RCN, and assisting him were Squadron Leader Hugh Miller, RCAF, Major Ralph Young, Captain A. W. Acland, RCIC, and Lieut. (P) J. R. Harrington, RCN.

AT THE PNE—

The main event during August at *Discovery* was the RCN participation in the Pacific National Exhibition.

A flotilla of five RCN ships sailed into Vancouver Harbour on Tuesday, August 25, led by HMCS *Ontario*, wearing the flag of Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and followed by the *Stoux*, *Antigonish*, *Beacon Hill*, and *Sault Ste. Marie*.

The opening day parade on August 26 was the longest and most colourful in PNE history and was led by a colour party and guard from *Naden* and the *Naden* band.

Commander G. H. Davidson, *Naden's* executive officer, commanded the naval



This gadget has the RCN's training problem licked. All you do is stand a raw recruit on the anvil, and with a great belching of steam and smoke and grinding of gears, the hammer drops and the man is in rig of the day and fully trained. The product of the Mechanical Training Establishment at "Naden", the machine entertained Navy Day visitors. CPO Jack Haight is at the controls. (E-24224)

contingent. Officers and men from the visiting ships, U.S. Army Combat Engineers, and Canadian Army and RCAF units were included in the parade. The salute was taken by Rear-Admiral Hibbard.

Each night during the 11 days of the PNE the ceremony of "Beating the Retreat" was performed by the *Naden* guard and band. Conducted in front of the grandstand before thousands of spectators each evening, the ceremony drew thunderous applause and innumerable compliments.

The ceremony was broadcast over the CBC with Lieut. William Herbert, *Discovery's* information officer and CBC special events announcer, doing the commentary.

Another RCN feature at the PNE was the "crossing the line" ceremony staged twice each day.

The Commanding Officer and Officers of *Discovery*, together with the Naval Officers' Association, entertained at a reception in honour of officers of the visiting flotilla. Among the many guests were civic dignitaries, PNE directors and members of the Consular Corps.

NAVY DAY EAST

The weather proved to be a tough rival at this year's Navy Day celebrations in Halifax on August 8, but more than 10,000 persons gambled against

heavily overcast skies to see the big annual show.

Heavy rain late in the afternoon dispersed the crowds and forced cancellation of a few events, but before the downpour the visitors were thrilled by a continuing and variety-packed program in which personnel of the Royal Canadian Navy were seen at work and play.

The day's program commenced with a late morning downtown parade of more than 1,850 officers and men, Wrens and Sea Cadets, and six bands. There was an international flavour throughout the day with companies of visiting British and American warships participating in the proceedings.

Visiting vessels included HMS *Superb* (cruiser); the United States aircraft carrier *Bennington*, and the U.S. destroyers *Hunt* and *Hale*. The visiting ships were open to the public, along with HMC Ships *Algonquin* (Canada's most modern anti-submarine vessel), *Porte Dauphine*, *Wallaceburg* and *Portage*.

Afternoon interest was focused on the Dockyard area, where in addition to ships to be visited, there were static displays and demonstrations of naval air and sea power. In the Scotian gymnasium were many displays of equipment used by various branches of the RCN—mechanical training, torpedo-anti-submarine, gunnery, electrical, supply, communications, seamanship and medical.



Here is a corner of the RCN recruiting booth at the Saskatoon Industrial Exhibition, with PO W. M. Stewart in charge. "Unicorn" also invited exhibition visitors to see the 42-foot model of the "Iroquois" at divisional headquarters. (Photo by Ray Hume, Saskatoon)

The aerial phase of the program included a fly-past of RCN aircraft, including Harvards, Avengers, Sea Furies, Expeditors, and helicopters from the Dartmouth naval air station.

Among highlights of the afternoon program was a dramatic anti-submarine exercise in which participants were the United States submarine *Dace*, the *Algonquin*, and RCN Avenger aircraft. The cruiser *Superb* launched torpedoes, and the *Portage* (mine-sweeper) lobbed dummy depth charges into the harbour waters.

Excitement ran high when Dartmouth based Avengers launched a "strike" against the Dockyard. They were intercepted by Sea Fury aircraft controlled from the yard. Ships put up a blank barrage against the invaders.

Water activities also included diving and swimming performances, and a "frogman" display. The latter was designed to show how attacks can be made against harbour installations. A helicopter swooped over the harbour and dropped two of the underwater swimmers from a height of some 30 feet. Rolled up like balls, they hit the water with a resounding splash and promptly disappeared . . . to swim ashore to a pre-designated location where, theoretically, they damaged vital harbour facilities.

The rain had subsided sufficiently by evening to allow a group of new entry



As anyone can plainly see, the "crossing-the-line ceremony" enacted by "Naden" personnel at the PNE in Vancouver was a big crowd-getter. Several of the displays and "stunts" used at the exhibition had been presented earlier on Navy Day in Esquimalt. (E-24323)

seamen from HMCS *Cornwallis* to present a sunset ceremony on the Garrison grounds.

Messages of congratulations and thanks circulated amongst the three admirals of the three navies represented in the port. One to Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast, from Rear-Admiral H. H. Goodwin, USN, said in part: "Having our people march together . . . is symbolic of the unity of our countries as they go forward shoulder to shoulder, toward the achievement of common goals".

NAVY DAY WEST

Pacific Command's Navy Day celebrations, held August 19 at the Esquimalt naval base, were their usual big success this year.

More than 4,000 persons passed through the gates of HMCS *Naden*, West Coast training establishment, during the first hour they were open to citizens of the Greater Victoria area. By the end of the day a crowd of well over 10,000 had taken advantage of the opportunity to see ships, men and equipment of the Royal Canadian Navy.

The "open house" program also included facilities of HMC Dockyard, across Esquimalt Harbour from *Naden*.

Between 1 and 5 p.m. the crowds of young and old swarmed through ships, schools and shops to receive and thoroughly enjoy a first-hand glimpse of the navy and its everyday work. As usual, inspection tours through the ships in harbour were extremely popular.

Thousands of Navy Day visitors even experienced a little "sea time" in Fairmile 724. The vessel became a sight-seeing craft for the afternoon, conducting excursions about Esquimalt Harbour every 45 minutes. Capacity passenger loads were carried on each trip.

The Navy's guest list that day was also entertained by a display by "frogmen" who presented a series of performances showing the nature of their strange and sometimes hazardous work.

To add to the excitement of the day, naval training aircraft stationed at nearby Patricia Bay carried out simulated air attacks on the harbour and installations of the naval base area.

"THE CRUEL SEA"

A distinctly naval atmosphere prevailed at Ottawa's Odeon Theatre on the night of September 4 when a capacity crowd attended the première of the film based on Nicholas Monsarrat's famous novel "The Cruel Sea".

Patrons were confronted by Royal Canadian Navy equipment and photo displays in the theatre's spacious lobby,



Nine hundred persons in all saw the sea from the decks of the "Ontario" during a series of four September cruises in West Coast waters. They included 300 members of the Canadian Institute of Chartered Accountants, 250 members of the Victoria Chamber of Commerce, 200 members of the Vancouver Board of Trade and, best of all, 150 dependents of the ship's company. Here Robert and James Ross, shown with CPO and Mrs. Alex Ross, agree that Dad's ship is every bit as good as he said it was. (OT-1401)

in keeping with the theme of "The Cruel Sea". Display equipment, provided by HMCS *Carleton*, Ottawa's Naval Division, included a depth charge thrower with depth charge, a mounted Oerlikon, Carley float, and the tail assembly of a torpedo.

Another feature of the lobby display was a 10-foot scale model of a Canadian corvette, loaned for the occasion by the Canadian War Museum, and similar in many respects to "HMS *Compass Rose*" of the film story. In another part of the lobby were hung a number of fine original "war at sea" paintings, from the National Art Gallery.

A large display of official RCN photos presented a wide representation of life and activities aboard Canadian corvettes on North Atlantic convoys run during the Second World War. Atop the theatre's large marquee were huge (approximately six by ten feet) photo enlargements of two wartime corvettes.

A group of Wrens, smart in their "whites", from HMCS *Carleton*, were on hand to serve as ushers for the première night.

Special invitations were sent to approximately 200 senior officers of the three armed forces, military attachés, High Commissioners, civic dignitaries, and others.

Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented brief in-

troductory remarks from the stage immediately prior to the showing of the picture. He was followed by author Monsarrat, who caused a ripple of smiles with a concluding remark to the effect he had spent some six years in naval service during the last war, "but this is the closest I have ever been to an admiral!"

In Montreal the première took the form of a special Sunday night showing, sponsored by the Naval Officers' Association. Proceeds were donated to the Canadian Naval Service Benevolent Trust Fund and the local naval hospital visiting committees.

Vice-Admiral Mainguy and Mr. Monsarrat were present, as were distinguished Montreal citizens, including Mayor Camilien Houde, W. A. Mather, president of the Canadian Pacific Railway, and B. C. Gardner, chancellor of McGill University. A large representation of NOAC members was also in attendance.

The Toronto naval division was in evidence in more ways than one at the première showing of "The Cruel Sea" at the Odeon Theatre in Toronto. Before opening time, the York trumpet band led a parade of members of the ship's company to the theatre.

Commodore K. F. Adams, Commanding Officer Naval Divisions, was met by York's commanding officer, Captain R.

I. Hendy. The two officers were preceded into the theatre by over 200 distinguished guests, who were invited to the showing by the commanding officer and officers of *York*.

Commodore Adams was introduced to the theatre audience by Lieut. William Copeland, RCN (R), who acted as master of ceremonies.

A torpedo, depth charge and thrower, 20mm Oerlikon and other properties from the division provided a naval atmosphere in the lobby. A five-minute film, an excerpt from *York's* movie "The RCN(R) and You" was shown every evening.

About 150 officers, men and Wrens from *Discovery* paraded to the Vogue Theatre in downtown Vancouver to attend the première performance of "The Cruel Sea". Throughout the two weeks' run of the picture in Vancouver, *Discovery* maintained a static display of modern naval gear in the theatre lobby.

The parade was headed by a guard from *Naden*, commanded by Lieut. Peter Birch-Jones, and the *Naden* band, conducted by Lieut.-Cdr. Harry Cuthbert.

The Halifax première of "The Cruel Sea", revived keen memories in the minds of naval and ex-naval personnel and Haligonians generally. As guests of the Casino Theatre there were a number of representative officers of the Navy, Army and Air Force.

Among those who were invited to attend the showing were: Rear-Admiral R. E. S. Bidwell, Flag Officer, Atlantic Coast; Commodore E. P. Tisdall, Commanding Officer, *Stadacona*; Captain A. H. G. Storrs, Commanding Officer, *Shearwater*; Captain J. C. Littler, Chief of Staff to the Flag Officer Atlantic Coast; Commodore W. W. Porteous, RCN, Superintendent, HMC Dockyard, Halifax; His Worship Mayor R. A. Donohoe; Major-General E. C. Plow, Commanding General Eastern Command, and Air Commodore A. D. Ross, Air Officer Commanding Maritime Group.

A Navy display was placed in the lobby to add a nautical flavour, and many pictures in the window depicted wartime ships of the RCN that saw action in the same convoy lanes as the principal ship in the picture—the *Compass Rose*.

A naval guard was mounted outside the theatre to honour service and civilian guests as they arrived.

NATIONAL AIR SHOW

Officers and men from most departments at *York* were on hand Saturday Sept. 19 to represent the division at the National Air Show.

Personnel from the gunnery branch participated in the special parade at



The Hon. Brooke Claxton, Minister of National Defence, visited the Armed Forces Display at the CNE on one of the hottest days in Toronto's history. Shown with the Minister on his tour are (left to right): Captain (SB) William Strange, chairman of the Inter-Service Recruiting Publicity Committee, which planned the display, Lieut.-Cdr. (SB) C. T. McNair, officer-in-charge of the display, Mr. Paul Marshall, Executive Assistant to the Minister, Major General H. D. Graham, GOC Central Command and Major Ralph Young of Central Command. The group passes over the Bailey bridge which this year was surmounted by a large crown as a salute to the Coronation of Her Majesty, the Queen. (O-5809)

11 a.m. and other members of the ship's company stood by the Navy exhibit in the Exhibition grounds. This consisted of an Avenger aircraft, a 45-foot model of HMCS *Magnificent* and a tableau depicting the activities of the Navy.

Both ML 716 and the division's tug were stationed off the breakwater. The latter took part in the search for the body of Squadron Leader Ray Greene after his jet plane failed to pull out of a dive early in the show.

The two craft were also used in setting up the floating targets used in the rocket, cannon and machine gun firing

demonstrations staged by planes of the RCAF and Avengers and Sea Furies of SAG 21.

York's air squadron, VC 920, got into the aerial act, too, with a fly past of Harvard aircraft.

The Wrens were dramatically represented by Lieut. (W) Isabel Archer, attired in an immersion suit and playing the role of "survivor" for a demonstration of air-sea rescue by the Navy's big Sikorsky helicopter. Lieut. Archer obligingly went over the side of the tug into the icy harbour water and was picked up by the whirly bird.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Magnificent*

When the *Magnificent* steamed out of Norfolk, Virginia, to begin her role in NATO Exercise Mariner, on September 16, she left in her wake the fourth United States port visited since departing from Halifax on August 21.

Sailing in company with the *Quebec*, the *Magnificent* had called first at Provincetown, Mass., on August 22. The ship had 1,000 visitors the following day (Sunday) during the period the Canadian warships were open to public inspection.

On August 24 the Canadians departed in company for sea and further flying training, climaxed on the 28th by arrival at the entrance to Narraganset Bay and a three-day visit to Quonset Point and Newport, Rhode Island. The *Magnificent* berthed in the former place while the *Quebec* left for Newport.

The carrier fired a national salute followed by 17 guns to Vice-Admiral

Connolly, USN, president of the Naval War College at Newport. A round of official calls to local authorities by Commodore H. S. Rayner was made and returned and a pre-sailing conference in USS *Gilbert Islands* (aircraft carrier) was held to deal with operations in the forthcoming fortnight in which the *Magnificent* would be under the orders of Commander Carrier Division 14. The commander, Rear-Admiral W. L. Erdmann, USN, visited Halifax with his division in August.

Bunker fuel and gasoline were embarked and dockyard assistance for some small repairs arranged. The USN there also provided a comprehensive program of entertainment and looked after the ship in every way. On August 31 the ship slipped for sea and was joined by the *Quebec* from Newport. Both then made a rendezvous with the carrier division (the *Gilbert Islands*, nine destroyers and two submarines). That evening the first of the night carrier landing practices of the cruise were made possible by favourable weather.

HMCS "Crescent" has been undergoing conversion as Esquimalt since early this year, but her ship's fund recently gladdened the hearts of children at the Protestant and Roman Catholic orphanages in Halifax, when former "Crescent" sailors, now in HMCS "Algonquin", decided the orphanages should benefit from the fund. Eleven tricycles were purchased for the Protestant orphanage. At the presentation were, left to right, back row: Mrs. L. L. Metherall, of the orphanage ladies' committee; PO John S. Hilton, ex-"Crescent"; Mrs. H. L. Roper, ladies' committee member, and Commander P. F. X. Russell, the "Algonquin's" commanding officer. (HS-27237)

Cedarwood Beats Water Problem

Obtaining drinkable fresh water in the little outports along British Columbia's rugged coasts has always posed a problem for the *Cedarwood* as she noses her way in and out of bays and inlets on research duty.

In one instance a gasoline pump was put ashore by a shallow creek and linked with the ship by hose. Keeping the ship in safe water without breaking the hose proved nerve-wracking and hazardous.

However, the coast abounds in cataracts of assorted sizes, tumbling down the precipitous shore line into deep water.

In Kingcome Inlet, the *Cedarwood* found a waterfall splashing into the sea. She was backed in against the rocky shore and held there by "dead slow" engine movements, while a fire hose, lashed to pike poles, was pushed into the waterfall.

In two hours the *Cedarwood* took on board 1,500 gallons of pure, cold mountain water.

On September 4, the ships reached New York for a five-day visit where they were entertained lavishly, thanks to the combined efforts of the Canadian Consulate-General, the 3rd Naval District, Canadian businessmen, the USO, the special services branch of the USN and the Canadian Legion. J. N. Millar (Commander, RCN (R) Ret'd, and now a New York businessman) was particularly helpful in arranging hospitality for the visiting Canadians.

On the arrival, Commodore Rayner exchanged calls with local officials, including Hon. Ray Lawson, Canadian Consul-General and former Lieutenant-Governor of Ontario. For officers and men, the USN had provided three bus tours which included sights like the Avenue of the Americas, a United Nations Headquarters tour, the Hayden Planetarium, the battery and downtown New York.

Visiting Canadian sailors on following days were admitted to the UN and planetarium. The Sperry Gyro Company made available their yacht "Wanderer" for harbour tours. Tickets in goodly number were provided to ball games, theatres, Radio City Music Hall and for TV programs. TV sets were placed on board through the courtesy of Hudson Radio-TV Appliance Company.



The commanding officers and 1,200 officers and men were honoured by a special performance on the seventh of "This Is Cinerama" at Broadway and 47th Street by the Stanley Warner Cinerama Corporation. That evening the *Magnificent's* quarterdeck was the scene of a reception by the Canadian task group for 150 New York dignitaries. The ships were open to visitors September and again on Labour Day with the *Magnificent* welcoming 4,000 persons on board.

The carrier visited Norfolk alone, arriving a day early on September 11. On hand for her arrival was Captain Howard Quinn, her last executive officer, who is now on the staff of SAC-LANT. The remainder of the time between arrival and sailing for Exercise Mariner was employed by storing, fuelling and personal shopping by the crew. The ship held a reception for local officials on the evening of September 14.

HMCS *D'Iberville*

A guard of honour from *Cornwallis*, accompanied by the *Cornwallis* band, presented "Sunset" ceremonies at the Quebec exhibition, during the week of September 8 to 12. The whole contingent was under Lieut.-Cdr. L. J. C. Walker and the band was led by Commissioned Bandmaster M. H. R. Nold.

On Armed Forces Day, September 12, the salute was taken by His Excellency the Governor-General, and on the previous Wednesday by Commander Marcel Jette commanding officer of *D'Iberville*.

The expert work of artificer apprentices training in the "Cape Breton" drew the attention of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, (left) during his first annual inspection of the ship this summer. With him are Commander (E) E. N. Clarke, commanding officer of the "Cape Breton", and Lieut. (E) N. F. Lee, training officer. (HS-26729)



While in Quebec the *Cornwallis* contingent and band were quartered at *D'Iberville*.

When the cruiser HMS *Superb* visited Quebec, wearing the flag of Vice-Admiral Sir William Andrewes, the officers, chief and petty officers and men were entertained aboard *D'Iberville*. New entries from *D'Iberville* were given an opportunity to visit the cruiser.

Summer brought a swarm of American ships to the hospitable harbours of Quebec City. At one time 16 American warships were alongside. Receptions were the order of the day and the wardroom of *D'Iberville* often rang with sea chanties.

For *D'Iberville*, Labour Day week-end was saddened by the news of the death in a car accident of Ord. Sea. R. G. Martel. A member of St. Croix Division, Martel was visiting his parents when the accident occurred.

HMCS *La Hullose*

Five cadet training cruises were completed by the *La Hullose* during the summer and in this time approximately 200 cadets were on board. After a short breathing spell in Halifax, new entry seamen were embarked in the ship for training.

During August the ship cruised in company with the *Swansea* to Dalhousie, N.B., where a tour of one of the world's largest paper mills was arranged. At Clarke City the ship's company was guest of the Gulf Pulp and Power Company at a dance. The visit to Sept Iles also provided the commanding officer, Lieut.-Cdr. H. A. Porter and Lieut. Peter E. Robinson and Midshipman J. W. Hall with an opportunity to do some fishing. Their record catch of 120 is still the talk of the ship.

Twice during the cruises landing parties from the two ships engaged in mock battles, which provided excellent training for both cadets and ships' companies. The landings were made at Magdalen Islands and Bay of Islands.

A series of softball games between the two ships at various ports of call resulted in handy wins for the *La Hullose*.

Lieut.-Cdr. John M. Richards received his promotion from the rank of Lieutenant during the month. Lieut. D. S. Bethune, who was acting first Lieutenant for cruise Dog while Lieut. E. J. Hyman was a patient at RCNH, has returned to Royal Military College after serving as assistant sea training officer for cadet training. Lieut.-Cdr. V. M. Langman, sea training officer, has returned to *Stadacona*.



A visit to Lunenburg, N.S., provided a pleasant break in the "Micmac's" working up exercises following her commissioning. Commander G. M. Wadds, commanding officer of the destroyer, is shown conversing with Mayor Homer Zwicker, of Lunenburg. (HS-27420)

CPO C. A. Howe received his 15-year Long Service and Good Conduct medal, the third member of his family to win this decoration. It has been awarded to both his father and brother. PO E. S. McCullough and CPO R. A. Galloway have both received their CDs.

A Government House reception was held in Charlottetown for the training group.

At Bay of Islands, officers of the *Swansea* accepted the challenge for a whaler race. The course was around the two ships anchored in the bay—a distance of approximately half a mile—and *La Hullose* officers took the event easily.

During Cruise Easy the ship also visited Corner Brook, where a soccer team from the training group engaged the town team. The game was won by Corner Brook All-Stars 6-0.

TAS School

In August, five RCN (R) Instructor Officers successfully completed a five week TAS Course. This course was the first of its kind in the RCN.

One week of the course was spent at sea in the *Wallaceburg* in anti-submarine exercises with a U.S. submarine in the Gulf Stream.

Recent changes in the school staff are: Lieut. Lorne Gibson was appointed to the *Haida*.

CPO George E. Hartman was drafted to *Naden* for preparatory course for Commission Gunner (TAS).

CPO Candido Decandido was drafted to the *Haida*, replacing CPO Harry Carson, who will join the staff of the School on completion of leave.

CPO George Edward Jamieson departed for Weeksville, North Carolina, where he will undergo training with the United States Navy.

CPO B. U. Irvine was drafted to the *Mimac*.

Recent promotions included CPO William D. Dixon to Chief Petty Officer First Class and PO J. MacDonald to Chief Petty Officer Second Class. They are instructors on the staff of the School.

Sea training, which is a very important phase of TAS Courses, has greatly interfered with permanency of teams fielded in the interpart sports program. Despite this, the school managed to make a good showing in all sports undertaken.

PACIFIC COMMAND

HMCS Ontario

On the night of August 15 the ship's company of HMCS *Ontario* put on the second of their quarterdeck reviews, this one "The Trillium Follies", under the direction of Commissioned Electrical Officer Robert "Dan" Dalley.

The master of ceremonies for the evening was Regulating Petty Officer Ron Sallis, who did an excellent job under windy and chilly conditions.

The show began with the band, under the direction of Petty Officer "The Lips"

AB Wally Metz, of the "Cayuga" is fitted with a parachute by LAC J. H. Doucette before taking off in an RCAF Lancaster bomber from Comox, B.C., where the "Cayuga" paid a short visit. Many members of the ship's company took up the offer of a jaunt in the bomber.



McKay, playing the "Cape Cod Capers". The show then got away from the professionals and continued with Ordinary Seamen Robert Stepanick, guitar, and Gerald Keiran, guitar and vocal in western music and songs.

Ord. Sea. Brian King gave pantomimes of three types of Englishmen in an English "Pub". Brian's next number was a skit with the scene laid in an operating room, which the medical branch greatly appreciated.

CPO M. S. Pastuck gave renditions of two old-time popular songs. This was followed by the "Lowdown Ho-downers" consisting of Petty Officers Aaron Hansen, caller, Lawrence Enger, violin, and Ord. Sea. Robert Stepanick, guitar.

The joker of the evening was Ldg. Sea. Arthur Fowler who kept the appreciative audience in jovial mood, with an assist by Mr. Dalley.

The Gunroom, not to be outdone, put on a skit "The Maharajah at Maggie's Door" with the principal roles going to Sub-Lieut. D. J. Moilliet, commentator; Sub-Lieut. N. Fantacci, "The Maharajah"; Midshipman N. Boivin, "The Dancing Girl", and Midshipman A. Gunn, "The Maharajah's Servant". All members of the Gunroom took part in the skit.

The last number on the program was put on by the "Wardroom Wailers" under the direction of Lieut.-Cdr. P. G. (Chowder) Chance. This "musical" group needed more practice, but at least their antics were well enjoyed.

The evening concluded with "The Queen", whereupon the audience departed hastily for warmer and less windy places.

Cookery School

Four men recently completed a second class petty officers' cooking course in the Cookery School at *Naden*. Ldg. Sea. Frank Noyes was highest in the class with an average of 78.2.

Leading Seamen Stanley Flaherty, John Hubley, and George Barton were the other three who qualified.

Mechanical Training Establishment

(HMCS Naden)

The Mechanical Training Establishment has been busy "Forging Men for the RCN". During the 1953 Navy Day celebrations the famous hammer and anvil, built and designed in the MTE shops, won rounds of applause from the spectators who saw it operating.

CPOs Jack Haight and Jerry Bligh were the machine operators, and alternating with them were CPO Gordon



Eleven-year-old Billy Hibbard, son of Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, does a trick at the wheel of the "Cayuga" under the watchful eye of CPO B. N. Inglis, the destroyer's Chief Quartermaster, during a summer trip.

Mercer and PO Kenneth Macadam. Both groups also went to the Pacific National Exhibition at Vancouver, B.C.

Large numbers of MTE men and Wrens were selected to take part in the PNE parade. Lieut. (E) Thomas Kellington of the staff was chosen as Officer of the Guard.

Recent changes in the MTE instructional staff have occurred. CPO Alan Paver has been drafted to the *Crusader* and was relieved by CPO William Hutchings. PO David Sadler has returned from the Coronation. He reports some wonderful sights, many of them recorded on 900 feet of moving pictures taken while in England. CPO Myron Pastuck has joined the staff from HMCS *Ontario*.

TAS Training Centre

During August, Lieutenant (TAS) D. E. Rigg rejoined the staff of the TASTC from the *Sault Ste. Marie* and Commissioned Gunner (TAS) F. G. Jones took up his new appointment in the *Crusader*.

CPO D. H. Mann has left the staff on being drafted to the *Ontario*. PO D. R. McKee, also has left the staff. He has been drafted to the *Sault Ste. Marie*.

At present two classes are under instruction for TD3's qualifying.

Ordnance School

CPO Munro Brookes has arrived in *Ordnance School* from Halifax after accepting conditional advancement to C2. CPO Fred Pippard and PO Eric

Still have left HMCS *Ontario* for one year on the East Coast. PO Jack Bell has been drafted from the *Ontario* to the *Crusader*, and CPO Norman Tapping from the school to the *Ontario*.

The third class of Armourer's Mates commenced on September 16 and consists of 11 men. It is the largest class of mates the school has yet had.

NAVAL DIVISIONS

HMCS York

Each evening during the CNE, the men of *York* showed how, in days gone by, the navy handled guns from its ships as field artillery ashore. In the days of wooden ships, these guns were unshipped from their mountings and mounted on wheels made by the ship's carpenter.

The Gun Run at the CNE was demonstrated by men not only from the gunnery branch, but from all branches of HMCS *York*. In a space of less than five minutes, from when the starting pistol was fired, they ran the 2,000-pound gun over a 200-foot course, completing five complex manoeuvres, which included all the necessary drills to maintain an efficient fighting unit.

About 3,000 yards was travelled for the complete run, and the four men who lifted the barrel carried approximately six tons during the 15 demonstrations at the "Ex".

"Now, if you ladies would like to join the Wrens, HMCS "Nansuch" is right over that way—about 200 miles." Lieut.-Cdr. E. R. (Ted) Barrie, area recruiting officer for Alberta, and CPO C. A. Mancore visited Jasper recently and found the cast of "The Far Country" on location. With them are blonde Hollywood star Corinne Calvert and brunette Ruth Roman. (Photo by Fred Banker)



Many complimentary remarks were heard among the thousands of spectators watching the display.

HMCS Scotian

Non-commissioned officers of a large number of ships of the United States Navy have been guests of the Chief and Petty Officers' Mess in HMCS *Scotian*. The following letter, received after the visit of the USS *Valley Forge* and escorting ships is typical of the appreciation expressed by many of the visitors:

Dear Sir:

While our ship was visiting in Halifax, many of us visited your splendid club and felt welcome. We also spent some very nice evenings, thanks to you and your mess.

I wish to take this time to thank you and express thanks for the others as well.

Sincerely yours,

HENRY EASTER

Chief Metalsmith, USN.

A most enjoyable social evening and dance was held recently by the Naval Officers' Association in the wardroom of *Scotian*. On Saturday evening, August 29, about 50 couples danced to the music provided by CPO "Whoopee" Hood and his orchestra. A delicious buffet supper was served early in the evening.

Museum to Get Sea Fury Model

During the *Magnificent's* visit to Portsmouth, England, following Exercise Mariner, the Hawker Aircraft Company presented a small-scale model of a Sea Fury fighter aircraft to the Royal Canadian Navy.

The model will be placed in the Maritime Museum at Halifax.

BIRTHS

To Lieutenant (S) F. S. Anderson, HMCS *Bytown*, and Mrs. Anderson, a son.

To Able Seaman F. J. Boisvert, HMCS *D'Iberville*, and Mrs. Boisvert, a daughter. To Lieutenant D. A. Crump, HMCS *Naden*, and Mrs. Crump, a daughter.

To Able Seaman A. J. D'Anjou, HMCS *D'Iberville*, and Mrs. D'Anjou, a son.

To Leading Seaman J. T. Dockstader, HMCS *Naden*, and Mrs. Dockstader, a son. To Commodore K. L. Dyer, Commodore RCN Barracks, Esquimalt, and Mrs. Dyer, twins, a son and a daughter.

To Lieut.-Cdr. W. S. D. Hendry, HMCS *Stadacona*, and Mrs. Hendry, a daughter.

To Leading Seaman Howard M. Janes, HMCS *Queen Charlotte*, and Mrs. Janes, a daughter.

To Lieutenant W. A. Hughes, HMCS *Naden*, and Mrs. Hughes, a son.

To Lieutenant S. I. Ker, HMCS *Naden*, and Mrs. Ker, a son.

To Lieutenant R. P. Morris, HMCS *Queen Charlotte*, and Mrs. Morris, a son.

To Leading Seaman Gordon Munro, HMCS *Quebec*, and Mrs. Munro, a son.

To Leading Seaman M. W. Reed, *Aldergrove Naval Radio Station*, and Mrs. Reed, a son.

To Petty Officer James F. Stevens, HMCS *Quebec*, and Mrs. Stevens, a daughter.

To Petty Officer Thomas Shields, HMCS *Naden*, and Mrs. Shields, a son.

To Petty Officer Ronald H. Wilkins, HMCS *Naden*, and Mrs. Wilkins, a son.

WEDDINGS

Able Seaman R. W. Cousins, HMCS *Ontario*, to Miss Jean Lovell, of Victoria.

Ord. Sea. Ronald F. Hatt, HMCS *Haida*, to Miss Roselia May Weatherbee, of Wolfville, N.S.

AB Donald Layton Kirkey, of HMCS *Shearwater*, to Miss Janice Amanda Dorrance, of Montreal.

Ordinary Wren F. M. Lavertu, HMCS *D'Iberville*, to Able Seaman G. A. Grant, HMCS *D'Iberville*.

AB Gerald Levesque, of HMCS *La Hullose*, to Miss Augustine Corriveau, of St. Gabriel, P.Q.

Petty Officer W. G. Mitchell, HMCS *Ontario*, to Miss Shirley Vogler, of Victoria.

Lieutenant W. J. Mock, of HMCS *D'Iberville*, to Miss Margarethe Zwick, of Quebec City.

AB Kenneth Moody, of HMCS *Stadacona*, to Miss Dawn Blades, of Boston, Mass., U.S.A.

Able Seaman J. L. Nuttal, HMCS *Ontario*, to Miss Myra Bentham, of Victoria.

Leading Seaman Walter Stratton, of HMCS *La Hullose*, to Miss Myra Blackwood, Greens Pond, Newfoundland.

Able Seaman D. A. Stripkala, HMCS *Ontario*, to Miss Jacqueline Thomson, of Victoria.

AB William Stuart Stockman, of HMCS *Haida*, to Miss Marjorie Lillian Box, of Montreal.

Petty Officer W. Robert Walters, HMCS *Ontario*, to Miss Margaret McNeely, of Victoria.

PO James Herbert Wilson, of HMCS *Haida*, to Miss Joyce Myrtle Woodburn, of Westmount, P.Q.



For the fourth time in five years "Hunter" won the Cock of the Walk Trophy at the Great Lakes Naval Regatta, held this year in Kingston. The victorious Windsor team is shown above: Front row, left to right: Wrens Leola MacDonald, Ruth Small, Marion Malpass, Sub-Lieut. (W) A. M. Moore, Ord. Sea. Caesar Pons, Lieut. (S) Max B. Young, PO Frances Liver, AB J. J. Marsh, and PO Robert Bondy. Second row, left to right; CPO George White, Lieut. R. A. H. MacArthur, Cadet G. A. Carruthers, Lieut. (E) Arthur B. Harris, CPO Harry Bondy, Lieut.-Cdr. P. J. Ryall, Ldg. Sea. C. W. Whitfield, Cdr. W. G. Curry, commanding officer, Surg Lieut. V. R. Messer, Lieut. (S) E. W. Neill, Sub-Lieut. D. E. Charters, PO Alfred Ridgewell, and Ldg. Sea. John Humphrey. Third row, left to right; Ldg. Sea. L. G. Renaud, Ldg. Sea. G. J. Munro, AB W. D. McGuire, and PO W. C. Bear. Fourth row, left to right; Ldg. Sea. Michael Phillips, CPO Keri Lewis, and AB C. F. Hranka. (O-5794)

Cock of the Walk Four Times in Five

HMCS *Hunter* continued its mastery in the Great Lakes Naval Regatta by winning the Cock-of-the-Walk Trophy for the fourth time in five years in Kingston over the Labour Day weekend. The Windsor naval division with 64 points topped seven other divisions from Ontario and Quebec by winning four of the 12 events on the three-day program.

York (Toronto) placed second, 14 points behind *Hunter*, while *Star* (Hamilton) was third and the host division *Cataraqui*, fourth. *York* and *Hunter* staged a neck and neck battle during the first two days of the regatta, but first places on the final day in the officers' dinghy sailing, the tug-o-war, and the rifle shoot, plus a second place in the pistol shoot put the Windsor team in the lead to stay. *York* and *Star* each scored first place points in three events, while *Cataraqui* won two.

More than 400 officers, men and wrens competed in the regatta which was held from the grounds of the Royal Military College. Five Fairmiles from Great Lakes divisions added a more pronounced naval atmosphere to the occasion. They were ML 716 from *York*, 706 from *Star*, 779 from *Prevost*, 762 from *Hunter* and 704 from *Cataraqui*.

Competing divisions were reduced to eight this year, with *Chippawa* and *Montcalm* dropped because of transportation difficulties. The divisions at-

tending were *York*, *Star*, *Carleton*, *Hunter*, *Prevost*, *Donnacona*, *Griffon* and *Cataraqui*. *Griffon* was not able to complete its final day's program because the team members had to leave at 1300 to catch an aircraft for home.

The weather played havoc with the program on the first day with rain forcing some events to be cut from the Saturday schedule. Sunday and Monday were sunny and clear with good winds for sailing, although the wind died down occasionally.

The host division, *Cataraqui*, showed the way in all the boat pulling events, with the Kingston teams winning the officers' whaler and the open war canoe races and placing second to *York* in the men's whaler.

Lieut.-Cdr. (SB) H. R. Pearce, of *Star*, provided a running commentary of the events during the three days and kept the contestants and spectators informed of the events. A large scoreboard was erected on the jetty listing scoring in individual events as well as team totals.

A dance was held Saturday night on the drill deck of the Prince of Wales own Regiment Armouries, while on Sunday night a special showing of the motion picture "The Cruel Sea" was held in a downtown theatre. Nicholas Monsarrat, author of the novel on which the movie was based, was introduced

by Commander A. G. C. Whalley, RCN (R), commanding officer of *Cataraqui*.

A highlight of the Sunday and Monday program at the regatta was the air show staged by members of the 31st Support Air Group and by a Bell helicopter from the helicopter flight.

Prizes were presented Monday afternoon at 1600 following the completion of the events. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented the Cock-of-the-Walk Trophy to *Hunter* team Captain Lt. (E) Arthur Harris, and the trophies for the individual events to the captains of the other victorious teams.

Judges for the boat races were three naval officers stationed at Royal Military College: Lieut.-Cdr. (P) J. B. Fotheringham, Lieut. D. S. Bethune, and Lieut. (S) H. T. Cocks.

Director of the regatta was Lieut.-Cdr. J. G. Chance, and assistant director was Lieut. (S) H. G. Cheeseman. Sub-Lieut. (S) D. C. Elliot was in charge of publicity, Lieut. (S) R. C. Holloway was in charge of the financial arrangements, and Lieut. D. M. Chown, in charge of entertainment.

REGATTA RESULTS

Results of the various events are as follows:

War Canoe (Open): *Cataraqui*, T. Eaton Co. Trophy.

Whaler Pulling (Officers): *Cataraqui*, HMCS *Donnacona* Trophy.

Whaler Pulling (Men): *York*, Steel Company of Canada Trophy.

Whaler Sailing (Officers): *Hunter*, HMCS *Carleton* Trophy.

Whaler Sailing (Men): *Star*, International Harvester Co. Trophy.

Whaler Sailing (Wrens): *Star*, HMCS *Hunter* Trophy.

Dinghy Sailing (Officers): *Hunter*, Hiram Walker Trophy.

Dinghy Sailing (Men): *York*, T. Eaton Co. Trophy.

Dinghy Sailing (Wrens): *York*, Southam Co. Trophy.

Tug-o-War: *Hunter*, HMCS *Star* Trophy.

.22 Rifle: *Hunter*, HMCS *Griffon* Trophy.

.22 Pistol: *Star*, Corby and Wiser Trophy.

Final Point Standings

<i>Hunter</i>	64
<i>York</i>	50
<i>Star</i>	44
<i>Cataraqui</i>	37
<i>Prevost</i>	19
<i>Carleton</i>	15
<i>Donnacona</i>	13
<i>Griffon</i>	11



The Navy Plays



U.S. Teams Bow To D'Iberville

Softball games were played by HMCS D'Iberville against teams from American ships visiting Quebec City in August.

During the visit of Mine Squadron 8, consisting of 14 ships, five seven-inning softball games were played, with the D'Iberville representative team victorious in all contests.

The champions of Mine Squadron 8, USS *Triumph*, with a record of 41 wins and one loss, were shut out 5-0, with AB M. J. Lalonde pitching three-hit ball and recording 17 strike-outs.

A return game was played and again the visitors were beaten 6-1. However Lalonde had an "off" day striking out only 11 men. In five games Lalonde's pitching record read, five shutouts, (one a no-hitter), ten hits, 78 strike-outs and 21 bases-on-balls.

During HMS *Superb's* visit a cricket match was arranged and, although the

outcome was obvious from the start, the D'Iberville team put up a stout battle.

In the final of the intra-mural tennis tournament, Commander Marcel Jette disposed of Lieut. W. J. Mock in straight sets.

Navy Riflemen High Scorers

HMCS *Queen Charlotte*, the Charlottetown, P.E.I., division, made an excellent showing during the Prince Edward Island Provincial Rifle Association Prize Meet the latter part of July this year.

Sub-Lieut. J. E. MacRae took top honours in two matches, the Senator Barbour 600-yard match, and the 300-yard W. K. Rogers Memorial Match, winning the latter with a score of 74 out of a possible 75 points. Only able to participate in four of the matches, those held in the afternoons, he came out on top in two of them.

Giving added force to the naval firing power was Sub-Lieut. T. F. Baines, a visitor from *Stadacona*, who won two matches and placed second in a third.

Sub-Lieut. Baines copped the Navy Trophy (Prowse Bros. Ltd., 300 yards) to become the first member of the Navy to win this trophy, and also won the United Services Officers' Club Challenge Trophy. He placed second in the De-Blois Bros., Limited, Match.

Another member of *Queen Charlotte*, CPO S. G. Bowles, made an excellent showing for the Navy when he placed fourth in the hotly contested Prowse Bros., Ltd., Match with a score of 48, only one point behind the leaders.

In all, seven Navy personnel from *Queen Charlotte* were entered in the program.

Fenwick Winner of HQ Golf Tourney

Results of the handicap match play golf tournament of the Naval Headquarters Sports Association, announced in October, showed Commander (SB) G. E. Fenwick to be winner of Class "A", with Lieut.-Cdr. R. B. Hayward runner-up.

In Class "B", the winner was Lieut.-Cdr. (SB) Frank Williams. The runner-up was Lieut. (S) J. F. Fricker. Twenty-five players were entered in each class. Commander (L) George H. Dawson is the association's golf convener and organized one of the most successful seasons yet enjoyed.

The Navy came second to the RCAF in the annual inter-service golf tournament in Ottawa, but Navy players took two of the top individual prizes. Commander Fenwick won the low gross and Lieut.-Cdr. (SB) J. P. Croal tallied the lowest net score.

"Maggie" Loses Out in Regatta

HMCS *Magnificent's* athletes plunged into the fall program of inter-part deck-hockey and volleyball and, further in the future, soccer, rugger and perhaps hockey in the United Kingdom as the carrier sailed from Norfolk, Va., on September 16 to begin her part in NATO Exercise Mariner.

Some contests had been played during the visits of the carrier to Province-

The Wrens' softball team from "Cornwallis" chalked up 16 wins in 17 games and, naturally, won the Annapolis Valley softball championship. In the front row, left to right, are Ord. Wrens Dorothy Dean, Toronto; Celia Feniak, Edmonton, and Margaret Elke, Saskatoon, and Sub-Lieut. Lida Kapusciak, Hamilton. Middle row: Ord. Wren Gladys Gallant, Charlottetown; PO Alice Thompson, Calgary; Lieut. Winnifred G. Lyons, Toronto; Sub-Lieut. Anne Middleton, Ottawa, and Ord. Wren Shirley Stalker, Winnipeg. Back row: Wrens Betty Bail and Jean Allwood, both of Windsor; CPO John Hancock (coach); Sub-Lieut. Norma Marilyn Higgs, Kingston; Wren Geraldine Atkinson, Ottawa, and Wren Avril Griffith, Sault Ste. Marie. (DB-3324)



town, August 22 - 24; Quonset Point, August 28 - 31; New York, September 4 - 8, and Norfolk, September 11 - 16.

In Provincetown, the principal event was a sailing regatta with the *Quebec* in which the *Magnificent* placed second and third in the whaler race but lost the meet. The *Quebec* had entered dinghies in addition to the half-dozen whalers racing, and accordingly, cleaned up more points to take the contest.

During the New York visit, the carrier lost a soccer match 5 - 0 to sailors from SS *Brittanic*. At Quonset Point the ship's baseball team managed to hold an excellent Naval Air Base nine down to a 4 - 3 decision over the Canadians. In Provincetown earlier, they split a double-header with the USAF with a 5 - 1 loss and a 6 - 3 victory.

The interpart play got underway at Norfolk with four teams getting in their first game before the ship departed on the next leg of her cruise.

Cdr. Steele Heads Football Club

To open the season, the Stadacona Canadian Football Club elected a new executive committee whose president is Commander Richard M. Steele, Manning Commander East Coast.

Vice-Presidents of the Stadacona football executive are Lieut.-Cdr. (S) E. L. Pendlebury and Lieut.-Cdr. B. H. Cayley. Manager of the club is Lieut.-Cdr. E. W. Burns, and Sub-Lieut. (S) M. A. Measures is publicity manager and secretary.

Members of Stadacona's new football committee take up their positions with a varied background in sports activities. Lieut.-Cdr. (S) Pendlebury coaches the Stadacona water polo aggregation, which won the Winter Atlantic Command Championship, and Lieut.-Cdr. Burns coached the Stadacona basketball team to the 1952-53 Atlantic Command Championship. Sub-Lieut. Measures, who is captain of the RCN Halifax Tennis team, has represented the RCN in international squash racquets games on both the Pacific and Atlantic coasts and is secretary-treasurer of the RCN Atlantic Commands Sports Fund.

Officer Reaches Net Semi-Finals

Lieut.-Cdr. J. F. Skelton, sports officer at *Discovery*, advanced to the semi-finals in the Vancouver lawn tennis championship matches.

The only Canadian to remain in the tournament to that stage, he lost to the United States player who went on to win the title.



If the men in the front row appear happy and in the pink, it's because they have just completed a P & RT requalifying course for Chiefs and POs at Queen's University, Kingston. They are, left to right, Chief Petty Officers Tom Motterhead, Andy Chartren, Jack Waldron, Johnny Rowland, Fred Potts and Johnny Hancock. Behind them are A. L. Lenard, instructor; Prof. J. F. Edwards, an ex-Lieutenant (P & RT), who is director of Queen's intramural sports, and Prof. F. L. Barlett, director of the School of Physical and Health Education at Queen's. (O-5990)



Here's the "Shearwater" baseball team which topped the Halifax and Dartmouth Intermediate Baseball League. Front row (left to right): Ldg. Sea. P. L. Smith, Sgt. H. McMullin, AB W. J. Keenan, AB L. W. Trudell, AB C. A. Zimmer, AB T. C. White. Back row: Ord. Sea. J. McCombie, Lieut. J. Pateman, AB G. R. Campbell, Sub-Lieut. A. C. Williamson, CPO A. E. Coe (coach), AB R. W. Trinder, AB W. G. Ring, PO F. G. Zwicker (captain), Ord. Sea. H. T. Hicks. The bat boy is David Quinn. Missing from photo, AB W. J. Murfitt. (DNS-10931)

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 opposite his name.

ABBOTT, Harry D..... P2EA3
 ALMEN, Donald W..... LSRP1
 ANDERSON, Gordon R..... LSRPS
 ANDERSON, Lloyd J..... LSRP1
 ASHTON, Clifford J..... LSTDS
 AUDETTE, Raymond T..... LSRPS
 BANFIELD, Lloyd G..... LSTDS
 BARCLAY, Robert W..... LSLR1
 BARLOW, James..... P2RN3
 BARRY, John J..... LSAA1
 BODDY, Frank..... C2AA2
 BOHMER, Gereint L..... LSRP1
 BOWDEN, Richard L..... LSLM2
 BOWNESS, Kendrick W..... P2RP1
 BRADFORD, Sydney H..... P2AA1
 BRADLEY, Milton N..... LSRP1
 BROWN, Walter G..... LSAA1
 BRUCE, John G..... C2RT4
 BRUNTON, George L..... LSQMS
 BUTLER, Cyril N..... P1TD2
 CARRAWAY, Harold G..... LSQMS
 CASSELMAN, Carl J..... LSQMS
 CATHERWOOD, Maurice E..... LSTDS
 CHILDS, Robert T..... LSQRS
 CLUFF, Charles T..... C2Q13
 CONWAY, Francis P..... P2TD2
 CORBETT, Theodore J..... P1RT4
 COUPE, Roy S..... C2TD2
 CRAWFORD, William T..... LSLM1
 CRONIN, Leonard A..... LSAA1
 CROUCH, George E..... LSRPS
 CUMING, Arthur T..... LSAAS
 DAGLE, Daniel J..... LSQMS
 DAWE, Norman G..... C2QM2
 DAWSON, Ronald R..... P1PT2
 DEAN, Raymond R..... LSAAS
 DICKINSON, Peter R..... P2RW3
 DILLON, John M..... C2EM3(NQ)
 DIXON, William D..... C1T13
 DUBY, Victor S..... LSAA1
 DUIVEN, Richard C..... P1PH2
 ELLISON, Raymond..... C2PT3
 ETHERINGTON, Jack E..... LSLM1
 FAIRFIELD, Henry R..... P2EM2(NQ)
 FENN, William G..... LSRM1
 FINLAY, Harry R..... LSTDS
 FISHER, George B..... P2EM2(NQ)
 FULLARTON, Osborne R..... LSEM1
 GAY, Robert T..... LSRP1
 GRAHAM, Cecil G..... LSAA1
 GRAHAM, Thomas B..... LSLM1
 GRIFFIN, Philip S..... LSLM2
 HAAS, Eugene A..... P1AA1
 HAAS, Russell C..... P2EA3
 HAGEN, James E..... P2TD1
 HAMILTON, Donald W..... P2EF3
 HARDIE, John H..... LSAAS
 HART, William J..... P1QM1
 HAWN, Eugene..... LSRPS
 HICKS, Walter M..... P1ER4
 HODGINS, William A..... P2EM2(NQ)
 HORNCastle, Robert F..... P2RP1
 HORNOSTY, Joseph..... C2GA4
 HUGHES, Bernard A..... P2PT2
 JACKSON, Donald H..... C2GA4
 KEZIERE, Norman..... C1PH3
 KIRK, Kenneth H..... LSAAS

LAFRAMBOISE, Robert..... P2ED3
 LANE, Charles T..... P1QM1
 LARNER, Walter H..... LSLRS
 LAUSIER, Donald J..... P2EM2(NQ)
 LAVIOLETTE, Richard R..... LSMO1
 LAVIS, William R..... C1ET4
 LAWRENCE, Stanley G..... P1QM1
 LEBLANC, Laurie J..... P2RC1
 LEBLANC, Lucien J..... P1PH3
 LEGGETT, Robert..... LSLM1
 LEONARD, John B..... P2EA3
 LITTLE, Lorne M..... P1RP2
 McBRIDE, Richard T..... P2EM2(NQ)
 McCARTNEY, Mervin..... P2EM2(NQ)
 McCOY, Donald..... P2TD2
 McCOY, Ruben D..... P1QM1
 McCULLOCH, Donald D..... C2QR2
 McISAAC, Edward S..... LSLM2
 McKINSTRY, Grant R..... P2RC1
 McLEOD, Edward D..... LSPT2
 McTAGGART, Leo F..... P2QM1
 MacKAY, Alfred..... LSQM1
 MacLACHLAN, Hugh G..... LSQMS
 MacQUEEN, Charles P..... C2TD2
 MAGEE, Raymond R..... P2VS2
 MARKLINGER, Carman F..... P1RT4
 MASON, John P. D..... C2QR2
 MAYHEW, Clair A..... LSQM1
 MELANSON, Louis M..... C2EM3(NQ)
 METZ, Walter..... LSLR1
 MILL, David A..... LSRP1
 MITCHELL, Frederick S..... LSQMS
 MORIN, Bernard J..... LSLM1
 MULOIN, Wallace F..... C1Q13
 MUNROE, William A..... LSTD1
 MURRAY, James G..... C2RT4
 NAIRN, David A..... P2EA3
 NEILL, David J..... LSTD1
 OLVER, Glenn R..... P2RS3
 ORR, Gibson..... P2AA1
 OTTMAN, Frederick W..... LSBD2
 O'REILLY, Joseph J..... LSRCS
 PASSMORE, Robert F..... P2RW3
 PATTERSON, John L..... LSQMS
 PAULL, Donald B..... LSAA1
 PAULSEN, Earl F..... P1TD2
 PERRY, Harry O..... P1AA1
 PICCA, Thomas J..... LSQMS
 POWERS, Keith D..... P1DV2
 RAYMER, Gordon E..... LSLM1
 REID, Walter A..... LSQMS
 RICHARD, Larry J..... LSRCS
 RICHARDSON, Henry A..... LSLM1
 RICHARDSON, Kenneth T..... P1QM1
 ROBERTS, Gordon H..... P2AA1
 ROSS, James R..... C1GI3
 ROY, Leopold..... P1GA3
 ROYEA, Francis A..... P2QR2
 RUDDICK, Raymond H..... P2RP1
 RUSSELL, James F..... P1AA1
 SALTER, Geoffrey E..... C1PH2
 SHAW, Gilbert H..... P1CA3
 SHERRING, Reginald J..... P1LR1
 SIMPSON, Lawrence R..... LSAA1
 SKINNER, James H..... LSQM1
 SKOV, Cecil T..... LSQM1
 SMITH, Vincent G..... C2LR2
 SNOW, Leonard R..... LSLM2
 SPEVACK, Jack..... LSLM1
 SPICER, Daniel C..... P2EG3
 SPIRO, Andrew..... C1PH3
 SPRAGGE, Robert L..... P2TD1
 SQUIRE, Robert D..... P2EG3
 STAGG, Leonard W..... P1QR1
 STAINSBY, Harry E..... C2QR2

STEELE, Vernon L..... LSQMS
 STEVENSON, William L..... P2TD1
 TAYLOR, John D..... LSLM1
 THEORET, Vernon E..... LSQMS
 THOMAS, Robert W..... LSAA1
 THOMPSON, James J..... LSAAS
 TYLER, Richard F..... C1GA4
 VENTELA, Tauno A..... LSTDS
 VOPNI, Roy T..... LSEM1
 VOSE, Reginald W..... C1PI3
 WALKER, Gerald N..... LSLM2
 WALKER, Robert E..... P2QM1
 WATKINS, Robert R..... LSAA1
 WEBBER, Brian O..... LSLM2
 WELCH, Eugene..... LSRP1
 WELCH, Wilfred D..... P1EA4
 WHITE, Alfred E..... LSAA1
 WILSON, George R..... LSAAS

MOTOR TRANSPORT DRIVER REACHES CANADIAN FINALS

The Pacific Command's top naval motor transport driver, Gordon V. Smith, 31, added new triumphs to his already impressive array of driving awards when he won the semi-trailer division in the British Columbia finals of the annual Truck Rodeo, sponsored by the B.C. Branch of the Automotive Transport Association, at Vancouver, on September 19.

It was the second consecutive year in which Mr. Smith, a civilian driver employed in HMC Dockyard, Esquimalt, took top provincial honours in his division.

Aldo Duz, another dockyard driver, placed third in the same division in the B.C. finals, after winning second place in the Island eliminations earlier.

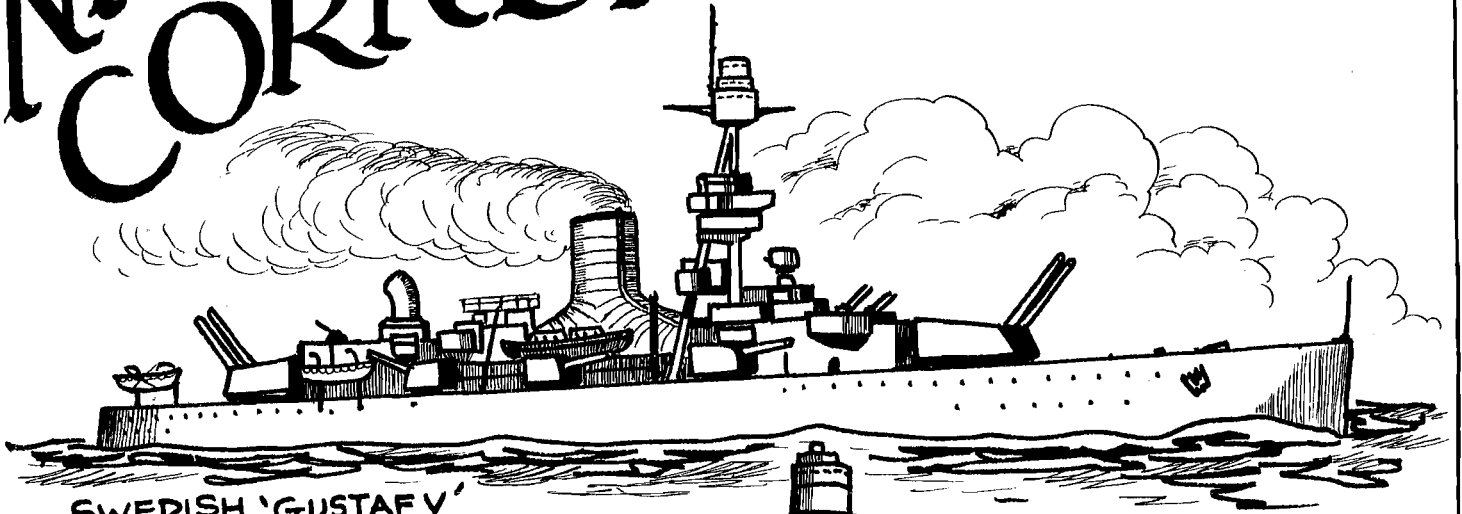
Donald Dobbie, also employed in the dockyard motor transport pool, was third in the straight truck division in the provincial rodeo. He took first place honours in the Island eliminations.

Mr. Smith went east last fall to compete in the national truck rodeo in Toronto and succeeded in placing third among the nation's best truck drivers in his division. His win this year entitled him to another trip to Toronto in November and a second crack at the \$300 first prize.

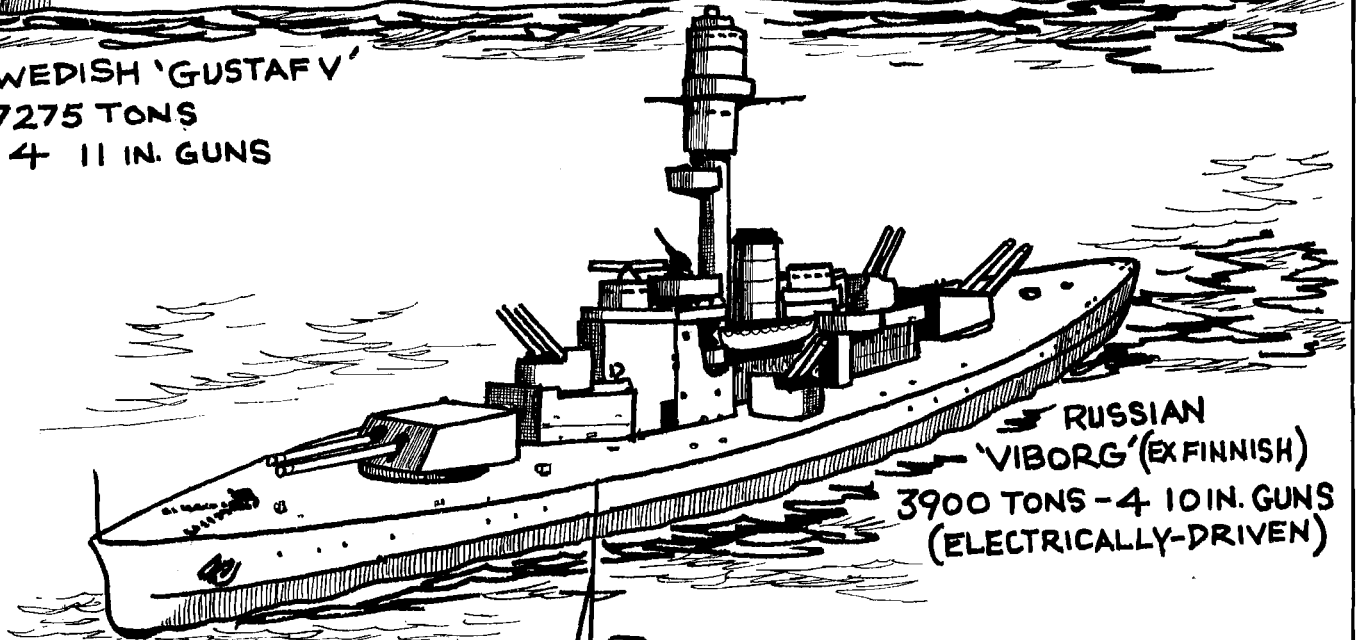
A veteran of three year's service with the Canadian Army, Mr. Smith has been driving professionally for 13 years, seven of which have been entirely free of any accident. He has been with the Naval Motor Transport Section at the dockyard for the past four-and-a-half years.

NAVAL LORE CORNER

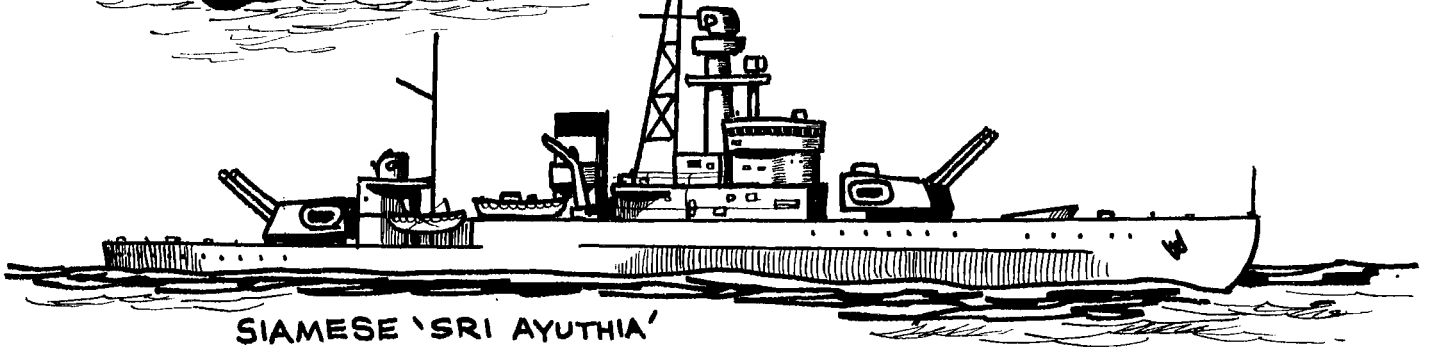
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(COAST DEFENSE SHIPS)



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7275 TONS
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3900 TONS - 4 10 IN. GUNS
(ELECTRICALLY-DRIVEN)



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