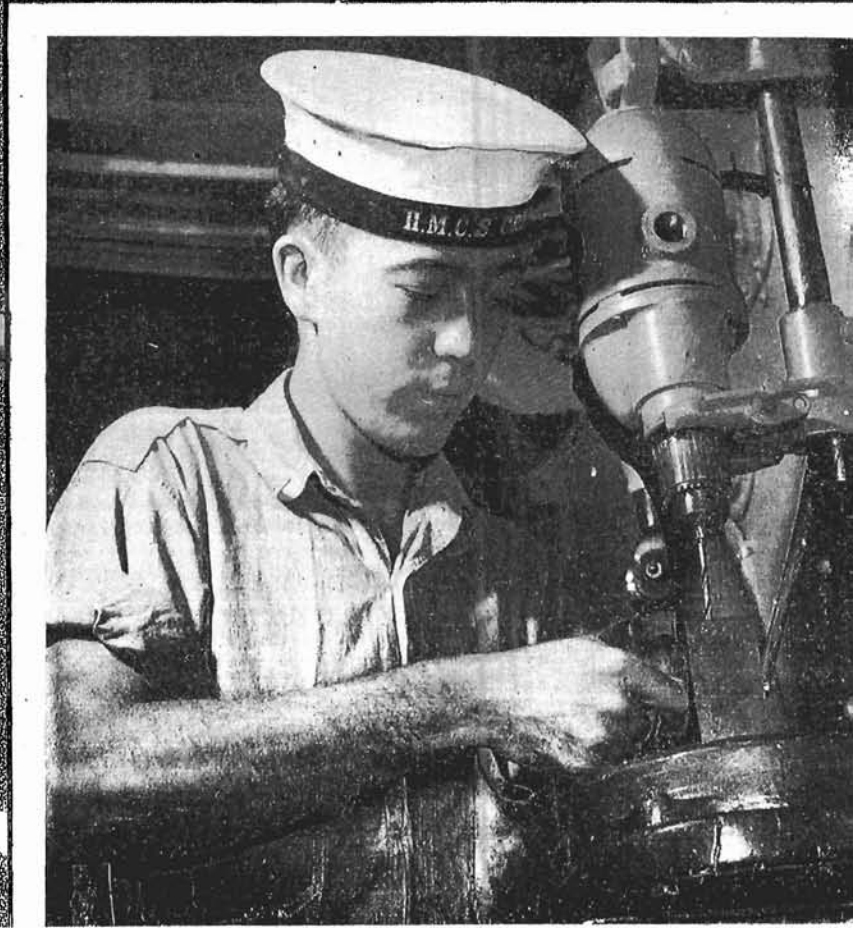
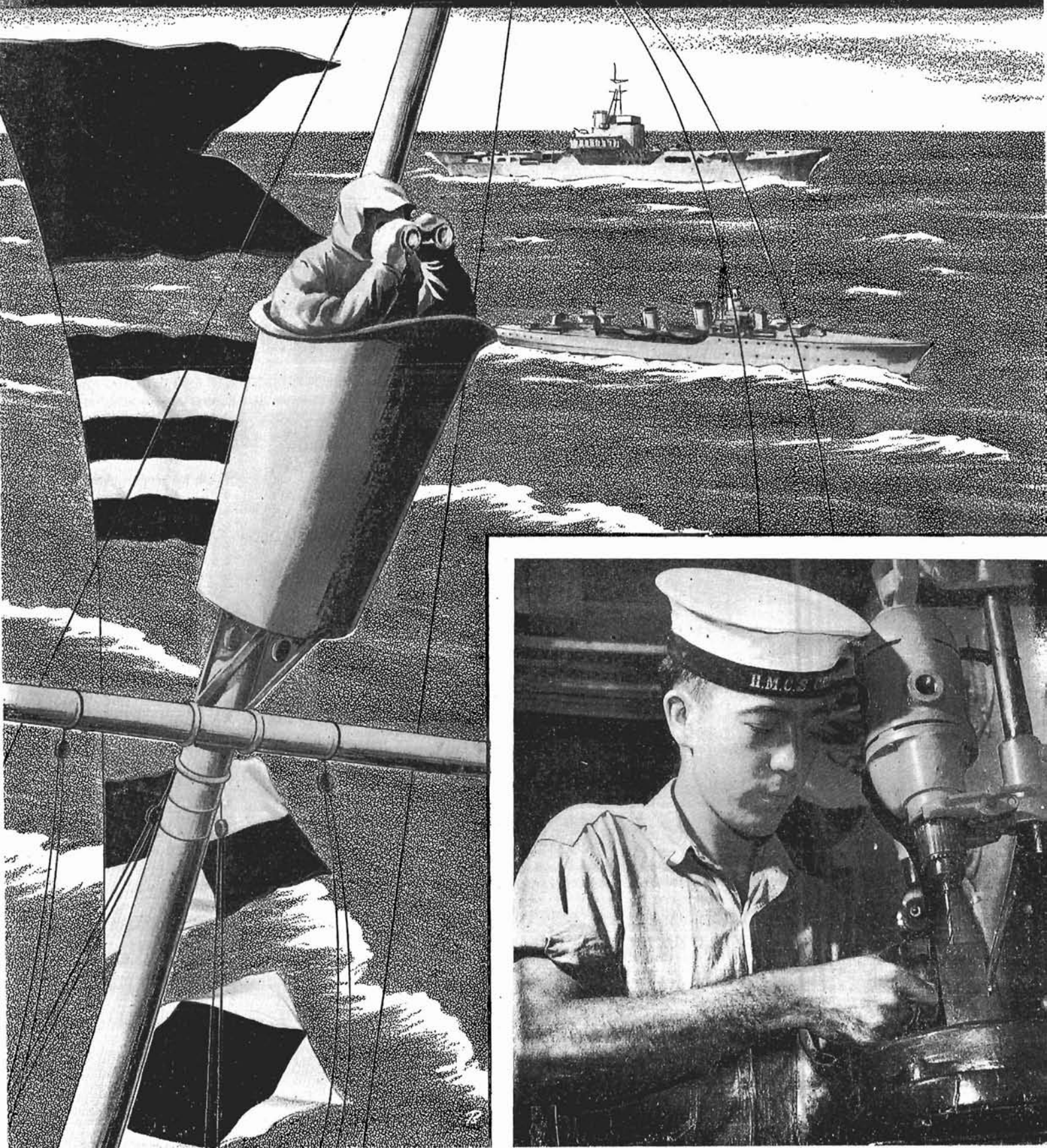


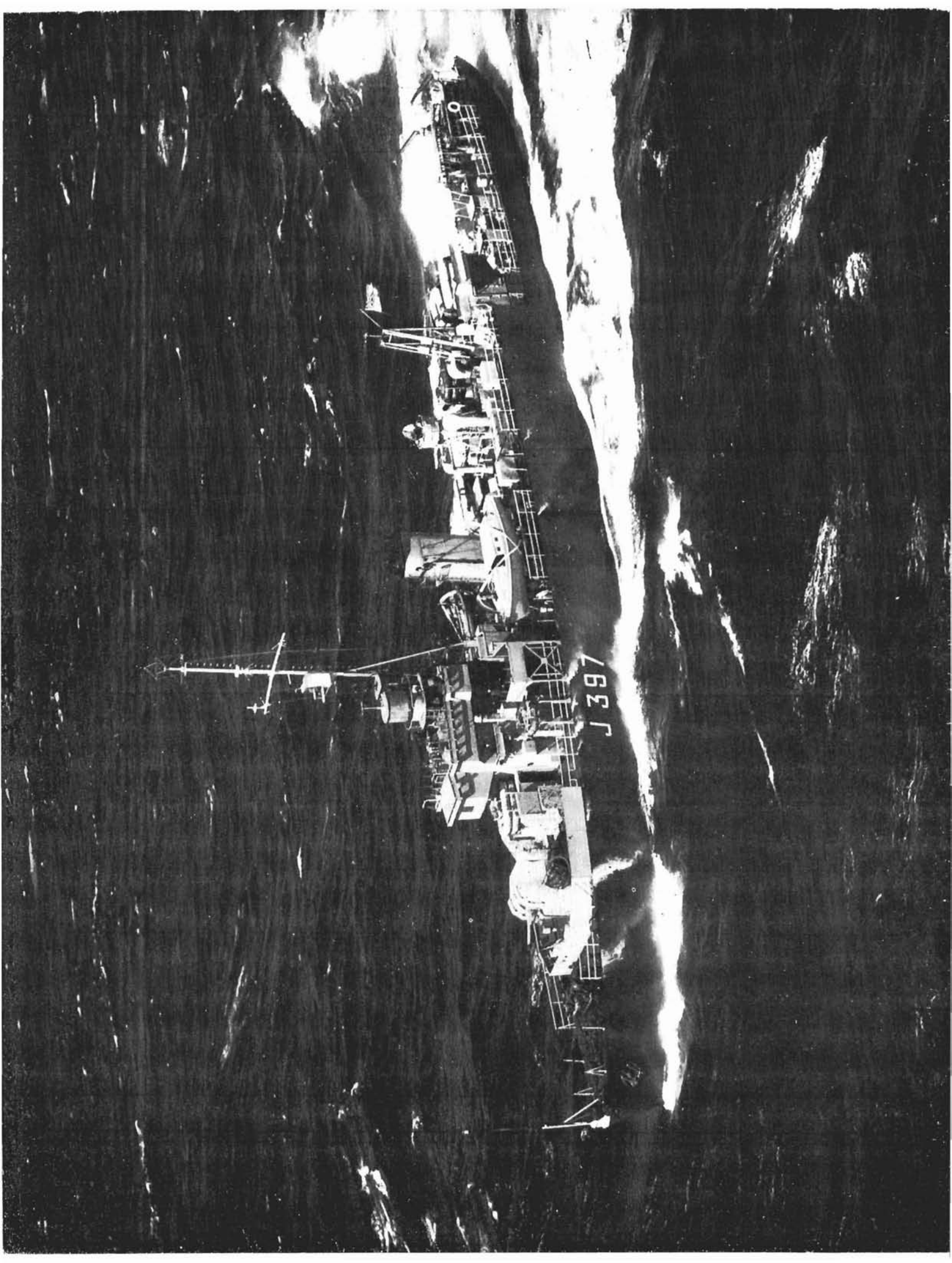
The CROWSNEST

Vol. 1 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

July, 1949





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LADY OF THE MONTH

HMCS "NEW LISKEARD" presents all the aspects of a taut ship as she is caught by the aerial camera in a healthy sea off Halifax. (RCN photo by Petty Officer Fred Polischuk, HMCS "Shearwater").



The City of Halifax this year marks with due ceremony and celebration the 200th anniversary of her founding.

Halifax has gone through two turbulent centuries, has probably had more economic ups and downs than any other Canadian city. As a commercial seaport, she has known eminence and prosperity, experienced desperate depression, been forgotten, and become famous.

Through all this there have been constants, the most notable being her importance as a base for military operations. Born of conflict—she was established originally as a counterpoise to the French fortress of Louisburg, served 10 years later as springboard for Wolfe's expedition against Quebec—Halifax has continued ever since to play a major role in times of war and to hold a key position in peacetime defence planning.

The Navy has been with Halifax since her beginnings and has contributed much to her history. Evidence of this is to be found, not only in the printed word, but in relics, street names, buildings (like Admiralty House), monuments and other memorials.

The association has not always been harmonious. In the past, prejudice and misunderstanding have caused friction, bitter and unpleasant, between serviceman and civilian. Too frequently the former took the attitude, "I didn't want to come and I don't want to stay," to which the latter responded with, "We would rather you hadn't and we wish you'd go away."

But these things are in the past. We believe the civilian is today finding the sailor to be a good and worthy citizen. The sailor, and particularly the one who has established roots in Halifax, is finding the city a pretty fine place in which to live, and the Haligonian a good neighbour. As the housing situation eases and more and more Navy men become a part of the Halifax community, this situation must continue to improve.

Though there may be exceptions, it is quite apparent from the over-all picture that there now exists to a greater degree than ever before a mutual feeling of pride, friendship and respect.

The Navy pays sincere tribute to the famous community with which it has lived so many years, and to which it is proud indeed to belong.

The Editors

Page one

Cover Photo — Destroyers of the RCN are equipped to carry out many repair jobs while away from dockyard ports and their artisans and technicians pride themselves on the amount they can accomplish on their own. Minor repairs, such as are being carried out by Able Seaman John Peatman in HMCS "Crescent's" electrical shop, are simply part of the day's routine.

R.C.N. News Review

First Contract Awarded In Escort Programme

The first contract in the naval anti-submarine escort shipbuilding programme was announced June 22 by Defence Minister Brooke Claxton, who stated that Canadian Vickers Limited would begin work immediately on the preparation of detailed working drawings of the hull structure for the first three ships from the basic design provided by the RCN.

Every effort will be made to advance the work without delay, and it is hoped that the first keels will be laid down at the end of the year or early in 1950. As soon as the working drawings are complete, contracts will be awarded to three different Canadian yards, thus maintaining the employment of skilled engineers and workmen in many different industries. These will be the first vessels to be built anywhere to meet the new requirements.

While specific details of the ships cannot be disclosed for reasons of security, they are designed primarily for the detection and destruction of modern fast submarines, and, in function, replace the frigates and corvettes of the Second World War.

Any comparison between the latter ships and the new ones ends there. In speed, manoeuvrability, weapons and habitability the new ships of the RCN will fulfill all the requirements of their class for modern sea warfare.

The escort vessels will have steel hulls and aluminum superstructures and bridges. Welding will be used extensively in their construction. Steam turbines driving twin screws will provide a speed considerably in excess of that of the frigate.

Accommodation will be provided for a ship's company of more than 250. The former system under which

the crew ate and slept in the same messdeck has been abandoned. In the new ships the crews' sleeping accommodation will be fitted with bunks to an improved pattern. Separate dining spaces will be arranged so that either the cafeteria self-service system or modifications of it can be employed. The dining spaces will be air conditioned and the whole of the living accommodation insulated so as to ensure equable temperatures in all weather conditions.

Cold weather heating will be by means of steam radiators and, in addition to this, incoming air will be heated. Air conditioning will also be fitted to the principal operational positions.

Every effort will be made to avoid difficulties of production. Specifications will be simplified and standardized wherever possible to meet the requirements of Canadian industry.



Ord. Sea. Bud Shaw, of Regina, and Halifax hospital worker Bunny Hobbs stroll through the welcome arch on the Grand Parade, one of the many historic sites that will serve as points of interest for visitors to Halifax's Bicentenary celebrations this summer. (Note the new trolley bus in the background.)

Summer Training Activity Nears Peak

Naval reservists were arriving at Halifax and Esquimalt in ever greater numbers in late May and early June and ships on both coasts devoted increased time to training the inland sailors.

In the Pacific Command, HMCS "Ontario" completed a 10-day cruise to Seattle and followed up with another to Portland. "Athabaskan" exercised in the Esquimalt area, called at Bellingham, then sailed to San Francisco for a four-day visit. "Antigonish," "Beacon Hill" and "ML 124" worked together in Vancouver Island waters.

On the Atlantic side, HMC Ships "Magnificent", "Nootka" and "Haida" went to sea in company for aircraft deck landing training and anti-submarine exercises with HMS "Tudor." Slated to last more than two weeks, the cruise was cut short when the "Magnificent" grounded near Port Mouton, N.S.

The carrier was refloated after being aground for about four hours. She returned to Halifax, then sailed June 14 for Saint John, to be repaired in the drydock there.

HMCS "Swansea" resumed her portion of the training programme after a routine docking early in June, while "St. Stephen" sailed June 14 for Station Baker and her last tour of duty before commencing annual refit.

HMCS "Portage" called at Port Arthur early in June for her first lengthy stop-over on the Great Lakes. During her stay at the head of the Lakes, she crossed to the U.S. port of Duluth, Minnesota, for a two-day visit. By June 15 the Algerine minesweeper had dropped in at Sarnia and Windsor and embarked further parties of naval reservists for sea training close to home.

Reserves to Train In Air Maintenance

A training programme for naval reserve air maintenance personnel, the first of its kind, will open at HMCS "York," Toronto, and HMCS "Star," Hamilton, in July. The programme will feature specialist training and instruction in naval aircraft maintenance and will be available to 100 men of the RCN(R) at each of the two divisions.

Full training equipment, including Seafire aircraft, tools and other materials, are being provided from the RCN Air Station, HMCS "Shearwater." Present plans call for trainees to carry out specialist air maintenance training in addition to the normal week-day drill.

Lieut. (P) M. C. Hare has been appointed as Staff Officer (Air) to the two divisions and will co-ordinate the training. The programme will be set in motion by Lieut. (E) (AE) J. H. Johnson, who has been appointed temporarily as Senior Air Engineer Officer. Two senior air artificers from "Shearwater", CPO Jack Gomez and PO Harry Jennings have been named senior instructors, the former at "Star" and the latter at "York".

Officers and men of the RCN (Reserve) who are specialists in flying and aircraft maintenance will take an active part in implementing the programme. In this respect, a requirement exists for six experienced air maintenance men for instructional duties in each division.

"Iroquois" Returns To Sea Duty

HMCS "Iroquois", the first Tribal class destroyer to be commissioned and manned by the RCN (September 30, 1942), returned to active sea service on June 24 as a training ship for RCN (R) cadets. "Iroquois", which had been serving as depot ship for the reserve fleet at Halifax, assumed that portion of the reserve training programme originally assigned to HMCS "Magnificent".

Swift action was taken to man and equip the destroyer for sea duty and the fact that she was made ready in such quick time reflects credit on all

concerned. The frigate HMCS "La Hullose" was commissioned on the same date to replace her as accommodation ship for the reserve fleet and the Royal Navy submarine which is based at Halifax for training purposes.

Appointed commanding officer of "Iroquois" was Lieut.-Cdr. T. C. Pullen, an officer with lengthy destroyer experience. In the Navy since 1936, Lieut.-Cdr. Pullen served before the Second World War in HM Destroyers "Hotspur" and "Hostile" and HMCS "Assiniboine". He survived the torpedoing of the original HMCS "Ottawa" in September, 1942, was first lieutenant of HMCS "Chaudiere" and commanded another destroyer, HMCS "Kootenay".

Like her sister-Tribals, "Haida", "Huron" and "Athabaskan", the "Iroquois" saw extensive wartime sea service on escort duty, offensive patrols and other operations.

Furies Fly West

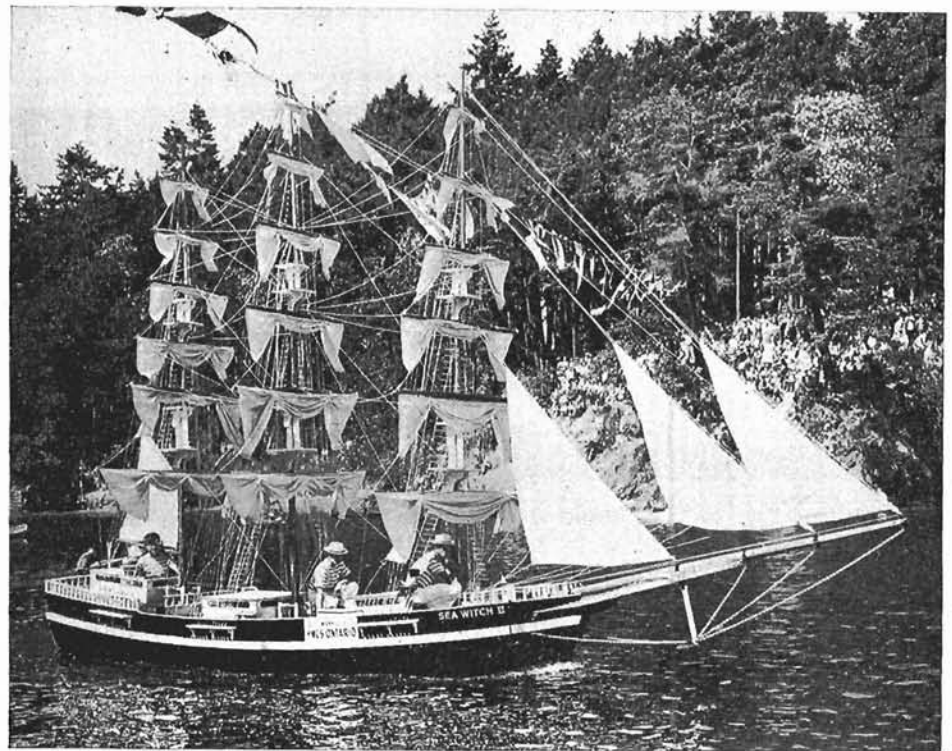
The 19th Carrier Air Group's two Sea Fury Squadrons, 803 and 883, flew from the Naval Air Station,

Dartmouth, to the Joint Air Training Centre, Rivers, Manitoba, in the latter part of June for eight weeks' training in ground support. To Rivers, also, went the group's ground crews and equipment, some by RCAF air lift and the remainder by train.

Halifax Natal Day

More than 1,000 naval officers and men took part in the Natal Day parade, June 21, which officially opened the Halifax Bicentenary celebrations. In the parade the Navy had a float depicting a 'tween-deck scene in HMS "Beaufort," one of the ships in the expedition which founded the city. The float was manned by an officer and five men dressed in uniforms of the period.

Meanwhile, plans were rapidly going ahead for Halifax Navy Week, which is to be held August 8-13. Under the Chairmanship of Cdr. P. E. Haddon, executive officer of RCN Barracks, a naval committee has tackled the Service's portion of the programme and is arranging things so that as many people as possible see as much as possible.



Winner of first prize for fancy boats at the Gorge Regatta held in Victoria May 24 was the entry from HMCS "Ontario." It was a scale replica of the famous clipper ship, the "Sea Witch." The powered model showed amazing workmanship and attention to detail. The little "Sea Witch" caught the fancy of the judges and the large crowd that thronged the sides of the Gorge waters during the naval regatta and Indian canoe races.

Cruise to the Far East

It was with a sense of anticipation that we sailed from Esquimalt on Tuesday, February 2, for Shanghai. All of us were proud that "Crescent" had been chosen to represent the Canadian Navy and, in fact, Canada, in Far Eastern waters during these troubled times.

The passage to China was made at good speed. The ship proceeded at 20 knots most of the way, with 24-hour stops in Pearl Harbor and Kwajalein and a two-day stay in Guam, which was a welcome and pleasant break, marked by the friendly hospitality of the USN. On Friday, February 25, we got our first glimpse of China when we anchored off Woosung, at the entrance to the Wangpoo river where it runs into the Yangtze delta and mouth of the Yangtze. The following morning we were able to proceed up the Wangpoo to Shanghai, a distance of some 12 miles. None on board had been to Shanghai before, and few to China, and the teeming life on the river was a fascinating sight. There were boats of every type and description coming down river with the morning tide, junks and sampans, fishing boats, bamboo log rafts, motor

boats, ferries and a few freighters.

The avoidance of collision requires an adroit and wary eye but, miraculously, all the ships and boats seem to pass each other somehow.

The first part of the passage up river to Shanghai was, in a way, like entering the outskirts of any other big city. On the left bank were agricultural areas, and on the right bank small, dirty buildings and squalid homes. About half way up the river the industries, buildings and wharves of a big and thriving city and seaport, albeit a somewhat shabby one, began to come into view. There were many ships from all parts of the world anchored in the river, but they had a deserted air about them indicating the economic sickness already spreading through the city. "Crescent" was fortunate to be berthed in midstream just off the French Bund in the central downtown European part of Shanghai. Here we could see that Shanghai was, indeed, one of the largest cities of the world; here were modern buildings of good size and an astonishing variety of architecture, mostly fairly modern.

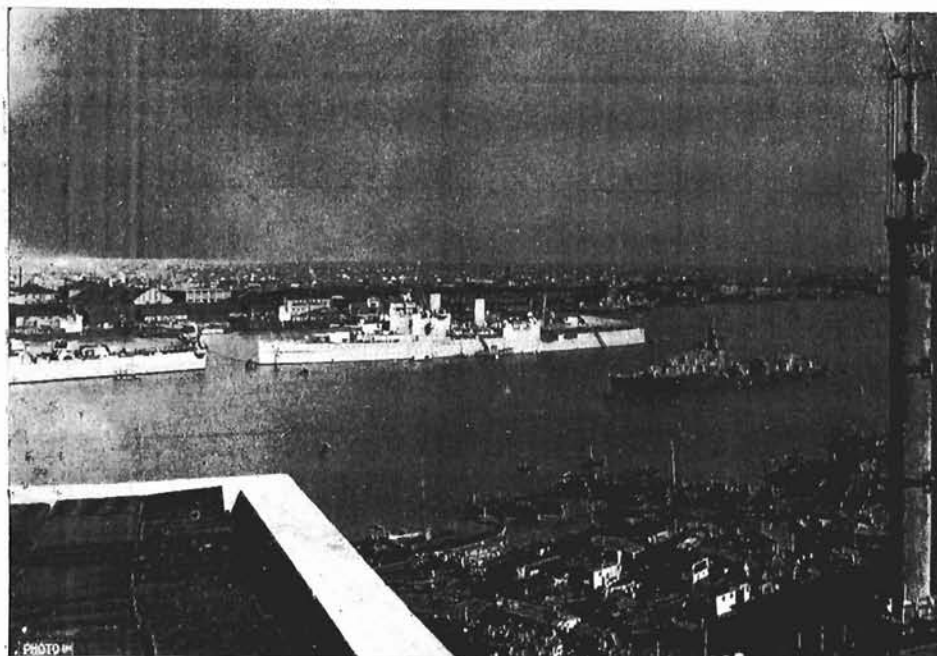
Most of the preconceived ideas we

might have had about Chinese starving and dying on the streets were soon shattered when we got ashore. Like the American, British and Australian sailors there, we were mobbed by pushing and yelling throngs wishing to buy, barter, sell or exchange, or merely transport us in a contrivance known as a pedi-cab. These are in greater number than the rickshas and not much safer. Their drivers had a pleasant habit at night time of driving you up a dark alley and then relieving you of whatever money, etc., you might have carried. Driving through the streets in a car is frightening enough—in pedi-cabs or rickshas it is even worse. All Chinese seem to drive with only three ideas: Push the horn continuously, accelerate as much as possible and brake only when death is a split second away!

"Crescent," being the first Canadian warship ever to enter Chinese territorial waters, was given a very warm welcome by the still large European settlements in Shanghai and, of course, particularly by the Canadians there, some 150 in number, who seemed very pleased indeed to see us. The Canadian Ambassador and his staff worked very hard to provide numerous parties and other entertainment for everyone on board. Shanghai is not a city where it is easy to entertain yourself and we had to rely almost entirely on the Western people ashore, who responded very willingly. When we did go ashore on our own it was wise and safe to do so only in groups, certainly never alone.

During our stay we were in company with a United States cruiser and a transport, a British cruiser, an Australian frigate and a French sloop.

The ship sailed from Shanghai on March 10 for what was to be in many ways the most interesting phase of our cruise, the passage up the Yangtze to Nanking. We entered the river the following day and proceeded to Kiangyin, where we had to anchor for the night, no traffic being allowed on the river after sunset. Kiangyin, although



HMCS "Crescent" (right) in Shanghai harbour. Other warships are USS "Springfield" (left) and HMS "London" (centre).

a Nationalist town, was one of the places where the Communists *allowed* foreign warships to anchor at night. Going up river, we began to see the first signs of war. On the left and right banks, groups of armed and unarmed Nationalist soldiers stared at us with some curiosity but no apparent hostility. On the left bank, in particular, we saw many pill-boxes, trenches and earthen defences thrown up in anticipation of the attacks which were to come a month and a half later. After the initially wide mouth of the river was astern of us, it narrowed down to about half a mile in width. The navigable channel, however, was rarely more than 200 yards wide and wandered from left bank to right bank and back again. (The predicament of the British ships which came under attack in the next month will be apparent when you realize that navigating in the river is like proceeding along a railway track at 20 miles an hour, a sitting target committed to the navigable channel).

Our anchorage at Kiangyin was peaceful and without incident and we



When the Canadian ambassador, Mr. T. C. Davis, visited HMCS "Crescent" at Shanghai, he asked if there were any men in the ship from his home city of Prince Albert, Sask. Here he talks with one of them, AB Paul Bernard.



Crewmen from HMCS "Crescent" are entertained by members of the Canadian colony in Shanghai at a sukiyaki party.

proceeded up river again the following morning.

We arrived in Nanking at 1700, March 11, and berthed alongside HMS "Cossack," the ship we were to relieve for 10 days. Nanking is not a big city nor an attractive one, being a contrast between great poverty, squalor and filth, and, in the governmental and diplomatic buildings, great comfort and even luxury. We were allowed ashore only on sports or recreational leave in the nearby compound of the International Export Co. or Ho Gee go-down; or else to parties organized by the Canadian, American or British Embassies.

Here we got a much truer picture of Chinese life. Close by the compound was a village of straw huts, some of them less than four feet high and only about six feet square, in which anywhere from two to five people lived. It rained a lot in Nanking, and there was a continuous sea of mud everywhere in this wretched village. Certainly in Shanghai we saw no scenes like this.

During the time in Nanking the Captain had the unique privilege of entertaining five ambassadors —

Canadian, British, American, Indian and Australian — at luncheon on board. On March 23 we were relieved by HMS "Consort" and, with the Canadian Ambassador and Mrs. Davis as passengers, proceeded down the Yangtze. Our overnight anchorage was again Kiangyin which we reached at sunset. Here we got a ringside seat for a pitched battle on the north bank, about five miles away. Rather disappointingly, the fighting completely died down by about 2000 and the two sides settled in for the night. The following morning we were under way before any more fighting started, and were anchored off Woosung by nightfall. Here Mr. and Mrs. Davis left us.

The following morning, in company with HMS "Cossack," we left Woosung and proceeded to Hong Kong, arriving Sunday, March 27. Hong Kong presented the clean, orderly and well run appearance of a Westernized settlement. By comparison to the Chinese ports we had visited, here, obviously, was a very prosperous city. Here also were clubs and recreational facilities which we could enjoy on our own, at our own leisure.

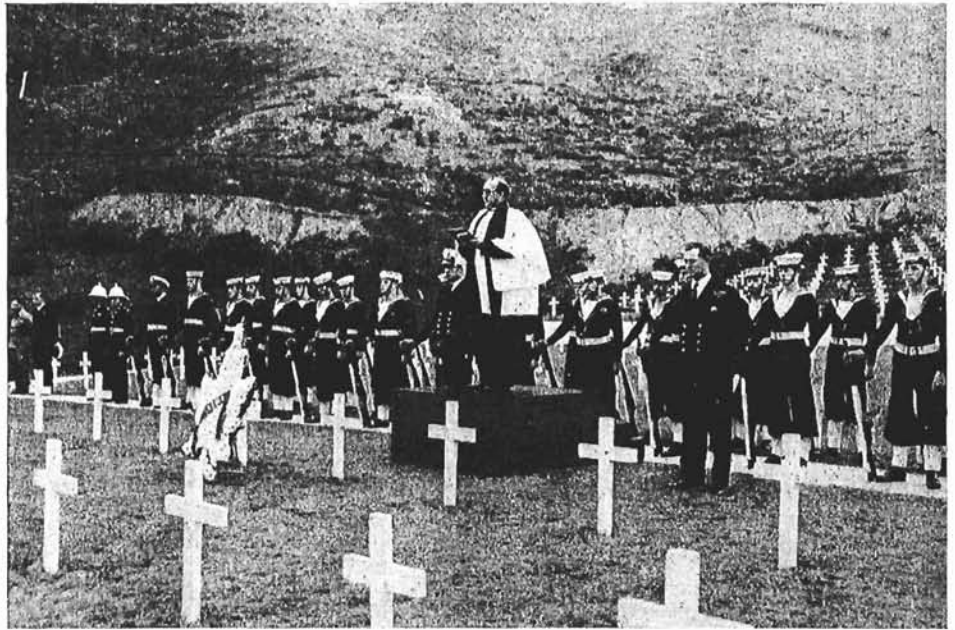
We were not able to do this right away, however, an exercise called "Operation Lancer" occupying us for the ensuing week. Designed possibly with an eye to the future, it was a combined Army, Navy, Air Force exercise in which the Army was split into attacking and defending forces. The attackers were guerrillas who were infiltrating from the mainland towards the New Territories around Kowloon. The ship's part was to give bombardment support to the defending forces. "Operation Lancer" ended on Friday, April 1, with a night exercise in which the "Amethyst" acted as enemy ship.

On Friday, April 8, officers and men from "Crescent" went ashore to Sai Wan Military Cemetery to lay a wreath and mount a guard of honour over the graves of the Canadian war dead from the Winnipeg Grenadiers and Royal Rifles of Canada. It was a simple but impressive ceremony and due homage was paid to the gallant Canadians who fell defending Hong Kong.

The ship remained in harbour until April 21, the day after news was received of the attack on HMS "Amethyst." It had been proposed that the ship sail to Manila for a week, but in the light of these new and unfortunate developments our trip was cancelled. On the 21st the ship went to sea for a day to land a survey party and exercise.

On Monday, April 25, the ship

Hong Kong at night, as seen from HMCS "Crescent."



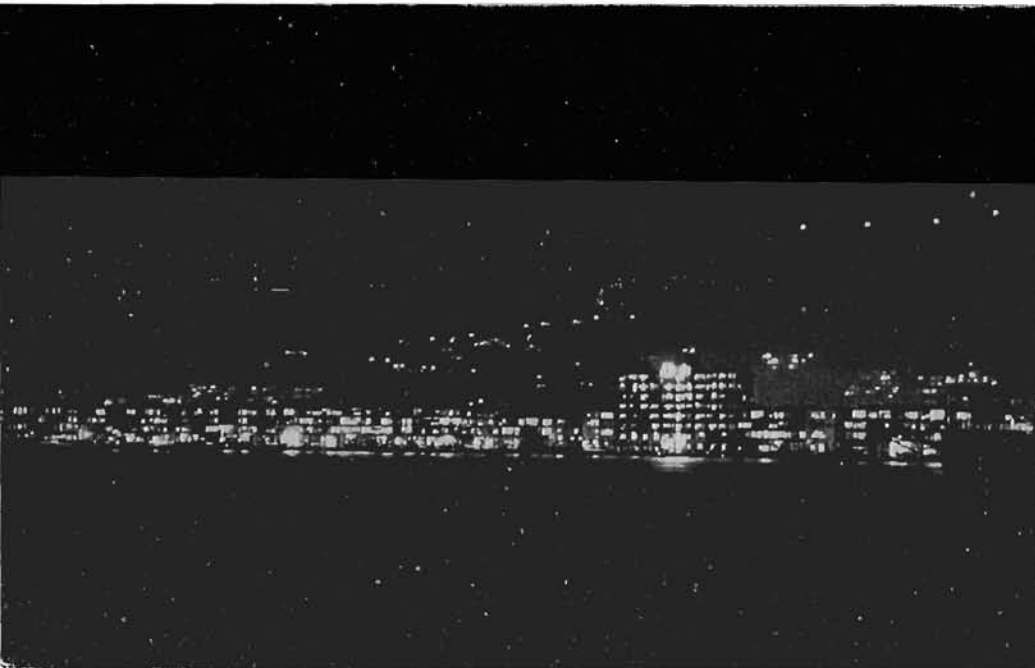
While at Shanghai, "Crescent" landed a party of 13 officers and 127 men, including a ceremonial guard, for a laying of wreaths on the Canadian graves in Sai Wan cemetery, where are buried soldiers of the Winnipeg Grenadiers and the Royal Rifles of Canada who fell in the defence of Hong Kong. A service was held at the cemetery, two wreaths were laid and sentries remained posted until sunset. Both officers and men volunteered for this duty. A further wreath was laid at Stanley cemetery.

again proceeded to sea, this time to meet HMS "Consort," whose radar and gyro were out of action. She had come down the Yangtze river at a speed of 20 knots with only a magnetic compass and emergency steering from amidships. Flying her battle ensign and displaying numerous shell holes, "Consort" at 24 knots looked a justifiably proud and defiant ship. After escorting her to the harbour entrance, we lined the ship's side and cheered ship for her with enthusiasm and sincerity.

Our next job was to escort HMS "Belfast" halfway to Shanghai to give her a chance to exercise a partly new and green crew. The ship returned to Hong Kong on Thursday, April 28, and received some bags of very welcome mail. We remained in Hong Kong for five more days before sailing for Alacrity Anchorage, first stop on the way home.

Just before we left, the USS "Repose," a hospital ship, arrived in Hong Kong with 80 wounded men from the Yangtze "incident" on board. The US Commander-in-chief Pacific Area had very kindly and opportunely placed her at the disposal of the British Flag Officer, Far Eastern Station, and her presence at that time was a vital and timely factor in saving lives.

On Tuesday, May 3, the ship proceeded from Hong Kong to Alacrity Anchorage, which is in a small group of islands 80 miles from Shanghai. Whilst at Alacrity, an interchange of competitions between "Crescent" and "Constance" kept us amused. One of these was a war canoe race which the "Crescent" Indians, in full war paint, won by a handsome four lengths. However, these lighter moments notwithstanding, none of us was sorry to leave Alacrity Anchorage and China, on Monday, May 9, for home.



The Man of the Month

A man whose "bark is worse than his bite," who has been a competent amateur and professional boxer, and who knows every pebble on the parade square at RCN Barracks, Halifax, has been chosen by HMC Gunnery School as "Man of the Month" for July.

He is Chief Petty Officer Frederick Edward Charles Patrick Stiner, Chief of the Parade at HMCS "Stadacona" and, at 36, a veteran of almost 20 years' service in the RCN.

CPO Stiner's bark is more in the way of being a loud shattering roar, developed by long practice on the parade square and in the gun battery. He has, however, the usual gunner's philosophy about this part of his work:

"I may blast a chap on parade but I don't mean anything personal by it. In fact, I may play bridge with the same fellow at night and think nothing of the blast I gave in the line of duty".

CPO Stiner was born at North Bay, Ontario, and later lived in Toronto, where, as a boy, he served in the Sea Cadet Corps.

On October 8, 1929, he joined the Royal Canadian Navy as a Boy Seaman and started his initial training at Halifax. His first ship was the destroyer, HMCS "Champlain," which he joined in September 1930 and in which he served until December of the following year. He returned to "Stadacona" for a brief period, then joined HMCS "Saguenay," another destroyer.

He left the "Saguenay" as an Able Seaman early in 1934 and went to the United Kingdom to qualify as a Seaman Gunner at HM Gunnery School, Whale Island. By the time war broke out he had made a second trip to England, this time to qualify as a Layer Rating at the Gunnery School at Chatham. He had also been

advanced to Leading Seaman and had served and trained in HMCS "Champlain," HMCS "St. Laurent," HMS "Pembroke," HMS "Electra," HMCS "Restigouche" and HMCS "Venture."



CPO FREDERICK STINER

On September 21, 1939, he rejoined the "Saguenay," and with her went to the West Indies area on patrol duties. During this period he was acting as Director Layer in the destroyer.

Drafted ashore at Halifax in July 1940, he was an instructor in the Gunnery School, HMCS "Stadacona," until September, when he became a member of the commissioning party of HMCS "St. Clair," one of the six destroyers turned over to Canada by the United States Navy. Two months later, by now an Acting Petty Officer, he returned to Whale Island where he

qualified as a Layer Rating First Class. Here he found life considerably more exciting than during his first course. German aircraft were paying particular attention to the area around Portsmouth and guns formerly used only for training were put to a more realistic purpose.

From Whale Island he returned to the "Saguenay" and convoy escort in the North Atlantic. Later, after qualifying Gunner's Mate in "Stadacona," he served in HMCS "St. Laurent," also on convoy work, from January 1942 until November 1943.

"I was either fortunate or unfortunate in seeing very little action — it all depends on how you want to look at it," he said in reviewing his wartime sea service. "We must have convoyed thousands of ships but I was in on only one sinking."

In November 1943 he went to HMCS "Cornwallis" and for a year was on the training staff of the anti-aircraft section of the Gunnery School there. Subsequently he was Gunner's Mate on the staff of Captain "D", Halifax, conducting refresher courses and training gunnery personnel of all ships operating out of the port.

After the cessation of hostilities CPO Stiner served as Gunner's Mate in HMCS "Haida" and spent varying periods in the aircraft carrier "Warrior" and destroyers "Micmac" and "Iroquois." He was drafted to HMC Gunnery School in "Stadacona" early in June 1948 as Chief Petty Officer of the close range section and is now "chief barker" on "Stadacona's" busy parade square.

Besides making a success of his career in the Gunnery Branch of the RCN, CPO Stiner gained recognition in the early years of his service as

(Continued on page 32)

Personnel Branch Reorganized

New Administrative Set-Up
Created at Headquarters

The Personnel Branch at Naval Headquarters has been reorganized on a functional rather than on the previous departmental basis.

Where formerly each directorate making up the Branch dealt with all phases of personnel work involved in its particular department (engineering, electrical, air, supply, seamen or medical), under the new organization directorates deal with various aspects of personnel work as they apply to the whole of the Service. For example, the newly formed Directorate of Service Conditions and Welfare is responsible for welfare and conditions of service generally, as well as pay, clothing, meals, discipline and other matters pertaining to the morale and well-being of the Fleet. The Directorate of Manning and Personnel Statistics deals with recruiting, advancement, manning, drafting policy and releases of men and compiles personnel records and statistics.

Other new directorates are the Directorate of Officer Personnel and

the Directorate of Naval Training, whose functions are obvious.

Also included in the new plan is a personnel planning and advisory group made up of five staff officers, each representing a department of the service. These officers advise the various directorates of the effect on a specific department of any overall policy under review.

The new organization is based on wartime requirements but with the necessary reduction in staffs to conform to peacetime conditions. In the event of an emergency it can be expanded rapidly and efficiently without basic change.

The reorganization is the result of lengthy study and has been carried out gradually over the past several months. Its principal object is to achieve maximum efficiency and consistency of administration and to avoid duplication.

OFFICERS IN KEY PERSONNEL POSTS

Following are thumbnail sketches of the officers who hold key positions in the recently reorganized Personnel Branch at Naval Headquarters:

COMMODORE WALLACE B. CREERY, Chief of Naval Personnel, entered the Royal Naval College of Canada, Halifax, in August 1914. Served during the First World War as a Midshipman in Royal Navy cruisers in the North Atlantic. In 1929 he commanded the minesweeper HMCS "Armentieres" and the following year was Torpedo Officer and Senior Staff Officer of the Royal Navy's Third Destroyer Flotilla in the Mediterranean. After a staff course he took command of the destroyer HMCS "Champlain" in 1934. In 1936 he became Director of Naval Reserves at Ottawa, later commanded RCN Barracks, Halifax. He was appointed captain of the destroyer HMCS "Fraser" in August 1938 and served in this ship until she was lost in June 1940. He then became Commander and later Captain-in-Charge at Halifax. He held the post of Chief of Staff to the Commanding Officer Atlantic Coast prior to becoming Director of Operations at Headquarters. In June 1943 he was appointed Assistant Chief of the Naval Staff and two years later assumed command of HMCS "Prince Robert." From January 1946 until his appointment as Chief

of Naval Personnel on August 18, 1948, he was commandant of the RCN College, HMCS "Royal Roads."

CAPTAIN KENNETH L. DYER, Deputy Chief of Naval Personnel, graduated from Royal Naval College, Dartmouth, England, in 1934. He served in Royal Navy ships and establishments, including the battle cruiser, HMS "Hood," and cruiser HMS "Enterprise," until 1938, when he returned to "Enterprise," until 1938, when he returned to Canada for duty in HMCS "Stadacona," the training yacht "Venture" and HMCS "Saguenay." He left the "Saguenay" in April 1940 for a long gunnery course in the U.K. Various appointments followed until May 1942 when he assumed command of the destroyer HMCS "Skeena." Two years later he commanded HMCS "Kootenay," also a destroyer. He was next appointed to HMCS "Somers Isles," Canadian sea training base at Bermuda as Training Commander. On commissioning of HMCS "Warrior," Canada's first aircraft carrier, he was appointed executive officer and remained with this ship throughout her commission. He left her early in 1948 for staff courses in the United Kingdom.

SURGEON CAPTAIN ARCHIE McCALLUM, Medical Director General, was called to active service with the RCNVR on September 3, 1939, to organize the medical branch in the RCN. Appointed first to Halifax, he came to Headquarters in February 1940. During the First World War he served as a medical officer with the Royal Navy, transferring to the RCN in August, 1921. He left the permanent force three years later to resume civilian practice and at the same time joined the RCNVR at Toronto. He transferred to the RCN in October, 1944.



CMDRE. W. B. CREERY, CBE, RCN
Chief of Naval Personnel



CAPT. K. L. DYER, DSC, RCN
Deputy CNP

"St. Croix's" Ensign Comes Home

COMMANDER JAMES S. DAVIS, Director of Officer Personnel, a former member of the RCNVR, was well known in yachting circles in Toronto before the war. He went on active service early in 1940, served at sea and took a specialist navigation course. In April 1942 he took command of a flotilla of Fairmile motor launches and later was commanding officer of the corvette HMCS "La Malbaie." In May 1945 he assumed command of the frigate HMCS "Royal Mount," and later became Senior Officer of an ocean escort group. He transferred to the RCN in November 1945 and in 1946 served in the Royal Navy ships HMS "Golden Hind" and "Venerable." He was appointed Senior Officer Ships in Reserve, Halifax, in June 1947 and in January 1948 became captain of the destroyer HMCS "Athabaskan" on her commissioning. He left the destroyer late in 1948.

COMMANDER ANTONY F. PICKARD, Director of Service Conditions and Welfare. A Merchant Navy officer before the war, he joined the RCNR in August 1940. He served as executive officer and later commanding officer of the corvette HMCS "Chambly," and as commanding officer of the frigates HMCS "St. Catharines" and "St. Stephen." Prior to assuming command of the destroyer HMCS "Haida" in December 1947 he was Officer-in-Charge of RCN Sub Depot at Halifax. He left the "Haida" in May of this year to take up his new duties at Headquarters.

COMMANDER RALPH L. HENNESSY, Director of Manning and Personnel Statistics, was formerly Assistant Chief of Naval Personnel, a post which has been abolished under the new Personnel Branch organization. He entered the RCN as a Cadet and took early training with the RN. During the war he was executive officer and later commanding officer of the destroyer HMCS "Assiniboine," and commanding officer of HMCS "Gatineau," also a destroyer. In September 1945 he commissioned, as commanding officer, the Canadian-built Tribal destroyer, HMCS "Mimac." His shore appointments included those of executive officer and later commanding officer of HMCS "Kings", wartime Reserve officers' training establishment at Halifax.

INSTRUCTOR COMMANDER MARTIN H. ELLIS, formerly headmaster at Brentwood College, near Victoria, joined the RCNVR September 25, 1939. Specializing in anti-submarine duties, he served at sea as a Group A/S officer, in the A/S school at HMCS "Cornwallis" as an instructor and, later, as officer-in-charge, and at Halifax and Naval Headquarters. On transfer to the Instructor Branch, he joined the staff of the RCN College, "Royal Roads," where he remained until his appointment to Headquarters in August 1947 as Director of Naval Education. He transferred to the RCN in January 1946.

LIEUT.-CDR. GEOFFREY H. DAVIDSON, Director of Naval Training, joined the RCN as a Naval Cadet in 1934. During the war he commanded the corvette HMCS "Prescott" and the destroyers "Saguenay," "Annapolis," "Niagara," "Gatineau" and "Ottawa." He also has held the shore appointments of first lieutenant of RCN Barracks, Halifax, and executive officer of the RCN College, HMCS "Royal Roads." For the past two years he has been training officer in the cruiser, HMCS "Ontario."

A tattered White Ensign has become one of the prized exhibits in the Maritime Museum at Halifax.

It is the Ensign with which the destroyer "St. Croix" was commissioned in September 1940 following her transfer from the United States Navy to the RCN. It was the forerunner of other White Ensigns worn by the gallant ship during thousands of miles of ocean convoy escort duty and through several engagements with the enemy, two of which resulted in the destruction of German submarines.

In August, 1942, it passed into the possession of a Swedish merchant ship officer, who, with 19 members of his crew, had been rescued from the North Atlantic by the "St. Croix" after their ship, the "Suecia," had been torpedoed. The Swedish officer had requested a memento of the "St. Croix" and had been given the destroyer's first Ensign.

It was in his possession a year later when the "St. Croix", on convoy duty in mid-Atlantic, was struck by two torpedoes and went down with all but a handful of her ship's company. These few survivors were picked up by HMS "Itchen," a Royal Navy frigate, which, in turn, was torpedoed. Only three men survived this second sinking, and only one was from the "St. Croix."

Recently the Ensign came back to the Royal Canadian Navy. In a letter to Per Wijkman, Swedish Minister to Canada, the Swedish



His Excellency Per Wijkman, Swedish Minister to Canada, shakes hands with Rear Admiral F. L. Houghton, Vice-Chief of the Naval Staff, during the ceremony in which the first White Ensign worn by the destroyer, HMCS "St. Croix," was returned to the RCN. It had been in the possession of a Swedish merchant officer since 1942. The ensign may be seen in the background held by Captain (S) C. J. Dillon, Naval Secretary.

officer said: "I send my precious flag as a small thanks for what they did for me and my shipmates. I hope a new 'St. Croix' will be added to the proud Canadian Navy."

In a simple ceremony at the Swedish Embassy in Ottawa, the Ensign was formally returned to the RCN by Commodore Rutger Cronborg, RSN, naval attache at the Embassy. It was accepted by Rear-Admiral F. L. Houghton, acting Chief of the Naval Staff.

Prior to the presentation, the Swedish Minister sketched the circumstances surrounding the acquisition of the Ensign by the Swedish officer and its return.

"We are grateful for the rescue and we are proud to be friends of such a gallant force as the Royal Canadian Navy," he said.

With the Ensign went a framed document bearing the date of the rescue and the signatures of the 20 persons from the "Suecia" who were taken aboard the destroyer.

Nine Originals

A check made during this year's spring training cruise showed that of the original crew of HMCS "Ontario," only nine were serving in the cruiser. They were Lieut. J. M. Paul, CPO Tommy Angus and PO's Don Ross, George Jenson, Clifford Way, Harvey O'Reilly, Norman Martin, Joe Brown and Reginald Player.

The Bulletin Board

Customs Privileges

Several rulings on customs' exemptions applying to naval personnel have recently been agreed to with the Customs authorities concerned and are being promulgated in orders.

Officers and men and their families proceeding to the United Kingdom for an expected period of more than twelve months can import into England duty free a reasonable quantity of household effects, including one automobile for personal use.

Upon returning to Canada from the United Kingdom, or returning from the United States, after a stay of not less than a year, personal and household effects, including automobile, of naval personnel may obtain free entry. In every instance when desiring to take advantage of the

above mentioned privileges, application must be made well in advance through Commanding Officers so that shipments may be expected by Customs authorities when they arrive at border points.

RN Prize Money

Information with respect to Royal Navy prize money, campaign stars and medals has been promulgated by the Senior Naval Liaison Officer (U.K.) in Ottawa. RN prize money is payable to members and former members of the Royal Navy and Royal Marine forces, crews (including certain civilians) of ships of the RN and members of the Royal Artillery who performed 180 days' service at sea between September 3, 1939, and September 2, 1945.

Members or former members of the Royal Canadian Navy and Navies of other Commonwealth countries are not eligible for RN prize money unless they were permanently transferred to the RN or Royal Marines before September 3, 1945.

Destroyer Commands

The titles of the Destroyer Commands on the two Coasts have been reviewed and in future will be known as Commander, Canadian Destroyer Division (Atlantic) and Commander, Canadian Destroyer Division (Pacific). Correspondence should be addressed accordingly and the short titles are CANCOMDESLANT and CANCOMDESPAC, respectively.

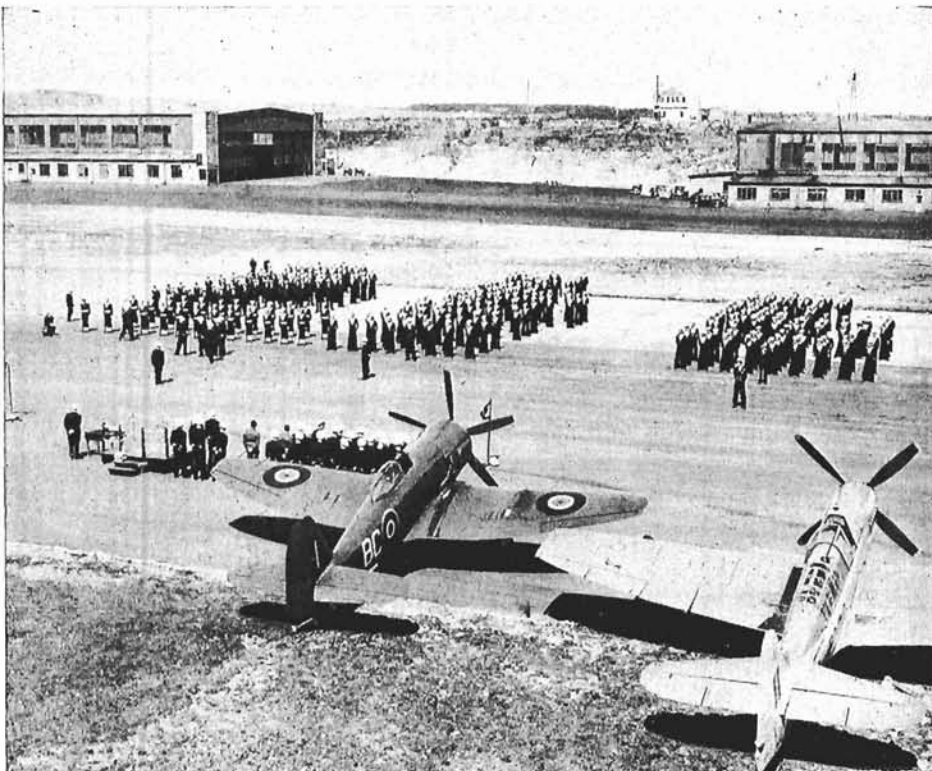
Cadets

The change in name of UNTD Cadets from officer candidates to Cadets RCN (R) last December and the re-introduction of the term Cadet in the RCN for service cadets at Canadian Services Colleges and universities occasioned several changes in KRCN which have just recently been approved.

Cadets RCN graduating at the end of their courses will be promoted to Midshipmen if leaving a Canadian Services College or to Acting Sub-Lieutenant if graduating from the longer course at a University.

The pay of Cadets both in the RCN and RCN(R) during full summer training will be at the rate received by Acting Sub-Lieutenants. During the academic months, RCN Cadets receive varying rates of pay, depending on their rating prior to promotion.

The uniform for all Cadets will be the same, namely officer's cap and badge, battle dress with a distin-



Royal Canadian Navy Sea Fury and Firefly aircraft form an appropriate setting for Divisions at HMCS "Shearwater," the Navy's air station at Dartmouth, N.S.

guishing white twist in the lapel buttonhole.

(Seventeen men attending university and two at the Canadian Services College, Royal Roads, have been promoted to Cadet, RCN, as a result of the new order.)

Life Saving Equipment In Ships' Boats

Inquiry into a recent accident revealed that a sea boat carried no life-buoys or life belts.

All persons responsible for the equipment of ships' boats should ensure that all boats are fully and completely equipped with life saving gear.

As an additional precaution, non-swimmers should not be included in boats' crews in heavy weather unless it is unavoidable. This again emphasises the desirability of knowing how to swim, and non-swimmers should take advantage of every opportunity to learn.

Protection of Aircrews Against Burns

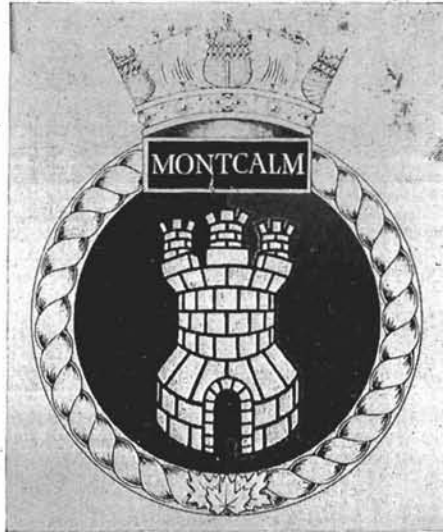
It has been found by experience that when airmen are exposed to an air-craft fire, the skin is burned far less severely if covered with only the thinnest layer of material. Faces and hands are especially vulnerable. In order to prevent burns on the face and hands, aircrew should wear flying helmets, goggles, oxygen masks, gloves and their sleeves rolled down while flying. Orders on this subject are being promulgated.

Passports

When an officer or man of the Naval Forces is required to proceed outside Canada on duty, he may be provided with an official passport. Official passports may be issued for dependents of an officer or man who is proceeding abroad on duty when the dependents are travelling with the officer or man at public expense. Applications are to be forwarded to Naval Headquarters when official passports are required.

Passports required when not on duty must be applied for to the Passport authorities at Ottawa, in the same manner as any private citizen, and a fee is required.

SHIPS' BADGES

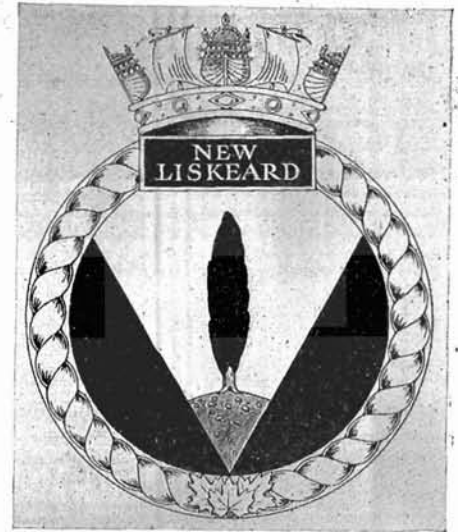


HMCS "Montcalm"

It is appropriate that some device from the Arms of the distinguished French General Marquis de Montcalm should be used for the badge of the Quebec Naval Division. A turret, one of three, has therefore been used, and placed upon a background of red and blue to refer to the historic tenure of Quebec by both British and French.

HMCS "Beacon Hill"

The badge of this frigate has been carried out in what is known as "allusive design". An old-fashioned beacon, therefore, is shown flaming on a hilltop.



HMCS "New Liskeard"

The town of New Liskeard in Northern Ontario has a crest which shows a tall Lombardy poplar growing in a bare field. While no record exists as to the origin of this device, it is assumed that it indicates something fine growing in the wilderness.

HMCS "Nonsuch"

The Edmonton Naval Division derives its name from that of a ketch which brought the early merchant adventurers into Hudson Bay in 1668. The badge design of HMCS "Nonsuch" is derived from elements found in the Arms of the Hudson's Bay Company.



Officers and Men



CAPTAIN H. F. PULLEN TO COMMAND CRUISER

Captain Hugh F. Pullen on July 14 will take command of the cruiser, HMCS "Ontario," senior ship of the Pacific Coast fleet. He recently completed a 10-month staff course.

While he is best known as a destroyer captain, "Ontario's" new commanding officer is no stranger to the bigger ships. Early in his career he served for nearly two years in the battle cruiser, HMS "Hood," and was executive officer of HMCS "Uganda", Canada's first modern cruiser, from her commissioning in October 1944 until November 1945.

During the war, Captain Pullen commanded the destroyers "St. Francis," "St. Laurent" and both the

"Ottawa's." Prior to his staff course he was in command of HMCS "Nootka" and Captain "D", First Canadian Destroyer Flotilla.

For wartime services, Captain Pullen was awarded the OBE and was Mentioned in Despatches.

Commanding officer of the "Ontario" for the past two years, Captain J. C. Hibbard will begin a staff course late next month. Captain Hibbard was senior officer of the escort group which fought off the first of the "wolf pack" attacks by German submarines in 1941.

For his services in this 66-hour battle Captain Hibbard won the Distinguished Service Cross. A Bar was added later for his exploits as captain of the Tribal class destroyer, HMCS "Iroquois", in the English Channel.

TWO NEW WARRANTS IN TAS BRANCH

Chief Petty Officers Frederick C. Laphen and Joseph F. Perrault have been promoted to the warrant rank of Acting Gunner (TAS), following completion of qualifying courses in HMS "Vernon", the Royal Navy's TAS School at Portsmouth.

Since joining the RCN in 1938, Mr. Laphen has served in the destroyers "Saguenay", "Skeena", "Nootka" and "Haida", the minesweeper "Nipigon", the corvette "Prescott" and the anti-submarine schools at Cornwallis and Halifax.

Mr. Perrault entered the RCN in 1937. He has served in the destroyers "Skeena," "Assiniboine", "St. Laurent", "Nootka" and "Haida", in HMCS "Somers Isles", wartime sea training base in Bermuda, and in anti-submarine training schools ashore.

NEW APPOINTMENTS ARE ANNOUNCED

The following are among the more important changes in the appointments of officers of the RCN which have been announced recently:

Commander James Plomer, DSC and Bar, to St. John's, Nfld., as Staff Officer to the Commodore, Newfoundland.

Commander (E) Robert Balfour to HMCS "Rockcliffe" as Engineer Officer, Reserve Fleet, Esquimalt. Formerly Engineer Officer, HMCS "Magnificent."

Commander (E) James S. Ross to HMCS "Magnificent" as Engineer Officer. Formerly Engineer Officer, Reserve Fleet, Esquimalt.

Constructor Commander Charles V. Green, VRD, to HMC Dockyard, Halifax, as Manager of the Construction Department. Formerly Deputy Naval Constructor-in-Chief, at Naval Headquarters.

Constructor Commander Frank Freeborn, to HMCS "Bytown" as Deputy Naval Constructor-in-Chief. Formerly Manager of Construction Department, HMC Dockyard, Esquimalt.

Shipwright Commander Ernest J. Gilhen to HMC Dockyard, Esquimalt, as Manager of Construction Department. Formerly Manager of Construction Department, HMC Dockyard, Halifax.

Commander Michael G. Stirling, HMCS "Bytown", as Director of Naval Communications. Formerly Deputy Director of Naval Communications.

A/Lieut.-Cdr. (P) W. D. Munro to HMCS "Shearwater" in command of Operational Flying Training School. From 803 Squadron.



CAPTAIN H. F. PULLEN, OBE, RCN
Going to "Ontario"

A/Lieut.-Cdr. (P) Noel Cogdon to command 803 Squadron, 19th Carrier Air Group.

Ord. Lt.-Cdr. W. A. Tangye to HMC Dockyard, Halifax, as Inspector of Naval Ordnance, East Coast.

Ord. Lt.-Cdr. A. L. Wells to HMCS "Naden", on staff of Flag Officer Pacific Coast as Staff Officer Ordnance and Senior Mine Disposal Officer.

Lieut. W. W. Maccoll to HMCS "New Liskeard," in command. Formerly Staff Officer, HMCS "Donnacona."

Lieut. I. B. B. Morrow to HMCS "Bytown" for duty with the Chief of Naval Personnel as Staff Officer Seaman Personnel. Formerly Commanding Officer, HMCS "New Liskeard."

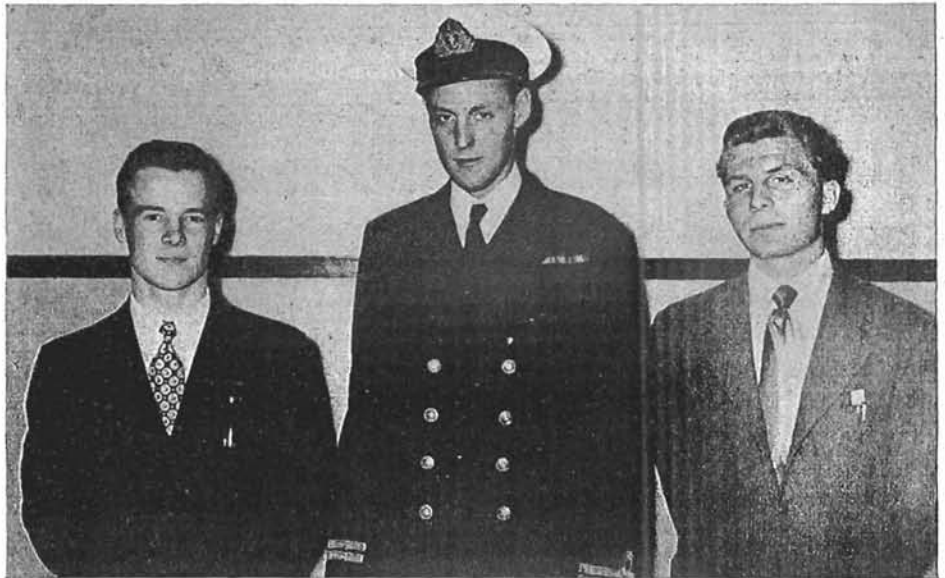
CPO WALTER KILBURN DIES IN MONTREAL

Chief Petty Officer Walter Kilburn, RCN(R), died in Queen Mary Veterans Hospital in Montreal on May 16. He was in his sixtieth year.

A native of Leeds, England, CPO Kilburn joined the Royal Navy in 1908. He served throughout the First World War and was at Gallipoli and in HMS "Donegal" at the Battle of Jutland. In 1917 he transferred to the Canadian Expeditionary Force, in which he served until demobilized in 1919.

CPO Kilburn came to Canada in 1920 and took up a journalistic career. Re-entering the Canadian Army early in the Second World War, he was released for naval duty in 1941, joining as a Petty Officer Stoker. He served in the minesweeper "Burlington", the corvette "Fredericton", the destroyer "St. Clair" and the frigate "Wentworth". In 1944 and 1945, CPO Kilburn was on the staff of the naval newspaper, The "Crowsnest", published in HMCS "Cornwallis".

At the time of his death, CPO. Kilburn was a Montreal representative on the board of the Canadian Naval Service Benevolent Trust Fund and was President of the Chief and Petty Officers Mess at HMCS "Donnacona".



These three members of the Saskatoon Naval Division, HMCS "Unicorn," recently received National Research Council scholastic awards that will enable them to pursue further their university studies. They are, left to right, A/Sub-Lieut. Robert Stow, Lieut. (L) Peter Forsyth and Cadet Walter Bulanyi, RCN(R).

CPO Kilburn was buried with full naval honours in Mount Royal Cemetery.

RESERVISTS RECEIVE SCHOLASTIC AWARDS

Lieut. (L) Peter Forsyth, RCN (R), A/Sub-Lieut. Robert Stow RCN (R), and Cadet Walter Bulanyi, RCN(R), all of whom are attached to HMCS "Unicorn," Saskatoon Naval Division, have received National Research Council Scholastic awards.

Lieut. Forsyth, "Unicorn's" radar officer, has been awarded an N.R.C. studentship that will enable him to attend McGill University for studies leading to his Ph.D. in physics.

Sub-Lieut. Stow and Cadet Bulanyi have received bursaries that will enable them to study for their Masters' degrees in chemical engineering at the University of Saskatchewan.

CPO DONALD WHITE WINS PROMOTION

CPO Donald R. White, of HMCS "Ontario," has been promoted to the acting rank of Warrant Communication Officer.

Born in Victoria, Mr. White joined the RCN at HMCS "Naden" as a boy seaman in May 1937. In addition to the "Ontario," he has served in the

destroyers "Skeena," "St. Laurent," "Assiniboine," and "Crescent," the auxiliary cruiser "Prince David" and the cruiser "Uganda." He also spent four months in the Royal Navy cruiser HMS "Birmingham" early in 1945.

RETIRED OFFICER IN CIVIC POST

Captain Harold W. Balfour, OBE, RCN (R) (Ret'd), has been appointed city commissioner of Saskatoon. Formerly city comptroller, he took up his new duties on June 1.

Born in Balcarres, Saskatchewan, in August 1906, Captain Balfour moved to Saskatoon with his family in 1913 and entered the civic service there in 1925.

He joined the RCNVR as a signalman in June 1923 and subsequently transferred to the accountant branch and then to the executive branch as a lieutenant. Called on active service September 1, 1939, as a lieutenant-commander, he was commanding officer of the Saskatoon Division until June of the following year. Later he served in Esquimalt, St. John's, Newfoundland, Halifax and Ottawa. From December 1, 1944, until August 6, 1945, he was commanding officer of HMCS "Stadacona," at Halifax. He retired with the rank of captain in December 1945.

GOINGS AND COMINGS AT HMCS "NADEN"

Among the latest of the instructors to leave HMCS "Naden" for HMCS "Cornwallis" are PO's Osborne Hodges, Max Guthrie, Harry Stainsby, George Donaldson and Stanley Case.

PO H. F. "Pop" McFeters left "Naden" to join the galley staff in HMCS "Ontario." PO G. G. Sparks and AB W. G. Smith are both recent additions from the "Antigonish" while PO Robert Hamilton joins from HMCS "Stadacona."

CPO Robert Webber, a recent arrival from HMCS "Griffon," has taken over as department head of the Manual Office from CPO Brian Inglis, who is now instructing in HMCS "Cornwallis."

After a lengthy illness, Ldg. Sea. Keith Painter has been discharged from RCNH and is now working in the Manual Office.

PETTY OFFICER PROMOTED TO A/SUB-LIEUT.

Petty Officer Peter G. Bissell, of Webster's Corners, B.C., has passed a Fleet Selection Board and been promoted to acting sub-lieutenant.

Sub-Lieut. Bissell joined the RCN in November 1944 as an ordinary seaman and trained in HMCS "Cornwallis." He has served in the cruisers HMCS "Uganda" and "Ontario," in HMCS "Naden" and HMCS "Stadacona." Specializing in gunnery, he acquired the non-substantive rate of a Quarters Rating 1st Class.

Sub-Lieut. Bissell is at present serving in HMS "Hawke," the Royal Navy's training college for "upper yardsmen."

AWARDED RESERVE LS & GC MEDAL

CPO James Moffit, of HMCS "Malahat," has been awarded the Reserve Long Service and Good Conduct Medal. Presentation was made by Commander Ronald Jackson, commanding officer of the Naval Division, in a ceremony on board the minesweeper, HMCS "Sault Ste. Marie," newly acquired headquarters and training ship of the Victoria Division.



CPO A. B. Stevenson, of Winnipeg, a member of the crew of HMCS "Athabaskan," receives the RCN Long Service and Good Conduct Medal from Commander M. A. Medland, commanding officer of the destroyer. CPO Stevenson joined the RCN in March, 1934, and has been serving in the "Athabaskan" since July, 19, 1948.

COMMUNICATORS COMPLETE CONVERSION COURSE

Ten senior communication ratings have passed a combined conversion and higher professional course at the Communication School at Halifax. The course qualifies both visual signalmen and wireless operators in all phases of communication procedure.

Graduates were CPO's John M. Reid, Roy R. Adams and Walter Clements, and PO's Frank Fenn, William D. Moyes, Ralph E. Davies, John L. Meads, William A. L. Hughes, Herbert H. Tate and Reginald F. Thompson.

QUALIFY AS RADAR CONTROL RATINGS

Seven petty officers recently passed a radar control course at the Gunnery School, HMCS "Stadacona," Halifax.

Graduates were Petty Officers F. R. Holloway, R. W. Aldelm-White, Cecil R. Cruikshank, N. B. Pakenham, Joseph R. Turcotte, L. V. Bird and S. H. Shaw.

RESERVES TRAIN IN "ANTIGONISH"

A number of Reserve officers and men from various Naval Divisions put in training periods in HMCS "Antigonish" recently. Among these were Lieut. Robert B. Coupar, Vancouver, Sub-Lieut. Michael Brennan, Montreal, Lieut. (L) Jack Douglas, Vancouver, Cadet Taras Kitzul, Saskatoon, Cadet William M. Miller, Redvers, Sask., PO James Borthwick, Winnipeg, Ldg. Sea. Otto W. Mock, Regina, AB's Benjamin Hubbard, Saint John, N.B., and Peter Mock, Regina, and Ord. Sea. Stan Ayres, Winnipeg.

New additions to the crew of the "Antigonish" include PO's Kenneth Woodford, John M. Dillon and Arthur Campion.

MEDICAL ASSISTANTS SPONSOR DANCE

Surgeon Captain Archie McCallum, Medical Director General of the RCN, was guest of honour at an informal dance sponsored by the Medical Assistants Club of HMCS "Naden" in the Club Sirocco, Victoria.

Ably organized by Chairman PO Alex Matte and his entertainment committee, the affair featured a supper, a floor show, a juggling act and a "Barber Shop Trio".

Guests included Surgeon Commander T. B. McLean, Command Medical Officer, Surgeon Commander W. J. Elliott, Principal Medical Officer of the RCN Hospital, Lieut.-Cdr. (NS) M. E. Nesbitt, Matron of the RCN Hospital, and medical officers and medical assistants from all ships and establishments in the Command.

MEDAL PRESENTED TO FLAG OFFICER

Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, was presented with the French Legion of Honour by Col. Gilbert Andrier, Military, Naval and Air Attache to the French Embassy in Ottawa, when the latter visited Victoria in mid-May. The Legion of Honour was awarded to Rear-Admiral DeWolf in recognition of wartime services.

AIR OFFICERS NAMED TO STAFF POSTS

A/Lieut.-Cdr. (O) Raymond A. Green has been appointed to the staff of the Flag Officer Atlantic Coast as Staff Officer (Air). He succeeds A/Lieut.-Cdr. (P) H. J. G. Bird, who is proceeding to England for a course with the Royal Navy.

A/Lieut.-Cdr. (O) Peter H. Grady has been appointed Lieut.-Cdr. (Operations) at HMCS "Shearwater," succeeding Lieut.-Cdr. Green. Lieut.-Cdr. Grady was formerly Chief Ground Instructor and Officer-in-Charge of the Observer School at "Shearwater."

Lieut. (P) Vincent J. Murphy has been appointed to the staff of the Flag Officer Atlantic Coast as Assistant Staff Officer (Air). Lieut. Murphy recently returned from the United Kingdom, where he had completed courses with the RN.

FOURTEEN GRADUATE AS ELECTRICIANS' MATES

Fourteen men recently completed an Electrician's Mate qualifying course at the Electrical School, HMCS "Stadacona," Halifax. They were Ordinary Seamen Newton Harrah, Stanley R. Tarves, Sidney W. Brynildsen, Thomas G. Smith, Donald A. Reed, Donald K. Logan, Robert K. O'Neill, W. J. N. Copping, William C. Raper, Vaughn F. Raeside, John M. Chute, Thomas V. Stevens, Graham H. Currie and Richard A. Braithwaite.

COMPLETE 55-WEEK ELECTRICAL COURSE

Following a 55-week course at the Electrical School in HMCS "Stadacona," 12 men have qualified for the non-substantive rating of Electrical Technician, Trade Group Three.

Successful graduates were Leading Seamen William S. D. Roy, James P. Powers, Ronald Pearson, Alexander G. Watson, Robert E. Pollack, Bernard A. Cocker, Andrew G. Reid, George W. Ackerman, William R. Williams, Earl Gordon, Russell J. Christianson and Robert C. McGirr.

Guess We're Glamorous

The RCN's recruiting campaign has covered quite a large area and reached into many out of the way places, but a recent application for entry into the Service was more than the recruiters had bargained for.

It came from a native of the tiny Duchy of Luxembourg who is now serving in the French Foreign Legion! Writing from Laghouat, Algeria, this young Luxembourger who would trade the sand of the desert for the salt of the ocean, applied for service in the RCN in the following letter (a translation from his French):

Gentlemen:

Kindly excuse me for sending you this letter.

I am a young man from Luxembourg, having no family and serving at present in the French Foreign Legion.

I would like to ask if on completion of my present term of engagement I could join your fine Navy, in which I would be so proud to serve.

I would appreciate a reply, if possible. Thanking you in anticipation, I am

*Yours truly,
Legionnaire Kueky Jacques,
3e Peloton,
2e C.S.P.L.,
Laghouat, Algeria Sud.*

With regret, the recruiters advised him that only Canadian or other British subjects are admitted into the RCN. . . But he would have made an interesting addition to the Service.

NEW COX'N FOR FRIGATE

CPO Arthur Nieman, of Victoria, is the new cox'n of the frigate, HMCS "Antigonish", of the Pacific Coast fleet. He succeeded CPO John S. Lawrence, of Coleman, Alta., who is now president of the new Chief Petty Officers' Mess at "Naden". The latter had been cox'n of the "Antigonish" for the past two years and had served under three commanding officers.

BECOME TAS INSTRUCTORS

Proud possessors of new TAS I badges are the following men who recently completed a course at the TAS School in HMCS "Stadacona," Halifax: CPO John F. Lipton and PO's Douglas R. Ingram, George R. W. Hornett, Duncan A. M. Wallace, Thomas E. Elstone and Jack W. Jackson.

VETERAN RETIRES FROM N.A.D. POST

Mr. H. H. R. Hinman, who began his career in HMC Dockyard a half century ago, has retired on pension from his position as chargehand at the Naval Armament Depot, Dartmouth, N.S.

Mr. Hinman joined the Dockyard staff on May 2, 1898, as an apprentice boilermaker. Ten years later he left to take up construction work and prior to the First World War worked on such projects as the Halifax Drydock and the Gatun Lock in the Panama Canal.

A veteran of the First World War, Mr. Hinman went overseas in November, 1917. Returning to Halifax in 1919, he took employment in the explosives magazine established in Fort Clarence, and has remained in this type of work for the past 30 years.

Tribute to Mr. Hinman on his retirement was paid by G. M. Luther, Superintendent of the Naval Armament Depot at Dartmouth.

STOKER MECHANICS QUALIFY FOR HIGHER RATES

After a 20-week course in the Mechanical Training Establishment in HMCS "Stadacona," Halifax, the following Stoker Mechanics qualified professionally for the rating of Petty Officer Second Class: PO's George Samoyloff, Edward J. Bryson, George S. Noble, Clark B. Kirby, Edward C. Large, William Rhodes, George Clark, Roy E. Foster, Conrad H. Laubach, James H. MacDonald, Fernand Trotter, George E. Fairbanks, Gordon Boyd, Ernest Lukemyer, James Grace, William R. Monteith, Robert King and Howard W. Leafloor.

TAKE DIESEL COURSE

The following men recently passed a course in diesel engineering at the Mechanical Training Establishment, Halifax: CPO's William Clayton, Kenneth W. Kidson, Myron S. Pastul, Edward N. Moore and A. T. McNeill, and PO's Horace J. Conrad, John H. Irvine, Patrick J. Meagher, David T. Milan, Joseph E. Nurse and G. H. Crosman.



The crew and diving crew of HMC Diving Tender No. 2. They are, left to right, CPO Stanley Waddington, PO James Connolly, Ldg. Sea. Julian Verscheures, PO James Wilson, PO Robert Wigmore and the diving officer, Mr. Lawrence Chaney, Commissioned Bos'n.

initiative and gains experience under many conditions. The man dives from a whaler or small boat, takes charge of diving operations and, in addition, learns ships inside and out. At the end of the two years he is given further examinations. If he qualifies in the exams, he continues the diving course.

Says Mr. Chaney: "It takes at least two years to make a diver, and often closer to four".

Although the depth of water and the skill with which a man handles himself and operates his equipment determine the duration of a dive, most men can work in 50 feet of water for about three hours. A table is laid down by which time on the bottom, length of time for stops on the way up and number of stops are predetermined; this is to avoid the possibility of anyone getting the "bends". For instance, for a dive at 100 feet, in which the diver remains down for 40 minutes, it takes 33 minutes to bring him to the surface, with a five-minute stop at 30 feet, 10 minutes at 20 feet and 15 minutes at 10 feet. The remaining time is taken up arriving at the various stops.

Should a man get the "bends," he is brought up and placed in the decompression chamber. All divers are well versed in coping with the "bends", but that, and the fact that there has not yet been an accident on the Pacific coast, does not keep them from exercising every precaution.

The greatest dangers are falling to other depths or something dropping on the diver from above. Fish, and even octopi, are no problem, the only exception being the curious cod, who insists on reading the diver's mind through the face glass.

Holdings of divers' rates are medically examined once a month, while the permanent diving crew undergoes weekly examinations. Divers are all volunteers and must be free from defects which might imperil them under pressure of water or air. Slight colds are reported immediately because usually the air passage between the ears and nose is blocked by the

It's Dark Down There

by L.W.T.

Sea Bottom Is Stamping Ground
Of Naval Diving Crew

Operating welding equipment, handling a variety of tools and doing knots and splices in the dark may sound just a little difficult. Doing the same hampered by nearly 200 pounds of equipment and struggling around on the bottom of the ocean in mud up to the waist while a curious codfish tries to make friends through the face glass sounds well-nigh impossible. That, however, is only a sample of what the divers in the Royal Canadian Navy's Pacific Command have to put up with in their daily work.

Working from their 62-foot tender, the four divers, under the direction of Mr. Lawrence Chaney, MBE, Commissioned Bos'n, RCN, of Victoria, are probably more familiar with the sea bottom in the vicinity of Victoria than they are with the local highways. Jobs such as inspecting marine slips,

checking ships' screws, hulls and underwater fittings, and locating articles on the bottom keep them well-occupied

The divers' preliminary course consists of three months of instruction in the use of the ordinary diving suit, which is good for a depth of about 200 feet; Salvus smoke apparatus, and shallow water diving gear of American and English makes. They are taught the use of pneumatic and hand tools, electric and hydrogen-oxygen welding and cutting equipment, until they are proficient in above and below water procedure. They also dive in certain types of smoke apparatus that can be converted for use in shallow diving.

Then follow two years at sea, when the prospective diver exercises his newly acquired skill, proves his

cold and could result in burst ear drums. No diver is compelled to go down but as yet there have been no refusals.

Flashlights are sometimes useless in diving. Hence, divers are taught to work blindfolded. Their first pieces of equipment—hammer and chisel—they use blindfolded while cutting a link of a cable. Eventually, they learn to do almost everything in total darkness. When the water is freezing cold this is some feat.

While the men at the top handle and guide the diver to where he is going—frequently a diver becomes turned around and may start off in the wrong direction—it is the man in the suit who knows what is required at the bottom. Everything that might conceivably be required is ready at hand to send down at a moment's notice. The diver is never kept waiting.

Completely self-sufficient, the Diving Tender could remain away from base for as long as two weeks, carrying out most of her own repairs; all the men are able welders, have a good knowledge of electricity, carpentry, steel work and many other skills. Six bunks in the messdeck take care of sleeping facilities and only a few minutes' notice is required to get under way. On long trips each man takes his turn at cooking. "Most of

Sea-going Sky Pilot

When he graduated from Union College at Victoria with his Bachelor of Divinity Degree, Raymond H. McCall was the logical choice to command the mission vessel "Thomas Crosby." A veteran of the RCNVR, Mr. McCall was ordained by the British Columbia Conference of the United Church in mid-May. As skipper of the little mission ship he will sail the rugged B.C. coastline stopping in at light-houses, logging camps, canneries and other isolated settlements and will hold services ashore and on board his ship.

them are good cooks", says Mr. Chaney. "We still seem to be hale and hearty".

The diving crew includes Petty Officer Robert Wigmore, of Esquimalt, Petty Officer James Wilson, of Victoria, Petty Officer James Connolly, of Victoria, and Leading Seaman Julian Verscheures, of Calgary. Chief Petty Officer Stanley Waddington, of Victoria handles the engines and all machinery not connected with diving.

The RCN employs the most modern diving equipment available and a crew working over hand pumps is no longer a familiar sight. If the main air pump fails, an auxiliary gas pump can be put into operation immediately. Failing that, there are the hand pumps.

"The strangest job I was ever on", reminisced Mr. Chaney, "was during the war when we had to dive into a small water tank on the top of a mountain. It was out on Topsail Road, in Newfoundland. We took our gear part way by truck, then by pack horse, and finally on our backs. The place was so small the diver had to be dressed outside and carried in like a corpse. He was hoisted up and dropped feet first into the tank and hauled out the same way. The tank was repaired."

Last year the diving tender spent a month in the Fraser flood area, transporting milk and supplies in addition to carrying out diving duties. More recently the crew was called to Calgary to try to locate the body of a small boy drowned in the Elbow River. Although unable to locate the body, the men were highly commended for their efforts.

Mr. Chaney joined the RCN as a Boy Seaman in 1929. Since then he has served in almost every type of warship afloat. He gained his Warrant Rank in 1941 and was commissioned in 1944. He was appointed MBE in 1944 for work he performed in Newfoundland. A native of Vernon, B.C., he now makes his home in Victoria.

Completing his monthly "dip," PO Bill Woods, of HMCS "Naden," climbs cautiously up the ladder to the diving tender. At this stage he is particularly careful, for a slip could have serious consequences.

PO Woods is not a regular member of the diving crew but, being a qualified diver, goes down at least once a month in order to keep in trim. Note weights around waist and other appurtenances.

Showing the strain of hard work on the bottom of Plumper Bay, in Esquimalt Harbour, PO Woods is helped out of his diving suit by PO James Connolly and Ldg. Sea. Julian Verscheure.

PO Woods removes the wool socks and underwear that a standard apparel for all divers. Divers conform to a rigid set of rules and members of the regular diving crew are medically examined once a week, others once a month.





ATLANTIC COAST

HMC Ordnance Training Centre

Now that the reorganization of the Ordnance Branch is complete, the training of armourers at the Ordnance Training Centre at RCN Barracks, Halifax, is in full swing.

The OTC is located in the Gunnery School building in HMCS "Stadacona". It is under the direction of Ordnance Lieut.-Cdr. Maurice H. Walker, who is assisted by Ordnance Lieut. Frank E. Barlow and CPO's James M. Haywood (Machine Shops and General Supervision), Samuel F. Murdoch (Regulating), Frederick Trottier (Torpedo) and Ralph V. Courtney (Fire Control).

Two classes of armourers are now under instruction. Class number 8 is

completing its course at the Mechanical Training Establishment, and will shortly commence the final stages of instruction. The members of class number 6 will shortly write their final examinations, after which they will proceed on annual leave before taking up duties afloat. CPO's Walter A. Cunningham, Ellis M. Parker and Donald R. Andrews have been instructing these classes in Gunnery, Torpedo, and Control, respectively. — F.T.

HMCS "Nootka"

Extensive anti-submarine exercises were carried out in the Bay of Fundy from May 2 to 13, in company with the United States Navy submarine, USS "Piper." Officers and men of "Nootka" had an opportunity to visit

Saint John, N.B., when the ship called there at the end of the first week of the exercises.

On learning of his son's illness, CPO T. A. H. Dick, of "Nootka", left the ship at Grand Manan and returned to Halifax in HMCS "Swansea."

Some of "Nootka's" older hands were drafted from the ship on her arrival back in Halifax on May 13. PO Guy Dodsworth, Ldg. Sea. J. Terlecky and AB J. Harrison went ashore to HMCS "Stadacona," while Ldg. Sea. G. Kekewich continues his sea-going duties in HMCS "Magnificent."

TAS School

While the school was relatively quiet during May, activity increased considerably with the arrival of reserve personnel for summer training.

Lieut. M. H. Cooke has joined the school as senior instructional officer, succeeding Lieut. D. L. Macknight, who is now executive officer of the destroyer, HMCS "Nootka."

A large number of men are being drafted into the School for TD3 courses to take place during the summer. — R.V.K.

HMCS "New Liskeard"

(Operation "Sardine")

One of the most interesting short cruises that HMCS "New Liskeard" has ever undertaken was completed during the month of April when the usual scientific staff bowed out gracefully to seven officers, seven chief and petty officers and 160 new entries.

The cruise lasted three days, in which period "New Liskeard" fired her one and only gun, dropped depth charges and carried out evolutions with the whaler. At one point, even a night encounter exercise was carried



"Best Seaman" of a recent class of new entries graduated from HMCS "Stadacona" was Ord. Sea. David Robinson, shown receiving his prize from Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia. Mr. McCurdy also inspected the graduating class and presented other prizes to inter-divisional competition winners.

out by sending the whaler away under sail and then attacking her furiously with starshell and rocket flares.

In order to break the monotony of lowering and hoisting the whaler, the ship paid an informal visit to Shelburne, N.S. The local citizens thought sailors were never going to stop pouring out of such a tiny shell; sardines were put to shame. The Supply Department's motto, "We feed them better than most ships", was put to the extreme test and, fortunately, both that department and its motto held together. Chicken and ice cream on Sunday, no less, and the entire ship's company served in 55 minutes!

The Executive Officer, Lieut. R. T. McNulty, RCN (R), and the Chief Bosn's Mate, CPO Walter Bond, were the two hardest people to restrain when they saw the extra "handraulic" power, and then looked at the ship's paint job. The idea entered those two fertile brains to give each new entry a paint brush (if there were enough to go around), then in the true Service manner give the following order: "With paint brush in hand, each man, four swipes commence!" And the job would be done.

Hammock stowage was quite a problem — there was one pile 25 feet long and seven feet high!

Each department in the ship tried to take its future messmates under a protective wing. Seamen showed budding seamen how to steer; engineers (I have heard them called "underground savages") showed future slide rule wallopers which end of the throttles to grasp, stewards gave junior stewards lessons in how dishes should, or perhaps should not, be washed, etc. etc.

At one point during the cruise the New Entry Training Officer, Lieut. W. M. Kidd, asked the Officer of the Watch if it would not be possible to carry out a zig-zag to make steering more realistic. The OOW turned, looked aft, and said, "I don't think it's necessary; they have already written their names on most of the ocean between Shelburne and Halifax!" — I.B.B.M.



Ord. Sea. Kenneth Caldwell, of Barrie, Ont., was treated in the RCN Hospital at HMCS "Naden" following an accident during a gun drill demonstration as part of Victoria's May 24 celebrations. He slipped and was struck by a gun carriage and limber. The flowers at the bedside were sent to the young seaman by Mayor Percy George, of Victoria, who also included a personal note of regret and an autographed print of the above photograph. Shown checking Caldwell's pulse and temperature is Sub.-Lieut. (NS) Hazel M. Mullin, of Outlook, Sask.

Navigation Direction School

After little classroom activity in the school for some four months, a class of 20 RP 3's got started May 23 on a 14-week course.

PO's George Carroll and Allan Gorsline, ND School instructors, took a class of eight RP 2's to sea for experience halfway through their seven-month course. In HMCS "Magnificent" for the spring cruise, they got lots of work and useful training during the intensive fleet exercises.

At the time this appears the ND School will be a busy place fulfilling its portion of the Reserve training programme on the East Coast. — A.G.

Damage Control and Fire-Fighting School

Since January of this year a total of 327 officers and men have attended courses in this school. A great majority of those undergoing instruction were RCN personnel, though the expected influx of Reserves began in April.

In anticipation of possible burns and other injuries occurring at the practical fire-fighting school, all in-

structors have completed a Red Cross first aid course. Naturally, it is hoped that the knowledge gained in this course will not have to be used!

Lieutenant (E) H. G. Gillis is at present undergoing a seven-week course in damage control and fire-fighting at Philadelphia. He will arrive back early in July.

The school will be putting on a fire-fighting display for Navy Week, August 8-13, on the site of the old Action Room at the north end of the Dockyard. — K.E.L.

HMCS "Iroquois"

A ship's company smoker was held in the gymnasium at HMC Dockyard recently and was enjoyed by the large gathering in attendance. In addition to professional entertainment, the ship's orchestra, consisting of PO George Clouthier, Ldg. Sea. Herbert Moffatt and AB's Paul Pelletier and Ralph Lord, played lively fishermen's reels.

Commander Breen P. Young said goodbye to the ship's company on March 27, prior to taking up his new

appointment ashore. CPO Charles Howe conveyed good wishes to the ship's former captain on behalf of the crew.

"Iroquois" sports crests were presented to members of the ship's various teams during Saturday morning divisions recently.

A softball team has been organized by PO J. A. F. LePage and is shaping up well.

HMC Communication School

More than 100 men, comprising seven classes, were under instruction in HMC Communication School, Halifax, during May. Six ordinary seamen successfully completed a course qualifying them as Communicators and one CPO and two PO's passed a course for Chief Communicator.

Three instructors, CPO Maurice Taylor, Halifax, and PO's Samuel Iscoe and Thomas Hume, both of Dartmouth, were drafted from the school during the month, while PO Herbert Tate, also of Dartmouth, a graduate of the Chief Communicators' course, was retained at the school for instructional duties. — D.M.

HMCS "St. Stephen"

On May 10 the "St. Stephen" completed one of the most uneventful patrols of her career as a weather ship. The outward passage was the easiest of the ten the ship has made to date. On station the usual gales, fog, snow and hail were experienced and a number of icebergs, one of which took up station with the ship right in grid centre, caused a few rather unpleasant moments, but apart from this not even an alert broke the monotony.

Worthy of note, perhaps, was the unusually large number of Arctic birds found at "Station Baker" during the last patrol. One of these, a small black and white bird, was chased on board the "St. Stephen" by seagulls. Rescued by the commanding officer, a cage was built for it, but it died shortly after its new home was completed. A

quiet burial at sea followed.

The "St. Stephen" returned to "Baker" on June 23. — J.K.

PACIFIC COAST

HMCS "Ontario"

A feature of the "Ontario's" spring training cruise that gained much support and a large attendance were the sing-songs on the foc's'le. Ordinarily it was not a part of their regulat-

WEDDINGS

A/Lieut.-Cdr. (P) R. A. B. Creery, HMCS "Shearwater," to Miss Pamela Stevens, of Halifax.
CPO C. E. Cockrill, HMCS "Naden," to Miss Lorna Wood, of Victoria.
AB Marvin H. Atkinson, HMCS "Athabaskan," to Miss Claire Marie Crossley, of Victoria.
AB Charles P. Walker, HMCS "Athabaskan," to Miss Irene Elizabeth Spence, of Victoria.
AB Robert J. Cousins, HMCS "Magnificent," to Miss Joyce West, of Toronto.
AB Ross E. Tretheway, HMCS "Nootka," to Miss Norma Canning, of Port Wallis, N.S.
AB Henry Dingle, HMCS "St. Stephen," to Miss Jean Feener, of Halifax.
AB W. G. Larman, HMCS "Stadacona," to Miss Beatrice Davis, of Montreal.
AB Donald Young, HMCS "Stadacona," to Miss Bernice Levangie, of Port Felix, N.S.
AB Gilbert O'Malley, HMCS "Antigonish," to Miss Nell Corriston, of Vancouver.
Ord. Sea. Harold Gunderson, HMCS "Naden," to Miss Shirley L. Maguire, of Medicine Hat, Alberta.

BIRTHS

To Cdr. T. G. Fuller, RCN (R), HMCS "Carleton," and Mrs. Fuller, a daughter.
To Mr. G. G. Hannah, Wt. Eng., HMCS "Stadacona," and Mrs. Hannah, a son.
To Lieut. Marcel Belanger, HMCS "Naden," and Mrs. Belanger, a son.
To Mr. A. R. McClung, Cd. Gunner (T), HMCS "Stadacona," and Mrs. McClung, a son.
To CPO Edward Moore, HMCS "Stadacona," and Mrs. Moore, a son.
To CPO F. A. Watters, HMCS "Naden," and Mrs. Watters, a daughter.
To PO John Meadwell, HMCS "Stadacona," and Mrs. Meadwell, a son.
To PO George M. Carroll, HMCS "Magnificent," and Mrs. Carroll, a daughter.
To PO Jack Bruce, HMCS "Stadacona," and Mrs. Bruce, a daughter.
To PO Ray Pumfrey, HMCS "Athabaskan," and Mrs. Pumfrey, a daughter.
To PO Bernard Stevens, HMCS "Athabaskan," and Mrs. Stevens, a son.
To PO W. C. Jones, HMCS "Athabaskan," and Mrs. Jones, a son.
To PO George Hogg, HMCS "Rockcliffe," and Mrs. Hogg, a daughter.
To Ldg. Sea. David R. MacCoubrey, HMCS "Stadacona," and Mrs. MacCoubrey, a son.
To AB Donald G. Campbell, HMCS "Antigonish," and Mrs. Campbell, a daughter.
To AB Earl Paulsen, HMCS "Athabaskan," and Mrs. Paulsen, a son.
To AB E. H. Ferster, HMCS "Naden," and Mrs. Ferster, a daughter.

ing duties but CPO Ronald Crawford and PO's William Leggett, Donald Crowhirst and S.K. "Sally" Henson made it their business to organize and spark this ever popular form of entertainment.

With the permission of the Commanding Officer and the blessing and participation of the Executive Officer, the sing-songs drew talent from every branch and all ranks. With at least part of the band rendering assistance at each session, the shipboard talent grew, and more was unearthed all the time. Among the more notable participants were Ord. Sea. Stan Davis, who strummed a mean guitar, and vocalist Ord. Sea. John Bryan. Another man to whom everyone listened with pleasure was AB Gerald Long. His specialty is the mouth organ, any size, shape and type.

One of the bandmen, Ord. Sea. Myroh Charski, since drafted to "Naden", often held the gathering spellbound with his playing of the accordion.

Led by a master-of-ceremonies of no mean talent, Ldg. Sea. Walter Churcher, the sessions invariably ended in group singing, jokes and verse. A never failing source of song or ditty was Commander P. D. Budge, who always dropped by after completing his evening rounds of the mess-decks.

HMCS "Athabaskan"

With the spring cruise over and long leave periods just a pleasant memory for most of her ship's company, the "Athabaskan" has settled down to her part in the summer reserve training programme.

The end of the southern cruise brought a rather interesting development. Many of the destroyer's crew who had been sporting masses of hirsute ornamentation while in the south came through with requests for permission to shave prior to the ship's arrival back in Esquimalt. Among those who decided to come out from behind their "face foliage" were Ldg. Sea. W. H. "Brash" Brandt, of Vancouver, PO S. D. "Knobby" Clark, of

Calgary, and AB Art Rostek, of Winnipeg.

The bridge and cribbage tournaments held in the ship were completed recently, with the honours going to the Supply Department in both cases. The bridge tournament was won by PO R. N. B. Kirby and AB A. C. Palmer, both of Winnipeg, while two Calgary men, Able Seamen Edward Kenney and T. R. Reynolds, walked off with the cribbage crown.

HMC Supply School

The school has been operating at full capacity for the past two months, with more than 100 new entry Supply Branch men under training.

PO's T. A. Cove and D. B. Payne, both Writers, are now at the school and are hard at work on a course to qualify them for promotion to sub-lieutenant (S).

A Warrant Catering Officers' course and a Warrant Cookery Officers' course started recently. In the former are CPO's V. N. Noon, John A. L. Vaillancourt, A. E. Saxby and F. G. Elston and PO's David Jones and Clifford Way. PO R. W. Bonoyer is among those taking the cookery course.

The fifth Supply Officers' technical course ended on June 4. Graduates were Lieuts. (S) K. C. Stokes, W. J. Magee, R. R. Buchanan, L. A. Laroche, W. M. McPherson and Sub-Lieuts. (S) G. E. Culham, J. T. Martin and J. Hubbard.

HMCS "Rockcliffe"

There is a peculiar air of quiet around the depot ship these days, brought on by drafts to two ships that have been commissioned recently.

The commanding officer, Commander Harry Kingsley, has temporarily taken over the duties of Chief of Staff to the Flag Officer Pacific Coast and the former first lieutenant, Lieut.-Cdr. J. B. Bugden, is now commanding officer. Lieut.-Cdr. Bugden is slated to take over staff officer duties in HMCS "Donnacona" on September 12.

TAS Training Centre

A welcome addition to the training staff at the Centre is Lieut. R. L. Ellis, who comes as the senior instructional officer of the TASTC.

Two new members on the instructing staff are Petty Officers Duncan Wallace and Douglas Ingram. They recently completed a course in HMCS "Stadacona".

CPO Bill Fernie has been drafted to HMCS "Sault Ste Marie" for reserve training duties.

HMCS "Naden"

May was a month of increasing activity in RCN Barracks. Among the events which kept things moving at a fast clip in "Naden" were preparations for the annual reserve training programme, participation in the Jubilee and Victoria Day celebrations in Victoria and Nanaimo, visits of the Medical Director General and the Director of Naval Education, both from Naval Headquarters, and the arrival of the United States Ships "Sea Dog", "Grady" and "Rombach".

Always well represented in May 24 celebrations in Victoria, the Navy made this year no exception. CPO Kenneth Barker worked tirelessly to build his "Naden" precision squad into top shape while CPO Earl Sealy drilled his two field gun crews into crack teams. "Naden" also landed a contingent of 200 men, under Lieutenant W. A. Mansfield, RCN, for the parade through Victoria. A bugle band, brought into being by Mr. F. C. Short, Gunner, RCN, joined the regular band to lead the procession through the city streets.

HMCS "Antigonish"

Of special interest to the ship's company was the commissioning on May 16 of the frigate, HMCS "Beacon Hill", to which 26 men from the "Antigonish" had been drafted the previous day. The "Beacon Hill" will sail in company with the "Antigonish" during the reserve training cruises this summer.

During May the "Antigonish" carried out exercises with HMCS "Athabaskan" and the United States Navy submarine, USS "Sea Dog".



"And what branch of the armed service were you in?"

NAVAL DIVISIONS

HMCS "Star" (Hamilton)

Visitors to HMCS "Star" this spring have helped to swell the total tonnage handled by the harbour at Hamilton, already one of Canada's busiest ports. On May 25 HMCS "Portage" called at the Division briefly on her way to the head of the lakes. Also welcomed on the same day was "Star's" own tender, "ML 106", which returned to Hamilton after completing refit in Toronto. Four vessels used for training U.S. Navy reserves on the Great Lakes visited the Division on May 28-29.

A ship's company Spring dance was held at the Division on May 14. The drill deck was specially decorated for the occasion and a large gathering attended.

Men of "Star" honoured Newfoundland, Canada's newest province and a favoured place with many sailors, with a "Codfish Ball" held on the drill deck May 24. For the occasion the bandstand became a replica of John Cabot's ship, the "Matthew". A display of fireworks gave the affair the touch of the 24th. — C.S.J.L.

HMCS "Donnacona"

The highlight of the month of May in "Donnacona" was undoubtedly the visit of the American squadron composed of the carrier USS "Saipan" and the destroyers "Massey" and "Zellers".

After calling at Quebec City on their goodwill visit, the American ships, with a total complement of more than 1,200, arrived at Montreal May 19 to be greeted on arrival by "Donnacona's" Officer of the Guard, the band and a berthing party composed of RCN ratings, aided by Sea Cadets. Of this party the Executive Officer of the "Saipan" commented that it was one of the smartest and most efficient berthing parties he had seen.

"Donnacona" had planned a complete programme of entertainment for officers and men of the US Squadron. Notable for their success were two dances held on the parade deck of

"Donnacona", to which 500 enlisted men were invited. The first dance was so successful, in fact, that tickets for the second were reputed to be at a high premium aboard ship. Music was supplied by "Donnacona's" own jazz group, which the Americans, as experts, declared to be a top flight combination. Another popular feature put on by the Montreal division was a smoker for chiefs and petty officers from the American ships on Saturday May 21, while at the same time the officers were entertained at a reception in the wardroom. Among the guests at this function were the United States Ambassador and the acting Chief of Naval Staff.

Over the same weekend other visitors to the port were HMCS "Portage" and HMC "ML 121", both on their way to the Lakes.

The gunnery department, of course, was exceptionally active during this month, having to provide guards for the official visit of the US Navy and for the traditional St. Lawrence river Empire Day ceremony which offers a memorial to those who lost their lives at sea.

HMCS "Hunter" (Windsor)

One of the best attended church parades held from HMCS "Hunter" since the end of the war saw 165 members of the ship's company march to St. Paul's Anglican Church and St. Clare's Roman Catholic Church on Sunday, May 15.

Led by the band the parade moved off at 1330 and marched up Ouellette Avenue, Windsor's main street. At a saluting base at Tecumseh road, Cdr. W. A. Wilkinson, commanding officer, took the salute as the ship's company marched past under command of Lieut. Frank Gill, first lieutenant.

Services at the respective churches were conducted by Rev. B. A. Silcos, Protestant chaplain, and Rev. E. H. Robert, Roman Catholic chaplain.

The month at "Hunter" began with a round of farewell parties for Lieut. Stuart L. Slade, RCN, who left the ship after a year and a half as

staff officer to assume new duties at HMCS "Naden". The RCN staff, the wardroom officers, the commanding officer and the Naval Officers Association all entertained at functions in honour of Lieut. Slade.

The summer sailing season on the Detroit River and Lake St. Clair is underway and "Hunter's" boats are expected to be put to good use. Two dinghies, a harbour craft and a motor cutter will be in service this summer.

HMCS "Catarqui" (Kingston)

The arrival of HMC "ML 121", which is to be attached to "Catarqui" for training purposes, and preparations for the visit of HMCS "Portage" towards the end of July, have resulted in increased activity in this Division and its units at Belleville, Brockville, Gananoque, Napanee, Picton and Trenton. Strength has been increased to almost 200, exclusive of officers and UNTD personnel.

The academic year has ended for UNTD personnel and the student-sailors have left for practical training on the coasts. The majority will train in ships and establishments of the Pacific Command.

HMCS "Malahat" (Victoria)

The first public appearance of the newly commissioned Algerine minesweeper, HMCS "Sault Ste. Marie", headquarters and training vessel of the Victoria Naval Division, took place on May 24. The ship was secured alongside in the city's Inner Harbour and opened to public inspection.

On June 4, 5 and 6, "Sault Ste Marie" made her first trip to sea with reservists from "Malahat." The ship sailed from Esquimalt up the west coast of Vancouver Island to Port Alberni for the annual inspection there of the Port Alberni Sea Cadet Corps.

Through the remainder of the summer she will continue to make weekend cruises during which intensive minesweeping training will be carried on under the direction of Lieut. Alan Heater, first lieutenant.

(Continued on page 32)

Looking Astern



Lest we Forget
July 1944 . .

D-Day had come and gone. The violent actions that had marked the invasion of Europe had lessened and warfare at sea was being waged more cautiously. The U-boats packs, which had proved so ineffectual during the invasion, were back in action once again, with improved results. During July more Allied ships were lost than during May and June combined.

The U-boats did their damage in regions far away from the scene of the Normandy actions. They concentrated on independently routed shipping in the Indian Ocean and South Atlantic. No attacks were made on trans-Atlantic convoys and only one loss was incurred in the Caribbean, where isolated sorties were being made at long intervals.

In the North Atlantic, opportunities to engage the U-boat were few but a pair of Canadian destroyers made good on one chance that did present itself. On July 6, HMCS "Ottawa" and HMCS "Kootenay" attacked a solid contact off Beachy Head. "Ottawa" carried out a quick attack and produced oil and wreckage indicating at least a "probable".

Against surface vessels the RCN rang up a more impressive score. Canadian ships figured in at least four actions in which the balance of victory was definitely on the Allied side.

The most important action of the month was the strike carried out by EG 12, a newly formed Canadian destroyer group, with "Qu'Appelle" as senior officer. With the British EG 14, they attacked two enemy submarines and the flak ships which were escorting them from their base into the open sea. The U-boats submerged and made their getaway but all three of the escorting flak ships

were sunk. Total casualties among the Canadian ships were one man killed and 20 wounded.

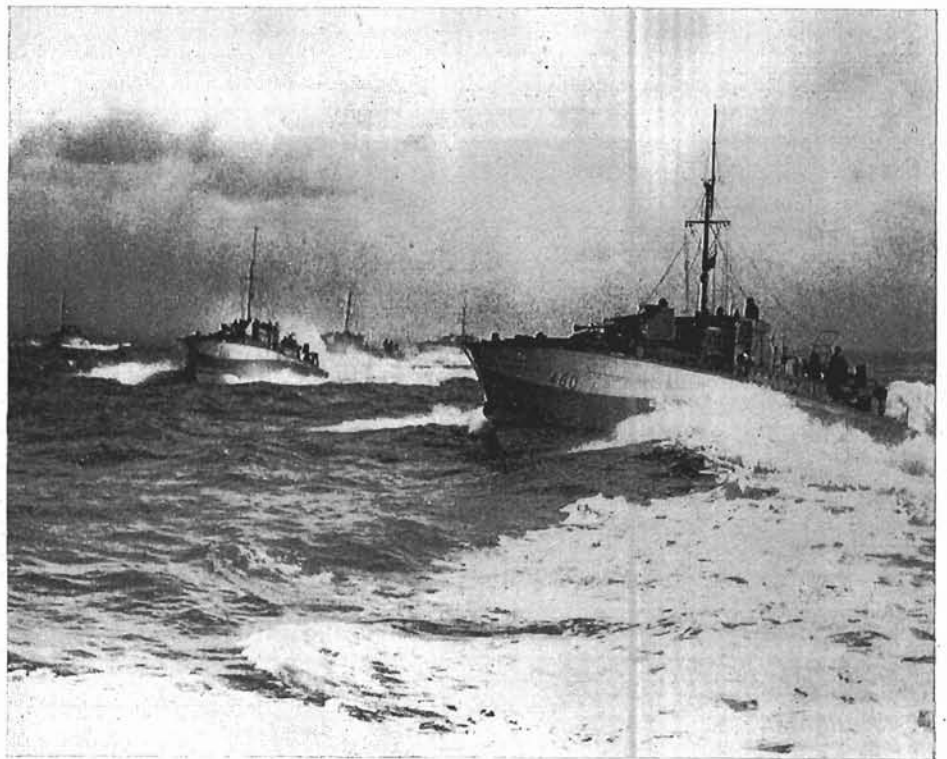
Meanwhile, closer to the invasion the MTB flotillas were at work. Both the Allies and the enemy suffered considerable losses during the fighting. The RCN recorded its first loss of the invasion on July 2 when "MTB 460" was mined near the assault area, and lost two officers and nine men. A week later "MTB 63" met a like fate but suffered no loss of life.

But not all was on the debit side of the ledger. On July 8, four MTB's more than made up for the losses to their flotilla. Together they attacked an enemy convoy off Cape de la Have and sank a corvette and an R-boat,

and drove another R-boat ashore in flames. Before the month ended the Canadian MTB's had added two more successes. Three MTB's got into another skirmish on July 15 off Havre. And again they set an R-boat on fire while incurring no damage themselves. The following night a force of three more torpedo boats attacked a convoy of R-boats and damaged three. In this action HMC "MTB 459" was hit and damaged by an enemy coastal battery.

Canadian destroyers continued to play a prominent part in the post-invasion actions. HMCS "Haida", in company with HMS "Tartar" and the Polish destroyer "Blyskawica", car-

(Continued on page 32)



Canadian MTB flotillas gained wide fame during the Normandy invasion for their daring attacks on enemy shipping along the French and Dutch coasts, and for their fierce running fights with German R-boats. Swift, manoeuvrable, and heavily armed, the little ships dealt powerful blows for the Allied cause. In the photograph a flotilla of MTB's is shown as it heads out to sea on another mission. Nearest the camera is the "460," which was the first Canadian ship lost in action during the Normandy invasion.

Boy Meets Girl

Formed and Run By Naval Wives,
Bureau Arranges Dates for Sailors

It's easy for a sailor to meet a girl in Halifax, now that the "Boy Meets Girl" date bureau is in operation.

The idea of a formal introductory medium through which sailors could become acquainted with civilian families in Halifax was put forward by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, to a meeting early this year of the Naval Officers' Wives Auxiliary. The idea was enthusiastically received and was soon converted into fact.

The naval wives canvassed Halifax homes and business places and selected 150 girls who were "willing to take a chance on going out with a sailor." Then on February 17 the novel "Boy Meets Girl" date bureau

was inaugurated. With the launching the following notice was promulgated by Rear-Admiral Mainguy in an Atlantic Command Memorandum:

"Do you want to have a date with a girl?

or

"Do you want to pursue such hobbies as handicrafts, music, outdoor sports of all kinds in company with nice people?

or

"Do you merely wish to rest your feet by someone's cosy fireplace?

"If any of these pursuits appeal to you — phone 4-2222 any afternoon except Sunday, between 1430 and 1630, for information and instructions."

From their index filing system which lists each girl's height, age, religious denomination, favourite sport, telephone number and home address, the naval wives who staff the bureau can usually arrange a date within 20 minutes. The sailor then calls for the girl at her home and produces his identification card upon arrival.

In the past three months the date bureau has arranged more than 200 dates and there have only been four complaints, all of a trivial nature. For instance, one rating complained after his date that he didn't like going out with older women. His age was 18; hers 19.

Most dates are for dancing and



Introduced by the "Boy Meets Girl" date bureau, Hazel Gavell and Ord. Sea. John Keable go for a Sunday afternoon stroll on Halifax's Citadel Hill.



To get acquainted with a Halifax girl, Ord. Sea. Keable (left) phones the date bureau . . . There Mrs. W.H. DeCosta (right, at phone) and Mrs. J. I. C. Inness select the name of a girl from the 150 they have on file and arrange a date. The sailor must call for the girl at her home and produce an identification card. Mrs. DeCosta and Mrs. Innes are two of 20 naval officers' wives who staff the bureau.



sailors of the United States Submarine "Spikefish" and these men said: "We wish all the cities we visited had a similar club."

It is encouragement like this that helps repay the naval officers' wives for the afternoons they spend manning the bureau's telephone.

Men of the RCN's Atlantic Command have found Halifax taking on a new look, now that the date bureau volunteers to arrange a change from navy routine in their leisure hours.

The bureau has been particularly popular with new arrivals in "Stadacona", of whom there have been an unusually large number in recent months. It and the girls upon whom it calls for "dates" have done a better job of convincing these newcomers that Halifax is "tops" in friendliness than any Chamber of Commerce could accomplish.

movies but others include walks around some of the historic spots of Halifax, golf, Sunday dinner with the girl's family, or just a quiet evening around the fireside.

The date bureau extends its facilities to men of visiting navies as well as to the RCN. In May, 27 girls attended a dance for the visiting French frigate "L'Aventure." The French sailors reported that the girls "made the party." During the same month, the bureau arranged dates for



The next step is to be taken by the Naval Officers' Wives Auxiliary is to find suitable quarters for a hostel or club rooms. A move is presently underway to locate premises for this purpose. — B.J.G.

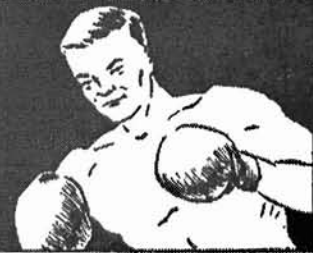
After an evening at the movies, Hazel Heighton and Ord. Sea. Barry Murphy raid the icebox for a snack.



The bureau sometimes gets requests to arrange house parties, and obliges.



The Navy Plays



Soccer Champions Declared at Esquimalt

The annual Pacific Command port soccer knockouts attracted teams from "Naden," "Ontario," "Royal Roads," "Athabaskan," Staff and Reserve Fleet. The big spring event went true to form as the favored HMCS "Naden" came through successfully to defend the championship.

The "Naden" team went right to work and defeated "Ontario" and the Reserve Fleet in quick order. Meanwhile, in the lower bracket of the tourney, "Royal Roads" was trouncing "Athabaskan" by a 7 to 1 score before drawing a bye into the final round. In the bitterly fought final, the teams were deadlocked in a scoreless tie at the end of regulation time. But in the overtime period, the strength and experience of the "Naden" XI began to tell and they counted two quick goals, without a reply from their

plucky opponents, to win the port championship 2—0.

Another soccer tournament attracted a lot of attention. Six teams from HMCS "Naden" staged an inter-part competition which produced some of the best soccer seen in Esquimalt for many years. When the preliminaries and the semi-finals were completed, the Mechanical Training Establishment and the Chief Petty Officers emerged as rivals for the championship. In the final the steady play of the CPO's proved too much for the engineers, who went down to a 7 to 1 defeat.

"Shearwater" Boxers Win Service Tourney

Fresh from their triumph over HMCS "Stadacona" in the challenge boxing tournament, the powerful boxing team from HMCS "Shearwater" carried off top honours in the Eastern

Command Armed Forces Inter-Service Boxing Tournament held in the "Stadacona" gymnasium. The hard-hitting naval airmen punched their way to the Armed Forces championship and the Charles McDonald Memorial Trophy by topping teams from "Stadacona," Army, "Magnificent" and "Iroquois."

Action-packed all the way, the tourney featured 12 bouts during the two-and-a-half hour ring card. Petty Officer Tom Mottershead and Petty Officer Clark refereed.

Results of the matches were:

- R. Bolt (Stadacona) decisioned Al Vanalstine (Shearwater)
- D. Nicks (Shearwater) won by default
- I. Fitzpatrick (Army) decisioned C. Skidmore (Iroquois)
- M. Shah (Shearwater) decisioned Vanstone (Army)
- C. Gaylor (Shearwater) decisioned Simard (Iroquois)
- N. Sangster (Shearwater) decisioned J. Hogan (Stadacona)
- J. Friis (Magnificent) TKO'd Ledingham (Shearwater)
- D. Nicks (Shearwater) decisioned R. Bolt (Stadacona)
- W. Hutchinson (Stadacona) decisioned I. Fitzpatrick (Army)
- P. Murphy (Army) decisioned M. Shah (Shearwater)
- W. Merriman (Magnificent) decisioned N. Sangster (Shearwater)
- J. Friis (Magnificent) won from Newman (Army) by disqualification.

"Donnacona" Grid Team Holds Spring Practice

HMCS "Donnacona" will be represented in the Intermediate Division of the Quebec Rugby Football Union next fall and every effort is being made to ensure a strong entry from the Montreal Naval Division.

With an average of 35 players in attendance, spring practice sessions have been held indoors and at Westhill grounds under the direction of Mac Parsons and Roy Chesley, two well known Montreal sportsmen. The workouts have featured P.T., ball-handling, passing, tackling and blocking.



Shown above is the Chief Petty Officers' team which took top honours in the recent soccer tourney held in HMCS "Naden". Back row (left to right): Chief Petty Officers E. E. "Pony" Moore, secretary of the club; Albert Shirley, Albert March, Jack Waldron, Edward DeCosta, Gordon Williams, Alex Ross, Leslie Noon, Bill Peakman and Leslie Cole, CPO's mess president. Front row: Stan Briggs, Bryan Inglis, Albert Booth (captain), Ernest Wooley, Duncan Kennedy, Don Thorndick and Frederick Potts. Goalie Gordon Williams is now in his 20th year of Navy soccer.

A committee of four, Lieut.-Cdr. Max Haybeard, Lieut. Doug Tozer, PO Eric Brimble and Ldg. Sea. James Simpson, was responsible for organizing the football team. The scheme has received generous support, financial and otherwise, from the Naval Officers Association and Naval Officers Club of Montreal.—L.B. McI.

West Coast Golfers Hold Tournament

Golf took over the sport spotlight at HMCS "Naden" recently when Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, presented prizes to the winners in the Royal Canadian Navy Golf Association tournament. Instructor Commander G. L. Amyot, winner of the championship flight, was awarded the trophy donated by Mr. Jack Davis. Runner-up was Chief Petty Officer Sid Holland.

Other prize-winners were: First flight, Petty Officer R. Pumphrey; second flight, Petty Officer J. Ross; third flight, Mr. R. Keen, Warrant Engineer; fourth flight, Instructor Commander J. D. Armstrong; fifth flight, Lieut. (S) F. E. Wade.

Rear Admiral DeWolf commented on the fine turnout for the event and the enthusiasm shown by the members of the golf association. He thanked Mr. Richards, secretary of the Gorge Vale Golf Club, and Joe Pryke, club pro, for their kind assistance and interest in the activities of the RCN Golf Association.

Sailing Club Officers Elected for 1949

Commander R. A. Webber was elected president of the Atlantic Command Sailing Club at a recent meeting. Other officers named were: Commander (S) C. V. Laws, treasurer; Lieut. C. J. Benoit, secretary; Lieut.-Cdr. (E) D. H. Fairney, engineer officer, and Mr. Herman Baker, sailing master. Lieut.-Cdr. (NS) Fay L. Rutledge was elected nursing officers' representative.

Besides providing recreation, the Sailing Club will provide competitive crews for races and pass out sailing masters from among the officers and men of the command.



A trophy donated by the commanding officer, Commander M. A. Medland, was the prize in a .22 rifle competition in which a large number of HMCS "Athabaskan's" crew members took part. Above, Commander Medland presents the cup to the winners: (left to right) AB Fred MacIntosh of Regina, Ord. Sea. Ken Dupleton, RCN (R), of Winnipeg, and Ord. Sea. Bob Jenkinson, RCN (R), of Toronto.

New Entries Score in Whaler Race

A hard-driving crew of new entry seamen from "Haida" division stroked its way to victory in the whaler-pulling finals at the annual May 24 Naval Regatta held at Victoria. In a rousing stretch battle with the gun-room crew of HMCS "Ontario," the new entries nosed across the finish line less than a length in front to win in the best time of the afternoon, six minutes and 53½ seconds.

The "Cock-of-the-Walk" trophy was presented to Ordinary Seaman Wendell Reeves, coxswain of the winning "Haida" entry, by Mr. R. D. McLachlan, chairman of the regatta committee.

Softball, Soccer Teams Organized At "Stad"

Athletes at the Mechanical Training Establishment are hard at work readying for competition in HMCS "Stadacona's" inter-part softball and soccer leagues. Thirty-one hopefuls turned out to battle for the regular berths on the softball squad and the engineers are confident that they can

emulate their fine showings in the inter-part hockey and basketball schedules. CPO Harry Patrick is coaching the squad.

Similar hopes are held for the MTE soccer team, which is rounding into shape under the watchful eye of CPO Wilfred Fall. CPO Fall's wide experience on the soccer field should prove a valuable asset to the engineers.

Another "Stadacona" department reported progress in developing their entry in the inter-part softball loop. At the TAS School, PO J. W. Jackson has been appointed coach and is drilling the squad in early season practices.

"Griffon" Enters Team In Baseball League

HMCS "Griffon" has entered a team in the Lakehead Senior Baseball League again this year and Larry Pineau (ex-RCNVR) has taken over the post of playing-manager. The Port Arthur division is hoping also to promote an inter-service baseball circuit.



HMCS "Crescent's" comic soccer-rugby-softball team before going ashore at Hong Kong to play against HMS "Constance."

ATHLETIC AMBASSADORS

Teams From "Crescent" Enjoy Success,
Prove popular in Far East

During HMCS "Crescent's" visit to China, she made many friends through the medium of sports.

Weather, which is usually an adverse agent in Canada during the months of February, March and April, did not hamper any of the scheduled games and was, indeed, on most occasions ideal for outdoor activities.

The first opportunity for the ship's softball team to limber up after the winter layoff came in Pearl Harbor, where we lost by the margin of one run. This defeat must have been a spark to kindle new vigour in the team, because although much tougher opposition was met, only twice in the 10 games played during the remainder of the cruise was the team defeated. Opposition was furnished by the Americans in Guam, Kwajalein, Shanghai and Nanking and by the Chinese-Canadians and Portuguese in Hong Kong.

It came as quite a surprise that the Hong Kong games were the toughest. The best of the cruise was played against the Chinese-Canadians in

Kowloon, with the home team defeating "Crescent" by a 5-4 score in 11 innings.

Just before the "Crescent" left Hong Kong, the League Association invited the softball team to their annual banquet and dance, where the "Mr. Softball" of the city, Dr. F. J. Molthen, praised the sportsmanship and calibre of the visiting team. He mentioned especially "Crescent's" pitcher, Petty Officer Ernie Tuttle, who established a new record for their league, having 15 strikeouts in seven innings of play. We on board know that much credit for the team's success is also due to the manager, Sub-Lieut. G. B. Wither, and to the coach, Petty Officer Dick James.

While the ship was in Nanking, an inter-part softball tournament created an excellent diversion from the ordinary routine. Every mess was able to field a full team, with the Forward Petty Officers' Mess the final victor after a hard tussle with the Forward Seamen's Mess.

Also during the visit to Nanking advantage was taken of the availa-

bility of the local grounds to work up a soccer team, in contemplation of a meeting with the RN in Hong Kong. These efforts were repaid by a very good showing against HMS "Constance".

At the suggestion of "Constance," a "crazy" game in colorful costume was scheduled and, after several days of careful preparation, was played on the grounds at Happy Valley Pavilion in Hong Kong. The game consisted of 20 minutes of soccer, 20 minutes of English rugby and 20 minutes of soft-ball. The whole thing, of course, was very rugged and after it was over both teams repaired to the China Fleet Club for necessary remedies.

The ancient game of "Ukkers" was revived and, when spirits were low, a good bout of Ukkers would usually revive players and spectators alike. On a certain balmy evening in Alacrity Anchorage, the crew of HMS "Constance" boarded HMCS "Crescent" for a championship tournament played on the iron deck, with a very large crowd of cheering onlookers. For this occasion the players wore distinguishing colors in the form of war paint and loin cloths, and a referee was appointed to call "No Dice". After a see-saw battle, involving three hours of fast action and three close decisions, Chief Petty Officer "Monty" Beaumont and Petty Officer "Cooky" Dunleavy of HMCS "Crescent" were crowned Ukkers champions of the Far East and presented with a large silver paper cup which had been moulded for the occasion. As the "Constance" bade us bon voyage that evening, they hinted broadly that they'd be visiting Canada soon, if for no other reason than to retrieve the coveted trophy.

Looking back, we are proud of the showing of the ship's teams in competition with others in foreign ports, and we feel that it was one way of letting people know Canadians were there, and that Canada raises worthy sportsmen.

Airmen Enter Dartmouth Softball, Soccer Leagues

Softball has moved in as the number one sport at HMCS "Shearwater." A senior team will campaign in the Greater Dartmouth Senior Softball League, while a 12-team inter-part league will furnish keen competition among the departmental teams at the air station. The senior league entry served notice of its strength by registering a 15-5 victory over HMCS "Magnificent" in a pre-season exhibition game.

A baseball team has been practicing regularly and plans to enter the Dartmouth Intermediate Baseball League. Petty Officer John Hart, coach of the team, reports that the "Shearwater" nine will be a strong entry.

Another city league entry will be the "Shearwater" soccer team, which is being trained and coached by Chief Petty Officers Brian Clifford and George Bussey. The airmen defeated HMCS "Magnificent" in a recent exhibition game by a 1-0 score.

Former "VR" Wins \$1,000 Hockey Award

Pentti Lund of Port Arthur, New York Ranger right winger who won the Calder trophy and a \$1,000 prize for being chosen the National Hockey League's top rookie for 1948-49, is a former member of the RCNVR. Lund entered the Navy at Port Arthur as soon as he became of age and while in the Service played for the Navy team that won the Lakehead junior championship in 1943-44.

Ten Physical Training Instructors Qualify

Ten new instructors have been added to the RCN's physical and recreational training staff. The new instructors completed a five-month course at the P. and R.T. School in HMCS "Stadacona," during which they received training and instruction in gymnastics, swimming, rope climbing, sports organization and other subjects. In addition to proving their proficiency in the various events, the trainees were required to pass tests

showing their ability to instruct naval personnel in various class and individual exercises.

The 10 new instructors are PO Roderick Bolt, PO Ronald Dawson, AB Albert Pike, PO Thomas Motterhead, PO John Quinn, PO Wesley Donison, AB Wallace Strensrud, PO Victor Dougherty, PO George Kinch and AB Gordon Rushton.

Sports Shorts

HMCS "Nootka's" seamen and stokers took time out from anti-submarine exercises recently at Grand Manan to renew their rivalry on the softball diamond. Behind the steady hurling of speed-ball artist AB Stewart Haslen, the engineers rolled to a decisive victory and claimed the "Nootka" championship . . . Lieut. (E) V. F. O'Connor, senior engineer at the MTE, Halifax, has been named manager of the Navy entry in the Halifax Commercial Softball League . . . Petty Officer Ernie Tuttle, star hurler of the "Crescent" softball nine, did himself proud during the ship's recent cruise in Far Eastern waters. As reported elsewhere on these pages, Ernie came through with a record of three shutouts in his last five games. In one contest in which he pitched seven innings, he racked up an amazing 15-strikeout performance . . . A delayed report from "Shearwater" relates that the Officers' team won the inter-part basketball championship at the air station with a resounding 69-26 win over the Air Gunnery Section . . . Chief Petty Officer Joseph Bolduc was the big gun of the inter-part bowling league at HMCS "Shearwater". When the percentages had been all figured out Chief Bolduc took top honours in the "high average" and "high three" departments. High single honours went to Petty Officer Fulton Zwicker . . . A revolver team from HMCS "Athabaskan" is leveling its sights on the Revolver Cup and serves notice that the Gunnery Training Centre, last year's winners, had better sharpen up their shooting eyes . . . Sailing enthusiasts in the Atlantic Command will have ample opportunity to enjoy whaler and dinghy

sailing this summer. Sailing clubs have been formed at "Shearwater" and at the naval dockyard.

"Naden" Beef Trust Wins Tug-of-War

The Navy broke the Army's stranglehold on the tug-of-war trophy for the first time since the tug-of-war between the two services became an annual event of the Esquimalt Day celebrations. Ten of "Naden's" staunchest personnel (total weight 1,824 pounds) defeated the Army's team (1,866 pounds) in two straight pulls.

CONTEST WINNERS TO VISIT NAVY

The RCN will play host this summer to ten young Canadians who have won trips to the East and West Coast Commands in the Navy League of Canada's first National Essay contest. Among them will be 13-year-old Kay V. Marshall of Moose Jaw, Sask., whose entry in the junior section won the diamond medal for the best essay in all Canada. Miss Marshall was the first person in Canada to enquire about the contest after the preliminary announcement was made. The winners will be accompanied by their school principals and will tour HMC Ships and Establishments on the Coasts, and will spend a day at sea in a Canadian warship.

A total of 219 prizes was awarded in the contest, in which thousands of boys and girls from 10 to 18 years of age competed. The essays, which had as their subject "Our Navy and Seaborne Trade in Our Daily Lives", were adjudicated by panels of judges composed of eminent educationists, well-known literary men, Navy League officials and high-ranking naval officers.

This year's essay contest was so successful that the Navy League of Canada, in co-operation with the RCN, plans to hold a second contest of a similar nature in the near future.

Comrades in Arms



THE CANADIAN ARMY

Army Week a Success

Every unit in the Canadian Army's Active and Reserve Forces put on a full scale show during Army Week, May 15 to 22. Approximately 60,000 troops took part and their activities included parades, "open house," displays, military demonstrations and other functions. All military installations and armouries were thrown open to the public.

In the Maritimes, soldiers staged parades in cities and towns.

At Quebec City, Army and RCAF personnel engaged in a large-scale two-day manoeuvre to which the

public was invited. Montrealers saw one of the largest parades of Reserve Force units since the Second World War.

Toronto opened Army Week with a massed band concert in Maple Leaf Gardens on Sunday, May 15. London saw a parade of vehicles, Niagara Falls, a display of mobile equipment, and Oshawa an armoured attack supported by aircraft and flamethrowers.

A highlight of Army Week in Eastern Canada was provided by the United States Army Band—92 strong—which arrived in Montreal for the special week of celebrations. Concerts were given by this famous band in Quebec, Montreal, Ottawa, Hamilton and St. Catharines.

In Winnipeg, the Army displayed many types of vehicles and equipment in a downtown area each day throughout the week.

Displays and demonstrations were staged at Edmonton, Vancouver and Victoria. At Calgary a display of night firing by tanks and anti-aircraft guns on the Sarcee range was the feature event.

In fact, anywhere and everywhere active and reserve soldiers were stationed, Canadians were given an opportunity to visit military installations and see for themselves exactly what constitutes the life of the peacetime soldier. The response was excellent.

Bridges for Farmers

Some fortunate New Brunswick farmers within a 25-mile radius of Saint John are getting sturdy new bridges over troublesome creeks and ravines on their farms at literally no cost to themselves. Army engineers are building the bridges, "just for practice."

Major G. Y. Dow, officer commanding the 1st (Brighton) Field Squadron, RCE (R), said that his unit was undertaking such projects without charge to the farmer provided he had a small stand of timber at his disposal and his farm was located not too far from the unit's headquarters.

He said his unit was well equipped to tackle local bridge building projects and that his men were particularly anxious for any opportunity to use a newly-acquired heavy transport and compressor trailer. The latter operates a number of pieces of air-driven equipment, including chain-link saws, jackhammers, riveters, post-hole augers, drills and grinders.



Much to the amusement of the guests attending an "Army Week" show at the Fusiliers Mont-Royal Armoury in Montreal, "Tit-coq" (Gratien Gelinas), the famed French-Canadian comedian, strikes a characteristic pose as he "explains" a few things about the Army to the Minister of National Defence. Also enjoying the recommendations of "Tit-coq" are Lt.-Col. J. E. Chaput, Officer Commanding the Fusiliers Mont-Royal, Brig. Guy Gauvreau, Maj.-Gen. R. O. G. Morton, GOC Quebec Command, and Col. M. L. de Rome, Chief of Staff Quebec Command. (Canadian Army Photo).

THE RCAF

Record Training Programme

The largest peacetime summer training programme in Air Force history is underway, with more than 800 students from Canadian universities and colleges taking their place beside regular RCAF trainees for special holiday courses. Over 50 Air Force cadets from Royal Military College and Royal Roads are among those taking summer training at Air Force establishments. All are potential officers for the RCAF.

This influx of university and college trainees is in addition to normal year-round training for Regular Force members, which is continuing at an ever increasing tempo. The summer will also see the usual camp periods for Royal Canadian Air Cadets, the resumption of flying training for Air Cadets under the scholarship plan, and camp periods for the Auxiliary Squadrons.

Largest single group from the universities is that comprising members of the University Flights, organized last autumn. Three hundred of these cadets are spending up to 24 weeks at various RCAF units, receiving contact training in various technical trades. Others are training as aircrew and some as radio officers.

Well over 200 veteran RCAF officers, most of them former aircrew, returned to Air Force Stations under the summer employment plan, which this summer went into its third year. Under this plan, veteran officers who have entered university after leaving the RCAF are taken back during their summer holidays on a reserve basis, and are engaged in a line of work closely connected with their university course. On graduation from university they are retained as officers in the Regular, Auxiliary or Reserve. This plan is limited to those officer-veterans taking certain university courses and planning to retain their affiliation with the RCAF upon graduation. They return as officers for the summer training, usually one rank below that which they held on discharge.

Tribute to Texas

Totem poles are generally associated with the West Coast, but one stands today at Camp Mabry, near Austin, Texas, a permanent tribute to the hundreds of young men from the Lone Star State who served with the RCAF during the last war. A further reminder of this service is a silken RCAF ensign, which hangs amongst the cluster of State colours there.

in Canadian minds with those young Americans who, without hesitation, travelled some 2,000 miles northward from their great state to give Canada much needed aid in the early years of the Second World War. The Thunderbird totem pole is a monument to those gallant Texans who were comrades and brother airmen of ours in the Royal Canadian Air Force."

Playing a prominent part in the



Air Vice Marshal K. M. Guthrie, former Air Officer Commanding, North West Air Command, Edmonton, headed an RCAF party of 49 officers and airmen which presented an RCAF ensign to the State of Texas in Austin, the state capital. The presentation took place during ceremonies surrounding dedication of a Thunderbird totem pole at Camp Mabry, Austin, in tribute to Texans who served during the war in the RCAF. Shown presenting the ensign is A/V/M Guthrie, while accepting it is Governor Beauford Jester. At the far right is Major General K. L. Berry of the Texas National Guard, who was in charge of the ceremonies. (RCAF Photo)

The 35-foot Thunderbird totem pole was dedicated last month, and present at the ceremonies was a party of 50 RCAF officers and men who flew to the Texas capital from Rockcliffe, near Ottawa. Led by Air Vice Marshal K. M. Guthrie, who took flying training in Texas during the First World War, the RCAF party in addition presented an RCAF ensign to State Governor Beauford Jester.

Speaking at the ceremony, A/V/M Guthrie said: "The names 'Tex' and 'Texas' will always be synonymous

ceremonies were the famed RCAF Central Band, led by Flight Lieutenant E. A. Kirkwood, and an RCAF colour guard. Both drew special praise from Texan newspapers giving accounts of the event.

Members of the RCAF party were equally impressed by the warm hospitality shown the visitors, and by the enthusiastic greeting given them by Texans who wore the RCAF uniform during the last war. More than 600 Texans served with the RCAF, 45 of them giving their lives.

LOOKING ASTERN

(Continued from page 23)

ried out a series of sweeps in the approaches to Lorient. In one of these patrols they caught an enemy convoy, sinking one merchant ship and a trawler and setting another merchantman ablaze. While this action was taking place, the Fleet "V" destroyers "Algonquin" and "Sioux" were sailing northward as part of the escort for the carriers whose planes were to carry out the attack on the "Tirpitz" at Alten-fjord on the 17th.

Near the end of the month the frigate HMCS "Matane" was hit during an aircraft attack southwest of Ushant. When she limped into a United Kingdom port her dead totaled four and 11 were wounded.

AFLOAT AND ASHORE

(Continued from page 22)

HMCS "Griffon"

(Port Arthur)

Captain Kenneth F. Adams, Director of Naval Reserves, was guest speaker at the reunion banquet of the newly-formed Lakehead Naval Veterans' Association held in Port Arthur on June 2. Invitations were extended to all ex-members of the RCN, RCN (R) and WRCNS, civic officials of Port Arthur and Fort William, Canadian Legion representatives and senior officers attached to local military establishments.

Summer training is now well under way and all indications point to one of the most active training periods in the history of the division.

HMCS "Prevost"

(London)

Training is in full swing at the Division and a number of drafts are taking place to ships and establishments on both coasts. Recently 23 newly-promoted UNTD Cadets left for HMCS "Naden", where they will undergo approximately three months' training in ships and shore bases of the Pacific Command.

The summer sports programme also is under way, with a ball team from HMCS "Prevost" entered in the Garrison League.

Opened to Public

Without ceremony, the Maritime Museum in HMC Dockyard, Halifax, was opened to the public on June 21, the port city's 200th birthday.

The museum is now open to all visitors from 2 p.m. to 4:30 p.m., Mondays through Thursdays, and from 12 noon until 6 p.m. on Saturdays and Sundays.

A particular effort was made to have the museum ready for public opening in time to take its part as a point of interest during the Halifax Bicentenary celebrations this summer.

SEVEN MEN QUALIFY AS COMMUNICATORS

Seven able seamen have completed a 32-week course in HMC Communication School, RCN Barracks, Halifax, which included signals and tactics, cryptography and both theoretical and practical training in radio.

The men, who qualified as Communicators, Trade Group 1, were able Seamen George Saltmarsh, Edward Leppard, James Baskey, Norman Prowse, Lloyd Zwicker, Harold Bird and Herbert Kirkpatrick.

RESEARCH BOARD SEES SCHOOLS, GOES TO SEA

During its quarterly meeting in Halifax, June 11 to 13, the Defence Research Board of Canada visited the Naval Research Establishment and the Electrical and TAS Schools,

LETTER TO THE EDITOR

The Editor:

Concerning the article in May's "Crownsnest" on "The Spring Cruise" by C. T. with regards to those who "bore the brunt of the hard work."

We feel that the Radar Plot Branch should have been mentioned in this respect, because, in comparison with other branches, the hours that RP's were actually closed up came close to being twice those of any other department.

R. E. FITCHETT, P2RPI
HMC Navigation Direction School,
HMCS "Stadacona."

MAN OF THE MONTH

(Continued from page 7)

both an amateur and professional boxer.

Between 1930 and 1934 he fought as an amateur in 11 bouts, winning all except one, which he lost to the Maritime middleweight champion in 1933. Four of his fights were won via the knockout route. He fought professionally from 1934 until 1937, when he gave up the sport after winning the Eastern Garrison Middleweight Championship at Halifax.

Besides his prowess as a boxer, CPO Stiner is an excellent swimmer and a keen water polo enthusiast. When it comes to less strenuous hobbies, he stands out as a clever bridge player and is at present captain of the Chief and Petty Officers' bridge team in "Stadacona."

Although his engagement expires in December 1951, CPO Stinner has no desire to leave the Service. If possible, he hopes to sign on for another five years, perhaps in one of the Naval Divisions across Canada.

— (Article and photo by CPO Sam Short.)

attended Saturday divisions at RCN Barracks, was entertained at luncheon in Admiralty House and spent a day at sea in HMCS "Haida."

Under the chairmanship of Dr. O. M. Solandt, the 12-man board consists of the Deputy Minister of National Defence, the Chiefs of Staff of the three services and eminent Canadian scientists.

EX-WRENS ENJOY FILM

Films taken in Canada's far north by Dr. Dennis Jordon, of Toronto, were shown to the regular May meeting of the Toronto Branch of the Wren Association.

Dr. Jordon made the film in 1944 and 1945 while in the Arctic as surgeon aboard the RMS "Nascopie." The "Nascopie", operated by the Hudson's Bay Company, as a patrol and supply vessel in the eastern Arctic, was lost in July, 1947, near the entrance to Hudson Strait. — P.C.

Personal
"Crowsnest" Copies Available
by Subscription

Starting with this issue, the "Crowsnest" will be available for subscription at the rate of \$1 per year.

Free distribution within the Service will continue on the same basis as before — one copy to every three persons — but individuals may now obtain personal copies by subscription. These will be mailed directly to them.

Orders for the magazine, accompanied by cheque or money order made out to the Receiver General of Canada, should be addressed to —

**The King's Printer,
75 St. Patrick St.,
Ottawa.**

The subscription scheme has been introduced as a result of numerous inquiries from naval and ex-naval personnel, their relatives and friends, and persons interested in the Naval Service, all of whom have expressed a desire to get personal copies of The "Crowsnest." This they may now do.

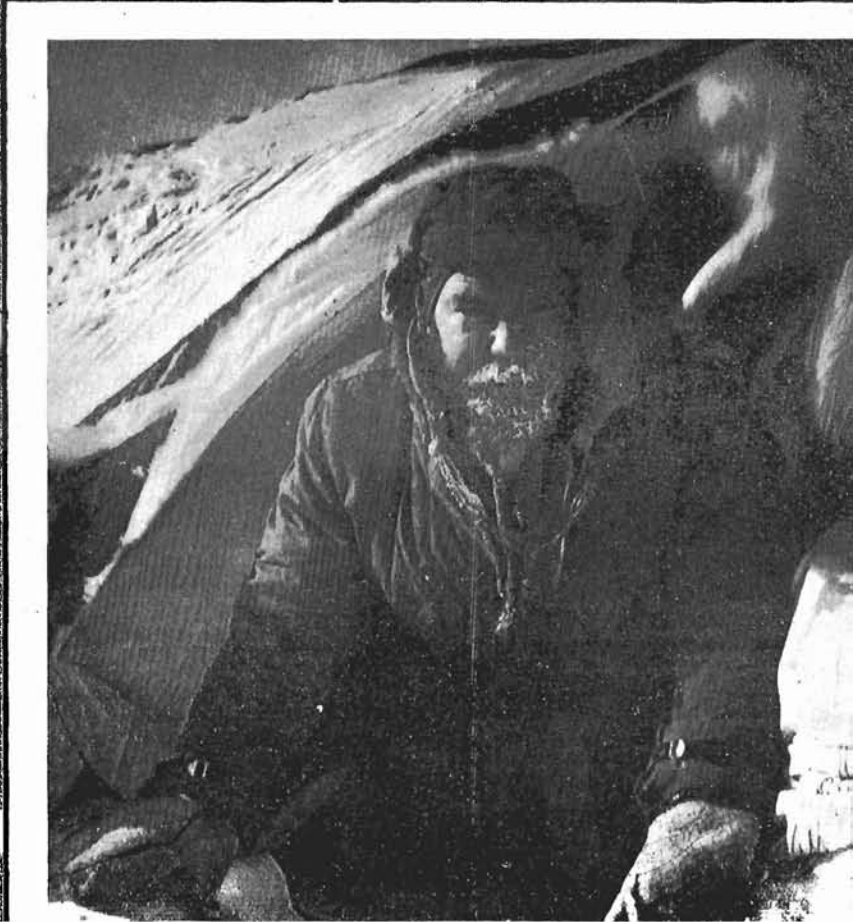


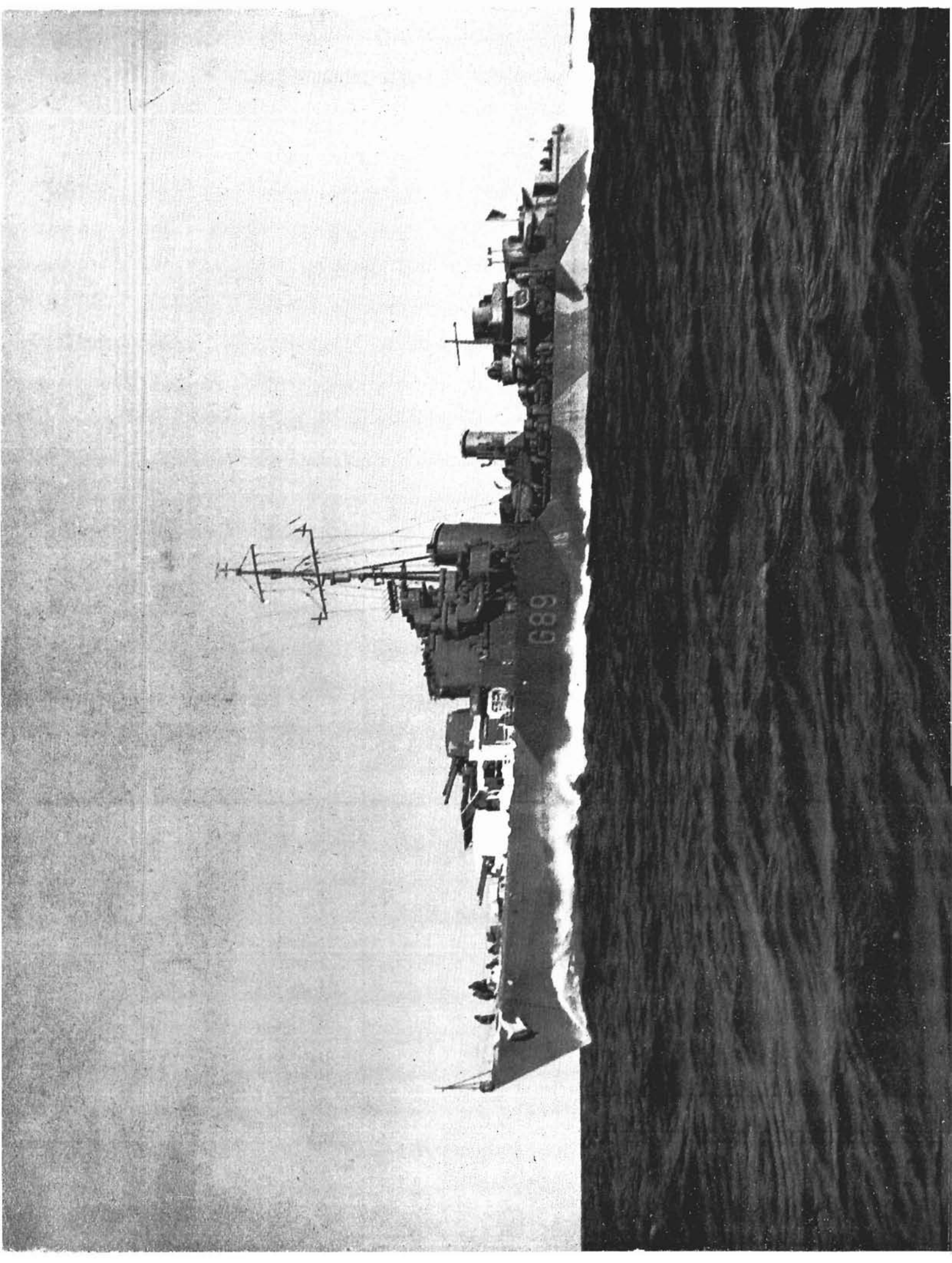
The CROWSNEST

Vol. 1 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

August, 1949





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LADY OF THE MONTH

HMCS "IROQUOIS". The first Tribal class destroyer to be commissioned by the RCN in the Second World War returned to active sea duty this month as a training ship for RCN (R) cadets.

★ ★ ★

From HMCS "Cedarwood" there came this month the following happy item:

"It all began in the April issue of The 'Crows-nest'.

"On page 15 was L.W.T.'s article, 'Small Ship—Big Job,' telling of the fun, and hard times of HMCS 'Cedarwood.' One little paragraph may hardly have been noticed by many of the readers, but not so the eagle eyes on board the 'Big O.' The paragraph read: 'The crew's favorite recreations ashore are hunting and fishing. On board, aside from a few hobbies, they hold bridge and crib tournaments, and future plans are to get a record player—when the canteen can afford it.'

"With all her cruiser zip, 'Ontario' went into action. A motion was put before the Ship's Fund Committee. It was seconded and passed unanimously. Push, pull . . . klik, click . . . and HMCS 'Ontario' had purchased a multiple record player for presentation to HMCS 'Cedarwood'. The machine now reposes in glittering splendour on board the oceanographic survey ship.

"In the months to come, when 'Cedarwood' plies her way along the B.C. coastline or parks for the night in some quiet anchorage, the record player will be the main source of entertainment for the crew. No matter whether it's be-bop or Bach, one and all the 'Cedarwood's' will say: 'Thank you, "Ontario" . . ."

The Editors

Cover Photo — Looks cool, doesn't he?

No, it's not the mad trapper. A/Lieut.-Cdr. (P) H. P. Leidl, officer-in-charge of the Naval Detachment at the Winter Experimental Station, RCAF, looked like this when he emerged from a snow block and parachute shelter in which he had spent a night during a three-day survival exercise, testing an Admiralty immersion suit and survival kit, at Churchill last winter. It was 36 below, with a 30 mph wind, at the time. (For more about W. E. E., see page 4).

SUBSCRIPTION RATE

It is now possible to subscribe for personal copies of The "Crows-nest" at the rate of \$1 a year for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.



North and South East and West

Ships of the Royal Canadian Navy mixed instructional and ambassadorial duties during the past month.

In the latter part of June, the East and West Coast fleets were engaged in cruises that put the emphasis on sea training for officers and men of the RCN (Reserve). The first of July weekend, however, brought a departure from the training routine as ships put into ports in Canada and the United States for the Dominion Day and/or Fourth of July holidays.

In the Atlantic Command, HMCS "Haida" anchored off St. Andrew's, N.B., and dispatched a party to represent the RCN in the International Jubilee Celebration held by the neighboring cities of St. Stephen, N.B., and Calais, Maine. HMCS "Swansea" was further south, enjoying the hospitality of Bar Harbour, Maine, while "Nootka" was at St. John's taking part in solemn ceremonies marking Newfoundland's observance of Memorial Day. It was the first official visit of an RCN ship since Newfoundland became part of Canada.

The ships stayed closer to home in the Pacific Command. HMCS "Ontario," "Athabaskan" and "Crescent" spent the weekend in their home port of Esquimalt, while "Antigonish" and "Beacon Hill" were at Ladysmith for two days and then set sail for Seattle.

On the Great Lakes another RCN ship was a guest of our neighbors to the south. HMCS "Portage" spent two days at Cleveland, where her officers and men were warmly entertained and were guests at a major league baseball game between the Cleveland Indians and St. Louis Browns.

The weekend over, the fleet turned once again to active sea duties.

"Nootka" carried out anti-submarine exercises with HMS "Tudor," while "Haida," "Swansea" and CNAV "Eastore" transported personnel and equipment of the 18th Carrier Air Group to Quonset Point, Rhode Island. On completion of these assignments, "Nootka" and "Haida" joined company in Halifax and set off for Portland, Maine, and a four-day visit. "Swansea" went around to Pictou, N.S., then joined the destroyers in Portland.

The ships of the Pacific fleet were heading north. "Athabaskan" and "Crescent" were the first to leave when they set course for Skagway, Alaska, on July 5. Some ten days later HMCS "Ontario" sailed for Kodiak and Juneau on a cruise which would take her away from Esquimalt for three weeks. The two frigates "Antigonish" and "Beacon Hill" were engaged in sea-training exercises in the Esquimalt area.



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Lieut.-Gen. Charles Foulkes, Chief of the General Staff, on the bridge of HMCS "Haida." Along with other members of the Defence Research Board, the two Service chiefs went on board the destroyer for a short sea cruise during the board's quarterly meeting in Halifax.

"Portage" completed her training programme for reservists of HMCS "Prevost," London, called briefly at Toronto, and proceeded on to Hamilton, where she was due to embark officers and men of HMCS "Star."

RCN, RCAF Combine In Rescue Operations

The Atlantic Command of the RCN and No. 10 Group RCAF twice teamed up last month to carry out rescue operations which resulted in the probable saving of the lives of two civilian divers and a United States sailor.

The divers, G. E. Moore, of Yarmouth, N.S., and Rollin Fontaine, of Dedham, Mass., were seized with the "bends" while working at a depth of 135 feet on a salvage job. The RCAF started the rescue action by picking up the two men in a Canso aircraft and flying them from Port Latour, on the southern tip of Nova Scotia, to Dartmouth. The divers were taken to the Navy's diving school, in HMC Dockyard, and placed in a recompression chamber, where the pressure was gradually increased until it equalled that exerted at the depth in which they were working at the time of the seizure. Then the pressure was slowly relieved and brought down to normal. Following this treatment, which was carried out by Naval personnel, the divers were taken to hospital for further attention. At press time Moore's condition was reported as serious but no longer critical, while Fontaine had recovered satisfactorily.

"The bends" is a condition brought on by an excess of nitrogen in the blood stream causing severe pain and, in extreme cases, death.

Acute appendicitis figured in the other rescue action. Boatswain Wallace

F. Selmon, of the destroyer USS "Woodworth," was stricken while at sea. The commanding officer radioed for assistance and an RCAF crash boat was sent to meet the destroyer near Sambro Lightvessel, taking with her Lieut. J. O. Gagnon, RCN(R), a medical student under training, and Sub-Lt. (NS) Margaret Fitzgerald, RCN (R). On reaching the American destroyer, the two climbed aboard and made a quick diagnosis. Boatswain Selmon was strapped in a stretcher and eased on board the crash boat. Within an hour and a half, the sailor was at RCN Hospital undergoing treatment.

Two RCN Squadrons Flying with USN

The 18th Carrier Air Group (825 and 826 Squadrons) left the RCN Air Station, Dartmouth, on July 7 for the US Naval Air Station at Quonset Point, Rhode Island, for two to three months of combined training and manoeuvres with the USN.

The programme will emphasize training in American carrier landing methods and anti-submarine procedures. Flying will be done from USN carriers and from US Naval Air Stations in the Quonset Point area.

The two squadrons, flying Firefly 1 and Firefly 4 aircraft, have been specializing in anti-submarine operations and for the past three months have been exercising with HMS "Tudor."

"Tally Ho" Replaces "Tudor"

The Royal Navy submarine HMS "Tally Ho" arrived at Halifax on July 11 to relieve HMS "Tudor" as training submarine of ships and aircraft of the RCN's Atlantic Command. The "Tally Ho," on loan from Admiralty, will be based at Halifax for three months before returning to the United Kingdom.

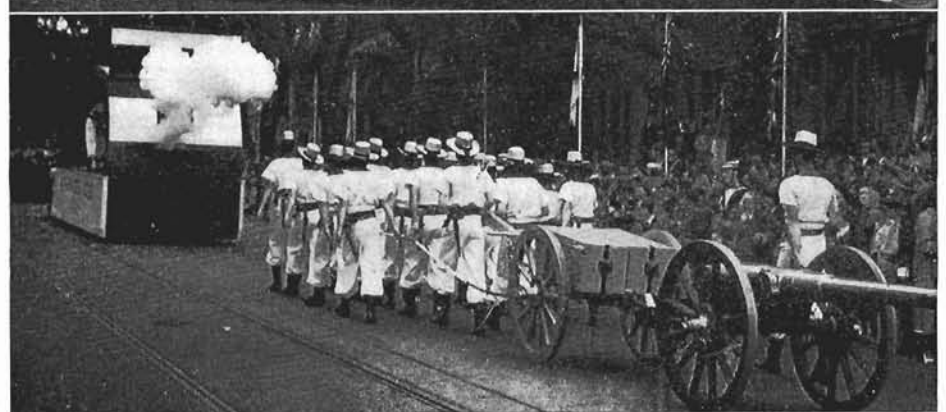
Group Visits Boston

In the latter part of June, three ships of the RCN, accompanied by HMS "Tudor," visited Boston on the anniversary of the Battle of Bunker Hill. HMCS "Nootka," (Cdr. A. G.

Storrs) led the flotilla, which also included HMC Ships "Haida" and "Swansea," into the harbour.

During their four-day stay, the officers and men of the training group were royally treated by the Bostonians. Receptions and dances were held and the Canadian tars were guests at

Fenway Park for the Boston Red Sox - Chicago White Sox baseball game, it being proclaimed Canadian Navy Day at the ball park. On the day before their departure the Canadians were entertained at a civic luncheon and activities wound up with a dance in the evening.



Close to 1,000 naval personnel from HMCS "Stadacona," "Shearwater" and "Cornwallis" marched in the Halifax Natal Day parade June 21.

In the top photo a detachment from 825 Squadron, led by Lieut. (S) A. S. Bronskill, passes the reviewing stand, at which Lieut.-Gov. J. A. D. McCurdy is taking the salute.

In the centre is the naval float, depicting a 'tween-deck scene in one of the ships that brought the first settlers to Halifax.

In the bottom photo one of the float's guns has just been fired. Coming up astern is a naval field gun crew, wearing uniforms of the period 1880.



Cold starting tests being carried out on the Firefly 4 at Watson Lake. When the mercury is out of sight, this is not the pleasantest of work.

The Navy In The Yukon

by H.P.L.

RCN Airmen Test Planes, Equipment
In 50-Below-Zero Weather

Engaged in unusual assignments that take them far from the Navy's main centres of activity are a surprisingly large number of officers and men of the RCN. You will find them in the Far North, in the United Kingdom and the USA, in industrial plants, universities, research laboratories and places with even less apparent connection with the seagoing Service.

One such group is the Naval Detachment at the Winter Experimental Establishment, RCAF, which operates at Edmonton and points north. Why the Navy is there and what is doing are told below:

WINTER Experimental Establishment is an RCAF unit whose object in life is to test aircraft under extremely cold field conditions in order to discover the low temperature limitations of each aircraft and to suggest manufacture and test modifications which will lower temperature limitations or enable the aircraft to operate more efficiently in cold weather. The policy of W.E.E. is to operate aircraft efficiently in the open during the coldest weather with a minimum of ground equipment.

The RCAF Winter Experimental Establishment is a unique organization, even for the Air Force. The British Ministry of Supply, the Royal Air Force, Admiralty and the Royal

Canadian Navy actively participate in its operations and close contact is maintained with civilian firms, the United States Armed Forces and the National Research Council, making it a cosmopolitan and intricate unit.

W.E.E.'s main base is at the RCAF Station, Edmonton. Advance bases are operated at Watson Lake in the Yukon (on the Northwest Staging Route) and at Churchill, Manitoba. Watson Lake is not far from Snag, which has the distinction of being the coldest place on the North American continent, a temperature of 81° below zero having been recorded there in 1946. Churchill, situated on the edge of the barrens, is noted for its "chill factor", cold combined with high winds and driving snow.

The fighters, Sea Fury, Sea Hornet, Firefly 4, Spitfire, Vampires, Meteor and Mustang, are flown to Watson Lake in late October and usually remain for winter trials until the end of the season, about the middle of March, when they are returned to Edmonton.

The "heavies", Lancasters, Lincoln, North Star, Hastings, Valetta and Dakota, are given similar tests at Churchill.

For about two weeks during the Christmas season, all personnel and some aircraft that require modifications are returned to Edmonton. During this time an "interim report" is compiled showing the test results to date and recommending necessary modifications.

At the end of the season, a final report is compiled which gives details of the results of winter tests on each aircraft. The 1948-49 report consisted of 16 volumes on such subjects as Radio, Armament, Maintenance, Ground Equipment, Safety Equipment and Emergency Clothing, as well as one volume on each aircraft. This report is thoroughly checked in Ottawa and published and circulated practically all over the world for the benefit of various Allied services and civilian firms on a need-to-know basis.

The Naval Detachment, consisting at present of two RCN pilots, one CPO and four ratings, takes its place in the above mentioned scheme of things and actively participates in all the various activities of W.E.E. The pilots, although allocated to naval aircraft as pilots and project engineers, are not restricted to these aircraft and are given the opportunity of being checked out on the heavy bombers, the transports and the jets. The ratings, allocated to naval aircraft as much as possible, are often called upon to service other types. Working conditions are controlled by the RCAF but discipline, pay, leave, etc., are administered by the officer-in-charge of the Naval Detachment.

Naval personnel are usually sent to Watson Lake along with the naval aircraft, although some armament work and testing of emergency clothing, an immersion suit and Admiralty winter survival kit were carried out at Churchill.

At Watson Lake, during the winter test period, a seven-day week is the rule and testing is often carried out at night, when the temperature reaches its lowest. Week-end leave is pointless because the nearest town (Whitehorse) is a couple of hundred miles away. As a heated hangar is not

available, all maintenance work, including minor inspection, is carried out in the cold. There are only five to six hours of daylight and on a typical day crewmen will swarm over the aircraft before dawn, like a crowd of gnomes in their hooded parkas, taking torque measurements, sweeping off snow, inspecting everything and preparing the aircraft for a "cold start." Competition is keen between the various aircraft to make the first successful "cold start" on the coldest morning. Needless to say, when it is more than 50° below zero their efforts are not always successful, but often they are, and when the aircraft is flown, a great many instrument readings are taken and everything is carefully recorded. But it is cruel, cold work, with little diversion, and members of the Detachment will hotly dispute the statement that HMCS "St. Stephen" has the "coldest and loneliest job in the Royal Canadian Navy."

It has its bright spots, however, like the thrill of watching an aircraft take off on a crackling cold morning, the engines snarling in the clear crisp air, when even the exhaust seems to freeze and leaves behind it long, white trails of vapour.

Watson Lake is teeming with fish



The Naval Detachment at the Winter Experimental Establishment, Edmonton. Seated, left to right, are CPO Art Mansfield, Edmonton; A/Lieut.-Cdr. (P) H. P. Leidl, Prince George, B.C., officer-in-charge, and Lieut. (P) Ron Heath, New Westminster. Standing, PO Bob Downing and AB Bill Perry, both of Vancouver; AB Walter Sultan, Calgary, and PO "Bud" Budesheim, Ribstone, Alberta.



Lieut.-Cdr. Leidl builds a snow shelter for testing Admiralty survival gear and clothing at Churchill. It is from this shelter that he is shown emerging in the cover photo.

and just before freeze-up they literally can be shovelled ashore. There is an ice rink but the snowfall is so heavy that it is difficult to keep the rink clear of snow. The few hours of daylight and the seven-day week preclude skiing on the surrounding mountains to any great extent. Movies are shown occasionally but to a large extent W.E.E. provides its own entertainment. Variety shows are staged, contests are held and various games are organized.

All personnel and aircraft are returned to Edmonton about the middle of March and the winter test season is ended. April is a hectic month during which the final report is compiled and, when completed, is flown to Ottawa for publication. During the summer months a Summer Programme is carried out, which consists of making comparative temperature tests, training programmes and getting all aircraft ready for the next winter season.

The Naval Detachment at W.E.E. has probably one of the most interesting and unique jobs in the RCN. Working side by side with many different Services in the extremes of a Yukon winter, far from the usual routine of the Navy, is an experience which all members of the Naval Detachment will never forget, and future messdecks will probably be regaled by strange yarns which begin with, "Now, when I was in the Yukon . . .".

The Bulletin Board

New Uniforms

Problems which arose in the designing of the new seaman's uniform, and which have delayed production of the new rig, now have been overcome and work is about to start on the procurement of a number of prototype garments for trials under actual working conditions in the Fleet.

These sample garments will be issued when produced and trials will then be held to determine their suitability under all conditions. It is not expected, however, that the sample uniforms will be available before November 1. When the final design has been established, orders will be placed for the required quantities of both blue and white uniforms.

Production of the new type cloth from which the uniforms will be tailored is in hand and it is anticipated

that by the time the "user" trials are completed satisfactorily, sufficient of the new material will be available for a start on production.

Advancement to PO 2/c Service Time

Prior to the introduction of the new substantive structure on July 1, 1948, the minimum service requirement for advancement from the rating of Able Seaman to that of Leading Seaman was from 18 months to two years, depending on the branch in which serving, whereas under the new substantive structure, for advancement from the rating of Able Seaman to that of Petty Officer 2/c (the equivalent of the old Leading Seaman rating) the requirement is three years and six months.

In order that the advancement to

Petty Officer 2/c of those men who joined the Service prior to July 1, 1948, may not be unduly delayed, the service (time) requirement has been reduced. To be eligible for advancement to Petty Officer 2/c, if qualified under the advancement regulations in all other respects, during the period:

May 1, 1949, to December 31, 1949

A minimum of eighteen months service as an AB is required.

January 1, 1950, to June 30, 1950

A minimum of one year and ten months service as an AB and Ldg. Sea. is required.

July 1, 1950 to December 31, 1950

A minimum of two years and two months service as an AB and Ldg. Sea. is required.

January 1, 1951, to June 30, 1951

A minimum of two years and six months service as an AB and Ldg. Sea. is required.

July 1, 1951 to December 31, 1951

A minimum of three years and ten months service as an AB and Ldg. Sea. is required.

January 1, 1952, to June 30, 1952

A minimum of three years and two months service as an AB and Ldg. Sea. is required.

July 1, 1952, onwards

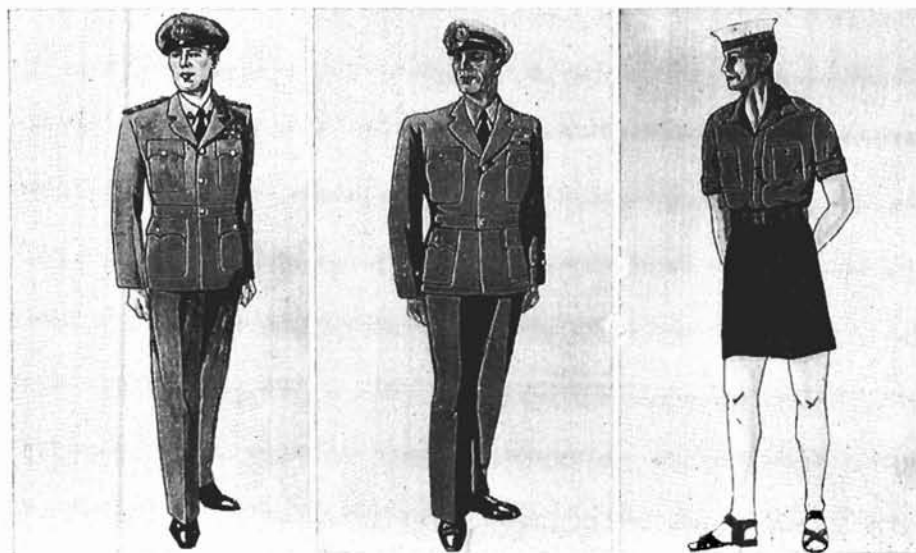
A minimum of two years as Ldg. Sea is required.

Personnel Administration

A policy to transfer a good proportion of the detailed personnel administration of men from Naval Headquarters to the Atlantic and Pacific Commands has been approved. The new policy will become effective on August 1, 1949, and necessary amendments to KRCN are being promulgated.

In effect, the Flag Officers on both coasts will be empowered to make decisions on personnel matters in a great many more cases than heretofore. Final decisions on many matters involving individual men can be given more quickly. Also, as a result of this change in policy, Naval Headquarters will be freed from a considerable volume of routine work.

The RCN Sub-Depots at Halifax and Esquimalt will become RCN Depots and the Officer-in-Charge, who



Sketches of three of the newly-designed uniforms for officers and men of the RCN are shown above. On the left is the khaki uniform for officers, which will be tailored of new cloth and will be worn with black tie, socks and shoes. Rank will be denoted by shoulder straps and by small rank badges attached to the shirt collar. The khaki uniform for chief petty officers and petty officers, first class, is shown in the centre. Tailored in the same style as the officers' khaki, the uniform will be worn with black tie, socks and shoes and red rating badges. New seamen's working dress for tropical use is shown on the right. This rig will be worn with sandals and without stockings.

will also be Commodore of the RCN Barracks, will be on the staff of the Flag Officer concerned and the person through whom the administration of personnel will be carried out.

Recognition Training, Ships and Aircraft

In order that officers and men may attain a high degree of proficiency in aircraft and ship recognition a revision has been made in the arrangements for instruction.

Instruction in both aircraft and ship recognition is now given at schools maintained in HMC Gunnery School, Halifax, and HMCS "Magnificent", at sections maintained in RCN Air Station, Dartmouth, and the Gunnery Training Centre, Esquimalt.

Instruction in aircraft recognition will be given to: Gunnery Officers (during their long courses), Communication Officers (during their long courses), Navigation Direction Officers (during their qualifying courses), Aircrew Officers, Boatswains PR, all LR and AA rates, WCO's qualifying, Communication rates Petty Officer and above, Aircrews, and New Entries.

Instruction in ship recognition will be given to: Gunnery Officers (during their long courses), TAS Officers (during their long courses), Communication Officers (during their long courses), Navigation Direction Officers, Gunners TAS, TAS Instructors, TD 1's and TD 2's, all LR's and AA 1's, WCO's qualifying, Communication rates Petty Officers and above, Aircrews, and New Entries.

Electrical Officer's Writer

There is now a requirement in the Service for a number of Electrical Officer's Writers. Candidates will be selected from Ordinary Seamen of the Electrician's Mate branch who are undergoing a course to qualify professionally for the Able rating. Those candidates showing an aptitude for general office work and the use of drawing instruments will be given preference.

Men selected to qualify as Electrical Officer's Writer will be given a course



Now near completion are the married quarters at the RCN's radio receiving station at Aldergrove, B.C. This is one of several married quarters projects under way at naval stations on the two coasts.

of instruction at HMC Electrical School including typing, clerical practice, ship and command organization, maintenance of service and departmental documents, publications and orders, and other duties.

Those who qualify in this specialist rating will acquire considerable knowledge and experience relative to the administration and operational functions of the Electrical Department. This knowledge and experience will prove of no little value throughout the individual's entire career.

In order that the duties performed by an Electrical Officer's Writer may not interfere with his general advancement, his service in the specialist rating will be limited to six months at any one time.

Special Naval Duty For Electrical Officers

Vacancies exist in the RCN for a number of electrical officers to serve on special naval duty for periods up to two years.

Applications will be considered from officers at present serving on the active or retired lists of the RCN (Reserve) or from former naval officers who are in possession of a degree or equivalent professional qualifications in either electrical or radio engineering.

Officers selected will serve in their

present rank, or, in the case of ex-naval officers, in the rank held on demobilization. Appointments will depend on qualifications and experience and will be mainly for electrical, radio or asdic engineering duties ashore in Ottawa, Halifax or Esquimalt.

Those wishing to make application should contact the recruiting officer at the nearest Naval Division or at Naval Headquarters, Ottawa.

Visits To Foreign Countries

Personnel travelling to foreign countries on duty or on leave, for a period in excess of seven days, are required to report, either in person or by letter, to the Canadian Embassy, Legation or Mission giving their name, rank or rating and address, and the approximate duration of their stay in that country.

Travel in Open Trucks

Serious accidents have occurred as a result of personnel standing in stake body trucks while the vehicles are in motion.

Officers in charge of such movements can ensure that seating facilities are provided and properly secured but every individual must assist by remaining seated and not leaning over the sides of moving vehicles if injuries are to be prevented.

The Man of the Month

A cook's life is a hard life, but it can be a merry one. Chief Petty Officer Paul J. B. Gariepy sets a high example of this as chief cookery instructor at the Supply School in HMCS "Naden."

Dark haired, stocky, smiling "Chief" Gariepy first saw the light of day in Montreal on August 9, 1916. Living at Beloeil Station, 21 miles outside the city, he became interested in the culinary arts while attending grade school there. It wasn't long before the "call of the range" had Paul helping out in restaurants while still in his 'teens, and he was well on his way to attaining experience in his chosen trade.

His first job as a professional cook came when he served aboard the Canadian Government icebreakers, "Lady Gray" and "Lanoraie." There he tested cooking combined with sea time, and liked the mixture. His eyes drifted in the direction of the Royal Canadian Navy.

On July 5, 1936, Paul Gariepy arrived at HMCS "Stadacona," a brand new Assistant Cook in the RCN.

Following his initial training at "Stadacona," Gariepy joined HMCS "Saguenay" in May 1938 as a Cook(S). A few months later he was drafted to the coal-burning minesweeper, HMCS "Fundy," where he plied his skillet on the heaving decks of the small ship.

The outbreak of the Second World War found Paul back in the "Saguenay" again, this time to the full accompaniment of a wartime menu. Early in 1940 he was advanced to Leading Cook(S) and in July of that year went ashore to HMCS "York" in Toronto, soon afterwards step-

ping up the ladder to Petty Officer Cook.

Another slice of wartime action was in store for Gariepy when he was drafted to HMCS "Assiniboine" in November 1942. He served in the famed destroyer until July 1943 and recalls many exciting incidents in the North Atlantic. The high spot occurred in January 1943, when the "Assiniboine" engaged in a running, close-range gun duel with a surfaced U-boat and eventually rammed and sank it.

Gariepy was promoted to CPO Cook(S) following his time in the "Assiniboine" and it was back to "Stadacona" and the larger galleys of the Halifax base.

At the war's end "Chief" Gariepy joined HMCS "Uganda" and was in the cruiser when she "sailed" (awnings were rigged to make it all authentic) around Cape Horn on her South

American cruise. He left the "Uganda" in March 1947 for a period of duty at HMCS "Givenchy" and, when the Esquimalt Dockyard manning base paid off, joined the cooking staff at HMCS "Naden." In January 1949 he went over to the Supply School, where his experience and ability were quickly put to good use.

Now the school's chief instructor in cookery, CPO Gariepy has a well rounded variety of interests to balance his profession. A keen hockey player (he has played for the Navy team at "Stadacona"), a track and field man (the 100 and 220 were his meat), Paul claims he loves gardening and keeps his hand in at another hobby, woodworking.

He was married in August 1942 in Toronto to a girl from Russell, Manitoba. CPO and Mrs. Gariepy and their five year old daughter, Reta, now reside at 953 Wollaston Ave., in Victoria.

Recalling the old naval days, Paul says the standard of cooking today is much higher. This, he says, is due to the greater amount of instruction given, and to the fact that far more interest is shown by the new recruit. With a twinkle in his eye, he states that all cooks under instruction eat their own mixings, and the average new entry gains around 10 pounds during his 12-week course in the Cookery School.

Paul had one final quote to make: "If anyone thinks a cookery instructor has a soft touch, bring him into the school . . . He'll soon eat his words."

One thing is certain . . . no matter how hot the stove, Paul Gariepy will still be smiling.



CHIEF PETTY OFFICER PAUL GARIEPY

NAVAL OFFICERS' REUNION

First Get-Together Proves To Be Outstanding Success

"Let it be resolved that old naval acquaintance ne'er be forgotten and that we all gather together at more frequent intervals to drink a toast to those good old days."

This was not one of the resolutions passed by the Dominion Council of the Naval Officers Association of Canada during the Naval Officers' Reunion held in Halifax June 28 to July 2, but it does sum up the feelings of some 800 Canadian Naval and ex-Naval officers who registered for the gathering and enjoyed every moment of the five-day affair.

For many of the officers who attended the reunion, it was their first return to Halifax since the end of the war. They found many changes. The harbour seemed peaceful without the convoys forming up in Bedford Basin and every anchorage occupied;

the dockyard serene without destroyers, corvettes and frigates berthed four or more deep at each jetty. Halifax herself had changed. She had taken on a touch of the new look with her quiet, swiftly rolling trolley-coaches and her smooth-surfaced streets.

The war-weary Halifax that so many remembered had dressed up for her 200th birthday and for the reunion of those who had used her threshold to the sea as a base of operations against the enemy.

The reunion programme was so arranged that it had both its serious and lighter moments. A trip to sea for delegates and their wives in the destroyer "Nootka" and the frigate "Swansea," took place, appropriately, on the first day. Anti-submarine Firefly aircraft of the 18th Carrier



On the first day of the reunion, delegates and their families went to sea in HMC Ships "Nootka" and "Swansea." Here a group is shown on the bridge of the "Nootka" during A/S exercises with HMS "Tudor." At the left of the compass is Lieut. D. L. MacKnight, RCN, executive officer of the destroyer.



On the bridge of HMCS "Nootka," getting back their sea legs, are ex-Lieut.-Cdr. Allan Boucher, of Halifax (right), and ex-Lieut. Ron Clayton, of Windsor, Ontario. Officer of the watch is Lieut. T. J. Bailey, RCN, of Winnipeg.

Air Group staged mock attacks on them early in the day and later the ships carried out anti-submarine exercises with HMS "Tudor," an RN "tube" on loan to the RCN.

During the association's Dominion Council sessions, on the second and third days, considerable business was transacted.

This included election of officers for 1949-50. By unanimous vote, Captain Barry German, RCN (Ret'd), was re-elected president of the Dominion Council and the following vice-presidents were elected to office: Willard MacKenzie, Halifax; Richard Underhill, Vancouver; Ted Aggett, Toronto; C. J. Noel, Quebec City, and C. R. Frayer, Winnipeg. Captain Bernie Johnson, RCN(R) (Ret'd), of Victoria, was elected Honorary President.

It was resolved that a committee of the Association be formed to be known as the Naval Defence Conference for the purpose of co-ordinating information and aiding in the development of an informed public opinion on current Naval Defence matters. It will represent NOAC in conferences with sister services' associations for united action.

The establishment of the Defence Conference was considered to be the

council's most important stroke of business. It was decided that the conference consist of 12 members appointed by the Executive of the Dominion Council from a list composed of nominees from member associations.

In making appointments to the conference, the Executive will consider as wide a geographical representation as possible. Other aspects of the resolution include:

(1) That one third of the Conference resign each year but be eligible for re-appointment.

(2) That nominations by member associations be made after giving due consideration to the technical qualifications and abilities of the nominees.

(3) That the president of the Dominion Council be ex-officio chairman of the Conference.

(4) That the Conference have power to add to its members.

(5) That the Conference may hold such meetings at such times and places as it may deem desirable, and may fix such quorum as desirable, and have power to make such rules and

regulations for the conduct of its meetings and the performance of its functions as may seem fit.

(6) That a quorum for the first meeting of the Conference shall be seven.

The council also unanimously endorsed a resolution concerning the establishment of a Canadian Coast Guard Service.

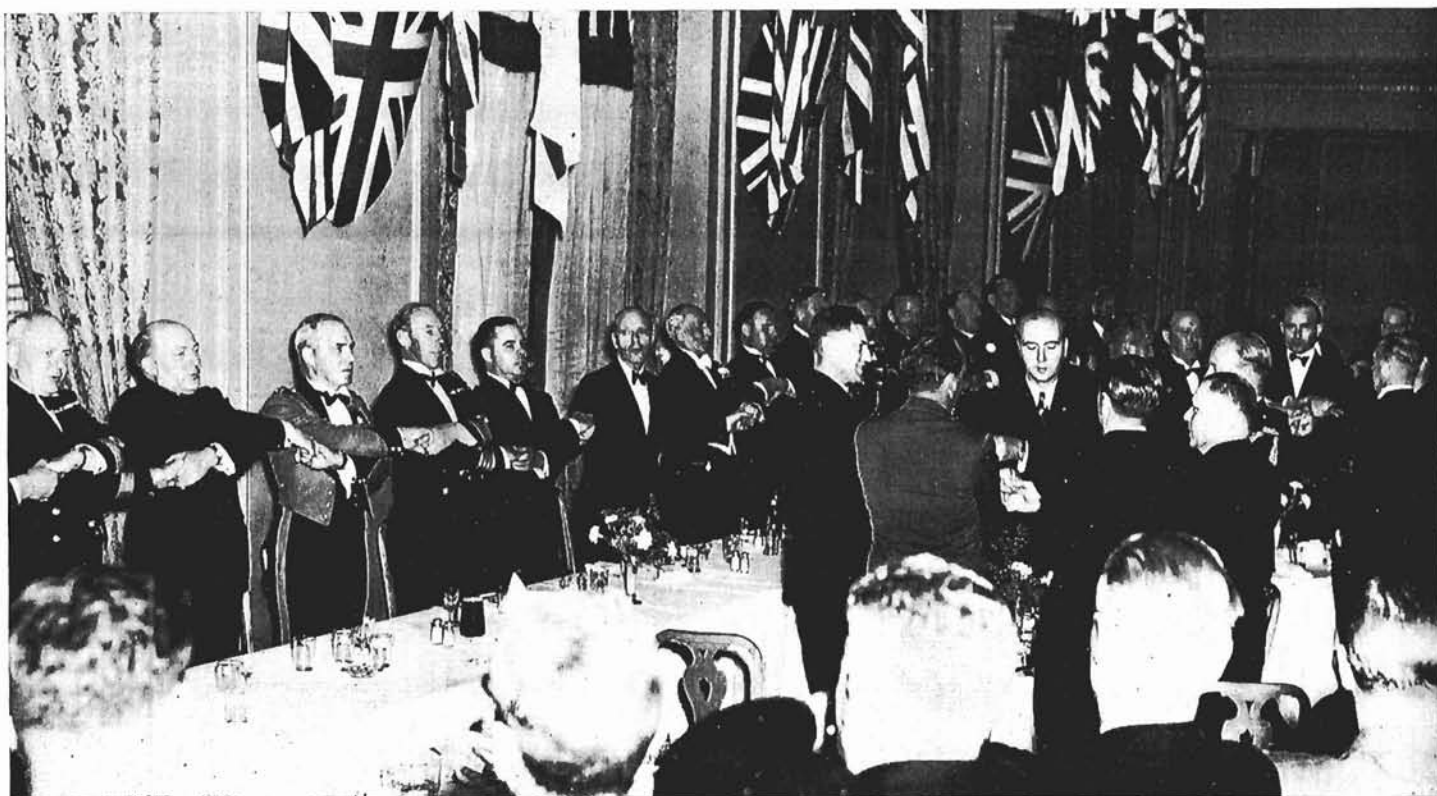
Lighter moments of the reunion included sight seeing trips around Halifax and to Kentville, a boat trip to Bedford Basin and the North West Arm, sailing and golf at local clubs, an RCN dance in the naval gymnasium at HMCS "Stadacona" sponsored by Rear-Admiral E. R. Mainguy and officers of the Atlantic Command, and a beach party at Seabright (St. Margaret's Bay) as arranged by the Halifax branch of the NOAC.

A particularly interesting and instructive visit was paid to HMCS "Shearwater," Dartmouth. Delegates showed a keen interest in the RCN Air Station and gained a new appreciation of the role of naval aviation, especially in anti-submarine warfare.

Rounding off the four-day programme was a closing stag dinner at the Nova Scotian Hotel. Guest speaker was Admiral Sir Frederick H. G. Dalrymple-Hamilton, KCB, head of the British Joint Services Mission (Navy Staff) at Washington. In his inspirational half hour address, Admiral Dalrymple-Hamilton emphasized the importance of the role played by the navy down through the years. He noted, particularly, the submarine menace and paid tribute to the Royal Canadian Navy's part in the Battle of the Atlantic.

Other distinguished head table guests at the closing dinner included Vice-Admiral H. T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast; Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia; Angus L. Macdonald, Premier of Nova Scotia; Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada; Captain B. S. Custer, Naval Attache to

(Continued on page 32)



The closing dinner of the first Canadian Naval Officers' Reunion, held in Halifax June 28 to July 2, ended with the singing of "Auld Lang Syne." Head table guests can be seen at the left and in the foreground are some of the delegates to the reunion.

Officers and Men



HALF-YEARLY PROMOTIONS LIST

Promotion of nine officers of the Royal Canadian Navy, confirmation in rank of three others and the promotion of four officers of the RCN (Reserve) were announced in the July half-yearly promotion list.

Following is the list of promotions:

ROYAL CANADIAN NAVY

To Be Captain (1)

Commander Edward W. Finch-Noyes, Chief of Staff to the Flag Officer Atlantic Coast.

To Be Commander (4)

Lieut.-Cdr. George M. Wadds, Deputy Director of Weapons and Tactics, Naval Headquarters; Lieut.-Cdr. David W. Groos, DSC, Commanding Officer, HMCS "Crescent;" Lieut.-Cdr. William M. Landymore, HMCS "Niobe;" Lieut.-Cdr. Robert P. Welland, DSC, Staff Officer (Torpedo Anti-Submarine) to Director of Weapons and Tactics, Naval Headquarters.

To Be Commander (E) (2)

Lieut.-Cdr. (E) John Osborn, HMCS "Stadacona;" Lieut.-Cdr. (E) John S. Somers, Engineer Officer, HMCS "Crescent."

To Be Commander (L) (1)

Lieut.-Cdr. (L) John C. Gray, Staff Officer Electrical Personnel, Naval Headquarters.

To Be Ordnance Commander (1)

Ordnance Lieut.-Cdr. Henry M. Walker, Officer-in-charge, Ordnance Training Centre, Halifax.

To Be Commander (S) (3)

Acting Commander (S) Denzil T. R. Dawson, Supply Officer, HMCS "Mag-

nificent;" Acting Commander (S) Donald McClure, Deputy Director-General Supply and Fleet Accounting, Naval Headquarters; Acting Commander (S) William J. Marshall, OBE, Supply Officer, HMCS "Stadacona."

ROYAL CANADIAN NAVY (RESERVE)

To Be Commander (S) (1)

Lieut.-Cdr. (S) Charles W. Donaldson, HMCS "Hunter."

To Be Commander (E) (1)

Lieut.-Cdr. (E) Robert F. Swain, HMCS "Scotian."

To Be Commander (SB) (2)

Lieut.-Cdr. (SB) James B. Mawdsley, Commanding Officer, University Naval Training Division, HMCS "Unicorn;" Lieut.-Cdr. (SB) Ernest F. B. Watt, MBE, Naval Headquarters.



Commander (E) J. S. Somers, right, turned over his duties as engineer officer of the destroyer, HMCS "Crescent," to Lieutenant (E) G. C. Stewart on July 20. He is shown explaining his organization to his successor, Commander Somers, who was promoted to that rank in the July half-yearly promotion list, has taken up a new appointment at Headquarters.

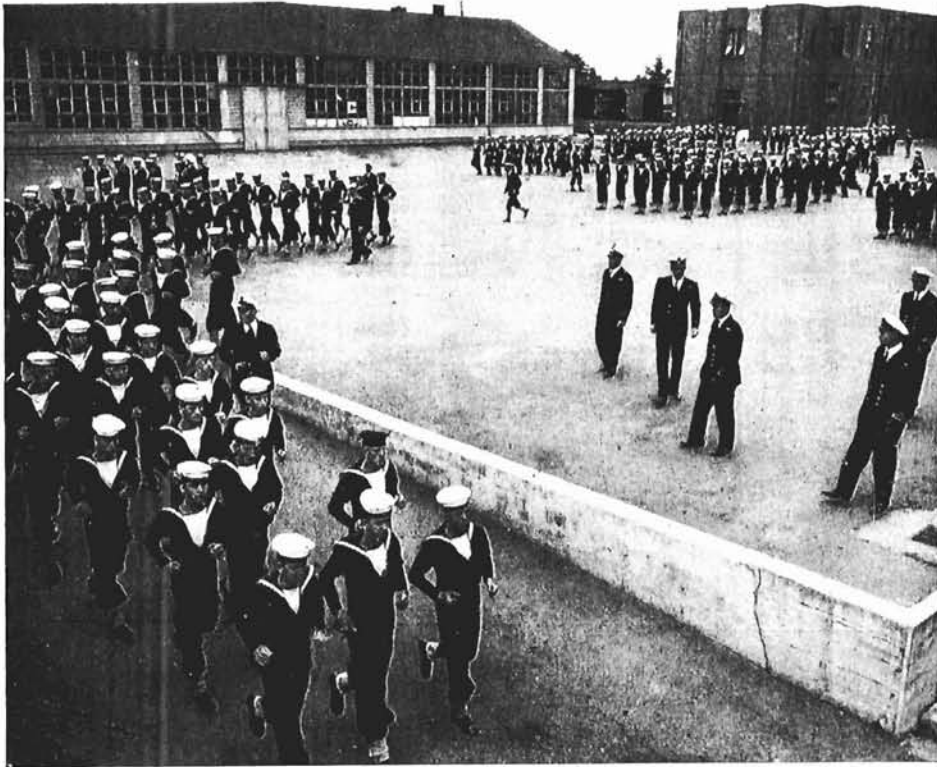
CAPTAIN FINCH-NOYES TO COMMAND "SHEARWATER"

Captain E. W. Finch-Noyes has been appointed in command of the RCN Air Station, HMCS "Shearwater," to date August 1. He will be succeeded as Chief of Staff to the Flag Officer Atlantic Coast by Commander F. W. T. Lucas.

Captain Finch-Noyes joined the RCN as a cadet in 1926. In the ensuing 13 years he trained and served in ships and establishments of the RN and RCN, the outbreak of war finding him in HMCS "Stadacona." His wartime appointments included those of executive officer of HMCS "Prince Henry," commanding officer of HMC Ships "Prince Robert" and "Saskatchewan" and senior officer of a mid-ocean escort group.

He later commanded HMCS "Iroquois" and was XO of HMCS "Uganda" and HMCS "Stadacona." He was appointed Chief of Staff to FOAC after attending a staff course in the United Kingdom.

Commander Lucas went on active service with the RCNVR in November 1939. A signals specialist, he served on the staffs of the Flag Officer Newfoundland Force and the Commanding Officer Pacific Coast. He went to sea in HMCS "Haida," as executive officer of HMCS "Matane" and as commanding officer of HMCS "Kokanee." Following the war he was communications officer and later first lieutenant of HMCS "Uganda," and, on completion of a staff course, served on the staff of the Senior Canadian Officer Afloat in HMC Ships "Warrior" and "Magnificent." His most recent appointment was with the Cabinet Secretariat, in Ottawa.



The last of the many! New entries at HMCS "Naden" break ranks on the parade ground on the completion of closing exercises for new entries at the Pacific Coast base. At the right are some of the officers and men who made the divisional system click. Left to right they are: Mr. F. C. Short, Gunner, ("Haida" Divisional officer), CPO S. Briggs ("Iroquois" Divisional CPO), Commander J. C. Pratt (Training Commander) Lieut. W. E. Clayards (Assistant to the Training Commander) and Lieut. Geoffrey Brockhurst ("Algonquin" Divisional Officer).

MEDICAL ASSISTANTS COMPLETE COURSES

Instructional courses for medical assistants are progressing rapidly in the RCN Hospital, Esquimalt. Recently, a refresher course for petty officer second class was completed, Able Seamen Harry J. Clark of Calgary, and AB John H. Arrow-smith of Sylvan Lake, Alberta, being successful candidates.

On May 27 another class of ordinary seamen completed their 46-week technical course, the following qualifying as able seamen: Philip Rhodes, Donald Crowe, William Fawns, Spurgeon Hazelden and Melvyn Fenrich. AB's Crowe and Hazelden will soon commence new duties at Halifax.

A class of seven ordinary seamen has completed the first half of the technical course and another class of 19 commenced on June 13.

During the past month three men have finished courses and qualified for specialists' rates. They are CPO Howard J. Ward, Radiographer II;

PO Ivan Wright, Laboratory Assistant III, and AB Kenneth Jackson, Laboratory Assistant II. Seven others are taking specialist courses in radiography, hygiene, physiotherapy and operating room, and, if successful, all will qualify in their respective specialist rates within 12 months.

FORMER WRITER RECEIVES RCN COMMISSION

Lieut. (S) A. Alan Beveridge, 29, of Shelburne, N.S. and Kingston, Ont., recently entered the RCN as an Officer of the Supply Branch.

Lieut. Beveridge joined the RCNVR in 1941 as a writer and was promoted to commissioned rank in October 1944. He served in HMCS "Stadacona," Halifax, HMCS "Fort Ramsay," the Gaspé naval base, HMCS "Avalon," St. John's, Newfoundland, and at Naval Headquarters. Demobilized in 1946, he served as an officer of the RCN (R) while attending Queen's University, from where he graduated this spring.

CPO A. P. JOHNSON IS PROMOTED

Chief Petty Officer Arthur P. Johnson, 29, has been promoted to the acting rank of Warrant Communications Officer, RCN.

Mr. Johnson entered the RCN as a Boy Seaman in March 1937. He served in the destroyers "St. Laurent" and "Columbia," and in the aircraft carriers "Warrior" and "Magnificent." Ashore, he has seen duty in HMCS "Stadacona," HMC Signal School at St. Hyacinthe, P.Q., at Naval Headquarters in Ottawa, and at Pacific Command Headquarters, Esquimalt.

He is at present serving in the Communications Training Centre, HMCS "Naden."

JOINED AS COOK, NOW WARRANT OFFICER

Chief Petty Officer Raymond B. A. Stenning, 32, of Victoria, has been promoted to the acting rank of Warrant Cookery Officer, RCN.

Mr. Stenning joined the RCNVR as a Cook (S) in June 1940 and transferred to the RCN in April 1941. He served in the armed yacht, HMCS "Sans Peur," the auxiliary cruiser, HMCS "Prince Henry," and in the first HMCS "Athabaskan." When the "Athabaskan" was sunk in April 1944, Mr. Stenning was taken prisoner of war.

Released in 1945, he returned to Canada, and has since served in HMCS "Crescent" and as an instructor in the Supply School, HMCS "Naden," Esquimalt.

FIVE MEN QUALIFY AS ARMOURERS 3/C

After a year-long course at the Ordnance Training Centre, HMCS "Stadacona," Halifax, five men have qualified for the non-substantive rating of Armourer, third class.

Successful graduates are PO's W. T. Greene, Montreal, and A. T. R. Inglis, Windsor, Ont., and Ldg. Sea. W. G. Sanderson, Goderich, Ont., James Morgetroyd, Saint John, N.B., and R. E. White, of Windsor.

THREE NAVAL NURSES ARE PROMOTED

Promotions of three officers of the Naval Nursing Service became effective June 15.

Lieut. (NS) Mary E. Nesbitt, RCN, of St. Stephen, N.B., and Victoria, was promoted to the rank of Lieutenant-Commander (NS). Sub-Lieuts. (NS) Mary L. Corriveau, RCN, of Halifax and Toronto, and Marjorie J. McArthur, RCN, of Halifax and Ottawa, were promoted to the rank of Lieutenant (NS).

Lieut.-Cdr. Nesbitt is Nursing Officer in the RCN Hospital, HMCS "Naden," Esquimalt, and Lieuts. Corriveau and McArthur are in the RCN Hospital, HMCS "Stadacona," Halifax.

FOURTEEN QUALIFY IN TECHNICAL COURSE

Fourteen chief and petty officers recently completed a 45-week course at HMC Electrical School, Halifax, and are now qualified for electrical technician's duties in ships and establishments of the RCN.

Those who completed the course are CPO's Edward Sainsbury, Winnipeg; Gerald Lister, Pelly, Sask.; Donald Currie and Arthur Gardner, Halifax, and Oswald Southron, Donald Newman and Vincent Krulicki, Victoria, and PO's Ernest B. Young, Montreal; B. S. Chambers, Vancouver; Robert Clemens, Victoria; John Rogers, Ashcroft, B.C., and Bernard McInnis and Richard Lea, Halifax.

COMPLETE COLLEGE, BEGIN NAVAL CAREERS

Fourteen graduates from Canadian universities in electrical engineering, engineering physics or mathematics and physics have begun their careers as officers in the Electrical Department of the RCN.

The group includes Lieut. (L) J. M. Davison, of Vancouver, Lieut. (L) W. D. Hutcheson, of Toronto, and Sub-Lieuts. (L) R. G. Lindsey



LIEUT.-CDR. (NS) MARY E. NESBITT
Promoted in Rank

and B. L. Wilkins, Toronto, J. M. Bird, Montreal, J. A. Stachon, Mission, B.C., William Kanwisher, Vancouver, C. R. Nixon, Winnipeg, W. B. Wilson, Stratford, E. M. Byrnes, North Bay, Michael Milovick, Hamilton, R. K. Odell, Ottawa, J. H. Arthur, Sydney, N.S., and C. E. McConechy, Saskatoon.

Five of these officers are graduates of "Royal Roads" and several others are veterans of the Second World War who completed their last year at university at the Navy's expense.

SEVEN MEN TAKE FIFTH ARMOURERS' COURSE

The following men completed the fifth Armourers' qualifying course held recently at HMCS "Naden," Esquimalt: PO's Colin E. A. Drew, John W. Page, Ivor Emberton, John M. Pitts, Walter Bell and John R. Heath, and Ldg. Sea. Alfred M. Porter.

TRAIN IN INDUSTRY

Three officers of the Electrical Department of the RCN commenced two months industrial training at the plant of Canadian Westinghouse Limited at Hamilton on June 27. They are Sub-Lieuts. (L) James G. R. Hutcheson, John L. Cohrs and Harold W. Smith.

CAPTAIN DAVY NAMED ENGINEER-IN-CHIEF

Captain (E) A. C. M. Davy will take up the appointment of Engineer-in-Chief and Deputy Chief of Naval Technical Services on August 1.

Captain Davy entered the Service as a cadet in 1917. Graduating in 1920, he served for the next eight years in ships and establishments of the RN. From 1928 to 1938, he held appointments as engineer officer of HMC Ships "Vancouver" and "Skeena", at Naval Headquarters and in RCN Barracks, Halifax. In 1938 he supervised the building of the four minesweepers of the "Fundy" class and the following year went to Naval Headquarters, where he held a series of senior appointments, including that of Director of Shipbuilding. In 1946, he became Superintendent of HMC Dockyard, Esquimalt, a post which he held until November 1948.

Captain Davy will complete a senior officers' staff course at the National Defence College, Kingston, on July 30.

WEDDINGS

Lieut. Denis D. Lee, HMCS "Athabaskan", to Miss Elizabeth Wallace, of Halifax.

PO Serge A. Matte, HMCS "Athabaskan", to Miss Marjorie L. Schmeltz, of Victoria.

PO C. P. MacQueen, HMCS "Unicorn," to Miss M. Adams, of Saskatoon.

Ldg. Sea. Anthony Mattingsley, HMCS "Antigonish", to Miss P. Staverman, Langford, B.C.

Ldg. Sea. Henry R. Browning, HMCS "Athabaskan", to Miss Barbara Grace Johnson, Albany, Oregon, USA.

Ldg. Sea. Francis E. Fyke, HMCS "Ontario", to Miss Marion J. Austin, of Victoria and Saskatoon.

AB Trevor Emberton, HMCS "Antigonish", to Miss Elaine Charebois, of Calgary.

AB James Dean, HMCS "Portage", to Miss Shirley Margaret Dunn, of Salford, Ontario.

BIRTHS

To Lieut. Maurice A. Turner, RCN, staff of Commander-in-Chief, US Atlantic Fleet, Norfolk, Virginia, and Mrs. Turner, a son.

To Lieut. Jack Pratley, Gloucester Naval Radio Station and Mrs. Pratley, a daughter.

To CPO Harold Bulmer, HMCS "Beacon Hill", and Mrs. Bulmer, a son.

To PO George Dyson, HMCS "Athabaskan", and Mrs. Dyson, a son.

To PO George Brebber, HMCS "Sault Ste. Marie", and Mrs. Brebber, a son.

To AB Raymond H. Ruddick, HMCS "Stadacona", and Mrs. Ruddick, a daughter.

The Prien "Mystery"

What Was Fate Of U-boat Captain
Who Sank HMS "Royal Oak"?

RUMORS to the effect that Lieut.-Cdr. Gunther Prien, the German U-boat captain who penetrated Scapa Flow on the night of October 13, 1939, and sank HMS "Royal Oak," is still living were repeated in an article which appeared in a leading American weekly magazine early this year.

The rumors were discredited by the author, who, after quoting them, said, "... There seems to be little doubt... that the official version of his death is, in fact, the true one. He died on patrol in the spring of 1941, grown careless, perhaps, by his successes and hardened by the hazards of his calling."

One would infer from this that Prien probably became reckless and unnecessarily exposed his U-boat to attack. No credit is given the ship which closed out his career; in fact, its name is not even mentioned.

Who was it? ... Where? ... and when?

Although no confirming evidence was obtained, there is no doubt that HMS "Wolverine" sank Prien's "U-47" in the early morning of March 8, 1941, and did so only by exercising the utmost skill and tenacity.

Circumstantial evidence there was in quantity, enough to earn the "Wolverine" official credit for the sinking. And as we all know, credit of that sort was not handed out indiscriminately.

"The Battle of the Atlantic," official Admiralty account of the fight against the U-boats, says, "Prien's boat was sunk by depth-charges from the destroyer 'Wolverine' on March 8th. There were no survivors."

In that month, the U-waffe lost its three "ace" captains. Prien was the first, to be followed nine days later by Schepke (U-100) and Kretschmer (U-99). Says the Admiralty publication: "The elimination of these three

'aces' had a considerable effect on the Battle of the Atlantic. They outshone all the others in ability and cunning. Few of the U-boat commanders who came after were their equals."

Let us review what happened back in March, 1941, with particular attention to the circumstances which resulted in HMS "Wolverine" being credited with the destruction of "U-47."

The "U-47" left Lorient, under Prien's command, on February 19, 1941. On March 5 or 6 she sighted convoy OB 293 south of Iceland, and reported it to the Vice-Admiral in Command of U-boats. "U-70" and "U-99," which were in the vicinity, were ordered to join "U-47" and attack the convoy, which Prien up to that time had been shadowing.

"U-70"

On the night of March 6/7 "U-70" joined the other two submarines and at 0430 on the 7th commenced the attack. She fired torpedoes at four ships, one of which was S.S. "Delilian." The crew of the "Delilian" abandoned ship and were being picked up by the Dutch tanker S.S. "Mijdrecht" when the latter was torpedoed. She did not sink but went down nine feet by the stern.

Minutes later, with the "Mijdrecht" making about seven knots, her captain sighted the feather of a periscope two points on the starboard bow. He angrily put the helm hard over and rammed the "U-70." The U-boat was not seriously damaged and, after diving to test her pressure hull, broke surface and headed away from the convoy at full speed. At 0815 she was sighted by HMS "Camelia," which gave chase and put the U-boat down. "Camelia" attacked with depth charges and was joined by HMS "Arbutus," which took over the con-

tact and carried out seven separate depth charge attacks.

The patterns were well laid and with each the U-boat received more and more damage. Finally she surfaced and was abandoned by her crew, 26 of whom were picked up.

It was the end of "U-70's" first and last cruise.

"U-99"

Kretschmer's U-boat joined Prien's "U-47" at 1800 on March 6 and the following morning torpedoed and sank a tanker. Depth-charged and driven away from the convoy, she turned eastwards. On the night of March 16/17 she caught up with convoy HX 112, some 200 miles southwest of the Faroes, and began shadowing. Several other U-boats collected around the convoy. In the early morning of the 17th they launched their attack. After firing all her remaining torpedoes and, as she claimed, sinking six ships, "U-99" headed away from the scene on the surface.

She was sliding along, her captain and crew thinking, no doubt, of what they would do when they reached port, when suddenly a destroyer was sighted. The sighting was mutual and the U-boat barely had time to crash-dive before the destroyer was over her and dropping charges.

It was one of those opportunities about which escort captains used to dream, and this captain made the best of it. The U-boat was blown to the surface and abandoned without a fight. Five officers and 35 men were picked up. (Later they were given a meal in the same mess in which were fed the survivors of one of the ships they had torpedoed).

The destroyer was HMS "Walker." At the time she sighted the U-boat, she was screening HMS "Vanoc," which only a few minutes before had rammed and sunk Schepke's "U-100"

and was picking up the six Germans who had survived.

(Kretschmer, captain of "U-99," was taken prisoner. He, like Prien, was a national hero. He was known as the "Tonnage King," having sunk considerably more than any other U-boat captain — 338,100 tons, by his count. Schepke, who claimed more than 200,000 tons, was killed, crushed by the "Vanoc's" bows between his bridge and periscope.)

"U-??"

After the sinking of "U-70" and the departure of "U-99," a single U-boat continued to shadow convoy OB 293, and at 0010 on the 8th sank a freighter.

At 0026 HMS "Wolverine" sighted the wake of a surfaced submarine and altered towards at full speed. The U-boat, which had been zig-zagging at full speed, dived at a distance of about seven cables (1,400 yards).

The destroyer swept the area, picked up asdic contact, and at 0048 attacked with depth charges. Methodically she repeated these attacks with patterns varying in size and depth settings. At about 0130 her Engineer Officer reported he had unmistakably seen and smelt shale oil on the surface.

"Wolverine" held the contact and continued to plant charges until 0400, when a large oil patch and what was thought to be a torpedo track were sighted.

At 0415 the U-boat came to the surface and there began a chase lasting more than an hour.

It should be noted here that it was a black, dark morning and that visibility was shortened further by mist. The pursuit was carried out by the use of instruments and only a high degree of skill on the part of the captain and his team enabled the destroyer to cling to the contact.

At 0518 the "Wolverine," which was proceeding at 20 knots, sighted the wake of a U-boat fine on the starboard bow, and one minute later saw, for the first time, the U-boat itself. Intending to ram, the captain increased speed, but when the destroyer was yet 200-300 yards distant the U-boat dived.

She left a tell-tale rush of bubbles and with this to serve as a firm datum point, "Wolverine" carefully spread a full pattern of depth charges over the area in which it was estimated the U-boat might be.

Contact was regained, and then lost. Then, in the approximate position in which the pattern had been dropped, a faint orange light was sighted. It lasted about 10 seconds, going out before there was any chance of determining what it might be. The most likely explanation advanced was that it was connected in some way with a "rescue buoy." (A similar light was seen by the "Walker" when "U-99" went under).

"Wolverine" remained in the vicinity until daylight and carried out four more attacks, all, however, on contacts classified as "non-sub." The captain preferred to play safe.

Daylight, it was hoped, would bring into view sufficient concrete evidence to confirm "Wolverine's" belief that she had destroyed the U-boat. Of this, unfortunately, there was none and "Wolverine" headed back for the convoy empty-handed. Disappointed, too, for although the belief that she had scored a kill was unshaken, the destroyer knew that Admiralty required a good deal of evidence before giving credit for a sinking.

No Reply

Now to get back to what little else is known about "U-47." She attacked convoy OB 293 on March 7, evidently with some success, but that was the last day on which anything was ever heard from her. On March 8 Vice-Admiral U-boats ordered "U-47" and "U-70" to report their positions. There was no response. The order was repeated March 10. Again no reply.

On May 13 the German High Command announced that Prien and his U-47" were overdue and must be considered lost.

SUMMARY

In a nutshell, this, then, is what is known:

1. Three U-boats, "U-70", "U-99" and "U-47" attacked convoy OB 293.

2. "U-70" was sunk on March 7. "U-99" broke off on the same day and was sunk March 17.

3. "U-???" shadowed convoy OB 293 on March 7/8, sank a freighter on March 8 and then was herself attacked repeatedly by HMS "Wolverine." Asdic contact, which had been well and firmly held for more than three hours, suddenly disappeared.

4. On March 8 and on March 10 "U-47" failed to answer the signals of Vice-Admiral U-boats and, in fact, was never heard from again.

5. The German High Command believed, on the basis of intelligence reports, that the "U-47" was rammed and sunk by an Allied freighter. They had learned that a U-boat had been rammed by a ship in the convoy the "U-47" was attacking, on or about the day "U-47" disappeared. This was undoubtedly a case of mistaken identity, the U-boat in question being, in fact, the "U-70."

From this evidence it was deduced that "U-???" and "U-47" were one and the same. — What do you think?—R.H.

How To Get Photos

For the benefit of those who did not see it, the following item on how to get prints of RCN photos appearing in the "Crowsnest" is reprinted from the March issue:

Copies of any RCN photographs appearing in The "Crowsnest" may be obtained by sending an order to the Superintendent of Photography, National Defence Headquarters, Ottawa.

All orders should describe the photograph required by giving the page and the issue of the magazine and the subject of the photo. A cheque or money order for the full amount, payable to the order of the Receiver General of Canada, must accompany all orders.

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4 x 5 Glossy finish only	\$.05	each
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20 x 24 " " " "	1.60	"
30 x 40 " " " "	3.00	"



PACIFIC COAST

HMCS "Naden"

When the whistle blew the finish to new entry training at HMCS "Naden", an era came to an end.

January, 1946, saw the mechanism at "Naden" first beginning to turn and shape blocks — fine blocks, rough blocks, long blocks, strong blocks, round blocks, square blocks, and Joe Blocks — 5,200 all told.

Here in the past three and a half years the divisional system has proved its mettle. A variety of officers, chief and petty officers saw to this as they instructed, encouraged and disciplined the raw recruit into an ordinary seaman ready for the next step in his naval training. Not always was the aim achieved, but more often the new entry left "Naden" well adjusted (plus K.D.L.!) for his future life.

Men who were new entries at "Naden" will recall some of the more familiar aspects of the base and training . . . the luxuries of H Block and its "air of being lived in" . . . the water battles after hours . . . the wet individuals who started them. They will remember the boxing bouts in the gym with the spirited divisional rivalries.

The experience gained has left, with trainees and trainers, pleasant and useful memories. So, hail and farewell to new entry training at "Naden" . . . CARRY ON, "CORN-WALLIS"!

HMCS "Athabaskan"

HMCS "Athabaskan" is now busily engaged in carrying out her portion of the summer cruise programme. Ports visited so far have been Bellingham, San Francisco and Nanaimo. The

hospitality extended to the ship's company has been heartily appreciated by all hands. The reception was particularly warm in San Francisco where there was, if anything, too much to do. Various organizations laid on tours, dances, trips to Coast League baseball games and many other attractions.

On Sunday, June 5, the "Athabaskan" was once again the scene of a quiet christening party when Chaplain E. A. Godfrey officiated at the christening of Frank Charles Stevens, son of Petty Officer Bernard Stevens and Mrs. Stevens. The Godparents were Miss Barbara Reid and Mr. Jack Reid, of Loon Lake, Sask., and Mr. Richard Reeves of Victoria, B.C. This brings to four the number of children christened on board since commissioning.



At sea or in harbour the work goes on. Messes have to be scrubbed, bulkheads painted, rigging kept in top condition and armament always ready at maximum efficiency. Working on one of the 4.5" dual purpose guns of HMCS "Crescent" are AB. John Paproski, of Edmonton (left), and Ldg. Sea. Roy Bergan, of Winnipeg.

HMCS "Crescent"

When HMCS "Crescent" sailed into Esquimalt Harbour on June 4 after her cruise to the Far East, the destroyer glistened from stem to stern in a new coat of paint. The paint job was done during the ship's four-and-a-half day stopover in Pearl Harbor on the way home, and to make sure it was completed on time the duty watches carried on with brushes and pots after the rest of the crew had gone ashore. Despite the extra work, the ship's company conceded that the "Crescent's" trim appearance on her return was worth the effort.

The passage from China was made in good weather and at fair speed. The usual US Navy hospitality was enjoyed at Kwajalein and Pearl Harbor.

On Sunday, May 22, a concert was held on the fo'c'sle, which, although of a more or less impromptu nature, was thoroughly enjoyed. The "Harmonica Rascals," the singing of CPO Fred Cooper and an assortment of other songs and jokes rounded out an entertaining evening.

HMCS "Ontario"

If you mention the words "Rose Festival" aboard "Ontario" these days, the result is usually a broad smile and that faraway look in the eyes. It will be a long time before the cruiser's men forget the wonderful hospitality shown by the city of Portland, Oregon, during its famous annual celebration.

Following up her success in the May 24 ceremonies, and her cruise (under her own power) to Seattle, the "Sea Witch II" appeared triumphantly "on stage" on the Willamette River during the Portland festivities. The little

clipper ship, built around a motor cutter, was a hit wherever she thrust her bowsprit. HMCS "Ontario" is proud of her little sailing sister. (See "Crownsnest," July, 1949.)

HMCS "Antigonish"

As senior ship of the newly-formed Pacific Training Force, HMCS "Antigonish", under the command of Lieut.-Cdr. W. S. T. McCully, recently sailed with HMCS "Beacon Hill" and HMC "ML 124" on a cruise to Bedwell Harbour. On board the ships were a number of RCN (R) cadets under training.

Several changes in complement have taken place. PO Brian Forbes left for "Naden" and a TD 2 course. His relief is PO George W. Casswell. Another man to leave the ship was PO Norm Blais, who headed for "Stadacona." Both were old-timers in "Antigonish." From the engineroom branch, PO Peter Purdy completed a two year hitch in the ship and is now in HMCS "Naden."

HMCS "Sault Ste. Marie"

Since her commissioning May 7 as headquarters and training ship for HMCS "Malahat", the Victoria Naval division, HMCS "Sault Ste. Marie" has been painted, stored and sailed on weekend training cruises by her ship's company.

Her first trip was made to Ganges, Saltspring Island, on May 27, with officers and men of HMCS "Malahat" and classes from HMCS "Naden" on board. The ship took part in the May 24 celebrations in Victoria a few days earlier. Her next cruise was to Port Alberni, on the west coast of Vancouver Island, with members of the Victoria Sea Cadet corps. Enroute the ship stopped in at Bamfield. It is intended that she make similar weekend cruises throughout the summer months.

HMCS "Beacon Hill"

After 10 days of work-ups, HMCS "Beacon Hill" joined HMCS "Antigonish" and "ML 124" in the summer training of RCN (R) cadets from

the University Naval Training Divisions.

During off-duty hours while at anchor off South Pender Island, some keen fastball competition is expected with "Antigonish." A baseball "park" has been laid out ashore — called "Beacon Hill Park II" — and the ship's all-stars are all set.

The canteen has stocked up with recordings for the cruises and thanks go to Ldg. Sea. Albert Laing for his efforts in getting the discs down to the ship.

Getting back to the WUPS, the new "buffer", CPO E. J. Bonsor, who recently joined the ship from "Naden", really threw his weight into the exercise period and made the seamen's side of the cruise go off in great style.



Major C. J. Milley, public relations representative for the Salvation Army on Vancouver Island, receives an envelope containing more than \$600 from Commander H. Kingsley, Chief of Staff to the Flag Officer Pacific Coast. The money was raised by naval personnel in HMC Dockyard, HMCS "Naden" and other West Coast ships and establishments, along with donations from civilian workers in the naval base, for the Salvation Army's Red Shield appeal.

TAS Training Centre

The TAS Training Centre has produced its quota of arrivals and departures. Two classes, TD2's and TD3's, have qualified in the delights and mysteries of TAS.

It was "Beacon Hill's" gain when the training centre lost the services of CPO E. J. Bonsor, but new arrivals

from Halifax taking up instructional duties were Petty Officers Duncan Wallace, Douglas Ingram and George Hornet.

Men qualifying in the TD2 class were Petty Officers R. MacIntyre, William J. Hood, Jack O'Dowd, Lawrence Orton, Richard Eldridge and William Steadman.

In the TD3 class Able Seamen Hugh Anderson, William Bell, Kenneth Pollock, Robert Gordon and Percy Rose and Ord. Seamen E. H. Johnson and Kenneth McKay successfully completed the course.

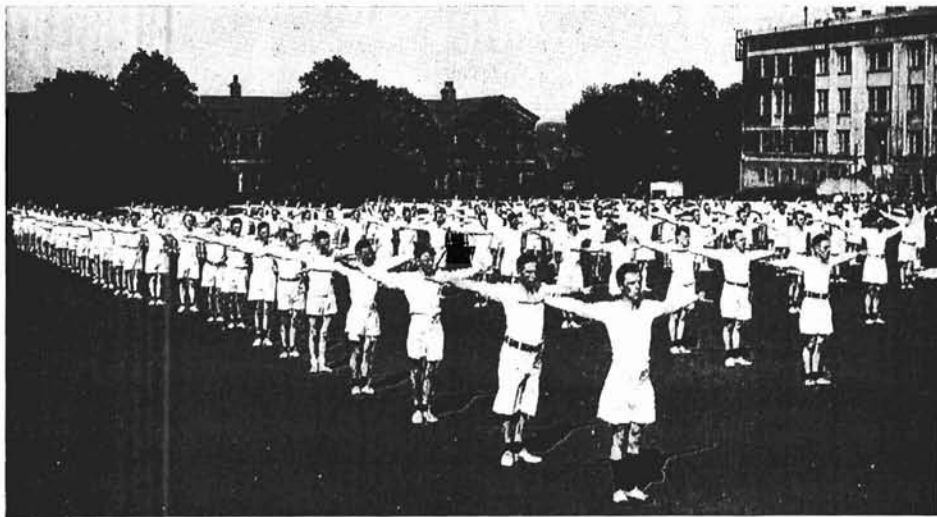
ATLANTIC COAST

HMCS "Haida"

The end of the month saw the ship at St. Andrews-by-the-Sea, where she

landed a party for the International Day celebrations at St. Stephen, N.B., July 1 to 4.

During June three groups were taken on short cruises around the harbour and the approaches to Halifax. These were the Chemical Institute of Canada, the Defence Research Board and the Canadian Public Health Association. "Haida" was honoured



P.T. at 0610 starts off the day for cadets of the University Naval Training Divisions taking their summer training at HMCS "Stadacona". Shown above is part of the group of 300 cadets at present in the East Coast Naval Establishment.

to have Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, on board with the Defence Research group.

Lieut.-Cdr. William Bremner, executive officer of the "Haida," for the past year and a half, and the gunnery instructor, CPO D. R. Hill, left the ship during June. New executive officer is Lieut. J. L. Panabaker.

Mechanical Training Establishment

Things are running steadily at the Mechanical Training Establishment, HMCS "Stadacona," with a full programme of courses under way.

A group of UNTD's is taking training in engineering and shopwork and a class of shipwrights from both coasts is being schooled in the arts of welding and blacksmithing. ERA candidates and leading stokers classes are in full swing, along with classes in diesel and refrigeration.

CPO John Dean, formerly in charge of the coppersmith shop, has been drafted to HMCS "Magnificent." His place has been taken by CPO F. N. Jansen.

HMCS "Swansea"

The ship's company of "Swansea" was sorry to see CPO E. E. "Mike" Poirier leave. "Mike", one of the most popular men in the ship, had the reputation of being the strongest man

in the RCN, as well as one of the best natured.

The ship has also lost three of the original commissioning crew, CPO C. G. T. Preese, who is being replaced by the well-known weight lifter, PO A. I. Myatt; PO W. P. Kingston and AB T. Gollinger. There are now less than a dozen of the old timers left on board.

Many of the old hands renewed acquaintances in Bar Harbour, Maine, when the ship visited there recently. "Swansea" called at Bar Harbour in 1948 and made many friends in the famous summer colony.

Communications School

Class 10B, which qualified graduates as C2CM3, completed a 22-week course on July 4. Two of the graduates, PO William Moyes and PO Frank Fenn, will remain in the school for instructional duties. The remainder of the class will be drafted to ships and establishments after annual leave.

The Communications School had a 78-man platoon in the Halifax Natal Day parade on June 21. Lieut. R. F. Wilson was in charge and PO A. E. Young was platoon petty officer.

Thirty men are drilling steadily for their part in Navy Week activities. Lieut. W. H. Waters is instructor.

HMCS "Portage"

Naval Reservists, Sea Cadets and civic officials are showing keen interest in HMCS "Portage" and her training programme in all ports visited by the Algerine minesweeper during her current Great Lakes cruise.

At the head of the lakes, 163 enthusiastic Sea Cadets scurried aboard for a short familiarization cruise on Thunder Bay. At Windsor, 85 cadets inspected the ship during a Saturday morning cruise on Lake St. Clair.

According to the crew of the "Portage," some of the most enthusiastic support comes from the large number of civilians who have been taken on short cruises in the ship or who have inspected her while alongside. Already these number well into the thousands.

To date the ship has carried out training of RCN (R) personnel from HMCS "Griffon," Port Arthur; HMCS "Chippawa," Winnipeg, (who joined at Port Arthur); HMCS "Hunter," Windsor; HMCS "Prevost," London, (Port Stanley); HMCS "Star," Hamilton, and HMCS "Catarqui," Kingston. Calls at Toronto and Montreal will complete the ship's Great Lakes programme.

Surprised Sailor

When Ldg. Sea. Robert Rogers lost his wallet over the side of HMCS "Nootka" as she was entering Halifax harbour June 21, he waved it a sad goodbye and gloomily contemplated the cash-less week ahead.

Two days later there wasn't a more astonished, or happy, man in the RCN. A telephone call advised Ldg. Sea. Rogers that his wallet had been picked up by a passing boat and could be reclaimed by the owner, together with its contents — \$15, I.D. card and personal papers.

Needless to say, Ldg. Sea. Rogers holds in high regard the boatmen who ply their way into, out of and around Halifax harbour.

NAVAL DIVISIONS

HMCS "Discovery"

(Vancouver)

By September all construction work and installation of new equipment will have been completed and HMCS "Discovery" will be a completely up to date torpedo anti-submarine training division. For the past several weeks carpenters and technicians have been busy remodelling the main deck, putting in classrooms and moving gear to new locations.

Mr. Edward McFayden, Gunner, RCN, was injured when a rod on a grader machine, being used on the new baseball diamond, suddenly released itself after being jammed and hit him on the thigh. He was out of action for a few days and then walked about the base for some time aided by a cane.

For the past month Divisions and Evening Quarters have been held out of doors, with a colour guard in attendance. Loudspeakers have carried commands and music throughout the Stanley Park base and summer crowds in the park have heard the entire ceremony. Formal parades at "Discovery" have been cancelled until September, but Lieut.-Cdr. (P) W. E. Flavelle, training officer, has worked out an ambitious programme of sports and things nautical to keep officers and men busy on Tuesday and Thursday evenings throughout the next three months. Arrangements have been completed with HMCS "Malahat", Victoria, for its newly-commissioned minesweeper HMCS "Sault Ste. Marie" to take "Discovery" reservists to sea at intervals throughout the summer.

HMCS "Griffon"

(Port Arthur)

The need of maintaining a strong peace-time Naval Reserve was emphasized by Captain Kenneth F. Adams, Director of Naval Reserves, in an address before more than 400 ex-naval personnel in Port Arthur on June 3.

Captain Adams was guest speaker at the first annual banquet and reunion of the newly-formed Lakehead Naval Veterans' Association.

A group of more than 50 civic officials, including members of the city councils of Port Arthur and Fort William, and others, learned something of the ways of the sailor during a two-hour cruise on Thunder Bay in the Port Arthur-built minesweeper, HMCS "Portage," on June 3. During her nine-day stay at the head of the lakes, the "Portage" provided practical training for men of HMCS "Griffon" and HMCS "Chippawa," the naval division at Winnipeg.

HMCS "Prevost"

(London)

Officers and men of HMCS "Prevost" are going through strenuous training in preparation for the Naval regatta to be held at Toronto on Labour Day weekend. It is expected that 18 of "Prevost's" ship's company will make the trip. A trophy for the inter-divisional regatta championship at Toronto has been donated by John and Hugh Labatt, of London.

On July 1, a beach landing exercise was carried out in co-operation with the Royal Canadian Air Force.

A full programme of training



Afforded a "royal" welcome during her stay in Portland, Oregon, while the Rose Festival was on, HMCS "Ontario" held open house for the Rose Festival Junior Court. Above, Petty Officer Ronald Caught entertains "Queen" Patricia Holcomb and her "Prime Minister," Freddie Schulze, aboard the cruiser. In the lower photo the RCN band and guard from "Ontario" march in ceremonies at the Stadium in Portland.

cruises greeted HMCS "Portage" when the Algerine minesweeper made its scheduled visit to the division between June 26 and July 6. Cruises had been arranged for the ship's company of "Prevost," civic dignitaries of London, Army and Air Force officers, members of the Naval Officers Association, Sea Cadets and ex-Wrens.

Personnel from "Prevost" took part in the Warriors' Day parade held in London on June 25. In all, 1,500 Servicemen marched to Queen's Park to conclude London Old Home Week.

HMCS "Star"

(Hamilton)

Navy, Army and Air Force Reserve units in the Hamilton area in June carried out "Operation Seahorse," an exercise designed to provide experience to Royal Canadian Army Service Corps personnel in transferring men and supplies from boats to DUKWS and thence to shore while under aerial attack. HMCS "Star" provided a Fairmile, two harbour

craft, a cutter and two whalers and succeeded in landing the army men despite a low level strafing attack and flour bag "bombardment" by the Air Force. The exercise was carried out in the Burlington Beach area.

On Saturday, June 11, the grounds around the establishment echoed to the happy cries of dozens of children as "Star's" ship's company held the annual picnic for the kiddies. After a full afternoon of games, races, ice cream and cake, mothers and children were taken on a cruise around the harbour in the division's Fairmile.

A party of 50 men from "Star" took part in the Magna Charta Day celebrations in Niagara Falls, N.Y., on June 18. Part of the contingent made the trip by Fairmile and the remainder by bus.

The ship's company has volunteered 100 per cent to donate blood to the Red Cross Blood Donor Clinic. — C.S.J.L.

HMCS "York"

(Toronto)

Officers of HMCS "York" recently heard an informative lecture on medical aspects of atomic warfare given by Surgeon Lieut.-Cdr. D. J. Breithaupt, RCN(R), of Toronto.

Lieut.-Cdr. Breithaupt was one of six Canadian Navy medical officers who attended a course on New Weapons and Radioactive Isotopes conducted by the US Navy at Washington, D.C.

"It was an exceptionally good course," Lieut.-Cdr. Breithaupt said, "and covered everything from politics to medicine. Actually, the theme of the lectures was the physics of radio energy and atomic energy — we were given an idea of what medical men could do in the event of atomic warfare."

Held at the National Naval Medical Centre just outside Washington, the course was rigidly conducted by diplomats, doctors, physicists and personnel from the U.S. Navy. The course also touched on the medical aspects of arctic warfare and submarines.

HMCS "Hunter"

(Windsor)

June saw the conclusion at HMCS "Hunter" of a busy and successful training year. In all phases of activity the division was able to report progress. Addition of low power circuits to the building and new equipment made the year particularly successful from a training point of view.

The visit of HMCS "Portage" to Windsor in June added the final "punch" to the year's training. More than 150 Sea Cadets from "Agamemnon" I and II, under Lt.-Cdr. Norman Loggan, went aboard "Portage" for a morning cruise on Saturday, June 18. On Sunday a representative group of prominent Windsor citizens was taken for a cruise on Lake St. Clair.

In the morning of the same day the son of Lt. J. J. Dickson, RCN (R) (Ret'd), and Mrs. Dickson was christened in the captain's cabin. The ceremony was performed by Rev.



Sixteen Sea Fury aircraft of the 19th Carrier Air Group flew from their Dartmouth air base to Rivers, Manitoba, in June for training in air support of land operations. Enroute they stopped in at Ottawa's Rockcliffe airport to refuel. In the photograph, four pilots of 883 Squadron study the chart and trace their course to Rivers. From left to right are Lieuts. (P) Robert MacLean, Edgar Myers, Joseph Wright and Anton Schellinck.

B. A. Silcox, Protestant Chaplain of "Hunter".

On Monday, June 13, "Hunter's" ship's company was conducted on a tour of the "Portage" at her berth at the Windsor government dock and on Wednesday evening, June 22, a cruise was arranged for "Hunter" personnel.

A ship's company party on the drill deck was held on Friday, June 24.

HMCS "Queen"

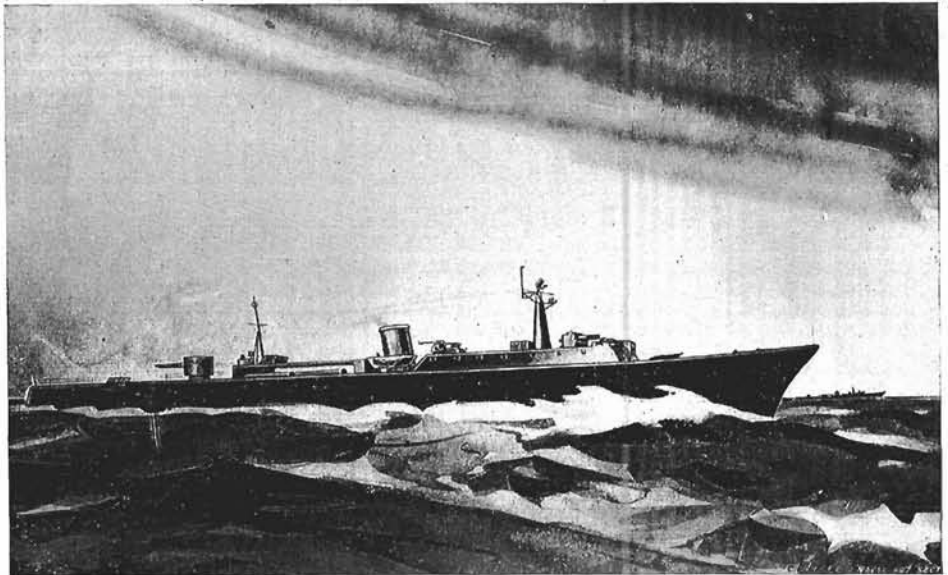
(Regina)

A round of social activities marked the end of the 1948-49 reserve training programme for this establishment on June 20. The Chief and Petty Officers Mess was the scene of a well-attended social June 3, and a wind-up dance June 18 featured special decorations in the drill hall. A good portion of the ship's company turned out for the latter event.

About 30 persons gathered in "Queen's" wardroom June 11 to say farewell to Canon J. W. Carter, Chaplain (P), who was leaving the city to take up new duties. The popular Chaplain had served with the Regina division since 1941.



Commander P. E. Haddon, executive officer of RCN Barracks, Halifax, who is chairman of the naval committee handling arrangements for Halifax Navy Week, August 8 — 13.



Above is an artist's conception of the RCN anti-submarine escort vessel, working drawings of which are now being prepared. It is expected that keels for three of the new ships will be laid down at the end of the year or early in 1950. The escort vessels will have steel hulls and aluminium superstructures and bridges and will be driven by steam turbines. Accommodation will be provided for a crew of more than 250. ("Crow'snest," July 1949.)

This spring six new reserve officers were added to the strength. They were Instructor Lt.-Cdr. E. D. Walker, A/Constructor Lieut. Reginald Bing-Wo, A/Sub.-Lieutenants J. S. Chubb, J. S. Cottingham and R. A. Munroe and Mr. C. E. Bell, Warrant Officer (SB). Lt.-Cdr. Walker will assist in the training of a proposed U.N.T. Division. A/Sub.-Lieuts. Chubb and Cottingham and Mr. Bell were promoted from the lower deck.

HMCS "Nonsuch"

(Edmonton)

Edmonton was honoured in May by an unofficial visit from Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada. Following a tour of oil fields in the area, he was guest of honour at a reception in the wardroom of HMCS "Nonsuch," to which were invited the commanding officers of the Army and Air Force units in the area.

During the latter part of the month Commander L. R. Hoar, commanding officer of "Nonsuch," carried out an inspection of all Sea Cadet divisions in Northern Alberta. He was accompanied by Lt.-Cdr. Stanley G. Coombs, Sea Cadet area

officer, and Lieut. Richard H. Leir, staff officer of the Edmonton division.

The Division's band concluded its tour of neighbouring centres with a concert in Wetaskiwin. These concerts have been well received in all towns in which the band has appeared and many invitations to return have been extended to Lieut. (SB) Douglas R. Jones, bandmaster.

One Way To Travel

A submarine is not what you would call a normal means of conveyance for a sailor setting off on annual leave. But it filled the bill perfectly for Petty Officer Robert Kinsey, a medical assistant serving in HMCS "Iroquois," when he was granted annual leave July 14.

PO Kinsey wanted to go to the United Kingdom. HMS "Tudor" was going to the United Kingdom. So the former asked permission to make the voyage in the latter. The commanding officer of the "Tudor" approved, permission was granted, and PO Kinsey joined the submarine for her transatlantic trip to Portsmouth.

It is unlikely, however, that PO Kinsey will learn what it's like in a submarine when she dives. The "Tudor" is scheduled to make the crossing on the surface. Nevertheless, he should have an interesting report to make on his return.



"Jimmy" Green, who has been cutting hair "Navy style" for some 15 years, operates on Able Seaman A. F. Maw, of Guelph, Ontario, a stores assistant attached to HMCS "Scotian," Halifax. Mr. Green estimates this to be about his 100,000th haircut.

Admirals and O.D.'s

He Clips Them All

For 15 Years Barber "Jimmy" Green
Has Been Cutting The Navy's Hair

SINCE 1934, when he set up shop in HMCS "Stadacona's" old Chief and Petty Officers Block, "Jimmy" Green has barbered boy seamen, admirals and all ranks in between; he's seen the Navy grow in strength from about 1,200 to 90,000 over a space of five years; and he has probably listened to more beefs, buzzes and just plain chatter than anybody in the Service. He figures, too, that he could visit just about any city or town in Canada and meet ex-Navy men he knows.

In the early days, he was really a department on his own in "Stadacona" (which used to be where the Dockyard is now). As part of their "in routine", new entries had to report to the barber to have their locks shorn — "clippers right up to the crown." This operation was usually conducted under the steely eyes of one of the RCN or RN Instructors. Jimmy says that some of the "sheik-type" lads took it pretty hard when their artistic mops fell under the clippers

and some even tried to make a deal with him to go easily:

It used to be that a man could get a beanshave "on the cuff." Come payday Jimmy would accompany the paymaster on his rounds (there used to be only one "pay-bob" for the whole of "Stad" and the Atlantic Command ships). The barber would be standing at the table when the men were paid and any who owed him money would settle up on the spot. Jimmy was also part of the "out routine". When a man got a draft, he usually got some pay as well. He couldn't leave the barracks until the barber had initialled his chit to show that his account was clear.

In 1918; Jimmy started barbering with his father in their little shop outside the dockyard gates. Later he sailed for a while in Canadian National Steamships "lady boats" on the West Indies run as ship's barber. One of his most amusing experiences occurred in Antigua. His ship was in

and the governor of the Leeward Islands requested that the barber be sent ashore to do some hairdressing for his wife. Jimmy duly disembarked and had finished his work fairly early in the morning. The governor's secretary informed him that he would have a few hours to kill, as the next boat to the anchorage didn't leave until noon and offered Jimmy the use of the governor's personal car to do some sightseeing around the island. Jimmy says he will never forget how, dressed in his white working tunic, he toured regally through little native villages in the back of a huge, open green touring car. The inhabitants, recognizing the auto, bowed and saluted as he whisked by. Jimmy says that he answered them all — smiling, nodding and blowing kisses.

Business wasn't as brisk back in the '30's as it is these days and in his spare time Jimmy maintained a small vegetable garden by the Chief and PO's' block. Rear-Admiral C. R. H. Taylor (now retired), himself a gardening enthusiast, was then Commanding Officer of the Barracks and used to confer with Jimmy on the state of the soil, the rainfall and the best methods of cultivation.

Jimmy recalls one very awkward incident when he was cutting Rear-Admiral Taylor's hair — again while the latter was C.O. of the Barracks. A Chief "Chippie" came in, took one look at the person in the chair and said, "Jimmy, cut that fellow's ear off while you're at it!" Jimmy was horrified and tried to warn the Chief. Fortunately, "Chips" was in a hurry and couldn't wait. It appeared that Admiral Taylor hadn't heard, for he went right on reading. However, the next time he came in for a haircut, he sat down and said, "Who was that fellow who wanted you to cut my ear off?" Jimmy made haste to explain that the Chief had mistaken him for one of his "wingers".

Mr. Green's record for ears amputated and minor wounds inflicted is perfect. Not one of the thousands of matelots, petty officers, chiefs and officers who have patronized him have

SHIPS' BADGES

taken any punishment from his razor. There was one near miss, though. One day Jimmy was in the middle of shaving around a seaman's ear when the latter suddenly leaped high in the air. Somehow, he'll never know just why, Jimmy's razor didn't even scratch the customer's neck. It turned out that a fly had buzzed right into the seaman's ear. It must have been the barber's reflexes that saved him, but Jimmy states that it was one time he had to have a cigarette before he could finish the job.

When he first came to "Stad," after his tour of duty with C.N. Steamships, there were less than 500 bodies in the entire command. Vice-Admiral H. E. Reid (now retired) was then Commanding Officer (in the rank of Commander), and the present Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, was executive officer. When he moved to his present quarters in the "Scotian" building, the Atlantic Command had grown by several thousand.

Jimmy thinks of his 15 years with the Navy as being some of the best he's had. He's almost a member of the Service, he's so close to it. He has watched it grow and has shared, to a large extent, in the laughs and moans that have gone with it.

He has one son, John, who is a Writer in the RCN and is at present serving in the Quebec Naval Division, HMCS "Montcalm". "I guess he's seen and heard enough of barbering, from me and his grandfather", Jimmy says with a grin. "As for the Navy, I think he likes it and I figure he'll do well." — J. L. W.

Seafaring Family

Two cats, brother and sister on board HMCS "Portage" can claim full recognition in the matter of naval ancestry. "Wren" Ginger and "Leading Seaman" Midnight are Navy from away back. Mother was a crew member of HMCS "Iroquois", while grandmother and great-grandma were both North Atlantic convoy cats, first class. Thereafter the family tree is lost in antiquity and Atlantic fogs, but who can dispute Ginger's and Midnight's claims?

HMCS "Bytown"

The badge of this naval establishment in Ottawa, which carries on its strength those responsible for the direction of the RCN as a whole, displays the interpretive symbol, a rudder "ancien". Upon this is placed the red maple leaf from the Coat of Arms of Canada.

"Bytown" was the original name of the city of Ottawa. It was named for Lt.-Col. John By, of the Royal Engineers, who founded what is now Canada's capital city while supervising the construction of the Rideau Canal in 1832.



HMCS "La Hullose"

The city of Hull, Quebec, was named by one of its original settlers, Philémon Wright, in honour of his ancestors, who dwelt in Kingston-upon-Hull in Yorkshire. The Arms of Hull in Yorkshire show three ducal coronets on a blue field. The badge of this frigate has taken one of these coronets and through it enfiled the three green maple leaves of the Province of Quebec. These have been placed on a blue field, lozenge-shaped to indicate the female (La Hullose), and the whole backed by heraldic water.

HMCS "Donnacona"

The badge of the Naval Division in Montreal shows the clasped hands of



an Indian and a white man, surmounted by three maple leaves. The design derives from the friendly relations established between the Indian Chief Donnacona and Jacques Cartier on the latter's second visit to America. The great chief referred to settlements on the St. Lawrence River as "Kenneta", which Cartier wrote in his journals as "Canada". The word in Iroquois means "habitation", but Cartier thought Canada was the name of the country he had not yet explored.

While it has never been positively established that this was the exact origin of the name of Canada, it is considered to be the most authentic version.





CRIPPLED CARRIER CONFOUNDS ENEMY, ELEMENTS

On July 31, 1944, HMS "Nabob" (CVE 41) sailed from Greenock for Scapa Flow to join the Home Fleet. "Nabob" was an American-built lend-lease carrier commanded by Captain (now Commodore) H. N. Lay, RCN. At this time, out of a total complement of 840, 35 officers and 469 men were Canadian. Embarked was No. 852 Squadron, Fleet Air Arm, whose personnel were from the United Kingdom and New Zealand.

This was the RCN's first venture into naval aviation and was the fore-

runner of what has now become an integral part of our naval effort.

"Nabob" took part in her first strike against the enemy on August 10. This was designated Operation "Offspring" and was primarily a mine-laying mission in the Norwegian Leads in the Lepsoy area. Mines were laid in the target area by aircraft from HM Ships "Indefatigable," "Trumpeter" and "Nabob" and, following this, the local defences and radar and W/T stations were beaten up by the fly-boys. The operation was completed without further incident, and the

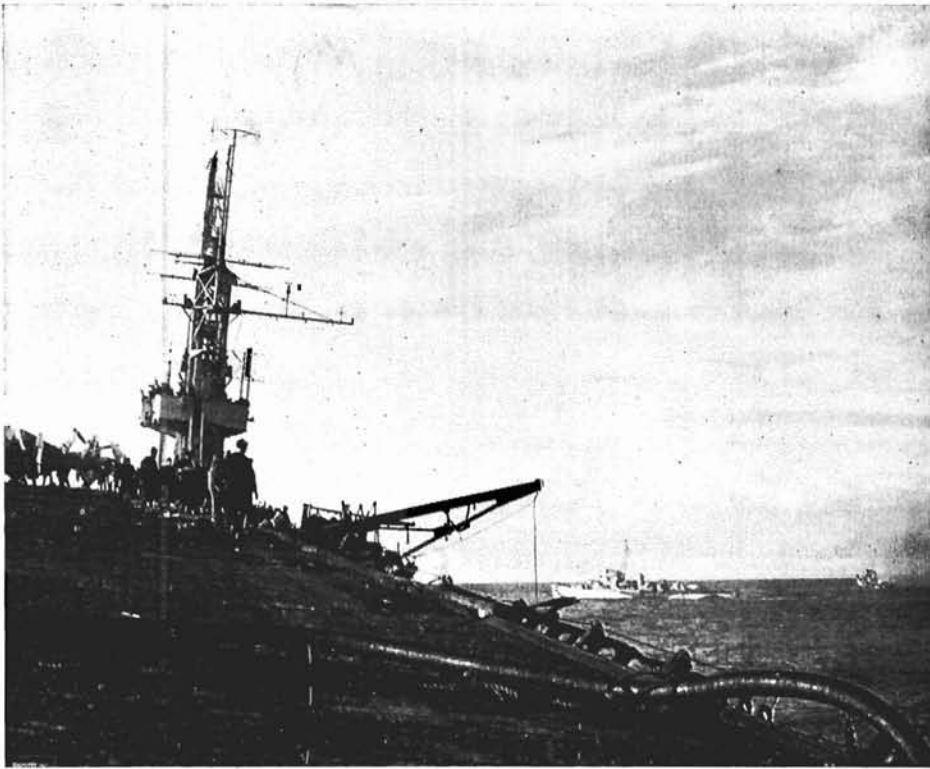
ships and escorts returned to Scapa Flow.

On August 18 "Nabob" formed part of a task force which sailed from Scapa Flow to carry out Operation "Goodwood." This force, which was under the command of the Commander-in-Chief Home Fleet (in HMS "Duke of York"), consisted of the fleet carriers "Formidable," "Indefatigable," and "Furious," the escort carriers "Nabob" and "Trumpeter" and escorting cruisers, destroyers and destroyer escorts. The objective was the German battle cruiser "Tirpitz," lying in Alten Fjord.

It was planned to attack the "Tirpitz" with a total of about 130 aircraft from the fleet, and hopes were high that she would be crippled and taken out of play for the remainder of the war. In addition to the offensive mission, this operation was designed to give distant cover to an important convoy sailing for Murmansk, which included the Russian battleship "Archangel" (ex-HMS "Royal Sovereign").

On the afternoon of August 20, 14 Avenger aircraft were armed with special type mines and run-up for a strike the next day. However, this had to be postponed until the 22nd, due to weather.

"H" Hour for Operation "Goodwood" was set at 1100 on the 22nd. Great was the disappointment in "Nabob" and "Trumpeter" when their part in the strikes had to be cancelled because of weather conditions over the target. The ship remained at action stations all day on the 22nd while the fleet cruised on a northerly course some 100 miles off



A dramatic episode in the sea war occurred when HMS "Nabob," Canadian-manned escort carrier, was torpedoed off North Cape, Norway, in August 1944, and a British destroyer escort HMS "Bickerton" was "fished" seven minutes later. In this photo, taken shortly after the torpedoing, the "Nabob" is listing heavily to starboard. At extreme right can be seen the "Bickerton," smoke billowing up from her starboard side, where she stopped the second torpedo. The vessel at right centre is the destroyer escort HMS "Kempthorne."

North Cape. About 1530 the ship reverted to defence stations and the two escort carriers were detached to the westward to fuel the escorting DE's.

At 1716 "Nabob" was struck without warning by a torpedo on the starboard side aft. The day was clear with good visibility, light winds and a slight sea and swell. Immediately the ships of E.G. 5 (Senior Officer in HMS "Bickerton") carried out Operation "Observant." Seven minutes later "Bickerton," which was then five cables to the west of "Nabob," was torpedoed aft and began to settle rapidly in a cloud of smoke and steam.

In "Nabob," the hit had caused all electric power to fail and the excessive heat due to the shut-off of fans made it necessary to evacuate the engine room. The ship took a slight list to starboard and settled rapidly by the stern until the quarter-deck was almost awash.

The first impression was that "Nabob" would sink in a very short time, as previous experience in other escort carriers had not been encouraging. Orders were given to clear away boats and floats, and HMS "Kempthorne" placed her bow to the quarter and removed 214 officers and men, mostly Fleet Air Arm personnel. At the same time the severely injured ratings were transferred by boat. The fleet had withdrawn, leaving "Nabob" lying stopped in the water and screened by three DE's and one destroyer. The C-in-C had signalled that the ship was to be sunk if she could not get under way under her own power within one hour. The survivors of "Bickerton" were rescued by HMS "Vigilant," which then administered the coup-de-grace to the DE in the form of a torpedo.

In the meantime, damage control parties had worked without let-up in "Nabob" and, having established a flooding boundary, set to work shoring bulkheads, starting pumping operations and providing auxiliary electric power. By 1900 flooding was under control and it was possible to begin raising steam in the engine room.

Shortly after 2200 it was found that the shaft, propeller and steering machinery were serviceable, and the ship was able to get under way at a speed of about six knots.

The damage to "Nabob" was extensive; the hole measured 30 by 40 feet and damage extended the entire breadth of the ship. Almost the entire after part of the ship from the engine room bulkhead was flooded and her draft at the stern had increased from the normal 24 feet to 42 feet... The distance back to Scapa Flow was 1,090 miles.

During the night H/F D/F and, later, radar contacts were obtained by "Nabob" and her escorts, showing that there was a U-boat following astern. By 0230 the enemy had worked up close to the starboard quarter, and it was obvious that he intended to finish off the cripple.

In "Nabob" the catapult was thought to be still serviceable, and two Avenger aircraft were armed and catapulted at about 0300 on the 23rd. Both these aircraft immediately made radar contact with the U-boat, and while unable to carry out a successful attack, managed to keep her down, thus giving the ship a chance to alter course and get clear.

Some four hours later the aircraft had to return and land on. The first Avenger made a perfect landing on the sloping, heaving deck, but just as the second came in the ship entered a patch of mist, and the plane crash landed into the barrier and the aircraft in the deck park forward. Fortunately, no one was severely injured, although the impact caused the aircraft's depth charges and an "educated" weapon to drop out on the flight deck. (Two badly damaged aircraft were immediately jettisoned and four others were put out of action).

From the 23rd to the 26th "Nabob" struggled towards safety at a speed of 10 knots. Additional escorts joined, including "Trumpeter" and HMCS "Algonquin." The latter removed a further 203 men on 24th. During the passage back to Scapa Flow two gales

of moderate force were experienced, and the ship laboured and vibrated in a most alarming manner in the steep seas. The explosion had completely destroyed all messing and victualling facilities, and those remaining aboard lived on emergency rations for five days.

Thanks to the excellent work of the damage control parties, and the shipwrights in particular, the shoring held firm, and at 0625 on August 27 "Nabob" passed through Hoxa Gate and secured to a buoy in the Flow.

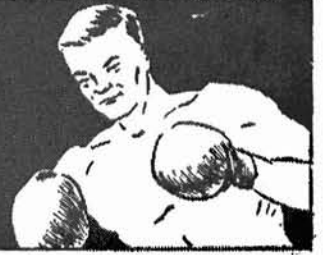
Operation "Goodwood" cost the lives of 11 RCN and 10 RN ratings, while six were seriously injured. In the circumstances, this was an extraordinarily small number.

In forwarding his report on the torpedoing, the Commander-in-Chief Home Fleet remarked: "The fact that HMS "Nabob" was brought back to harbour reflects great credit to all concerned. In particular, the catapulting of the Avengers on 23rd August was a fine achievement as a result of which the ship may well have been saved from destruction." — C.J.D.

THE "LAST ROUND-UP"

Ships of the RCN had a hand in the surrender of 24 U-boats in the North Atlantic following V-E Day. Only two of these came to Canadian waters, the "U-889," escorted into Shelburne, N.S., by the frigates "Buckingham" and "Inch Arran" and the "U-190," brought into Bay Bulls, Newfoundland, by HMCS "Victoriaville" and "Thorlock." "U-190" later was taken to Halifax and was sunk by rocket-firing Firefly aircraft in "Exercise Scuppered" on Trafalgar Day, 1947. On the other side of the Atlantic HMCS "Thetford Mines" with ships of the British, French and American fleets had taken eight surrendered submarines into Lough Foyle. Further north an escort group formed mostly of Canadian ships rounded up 14 submarines which they delivered into Loch Eriboll.

The Navy Plays



"Stadacona" Defending Soccer Championship

HMCS "Stadacona" has opened the defence of the Halifax and District Soccer League championship and to date has come up with one win and two draws. The "Stad" sailors played to a 1-1 deadlock with the School for the Deaf in their initial encounter and followed up with a 2 to 0 victory over Halifax Shipyards. The third game, with HMCS "Shearwater," was a hard fought affair that ended in a scoreless draw.

The team members are PO's Bob Coe, Mel Lumley, Ed Fraser, "Kips" Brooks, CPO Bob Johnson, AB Ernie Gardner, PO "Scotty" Lea, Ldg. Sea. Johnny Pike (Captain), Warrant Engineer A. C. Wildsmith, AB "Red" Thompson and CPO "Toby" Fall.

Five teams are entered in the "Stadacona" Inter-Part Soccer League and games are played twice weekly. The officers' team holds down top spot in the league with a record of three wins and one draw. Teams from Miscellaneous, MTE, Electrical School and Communications School follow in that order.

Swimming Pool Popular In Summer Months

The swimming pool at HMCS "Stadacona" has become the most popular meeting spot for officers and men of the Atlantic command, and for their wives and children. Just how much activity goes on at the pool is indicated by the traffic for the month of May. A total of 4,887 people used the pool for pleasure or for instructional swimming.

Two swimming meets were run off, one for new entries and one for UNTD cadets. Red Cross intermediate swimming tests are conducted

regularly at the pool and groups of new entries practice and drill in water safety during off-duty hours in preparation for the tests.

Baseball Champions Off To Slow Start

In the Victoria Senior A Baseball League the Navy team, last season's champion, is not faring too well. The sailors have been keeping only one jump out of the cellar but expect to hit a winning stride soon. Another blow was dealt their pennant hopes recently when Lt.-Cdr. Fred Frewer was appointed to Halifax. One of the star shortstops in the circuit, Lt.-Cdr. Frewer will be sorely missed.



Champions in the various inter-part competitions staged during the winter and spring sports schedules at HMCS "Shearwater" received their trophies from A/Captain A. B. Fraser-Harris, commanding officer of the naval air station, at a ceremony following evening quarters. In the photograph above, CPO Donald Hullah, captain of the victorious Chief and Petty Officers' team, receives the Inter-Part Bowling Trophy.

"Algonquin" Division Wins Boxing Tourney

New entry boxing activities were climaxed at HMCS "Naden" with a final mitt show held in the drill hall. The 12-bout programme provided some top notch entertainment and excitement, with five matches ending in knockouts. When the flying leather had been stilled, the score board showed "Algonquin" Division as the victor in one of the most closely fought tourneys of the season. Only one point back was "Haida" Division, while "Iroquois" was third and "Huron" fourth.

"Shearwater" Second In Baseball League

With the baseball schedule nearing the half-way mark, HMCS "Shearwater" is in second place in the Dartmouth Intermediate League with a record of four wins, four losses and two ties.

The Inter-Part Softball League is running smoothly, despite inclement weather. Four teams are tied for first place, Motor Transport, Works and Buildings, RCAF and SNAM.

Other sports consistently drawing large numbers of participants are tennis, weight-lifting, track and field and swimming. Plans are also under way for the formation of a Canadian football team slated for entry in the local league this fall.

"Hunter" Team Leads In Baseball Loop

HMCS "Hunter's" entry in the Border Cities Baseball League has been steadily climbing after a slow start and now shapes up as the team to beat. At the end of June, the Motor City sailors had battled their way to first place in the league standings.

Surgeon Stars For "Star's" Officers

At HMCS "Star", in Hamilton, the traditional challenge softball game between the officers and men was played on the last drill night of the season. The men had things much their own way during the early innings but the officers uncovered their ace by sending Surgeon Lieut. W. Ghent to the mound. The doctor cut the men down to size with some smart twirling and then sewed up his own ball game by walloping a three-run homer.

"Queen" Holds Shoots On RCMP Ranges

The officers and men of HMCS "Queen", Regina, moved in on the rifle ranges of the Royal Canadian Mounted Police recently for two rifle shoots. Top marksman among the men was Ordinary Seaman George Nenescu, with Ordinary Seaman Gerald St. Jean placing second and CPO James Brown third. High scorer among the officers was Lieut. William M. Stan, with Lieut. James Cook a close second.

"Stadacona" Athletes Score Over Acadians

A 19-man team from HMCS "Stadacona" was victorious by a 67-63 margin in a track and field meet at Acadia University, Wolfville, N.S. Encouraged by this success, the "Stadacona" track team is looking forward to a number of important meets during the summer months.

Electricians Win "Stad" Swim Trophy

The final interpart swimming and water polo meet of the year was held at the "Stadacona" pool, with five teams, Communications, Electrical, M.T.E., Gunnery and Miscellaneous, competing. The Electricians captured the league trophy by defeating Communications 19-11. The events included 60 yards free style, 60 yards backstroke, 60 yards breaststroke, 90 yards medley, 120 yards free relay, plunge and water polo.

"Unicorn" Marksmen Stage Competitions

The officers and men of HMCS "Unicorn" have been active in rifle competitions at Saskatoon. The ship's company was organized into a number of teams for .303, .22 and revolver matches at the Saskatoon Riverside Rifle Range and in a competitive shoot, the third team, captained by Mr. K. H. Doolittle, Warrant Writer Officer, won top honours in all three classes.

Four further shoots were held in preparation for the Saskatoon Garrison Rifle Shoot. A team captained by Mr. Doolittle and consisting of three RCN men and three Reserves won fourth place in the eight-team Garrison event.

"Stadacona" Softballers Have Large Following

The senior softball team from HMCS "Stadacona" is in second place in the Halifax Commercial Softball League with almost one third of the regular season completed. The team, backed by the "Stadacona"

ship's fund, has captured a good following, with the average attendance running to approximately 2,500 spectators per game. Six other teams, all sponsored by Halifax concerns, complete the league.

HQ Sailing Club Holds Weekly Races

Two Admiralty type 14-foot sailing dinghies delivered July 11 brought to four the number of these craft being used by the Naval Headquarters Sailing Club on Dows Lake, Ottawa.

The sailing club, in which membership is open to all personnel at Naval Headquarters, plans to hold weekly races on the lake, with inter-branch and inter-departmental contests slated for the future.

Heading the club is Captain (L) W. H. G. Roger, and Commander (L) J. C. Gray is secretary. Committee members are Commanders J. S. Davis and H. L. Quinn, Lieut.-Cdr. H. W. A. Moxley, Constructor Lieut. R. J. Tirard and Mr. C. J. Marshall.



The RCN's Atlantic Command Rifle Club walked off with most of the silverware in the Halifax Indoor Rifle League during the past season. Included among the trophies are the Navy League Challenge Trophy and the Richard Oland Trophy, at left and right of the tray respectively, both won by the "Stadacona" senior team, which copped top honours in its division. Other trophies include individual awards and rifleman cups.

In the photograph are: Front row (left to right) — Mr. R. E. Leal, A/Gnr., Surg. Cdr. G. W. Chapman, Lt.-Cdr. (G) L. P. McCormack, PO R. W. Saturley, CPO C. Marlin, CPO J. Abraham, Mr. R. Ventham, Cd. Ordnance Officer. Centre row, (left to right) — CPO R. A. Wolfe, PO A. Underhill, CPO A. H. Potter, Mr. G. A. Tulk, Warrant Writer Officer, CPO M. O. Taylor, PO A. E. Young, CPO R. E. Dorken. Back row, (left to right) — CPO K. M. Neal, AB D. H. Casey and Ldg. Sea. H. T. Harvey.

Comrades in Arms



THE CANADIAN ARMY

Out of Retirement

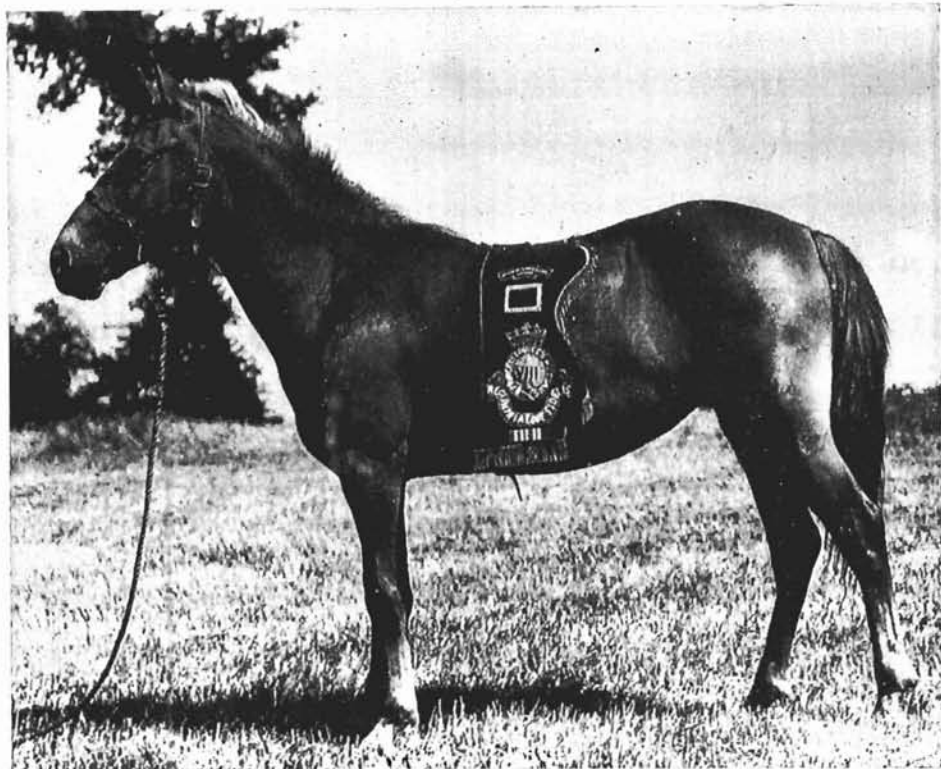
One of the Second World War's most famed mascots forsook the green pastures of retirement for a few days in order to join in the Halifax bicentenary celebrations.

"Princess Louise," the horse mascot of the 8th Princess Louise (New Brunswick) Hussars, had an honoured place in the mammoth parade on June 21. Picked up on an Italian battlefield by troops of the Hussars, the thrice-wounded colt has since marched wherever the regiment has appeared. Her regimental trappings include a complete row of service

ribbons, three wound stripes and the flashes of the famous unit.

Citizens of King's County, N.B., gave her the "Freedom of the county" including the "inalienable right" to roam flower beds and vegetable gardens without fear of winding up in a glue factory. She even has a membership card in the Canadian Legion, complete with hoofprint and all.

As far as the records reveal, Princess Louise has committed but one faux pas since joining the Hussars. Three years ago she calmly nibbled at Lady Alexander's bouquet while the regiment was being inspected by the Governor General.



"Princess Louise," the famous mascot pony of the 8th Princess Louise (NB) Hussars, is shown here in retirement at her home in Hampton, King's County, N.B. She saw service in Italy, France, Belgium and Holland with the unit and came to Canada from Amsterdam via New York in 1946. (Canadian Army Photo).

Page twenty-eight.

Cadet Trade Training

From Royal Canadian Army Cadet units all across Canada approximately 1,700 youths arrived at special camps in July and commenced a 42-day trades training course. The course is the outcome of a highly successful experiment conducted last summer on a small scale. Officials were so pleased with results and the keen interest shown that it was decided to expand the programme into this summer's size and scope.

Camps have been organized in each Command and courses commenced as follows: Aldershot, N.S., July 18; Valcartier, Que., July 6; Ipperwash, Ont., July 10; Dundurn, Sask., July 18; Vernon, B.C., July 18.

The subjects covered include driver mechanic, signalling for all arms, operated fire control, engineering equipment and medical assistance.

In order to qualify for the course, cadets had to be over 15 years of age and in good physical condition. Cadets taking the driver mechanics course were chosen mainly from students taking technical subjects at high school.

Earlier this year, through the latter part of June and early July, nearly 6,000 cadets lived under canvas at summer camps in each of the five Army Commands. The camps ran 10 days and offered general military training, sports and recreation.

THE R.C.A.F.

The Old Maids

When an Air Force man talks about an "SD" he's referring to one of the RCAF's Supply Depots, without which the whole of the RCAF's operations would soon come to a standstill.



An RCN pilot gives instructions to RCAF ground crewmen servicing his Sea Fury fighter at the Rockcliffe Air Station, Ottawa. The Fury was one of 16 of the 19th Carrier Air Group which stopped at the RCAF airdrome for fuel enroute from Dartmouth, N.S., to Rivers, Manitoba. (RCAF photo).

Supply Depots are the old maids of the Service when it comes to glamour and publicity. They lack the operational glamour of flying stations, where Vampire jet fighters screech across the sky, or where big transport and photo planes take off for points in the Far North.

But what they lack in glamour they make up for with rapid, skillful efficiency, as they quietly go about a complex operation which plays a big part in keeping the rest of the RCAF flying. The Supply Depots — there are four of them across Canada — comprise the operational centres of the RCAF's vast supply system. It is this system which stores and distributes needed equipment, aircraft, fuel and spare parts at Air Force stations and detachments from coast to coast, and from the southern border to the islands of the Far North. More important, it distributes many times under great difficulties, exactly where and when needed, and in the required amount. Its job is summed up by the motto on the unit badge of one of the Depots which, when translated, reads: "Right Quantity, Right Time, Right Place."

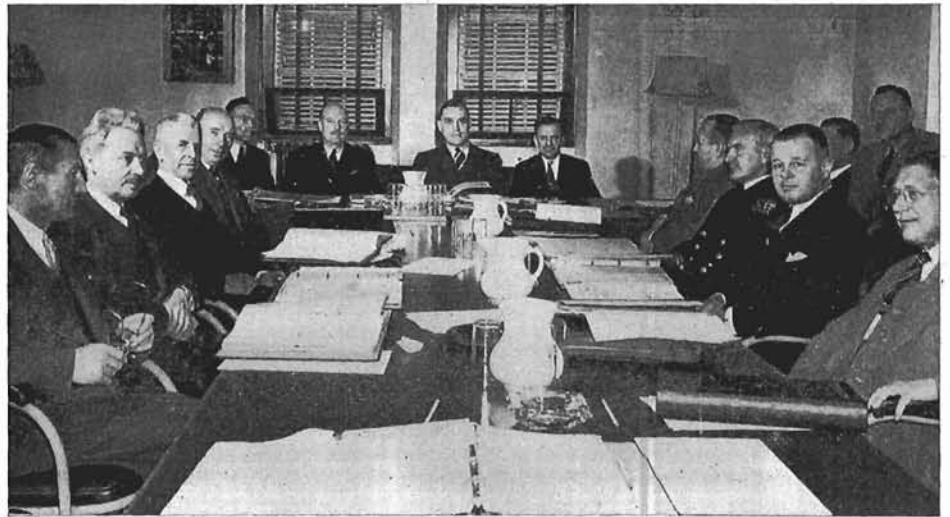
Largest of the Depots is that at Weston, near Toronto. Here more than 400 Service and civilian personnel, working in a building covering

11½ acres, handle 80,000 separate items making up the stock of the Depot. In their hands is responsibility for supply of RCAF stations and units from Winnipeg to Eastern Quebec, with everything from Vampire engines to eggbeaters, from shoelaces to radar sets.

Keystone of the success of a supply depot such as the one at Weston is the

system whereby any one of the items making up the tremendous stock can be located in a matter of minutes. The work at No. 1 Supply Depot, of course, includes a great deal more than tracking down the odd piece of equipment. Actually, a "demand" can refer to 1 or 100 items. A visitor to a supply Depot might find its workers engaged in making up a demand for some isolated RCAF station, covering every item that the station will require for a period of a year, and coming to more than two box-car loads. That's a big job.

Whether it's a shipment of type-writing paper or an assortment of delicate aircraft instruments, the men of the Depots are responsible for seeing that it gets to its destination safely, and the job calls for skill and know-how in packing and routeing. When a crate leaves Weston labelled "Handle Like Eggs," it's a sure sign that a lot of patience and efficiency went into it, along with its contents, as an assurance that it will reach its destination unharmed. It's not stretching a point at all to assume that men's lives may depend on the way the crate was packed.



The Defence Research Board of Canada held its quarterly meeting in HMC Dockyard, Halifax, in June. Left to right are: Brigadier F. C. Wallace, Toronto, industrial adviser to the board; Dr. P. E. Gagnon, Laval University, Quebec; Prof. J. H. L. Johnstone, Dalhousie University, Halifax; Prof. G. M. Shrum, University of British Columbia; Mr. W. H. Barton; Mr. R. G. MacNeil, secretary; Dr. O. M. Solandt, Chairman; Mr. E. L. Davies, vice-director; Lieutenant-General Charles Foulkes, Chief of the Army General Staff; Vice Admiral H. T. W. Grant, Chief of the Naval Staff; Mr. H. Greville Smith, Montreal; Mr. C. M. Drury, Deputy Minister of National Defence; Air Vice Marshal J. L. Plant, representing the Chief of the Air Staff, and Dr. Otto Maas, Montreal.

Morale is Like a Stalagmite

(From the U.S. Naval Training Bulletin)

"Morale is like a stalagmite: it does not grow up from the bottom — it trickles down from the top."

That sounds good. Crisp, descriptive, to the point. But wait a moment — stalagmites grow up from the bottom. Stalactites grow down from the top. That's right. But how do stalagmites grow up? They grow up by virtue of a steady trickling from above, piling up higher and higher to form a beautiful structure.

Morale in an organization is just like that. Stalagmites form from a sweating roof. Morale is formed by the efforts and sweat of those above. Morale is possessed by the followers, but it is made by the leaders.

Leaders have special attitudes of mind and ways of acting, but the results of those attitudes and actions are the tricklings from above that build a beautiful morale structure. Leadership and morale go hand-in-hand. A group is the sounding board of its leader. The tone and timber of his thinking and doing is reflected in the morale of his men.

Admiral F. B. Upham, USN, once said,

"Ever is the leader under most searching scrutiny on the part of his

subordinates. He is under constant examination as to the degree of his knowledge, of his ability, of his skill in every branch of his profession, and in particular as to his ability in handling men under his tuition — his consideration for their welfare and progress, his firmness in exacting correct performance of individual tasks."

Describing morale Fleet Admiral Ernest J. King, USN, said,

"Morale is the state of mind wherein there is confidence, courage, and zeal among men united together in a common effort."

Field Marshal Viscount Montgomery of Alamein, on the same subject, pointed out that "A high morale is based on discipline, self-respect, and the confidence of the soldier in his commander and in his weapons."

According to Lee, Jackson, and Washington, morale depended upon four things: the service of supply, the nature of discipline, the competence of command, and the component of victory. How do these things operate on the level of the small group? What can its leader do about them?

The service of supply at the small group level is a fairly simple thing. Are meals wholesome and tasty, and served hot at a convenient time? Are sleeping quarters comfortable? Are working conditions favorable? Are the tools of the trade, be they guns or hacksaws, available in proper quantity and quality? And if the answer to any of these questions is "No," is the leader making successful attempts to correct the situation? When examining the success of Robert E. Lee as a leader, and seeking a clue to the reason for that success, the comment which was most often heard was:

"He took care of his men."

Good discipline is really a simple thing. Remember that the word comes from "disciple", which means "a

willing follower." Its administration depends largely upon good sense. Andre Maurois, in *Captains and Kings*, remarked that "To have a plentiful supply of good sense, one must be so constituted that the reason triumphs over the feelings, and experience over the reason." Actually, good discipline is a willingness to follow or obey because the men know that the rules are just, that they are invoked impartially and with understanding, are obeyed by the leader as well as by themselves, and are in operation at all times, both for their regulation and their protection.

Competence of command is a factor in the practice of leadership. At the small group level it consists largely of the ability to organize, to deputize, and to supervise. Men in the group are kept busy and meet with success in the job because the leader knows how to organize the group to do the job — he knows how to lay out the work. He knows how to deputize his authority, and to whom to deputize it, so that the men may work efficiently without feeling that he is always looking over their shoulders. Rather, they feel that he has confidence in their ability to do the job and in their ability to do the job without his showing the iron hand. He knows how to supervise, to control their activities without being too obvious about it, to schedule the work so that everything is done properly and in due time.

The component of victory is a delicate thing. It consists of that wonderful feeling that you can lick this job, and can lick the world. Why? Because you have already licked everything in sight. The good leader knows his men and knows what they can do. Knowing these things, he plans operations so that they will continue to succeed, all along the line. He breaks down the difficult jobs into a greater number of easier jobs. He explains each job in terms that the

MORALE

IS LIKE A

Stalagmite



men understand and appreciate, and he explains each job in terms of its place in the big picture. Knowing his men, he learns to distinguish the extraordinary from the impossible. He sees to it that their successes gain recognition, and that this never-say-die spirit known as the component of victory is kept alive, and his group is always on top of the heap.

So you see, morale is like a stalagmite. Every act of the good leader has its residue. That residue trickles down and has its effect on the men by strengthening their confidence in him and in themselves. And as it trickles down, it builds a stalagmite in the form of a big, beautiful, strong morale structure.

WHAT ABOUT DRAMAMINE?

Considerable curiosity and speculation have been aroused in the RCN and RCN (R) with regard to the possible use in the Service of the new anti-seasickness drug, dramamine, recently discovered by Drs. Leslie N Gay and Paul Carliner of the Johns Hopkins Medical School, Baltimore.

Dramamine was something of an accidental discovery; it was originally devised as a cure for hives. But one of the hives-sufferers found that, having been treated with the drug, she was no longer affected by the chronic motion sickness which had always afflicted her. This discovery led in time to extensive tests being carried out at sea in the U.S. Army Transport "General Ballou," while she was on her way to Germany with occupation troops. The tests indicated that seasickness among the troops could be effectively allayed by administering the drug four times daily during the sea voyage.

Dramamine (known to the organic chemist as beta-dimethylaminoethyl benzohydril ether 8-chlorophyllinate) is not at present in use in the RCN. There are two reasons for this.

First, extensive tests on the drug have not been completed, and it is not known whether dramamine will produce harmful side-effects, such as drowsiness or impairment of general efficiency.

Secondly, the new entry seaman in the RCN looks forward to a career afloat. The only real and permanent cure for seasickness is the acclimatization of the balance mechanism (the "labyrinthine mechanism") in the inner ear to the rolling and pitching of the vessel at sea. It is the disturbance of this balance mechanism which causes the nausea which is the principal symptom of seasickness. Both dramamine and the RCN seasickness pill are merely palliatives and are not considered as cures. In fact, they impede, rather than hasten, the acclimatization process.

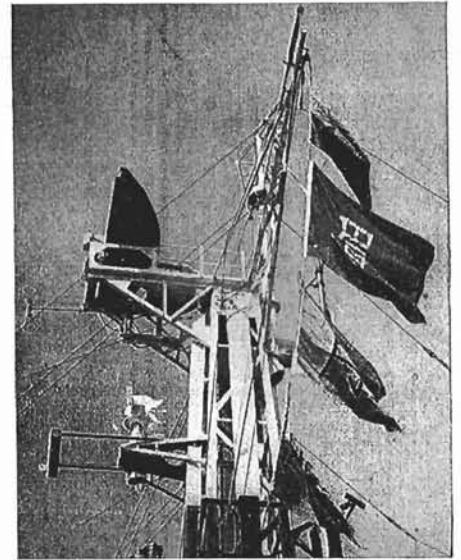
Dramamine will probably find its principal users among passengers in trains, automobiles, aircraft and steamships in the civilian world. At present it is available only on a doctor's prescription. It may also be used in combined operations. When troops are being transported for short distances in landing craft, it is not necessary that they acquire permanent immunity to seasickness, but it is of the utmost importance that they arrive at their destination with their fighting capabilities unimpaired by attacks of seasickness. Dramamine may offer a solution to this problem, though its superiority to the RCN seasickness pill in this regard is not yet proven.

BEGINS ANNUAL REFIT

HMCS "St. Stephen" arrived in Halifax on July 14 after another tour of duty at Station Baker. The RCN's weather ship was slated for refit that would sideline her until mid-September.

An Omission

Through an oversight, a credit line was not given the South China Morning Post, of Hong Kong, for the photograph of HMCS "Crescent's" Guard of Honour at Sai Wain cemetery, Hong Kong, which appeared on page six of the July issue of The "Crow'snest."



An amusing token of HMCS "Crescent's" Far Eastern cruise was her "Chinese pendants." Made up while the ship was in China the pendants display Chinese characters which spell out the words, "Warship Crescent."

FLEET CHAPLAINS VISITING

Chaplains of the Fleet, Padre E. G. B. Foote and Father M. P. MacIsaac, began their summer tour of Royal Canadian Sea Cadet camps on July 5 when they visited the cadets on Kenora Island in the Lake of the Woods. During July and August the Chaplains of the Fleet will pay visits to four other sea cadet camps, from Vancouver to Lunenburg, N.S.

Enroute to Kenora Island, Padre Foote and Father MacIsaac made stops at Sudbury and Sault Ste. Marie to attend the evening parades of the local sea cadet corps.

14 FINISH RADIO TECHNICIANS' COURSE

The following 14 men recently completed a Radio Technicians' Course at the Electrical School, HMCS "Stadacona," Halifax: CPO's C. A. Redden, E. F. Court, J. J. Taylor, F. W. Bignell, R. B. Rimmer, H. C. Gardner, C. P. Peterson and Gordon Trevor, and PO's G. M. Frost, H. E. Warman, E. J. Perkins, James R. C. Moss, J. C. Lewis and R. J. Hamilton.

LOCKS, LOCKS, LOCKS

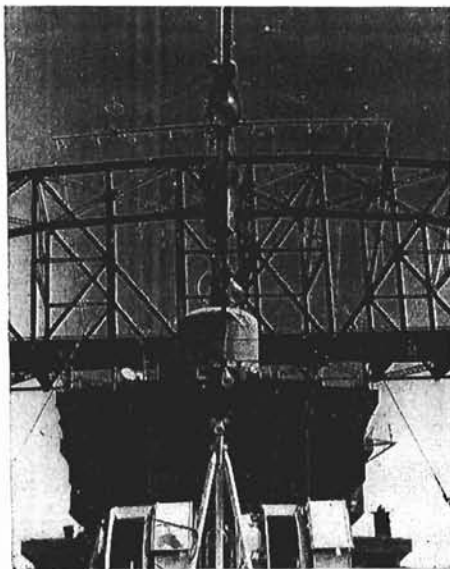
To the "armchair dreamers" it was one of those "just so, so wonderful" excursions. One could hear them saying: "... and imagine being paid for it, too!"

But for the crew of the Algerine minesweeper, HMCS "Portage", it was a rigorous cruise that left little time to see the sights.

The "Portage" left Halifax on the evening of May 17 for her second summer of training naval reservists on the Great Lakes. Only incident on the trip to Montreal was a three-hour emergency stop at Port Hawkesbury, on the Strait of Canso, where a sick crew member was landed and removed to hospital.

Despite the enforced stop the ship arrived in Montreal ahead of schedule — a performance that was to be constantly repeated and cause some on board to wonder if they were taking flying training.

No trip could be much more arduous than that through the 26 locks of the St. Lawrence canal system. Despite the task of working the ship into locks barely able to accommodate her, the "Portage" arrived ahead of schedule in Kingston on May 23.



Looking back on the Quebec Bridge from the fo'c'sle of HMCS "Portage."

Overnight stops were scheduled there and at Toronto, with a two-hour stopover at Hamilton, which gave the weary ship's company a breather before the canyon-like Welland Canal.

By this time the crew was functioning like a well-oiled machine and the Welland proved child's play. In fact, the "Portage" was just 20 minutes short of the record for an up-bound passage through the canal. If it hadn't been necessary to slow down between locks to give the crew a chance to eat, a new record undoubtedly would have been established.

For sailors used to the wide expanses of the Atlantic and the Pacific, navigation and shiphandling on the inland waterways was a new — and, at times, a somewhat hair-raising — experience. The business of approaching head-on in canals until within a couple of hundred feet of the other ship, then both altering to starboard, then port, then steady away, caused hearts to climb to more than a few throats.

Amherstburg . . . Windsor . . . Sarnia for refuelling . . . and Port Arthur was reached May 28, and ahead of schedule. On June 3 the training programme began with 64 officers and men from HMCS "Chippawa", the naval division at Winnipeg, joining the ship for a two-day cruise.

Returning to Port Arthur late Saturday afternoon, the Winnipegers were disembarked, and 16 officers and men from HMCS "Griffon," Port Arthur, embarked for a weekend cruise to Duluth, Minnesota.

So efficient and cheerful had the men of the "Portage" proved that the Commanding Officer, Lt.-Cdr. D. M. MacDonald, told a radio audience in Port Arthur that he had "never known a finer crew in the Royal Canadian Navy". His words were echoed by Cdr. J. E. MacQueen, RCN(R) (Ret'd), a veteran lake mariner who had joined the ship at Kingston to give the sea-going types the benefit of his experience in inland waters. — A.C.R.

OFFICERS' REUNION (Continued from page 10)

the U.S. Embassy, Ottawa; Captain German; Lord Wickham Stanley Cornwallis and Commander W. E. Simpson, RCN(R) (Ret'd), past president of the Halifax Branch of the NOAC. Willard MacKenzie, president of the host branch, presided.

The dinner and the reunion came to an appropriate close when all in attendance linked hands in singing "Auld Lang Syne."

Ball o' Fire!

The officers and men of HMCS "Shearwater" knew it had been a busy month but didn't realize just how busy until some mathematical wizard resolved the month's activity into readable statistics. During the 20 flying days in May, he reported, 2,596 sorties were flown, for an average of one take-off or landing every $1\frac{3}{4}$ minutes!

FAIR PASSENGERS

"Down to the Sea in Slips" was the heading the Vancouver Daily Province put on its report of the event when more than 100 delegates to the triennial meeting of the Canadian Women's Press Club were embarked in HMCS "Crescent" for a trip from Vancouver to Victoria June 24.



As part of their three-week course in the Navigation Direction School at HMCS "Stadacona," Cadets RCN (R) learn the use of the star globe, a device for identifying stars. From left to right are Cadets W. E. Ogden, Toronto; L. Lemieux, Montreal, and G. R. Todd, Wolfville, Nova Scotia.

Our Security

The atom bomb screams downward on the
unsuspecting Fleet
Whose new H/F detectors have but missed
a millionth beat,
While the latest fighter squadron whose
fire power is more
Than the concentrated efforts of ten
battleships of yore,
Cleaves the air at speeds unheard
of and attempts to stay unseen.
But is plotted by the fingers
of the searching radar beam.

Now they tell us that in days gone by
The men were made of steel,
And the ships they fought were wooden
From the topmast to the keel.
And they speak to us of Nelson and
They speak to us of Blake,
And they tell us of John Hawkins
And they talk to us of Drake.
And we bow our heads before them
For even now as then,
Both sides may have equipment but
Only one the men

— and yet do not forget this; brave men in the attack
Will die before a less brave foe if e'er equipment lack.
The Jervis Bay in glory in the days of modern war
Went down to meet with others who had fought with odds before.

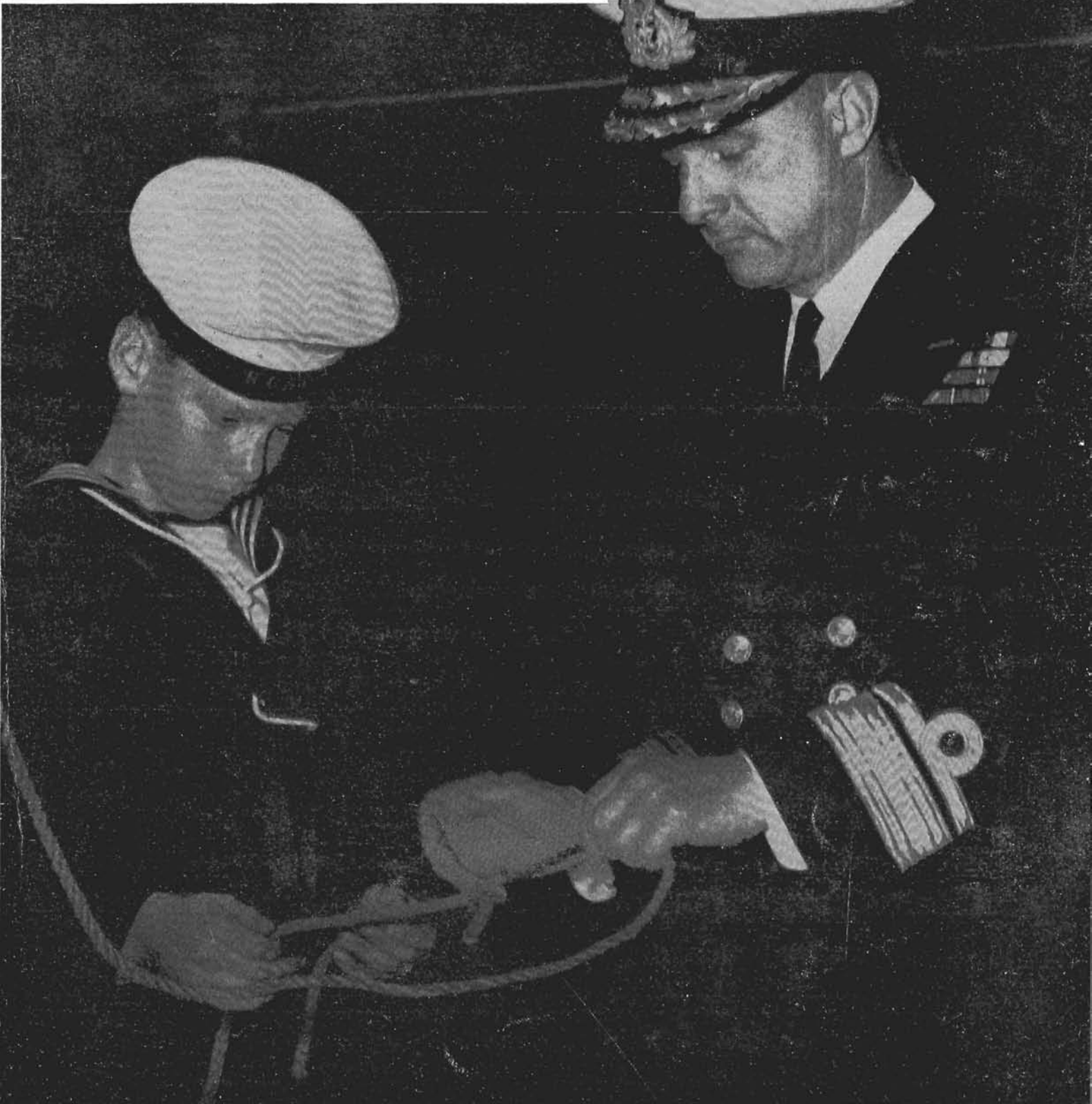
In the days that went before us it is true
no wireless beat,
Was pulsed to bridge the distance from the
home base to the Fleet
No enemy could listen, find our course
or trace our track,
And be waiting with his submarines all ready
for attack.
So in every age and era weapons must be new
to win.
For our ships must match the enemy (as soon
as we begin).

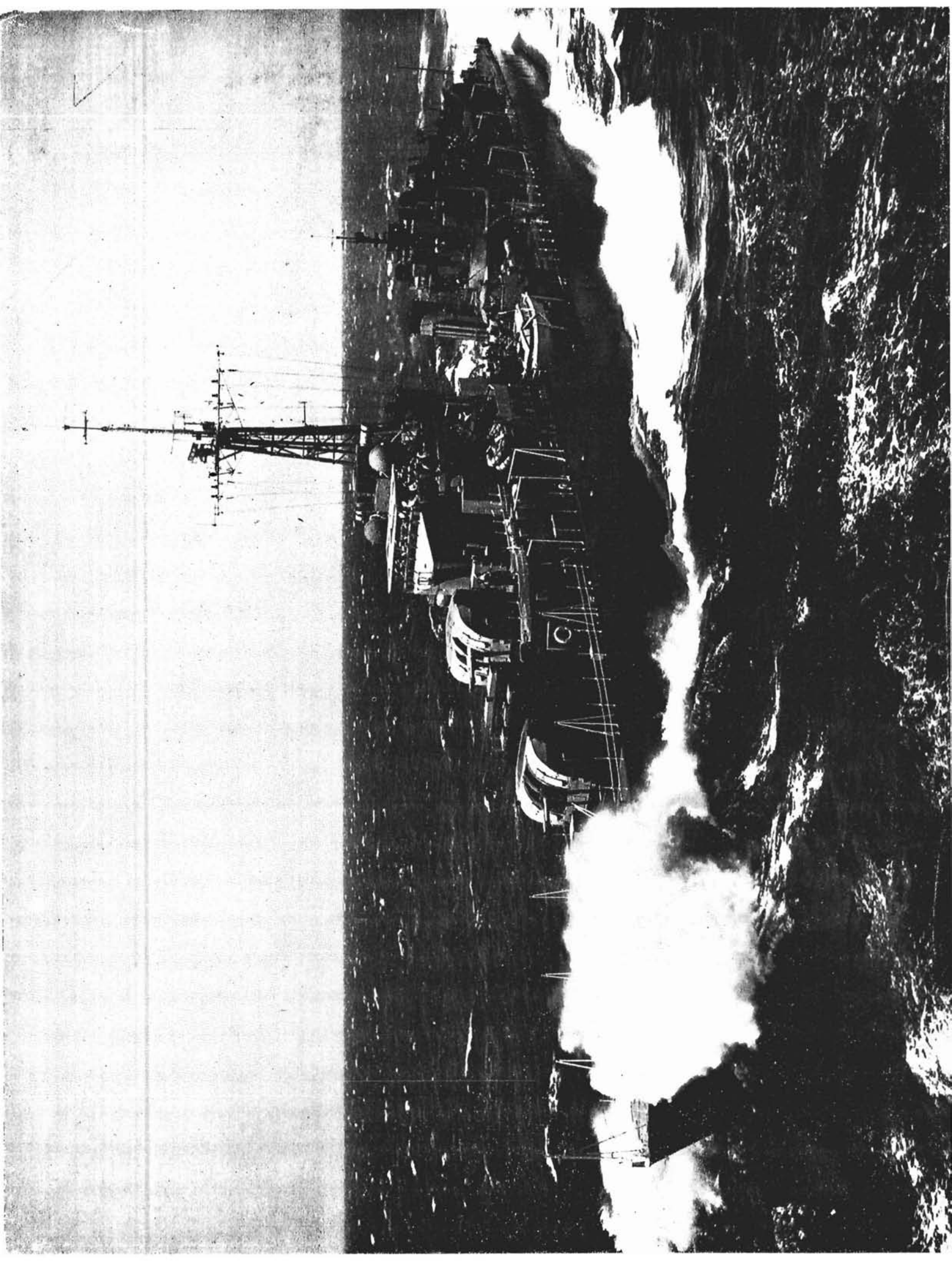
But once we have the weapons, then the final victory
Lies not with the ships, but with the men who sail upon the sea.

SUB. Lieut. (L) MARTIN SHUBIK, RCN (R)
in the "Mag-Rag"



The CROWSNEST





The CROWSNEST

Vol. 1 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

September, 1949

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LADY OF THE MONTH

HMCS "ATHABASKAN," youngest member of the fleet and successor to an illustrious name, is photographed in a setting of sunlight and salt water. The fourth Tribal Class destroyer to be built for the RCN by Halifax Shipyards Limited, the "Athabaskan" was commissioned January 20, 1948. She is the second ship of the name to serve in the RCN, the first "Athabaskan" having been sunk in a close quarters night engagement in the English Channel in May, 1945.

★ ★ ★

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Page one

Cover Photo — An Admiral and a Sea Cadet. Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, shows a youthful Sea Cadet some bends and hitches during the former's inspection of RCSCC "Amphion," the Nanaimo Sea Cadet Corps. From here it looks like they have done a sheet bend.

R.C.N. News Review

Meet The Navy

The Navy went on display during August. At Halifax and Victoria, Navy Week was celebrated August 8-14 and thousands of Canadian citizens and more than a few visitors from the United States were welcomed aboard ships, dockyards and training establishments, saw parades, witnessed demonstrations and, in general, got a sincere and solid introduction to the sea-going Service.

There was a strong international flavour to Halifax Navy Week. In port, in addition to units of the RCN's East Coast fleet, were the American carriers "Midway" and "Kearsarge," the heavy cruiser "Newport News," four U.S. destroyers, and two ships of the Royal Navy, the cruiser "Glasgow" and submarine "Tally Ho."

Flying their flags in the "Newport News" and "Glasgow," respectively, were Admiral W. H. B. Blandy, Commander-in-Chief of the U.S. Atlantic Fleet, and Vice-Admiral R. V. Symonds-Tayler, C.-in-C. of the Royal Navy's America and West Indies Station. Between them the Americans and British added some 7,000 sailors to Halifax's naval population.

Probably the most spectacular — and certainly the noisiest — of all the events scheduled for the week was the mock attack carried out daily on the "Tally Ho" by aircraft from HMCS "Shearwater." The show was staged on Halifax harbour and was highly realistic, with exploding "depth charges," a crashing A/A barrage and the snarl of diving aircraft providing convincing sound effects. Immediately afterwards, HMCS "Haida" steamed down the harbour at action stations, guns blazing, laying a smoke screen

and sustaining "near misses" from "enemy" gunfire.

Parades, dances, sports contests, band concerts, ceremonial displays and numerous other events rounded out the week-long programmes on the two coasts. When they were all over, officers and men in the commands took a deep breath — and plunged once again into the summer training schedules.

Elsewhere, too, the public got a chance to see something of its 1949 Navy — at the Central Canada Exhibition in Ottawa, the Pacific National Exhibition in Vancouver, and the Canadian National Exhibition in Toronto.

For the C.N.E. the Navy furnished a precision squad, a squadron of aircraft, a static display, radio-controlled models of a submarine and a destroyer operating in a large tank, and two



Vice-Admiral R. V. Symonds-Tayler, Commander-in-Chief of the Royal Navy's America and West Indies Station, unveils one of the plaques mounted at the Maritime Museum in HMC Dockyard, Halifax, to commemorate five Haligonians who rose to flag rank in the Royal Navy. Others in the photo are Commodore A. M. Hope, chairman of the Museum Committee, and Dr. D. C. Harvey, Nova Scotia Provincial Archivist.

"frogmen" (Lieut.-Cdr. (P) H. J. G. Bird and Mr. E. D. Thompson, Warrant Engineer) demonstrating the clearing away of underwater beach obstacles.

"Swansea" Goes North

HMCS "Swansea" left Halifax August 24 on a 4,410-mile cruise to ports on the east coast of Baffin Island. The frigate will be away until late September.

Ports of call will include Frobisher Bay, Padloping Island and River Clyde, all on Baffin Land, Godthaal, capital of Greenland, and Hebron, Labrador. River Clyde, which is 300 miles inside the Arctic Circle, represents the most northerly Canadian point ever to be visited by a ship of the RCN. It is not the furthest north, however, that Canadian naval craft have ever travelled, RCN vessels which served as escorts for wartime North Russian convoys having gone deeper into the Arctic.

Hebron will be the last stop on the return journey to Halifax and there the "Swansea" will be met and refuelled by the naval auxiliary tanker "Dundalk."

Principal purpose of the cruise is to acquaint personnel with operating conditions in the sub-Arctic. In addition, hydrographic observations will be made and scientific data collected.

Juneau To Monterey

Except during Navy Week, when all available craft were concentrated in Halifax and Esquimalt, ships of the RCN did a lot of travelling to a lot of different points during August.

HMCS "Ontario" returned from Juneau, Alaska August 10 and, after a week in Esquimalt, headed south for Monterey, California. "Athabaskan" and "Crescent" did a cruise to the Queen Charlottes and Port Simpson,

then set out for Long Beach, California "Antigonish," "Beacon Hill" and "ML 124" exercised together at sea and in Bedwell Harbour and wound up the month with a visit to Seattle.

After two months of oceanographic survey duties in Aleutian waters, HMCS "Cedarwood" was due to start homeward early in September. She is expected in Esquimalt on the 45th.

On the East Coast, "Nootka" completed a cruise to Cornerbrook, Newfoundland, took part in Navy Week activities, then paid off for refit and conversion. She is to be replaced by HMCS "Micmac," which will be commissioned in mid-September under the command of Lieut.-Cdr. F. C. Frewer, RCN.

While "Nootka" was at Cornerbrook, "Haida" was at the capital city, St. John's. Later in the month the destroyer carried out exercises at sea. "Iroquois" was the most-travelled ship of all. In August her ports of call included Sydney and Baddeck, N.S.; Saint John, N.B.; Provincetown, Mass., and New Haven, Conn., in addition to two stops at Halifax.

On the Great Lakes, HMCS "Portage" spent the month attached to HMCS "York," providing sea training for personnel of the Toronto division and assisting in the Navy's activities at the CNE.

Contracts Awarded

Defence Minister Brooke Claxton announced late in July that contracts for the construction of the first three anti-submarine vessels for the RCN

Ground crew members of the 18th Carrier Air Group checked armament and engines of their Firefly aircraft before the group left HMCS "Shearwater," Dartmouth, for the United States Naval Air Base at Quonset Point, Rhode Island, on July 7. The 18th CAG will spend three months on operational flying training with the USN. In the top photo armourers are shown working on 20 MM cannon, with which the Firefly aircraft are fitted. Left to right they are AB R. J. Miller, of Perth, Ontario; CPO G. E. Bussey, of Dartmouth, and Ord. Sea. G. D. Birnie, of Kirkland Lake, Ontario. The middle photo shows two naval air mechanics, AB W. R. Parfitt, Keewatin, Ontario, and



AB E. J. Gregory, of Toronto, carrying out a maintenance check on one of the Fireflies prior to the group's departure. Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, wished air crew members good luck as they prepared to take off for Quonset Point. In the lower photo he is shown shaking hands with Lieut.-Cdr. (O) J. A. Stokes, of Victoria, commanding officer of 825 Squadron. Behind Admiral Mainguy is Lieut.-Cdr. (O) R. I. W. Goddard, of Toronto, commanding officer of the 18th CAG.

had been awarded to Halifax Shipyards Limited, Canadian Vickers Limited (Montreal) and Burrard Drydock Company (North Vancouver).

The minister said final details of the contracts had not been negotiated but that it was expected each would cost approximately \$8,000,000.

As announced previously, the ships will have steel hulls and aluminum superstructures, will be powered by steam turbines and will have air conditioning in the living spaces and principal operating positions. Bunks will be used in place of hammocks and the cafeteria messing system will be employed.

Auspicious Debut

The RCN entered the long-distance ocean yacht racing picture when HMC Yacht "Grilse" competed in the annual international race from Marblehead, Mass., to Halifax. In her first real test, the "Grilse" crossed the finish line 11th, placed sixth on corrected time and won the Col. C. H. L. Jones for leading the seven Canadian entries.

The "Grilse," a 41-foot sloop, was skippered by Capt. E. W. Finch-Noyes. Other members of her crew were Cdr. (S) C. V. Laws (cook), Lieut.-Cdr. L. R. Tivy (mate), Lieut. J. M. Cutts (navigator), Lieut. G. W. S. Brooks (crew), Petty Officer Stewart Clarke (radio operator) and Petty Officer Victor Pettigrew (crew). With the exception of the skipper, none had sailed in a long-distance ocean race before. His shipmates had high praise for the culinary efforts of Cdr. Laws, who, assisted by Lieut.-Cdr. Tivy, served up three hot meals per day.

The "Grilse" was one of two ex-German yachts taken by the Royal Navy as prizes, turned over later to the RCN and brought to Canada last year in HMCS "Magnificent." Both were considerably in need of repair and fitting out.

Fitting out of the "Grilse" was undertaken in HMC Dockyard, Halifax, and completed this summer. The masts were made from Douglas fir to the original pattern and the sails were made by Randolph Stevens. The yacht will be used by the RCN for training purposes.

Commemorate Admirals

Bronze plaques commemorating five distinguished Haligonians who attained flag rank in the Royal Navy were unveiled by a serving flag officer of the RN at the Maritime Museum in HMC Dockyard, Halifax, during Navy Week. Vice Admiral R. V. Symonds-Taylor, Commander-in-Chief of the American and West Indies Station, unveiled the plaques in a brief ceremony during his visit to Halifax in his flagship, HMS "Glasgow."

As a result of the researches of Professor D. C. Harvey, M.A., LL.D., F.R.S.C., Nova Scotia Provincial Archivist, the Historic Site and Monuments Board of Canada felt that a suitable memento of these admirals should be erected in a naval setting.

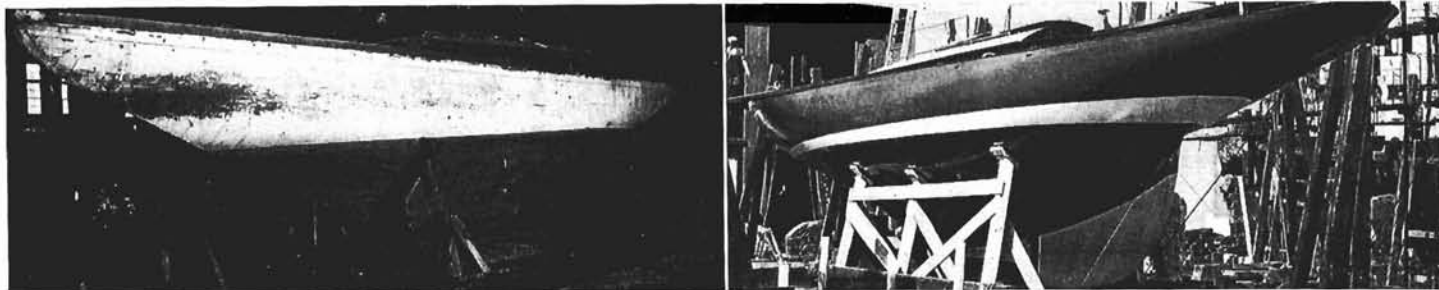
Most famous of the five admirals was Sir Provo William Parry Wallis, KCB, GCB, (1791-1892) who as a lieutenant brought the American warship "Chesapeake" into Halifax harbour as a prize of the War of 1812. Another, Sir George Augustus West-

phal (1785-1875), was wounded in the "Victory" while serving with Nelson at Trafalgar. Sir Edward Belcher, KCB, (1799-1877), a famous hydrographer and explorer, led one of the first expeditions to the Arctic in 1852. The remaining two admirals were George Edward Watts, CB (1786-1860), and Philip Westphal (1782-1880).

Empire Cadet Camp

Sea Cadets of five countries met at Camp Ewing, Choisy, Que., recently for the first British Empire camp in cadet history. More than 150 from all parts of Canada, from the United Kingdom, New Zealand, Australia and Sweden attended the eight-day get-together to exchange ideas and get to know one another better.

The camp was officially opened by Defence Minister Brooke Claxton, who took the salute at the march past of the cadets. Also present were Vice-Admiral Harold T. W. Grant, Chief of the Naval Staff; Commodore Wallace B. Creery, Chief of Naval Personnel, and Cdr. D. C. Elliot, Director of Sea Cadets. The Navy League was represented by D. H. Gibson, Dominion president, C. K. McLeod, president of the Montreal division, and R. C. Stevenson, Co-ordinator of Sea Cadets for Naval Services. The programme for the cadets while in camp included basic instruction in seamanship, sailing and rigging of whalers, sports, recreation and lectures on naval traditions and discipline. Upon completion of the camp, the visiting cadets left for a tour of Canadian cities prior to returning to their home countries.



The ex-German yacht "Grilse" looked like this (left) on her arrival from the United Kingdom last summer and before she was taken in dockyard hands at Halifax in April of this year. The photo at the right shows her as she looked two months later.

Sailors' Club Opened

Hostel-Recreation Centre for RCN Men
Established in Halifax by Navy League

A LONG-FELT want was answered when, on Friday, July 30, the Navy League of Canada's new Seagull Club was officially opened in Halifax by Mayor Gordon S. Kinley.

The club, formerly operated by the Navy League as a merchant seamen's hostel, has been completely renovated and converted to serve men of the RCN stationed in Halifax or in ships based there. At the Seagull Club the sailor can obtain meals and sleeping quarters, enjoy dancing and other entertainment.

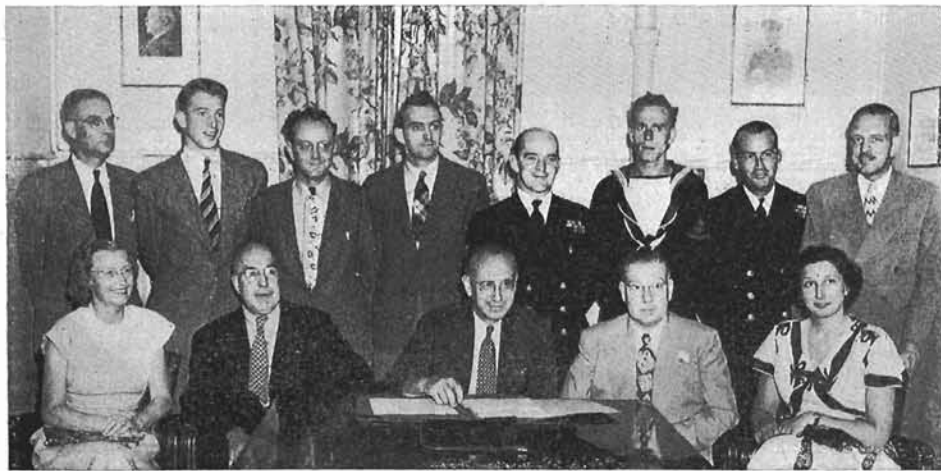
The establishment of a naval men's club in Halifax was discussed more than a year ago. At that time naval officials and the Navy League agreed that one was sorely needed, but the scheme could not be put in motion until alternative accommodation was found for the merchant seamen. In July of this year another building was acquired by the Navy League for this latter purpose and alterations were begun at once on the new Seagull Club.

The club is managed and administered by a joint Navy League and naval committee. Mr. R. J. Schwartz is chairman and Mr. T. H. Berry vice-chairman. The house committee lists Mr. Berry as chairman, Petty Officer A. L. Bonner as vice-chairman and Mr. J. E. Jasperworth, Mrs. G. D. Spergel and Mrs. A. W. Boden as members. On the finance committee, Mr. G. A. Owen is chairman and Mr. B. A. Renouf is vice-chairman. The entertainment committee is headed by Lieut. H. J. Wade, RCN, and includes Mr. J. T. Wallace, vice-chairman, Ldg. Sea. H. C. Moffatt and Mr. A. M. Edwards. Chief Petty Officer R. W. Unwin is chairman of the publicity committee and Mr. J. A. McCurdy is vice-chairman. Ex-officio on the committee are Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and Mr. A. I. Lomas, president of the Halifax Branch of the Navy League.

The entertainment facilities at the club are many and varied. Browsing through a printed description of the



One of the special guests at the opening of the Seagull Club, Ldg. Sea. Robert Saunders, of Sudbury, is welcomed by Mr. A. I. Lomas, president of the Halifax Branch of the Navy League of Canada, and Mrs. Lomas.



Members of the general committee of the newly opened Seagull Club for naval men of the Atlantic Command are shown above. Front row, left to right, are Mrs. A. W. Boden, member of the house committee; Mr. W. G. Schwartz, manager; Mr. A. I. Lomas, president of the Halifax Branch of the Navy League of Canada; Mr. T. H. Berry, vice-chairman of the general committee and chairman of the house committee and Mrs. G. D. Spergel, member of the house committee.

Back row, left to right, are Mr. J. A. McCurdy, vice-chairman of the publicity committee; Lieut. H. J. Wade, RCN, chairman of the entertainment committee; Mr. A. M. Edwards, entertainment committee; Mr. D. S. Martin, secretary; Petty Officer A. L. Bonner, vice-chairman of the house committee; Ldg. Sea. H. C. Moffatt, entertainment committee; Chief Petty Officer R. W. Unwin, chairman of the publicity committee, and Mr. J. T. Wallace, vice-chairman of the entertainment committee.

club put out by the committee, the eye is caught by the heading, "Popsies". It says, "You will be allowed to bring your guests at any time. The club will be the headquarters of the 'Boy Meets Girl Club'. The ladies running this club have the phone numbers of about 200 girls. So if you want to meet a nice girl come in and give your name to the club secretary where dates will be arranged." There will be dancing to a juke-box every night, and the club has an auditorium for large dances and parties.

Sleeping accommodation is available at the rates of \$1.50 per night per single room, \$1.00 in a double room and .75 cents in a triple room. A games room is presently being built in the basement for snooker and billiards. Three bowling alleys are being installed as well. There is a

(Continued on page 32)

The Bulletin Board

Naval Aircrew — Flying Hours

In order to maintain the highest possible standard of flying proficiency and safety in the RCN, all officers qualified as pilots and observers are to complete a minimum of four hours flying each month and a minimum of fifty hours each year. At least 20 per cent of the total time in each flying period should be used for instrument or night flying practice. The flying, when possible, should be spread over the whole period and not normally undertaken in one exercise.

Rental Allowance

Members of the Canadian Naval Forces serving outside Canada, who are not provided with accommodation at public expense, shall be eligible to claim reimbursement for the Government's share of any rental paid in accordance with Table of Rental

Allowance (see below) subject to the Commanding Officer certifying that the premises are not beyond the requirements of the member on the basis of his status and that the rental conforms to the rates currently prevailing in the locality.

Engineer Officer's Writer

A course in training for the duties of Engineer Officer's Writer will commence in the Mechanical Training Establishment, HMCS "Naden," on October 10, 1949.

Approximately ten volunteers from the Stoker Mechanic Branch will be required each year. Leading Seamen passed for Petty Officer and Petty Officers, 2nd class, are eligible to apply for this course. Preference will be given to men who have prior knowledge of typing or the duties of an Engineer Officer's Writer.

The scheme of complement for HMCS "Magnificent", HMC cruisers and HMC destroyers is being amended to include an Engineer Officer's Writer.

Binders for Naval General Orders

Permanent binders for General Orders and Confidential General Orders are in the course of distribution. These binders are being supplied in the following numbers, General Orders Part I, two binders, General Orders Part II, two binders, and Confidential General Orders Parts I and II, one binder. These binders are similar to the binder supplied for K.R.C.N. and each one is of a different colour for easy identification.

Table of Rental Allowance

Rank/Rating	Gross Amount of Monthly Rental	Member's Share	Government's Share
Captain and above	\$180.00 or less — over \$180.00	\$90. or the gross rental, whichever is the lesser. \$90. plus 10% of excess over \$180.00	↑ Balance of Rental ↓
Commander	\$150. or less over \$150.	\$75. or the gross rental, whichever is the lesser. \$75. plus 10% of excess over \$150.	
Lieut. Commander	\$130. or less over \$130.	\$65. or the gross rental, whichever is the lesser. \$65. plus 10% of excess over \$130.	
Lieutenant	\$120. or less over \$120.	\$60. or the gross rental, whichever is the lesser. \$60. plus 10% of excess over \$120.	
Other Officers and Chief Petty Officers 1/c	\$100. or less over \$100.	\$50. or the gross rental, whichever is the lesser. \$50. plus 10% of excess over \$100.	
Chief Petty Officers 2/c	\$80. or less over \$80.	\$40. or the gross rental, whichever is the lesser. \$40. plus 10% of excess over \$80.	
Petty Officers 1/c and below	\$60. or less over \$60.	\$30. or the gross rental, whichever is the lesser. \$30. plus 10% of excess over \$60.	

Taller And Leaner

Does the average new entry lose or gain weight during his initial weeks of naval training?

The medical department at HMCS "Cornwallis" came up with a fairly reliable answer to this question recently when it performed an experiment with a class of recruits. A test group of 18 men of assorted sizes and shapes was selected. They were carefully weighed and measured immediately upon arrival, then allowed to continue normal training routine as laid down for the sailor on entry.

Four weeks later, the 18 trooped back to the sick bay for the tale of the tape and the scale. It stacked up this way:

Six men gained an average of 4¾ pounds apiece.

Two men neither gained nor lost.

The remaining 10 lost an average of 2½ pounds per man, "but", adds the medical officer's report, "most of these men were well over-weight" originally.

In the matter of height, all but one of the test group gained from one-quarter to seven-eighths of an inch in stature.



Lieut. E. M. Chadwick (right) commanding officer of HMCS "St. Stephen", examines with interest a number of hooked rugs made by crew members during off-duty hours on Station "Baker". Others in the photo, left to right, are Ord. Sea. Harvey Dupre, of Montreal, PO Alton Hartin, of Halifax and Saint John, and Ord. Sea. Dewar Larter, of Charlottetown.



Petty Officer Donald Hughes, of Halifax and Saint John, coxswain of the "St. Stephen", works on a model of the weather ship.

How To Beat Boredom

Weather Ship Sailors Indulge in Hobbies
During Long Vigils on Station

DURING HMCS "St. Stephen's" 21-day vigils on storm-swept Station Baker, at the entrance to Davis Strait, life seems to consist of an almost constant fight with the weather which more often than not is wet, cold and rough. But an even meaner antagonist is monotony and every possible means is sought to fill in those off-duty hours when boredom offers its most serious threat.

On the ship's first trips after finishing refit last fall, the crew indulged in bridge, cribbage and beard growing contests but as the novelty of these wore off more ingenious methods of making use of free time were devised.

Now, from the commanding officer, Lieut. E. M. Chadwick, of Victoria, who turns out very competent oil paintings, to Steward Andre Carmichael, of Quebec City, who is hooking a seat cover, hobbies are the order of the day.

The Coxswain, Petty Officer Donald Hughes of Saint John and Halifax, has adorned his living room with a large scale model of the ship. Faithfully

reproduced in detail, it will prove a permanent reminder of his two years in the "St. Stephen".

Hooking rugs and seat covers has been particularly popular as a spare time occupation. Petty Officer Alton Hartin, of Saint John and Halifax, has made a large, thick rug that would be the envy of a professional carpetmaker.

Chief Petty Officer Frank Walsford, of Toronto and Halifax, dreaming of getting away from the wide reaches of

the Atlantic Ocean to the trout streams of Nova Scotia during his leave, produced a fishing rod that any angler would be proud to own.

Another man with an eye towards inland waters was Able Seaman Fred Treleven, of Toronto, who painted Niagara Falls from memory, using water colours as his medium.

Ashtrays, carved figures, cigarette boxes and the like have provided many other members of the crew with a means of exercising their skill and whiling away their spare time.

Wives and sweethearts of the ship's company have benefited, also, from these shipboard hobbies, and many a home has some memento of the "St. Stephen" on the mantlepiece.

Able Seaman Fred Treleven, of Toronto, spends his off-duty hours at sea painting in water colours. He is shown putting the finishing touches on a picture of Niagara Falls which he has painted from memory.



The Man of the Month

("The Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. — Editor.)

Chief Petty Officer Louis Armand Cassivi, chief engine room artificer in the minesweeper HMCS "Portage", has been chosen by his shipmates as Man of the Month.

CPO Cassivi, called "Cass" by almost all who know him, is one of the most competent and popular men in the ship.

CPO Cassivi was born in Gaspe in July, 1910. He began his sea-going career in 1927 when he entered the service of the Customs Marine Division and spent the next five years in the Gulf of St. Lawrence and on the East Coast, tracking down rum-runners. When the Royal Canadian Mounted Police took over these duties, he left the sea to become a farmer. During the next few years he put in two terms at agricultural college in Rimouski, P.Q., and spent some time on the family farm at Gaspe.

Early in 1936 the call of the sea again became strong and Cassivi joined the Royal Canadian Navy in Halifax as a stoker, second class. Before long he was at sea in his first naval vessel, the destroyer HMCS "Saguenay." He served in her for three years, then returned to Halifax as a new entry instructor. At this time he was advanced to the rating of leading stoker.

Shortly after the war started, Cassivi went to HMCS "Naden" and attended the first course to be held in the Mechanical Training Establishment there. Later he served in the destroyer HMCS "Columbia" on North Atlantic convoy duty. While

in the "Columbia" he saw a United States destroyer sunk before that country had entered the war. Following his service in the "Columbia" he became an instructor in the MTE at HMCS "Cornwallis" and was advanced to the rating of stoker petty officer.

Subsequently he qualified as an engine room artificer, fourth class, and joined the corvette HMCS



CPO LOUIS CASSIVI

"Prescott," in which he served during the invasion of France. Drafted ashore soon afterwards, he spent the remainder of the war on the staff of the Engineer Overseer supervising the construction of the Tribal class destroyers at Halifax. After the war he served in HMC Ships "Warrior," "Iroquois" and "Magnificent," becoming Acting Chief ERA in the latter.

In addition to his engine room duties aboard the "Portage," Cassivi trains reservists in damage control. He has been in the ship on both her summer cruises to the Great Lakes.

CPO Cassivi will complete the 20 years' service qualifying him for pension in 1955. His plans from then on are not definite, but he has a feeling that his years in agricultural college will stand him in good stead. At present, he and his wife and their four children — three boys and a girl — are enjoying their brand new home in Halifax, although, in his own words, "the hand of a seagoing gardener is needed to square up the property a bit."

The Chief has his favorite corner in his new home. It's not the furnace room but a compact woodworking shop, completely equipped with power tools and racks of keen-edged hand implements. In his spare time there is little he enjoys more than centering a piece of Nova Scotia apple wood on his lathe and turning out lamp bases, serving trays and other handiwork.

Not one for much active participation in sport, CPO Cassivi explains it this way: "I was always working too hard when I was a kid, and since then I've got such a kick out of watching that I haven't the urge to do more than that."

However, back in his 'teens he made a creditable showing in track meets, the 220 and 440-yard events being his specialties.

STUDY NAVAL AFFAIRS

The Hamilton branch of the Naval Officers Association has taken steps to keep its members up to date on all developments in the Royal Canadian Navy. Several meetings have already been held in the wardroom and members have engaged in informative discussions about activities in the RCN.

TO THE RESCUE

Quick, Skilful Action Saves Life
Of Cadet Badly Injured
in Fall on Cliff

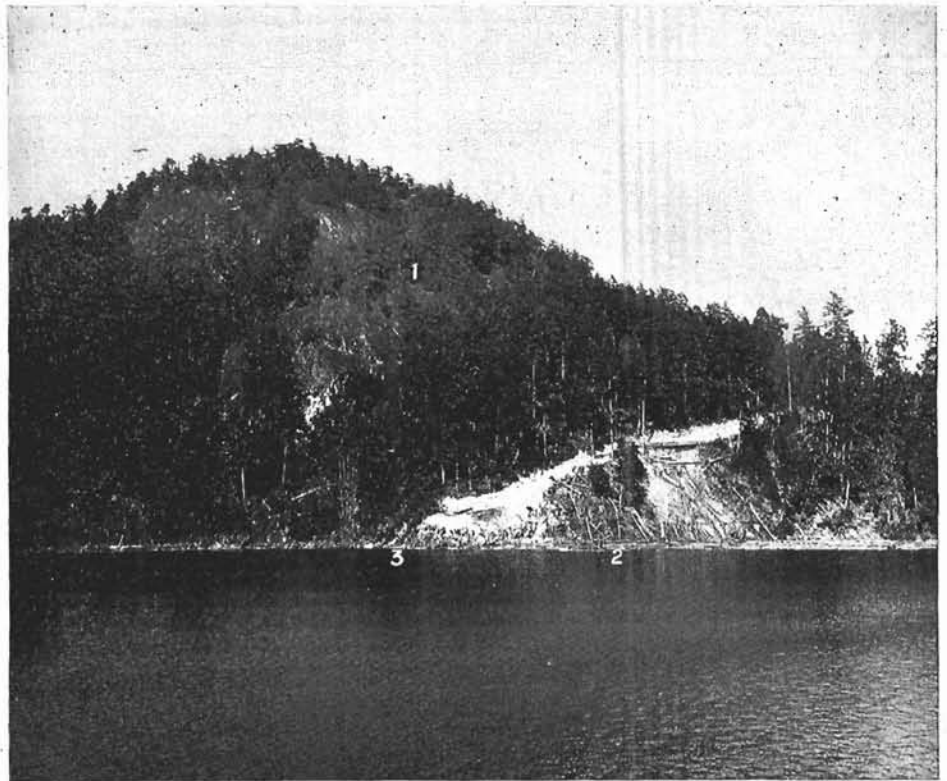
Training that teaches quick and skilful action paid off recently in the saving of a badly injured man's life by his shipmates of HMCS "Antigonish".

As a result of the care he was given on the spot and the treatment he later received in RCN Hospital, Esquimalt, Cadet Marwood V. Gay, RCN (R), of Moose Jaw, is expected to recover completely from his injuries — a back broken in four places, a damaged kidney, plus various cuts, bruises and abrasions.

The incident occurred at Bedwell Harbour, on the east coast of Vancouver Island, where the "Antigonish" had called during a scheduled training cruise. Cadet Gay had gone ashore to watch an evening softball game. At about 9 p.m. he decided to climb a nearby cliff in order to photograph the "Antigonish", which was lying at anchor in the harbour below.

On his way down the cliff, he slipped and fell some 30 feet, struck a projecting stump and was knocked unconscious. Coming to, he stumbled and fell again, this time an even greater distance, and again lost consciousness. On regaining his senses, he called out weakly for help. At this point an element of luck entered the picture. It was a calm, quiet evening, one of those on which sound carries unusually long distances. Standing on the quarter-deck of the "Antigonish", Lieut. Robert B. Coupar, RCN (R), the Officer of the Day, heard, faintly, Cadet Gay's cries.

Lieut. Coupar and Petty Officer William Duncan immediately organized a rescue party and within 10 minutes the motor cutter was heading for the shore, about three cables distant. Led by Petty Officer George Casswell and including in its number Surgeon Cadet Walter Langford, RCN (R), the party landed at a boom of logs and headed for the beach. Once there, Cadet Langford



- Bedwell Harbour, where a near tragedy cut short a training cruise of HMCS "Antigonish."
1. Approximate position where Cadet Marwood Gay, of Moose Jaw, fell. This point is almost 300 feet above the water. He later fell again to within 150 feet of the shore.
 2. The boom of logs where "Antigonish's" motor cutter landed the rescue party. Difficult terrain, including rocks, boulders, logs and stumps, made progress hazardous and uncertain. Guided only by Gay's cries, the rescue party climbed through the darkness to where he lay.
 3. Rather than take the Neil Robinson stretcher over the boom of logs, the rescuers had the motor cutter draw up to the steep shore here, where the transfer to the boat was made.

shouted to the injured man to keep calling so that his position could be located.

Then, as dusk settled into darkness, they began their hike up the treacherous slope with stretcher, rope and other gear.

Meanwhile, back on board, the commanding officer, Lieut.-Cdr. W. S. T. McCully, prepared the ship for sea, getting all in readiness for an immediate departure as soon as the rescue was completed.

Following the sound of Cadet Gay's voice, the rescue party climbed over rocks, boulders, stumps and fallen trees until they reached the injured man, who was lying on a ledge about 150 feet above the base of the cliff.

Surgeon Cadet Langford quickly ascertained that Gay had a broken back and, possibly, internal injuries. After treating him for shock, he directed the extremely delicate operation of getting Gay into a Neil

Robinson stretcher. Once the patient was strapped in securely, the descent was started.

It was now very dark. At one point it was necessary to secure a rope to the stretcher and slide it down a face of rock. Another uneasy situation faced the rescuers at the boom of logs. Rather than risk crossing the logs, the cutter was drawn up to the steep shore, where the transfer was made without incident.

On arrival at the ship, the patient was taken on board, and course was set in all haste for Esquimalt. Two hours later the "Antigonish" had secured alongside HMCS "Ontario" and a waiting ambulance had whisked Cadet Gay to the hospital. There the exact extent of Gay's injuries was determined and he was given immediate medical attention. His condition now is good and his experience is not expected to leave any serious effects. — A. K. and L.W.T.

Officers and Men



CAPT. ADAMS PROMOTED; TO COMMAND CARRIER

Captain Kenneth F. Adams, for the past two years Director of Naval Reserves at Headquarters, has been promoted to the rank of Commodore and appointed in command of HMCS "Magnificent" and as Senior Canadian Naval Officer Afloat. The appointment will take place September 7.

Born in Victoria, Captain Adams graduated from the Royal Naval College of Canada in 1922. As there were no naval vacancies at that time, he entered the merchant service and attained his master's certificate. He joined the Royal Canadian Naval Reserve in 1928 and a few months later transferred to the permanent force.

He served in ships and establishments of the Royal Navy and of the RCN before taking command of the



CAPTAIN K. F. ADAMS

auxiliary cruiser, HMCS "Prince David," in April 1941.

In December 1941 he was appointed commanding officer of RCN Barracks, HMCS "Stadacona," Halifax. Between February and December 1943 he commanded HMC Ships "Assiniboine," "Ottawa" and "Prince Henry," then became Director of Warfare and Training at Headquarters.

The following year he went to Bermuda as commanding officer of HMCS "Somers Isles," the RCN training base there. Early in 1945 he commanded the destroyer "Iroquois," and in July of that year became commanding officer of "Stadacona" for the second time.

Captain Adams took command of HMCS "Uganda" in July 1946 and was in this ship for a year before taking up the dual appointment of Deputy Chief of Naval Personnel and Director of Naval Reserves, at Headquarters. He relinquished the former post in June, 1949, to devote full time to his duties as DNR.

CPO CLARE AWARDED LONG SERVICE MEDAL

CPO R. G. Clare, of Victoria, a member of the ship's company of HMCS "Athabaskan," has been awarded the RCN Long Service and Good Conduct Medal.

In a ceremony aboard the destroyer, presentation was made by the commanding officer, Commander M. A. Medland.

Formerly of Calgary, CPO Clare now calls Victoria his home town. He joined the Navy there in May, 1933. Among the ships in which he

has served are HMCS "Armentieres," "Skeena," "Fraser," "Prince Robert," "Warrior" and "Athabaskan." He has served also in a number of shore establishments both in Canada and the United Kingdom. He has been in the "Athabaskan" since April, 1948.

CANADIAN SAILOR WINS RN'S LLEWELLYN PRIZE

Petty Officer James K. Luke, of Saanichton, B.C., now serving in HMCS "Naden," was awarded the Royal Navy's Commander Llewellyn



PO J. K. LUKE

Prize on completion of his gunnery instructor's qualifying course in HMS "Excellent" recently.

The Commander Llewellyn Prize was founded in 1917 in memory of the late Commander Robert Harmon Llewellyn, RN, who was killed in action in HMS "Queen Mary" at the Battle of Jutland. The prize consists of the sum of five pounds awarded quarterly to the man who attains the highest overall standing in the gunnery instructor's qualifying course in HMS "Excellent." Royal Navy ratings and Royal Marines also compete for the prize.

PO Luke was born in Prince Albert, Saskatchewan, and joined the RCN as a Boy Seaman in "Naden" on November 18, 1940. Among the ships in which he has served are the auxiliary cruiser "Prince Robert," the corvette "Oakville," the destroyer "Restigouche" and the cruisers "Uganda" and "Ontario."



When HMCS "Cornwallis" was re-opened this spring, there was a familiar face at the commissioning ceremony. It was the second time that Gunner Charles T. Rhodes had watched the commissioning pendant being hoisted to the masthead. Six years before he had been a member of the advance party which opened the wartime training centre, and later became the new entry gunnery training officer. He saw the base grow into the largest naval training establishment in the British Empire and then witnessed the paying off of "Cornwallis" shortly after the end of the war. When the Annapolis Valley training base returned to active duty this year, the cycle was complete. HMCS "Cornwallis" has not yet been without Mr. Rhodes during her naval career.

SUPPLY OFFICERS COMPLETE U.S. COURSE

Eight Royal Canadian Navy supply officers, four of them RCN and four RCN (R), have completed a two-week US Navy Supply Corps refresher training course at the Naval Supply Centre, Oakland, California.

Permanent force officers who took the course were Lieuts. (S) M. E. Adamic, B. V. Crosby, J. K. Power and P. J. Sands. From the Reserve were Commander (S) C. W. Donaldson, Lieut.-Cdr. (S) G. A. Herring, and Lieuts. (S) J. E. Hall and D. C. McKinnon.

Training was carried on by lectures, demonstrations and field trips. The principal subjects studied by the RCN officers included the new U.S. Navy Supply Plan, the National Security Act of 1947, personnel mobilization, accounting procedures, current operations in inventory and remobilization of the Reserve Fleet.

MEDICAL ASSISTANTS HAVE UNIQUE CLUB

The first and only one of its kind in the RCN, the Medical Assistants' Club of the Pacific Command was organized in January of this year. Its aims are to look after the welfare of its members and promote a spirit of fellowship. To date it has proven a successful undertaking.

A number of dances have been organized, with medical and nursing officers as guests, and the highlight of the spring season was a stag party, featuring suitable entertainment. Weiner roasts, beach parties and picnics were planned for the summer period.

Fortunes of the club are guided by CPO M. B. "Chuck" Gardner, president; PO Fred Kelly, vice-president; CPO Howard Ward, secretary, and AB Bill Fawns, treasurer. Various committees also have been formed, among them the entertainment committee, under PO Alec Matte, and the constitution committee, presided over by Mr. Clifford Brown, Warrant Wardmaster.

EXPERIENCED HANDS SUPERVISE TRAINING

A considerable number of RCN (Reserve) officers and men from Great Lakes and other Naval Divisions have taken their annual training in

HMCS "Portage" this summer. Besides those who have spent full two-week periods aboard, many others have gone out in the minesweeper for week-ends and other short periods of time off from civilian jobs.

Reserve training aboard "Portage" comes under the direction of Lieut. Charles Aharan, RCN (R), a psychology student at the University of Western Ontario, who has been training officer in the ship for the past two summers. Assisting Lieut. Aharan are several experienced ratings. CPO S. Duncan instructs in depth charges and depth charge pistols, CPO H. Dryden in damage control, PO J. MacDonald in anchors, cables and asdic, PO E. Addy in boatwork and rigging, PO R. Ball in gunnery, and Ldg. Sea. V. Rochon in radar and quartermaster's duties.

Retirement

Chief Petty Officer Charles Gordon

Rating: C2SM3

Age: 40

Address: 487 Head Street, Esquimalt, B.C.

Joined: August, 1928. As a Stoker, second class.

Served In: HMS "Victory," HMCS "Naden," "Vancouver," "Armentieres," "Skeena," "St. Laurent," "Ottawa," "Stadacona," "Cornwallis," "Givenchy" and "Uganda."

Retired: August 2, 1949.



The eight men shown above with their instructors in HMC Navigation Direction School, Halifax, have completed the first course held in Canada for the training of Radar Plot ratings, first class. The course started in January and finished late in July.

In the photo are: back row, left to right, Petty Officers A. W. Burke and J. G. Meadwell, Leading Seamen R. F. Cane and G. H. Jones, PO W. C. Carruthers, Ldg. Sea. W. H. Carter and PO's R. E. Fitchett and F. H. Lowe; front row, PO A. C. Gorsline, instructor, Lieut. Evan Petley-Jones, officer-in-charge, and PO C. E. Ferguson, instructor.

APPOINTMENT CHANGES ARE ANNOUNCED

Among the more important changes in the appointments of RCN officers announced recently were the following:

Commodore G. R. Miles as Naval Officer-in-Charge, Montreal. Formerly commanding officer of HMCS "Magnificent".

Commander Harry Kingsley to HMCS "Rockcliffe", in command, as Senior Officer Reserve Fleet, West Coast, as Commander of the Dockyard and as King's Harbour Master, with the acting rank of Captain while holding these appointments. Formerly held temporary appointment as Chief of Staff to the Flag Officer Pacific Coast.

Commander D. G. King, to HMCS "Naden" as Chief of Staff to Flag Officer Pacific Coast. Formerly on course at National Defence College, Kingston. Formerly Commanding Officer of HMCS "Nootka."

Commander A. H. G. Storrs, to HMCS "Bytown", as Naval Member of Directing Staff, National Defence College, Kingston, Ontario, with acting rank of Captain.

Commander R. L. Hennessy to HMCS "Stadacona" as Officer-in-Charge, Junior Officers' Technical Course. Formerly Director of Manning and Personnel Statistics at Headquarters.

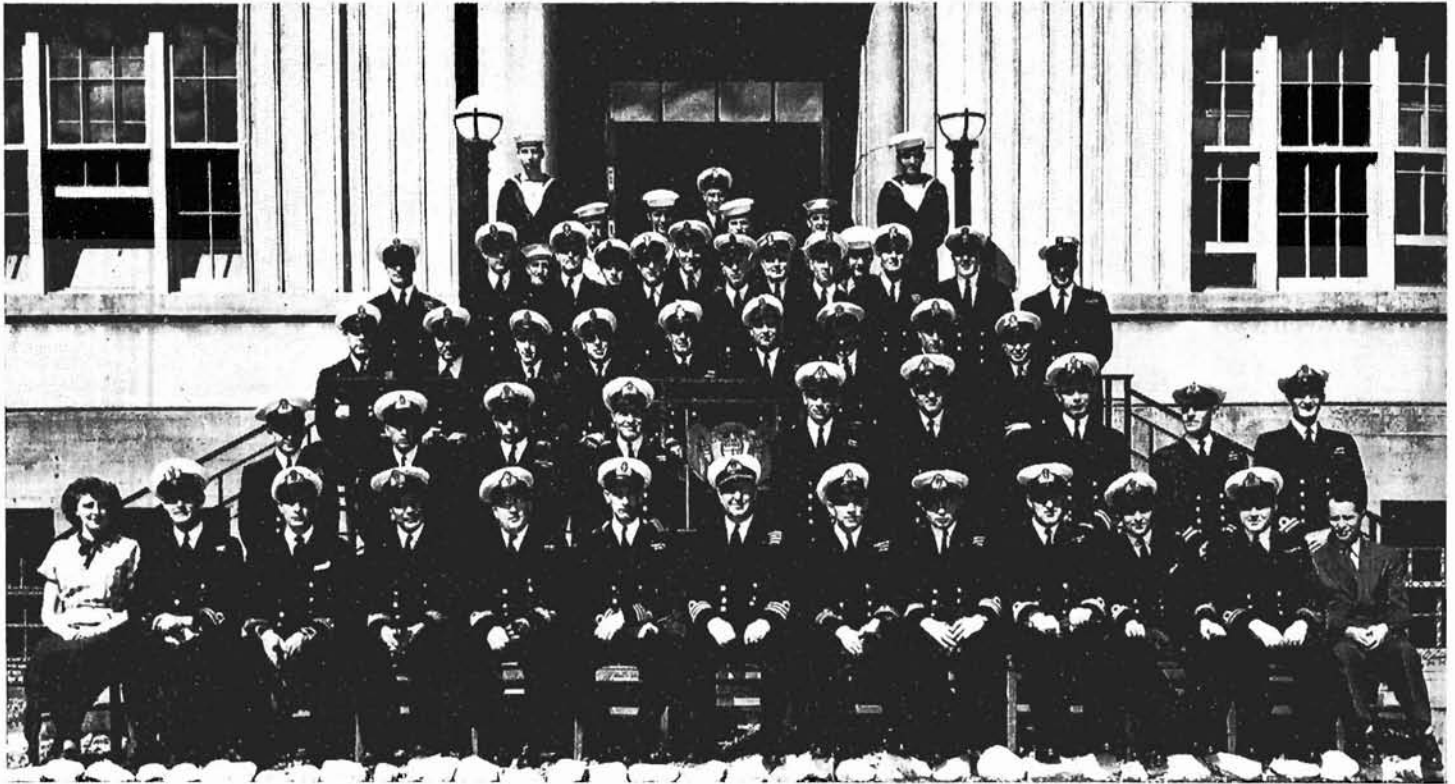
Commander P. D. Taylor to HMCS "Niobe" for Royal Navy Staff Course. Formerly at Headquarters as Deputy Director of Naval Plans and Operations.

Commander R. P. Welland to HMCS "Niobe" for Royal Navy Staff Course. Formerly at Headquarters on staff of the Director of Weapons and Tactics as Staff Officer (TAS).

Lieut.-Cdr. J. C. Smyth to HMCS "Niobe" for Royal Navy Staff Course. Formerly Staff Officer (operations) at Headquarters.

A/Lieut.-Cdr. (P) H. P. Leidl to HMCS "Niobe" as Naval Assistant (Air) on the staff of the Senior Canadian Naval Liaison Officer (London). Formerly Officer-in-Charge of the Naval Winterization Party at Namao, Alberta.

Lieut. (P) F. G. Rice to HMCS "Shearwater" as Air Traffic Control Officer. Formerly on ATCO's Course with RCAF, Centralia, Ontario.



The staff of HMC Electrical School, HMCS "Stadacona," Halifax, poses for a "family portrait." Front row, left to right are, Miss Lorraine Holt, secretary; Lieut. (L) R. R. Whyte, Lieut. (L) L. R. Wagener, Inst. Lieut.-Cdr. F. J. Kelly, Inst. Lieut.-Cdr. L. B. Sellick, A/Lieut.-Cdr. (L) D. C. Waring, Commander (L) H. G. Burchell, officer-in-charge; Lieut.-Cdr. (L) S. E. Paddon, Lieut.-Cdr. (L) J. A. Lynch, Inst. Lieut. K. E. Vavassour, Lieut. (L) M. J. M. Dunscombe, Lieut. (L) J. H. Ross and Mr. L. C. B. Young.

Second row, left to right, A/Warrant Electrical Officer E. R. Bell, A/Sub-Lieut. (L) E. M. Gummer, Warrant Radio Officer A. W. Boden, Lieut. (L) W. B. Christie, Warrant Radio Officer F. G. Douglas, Lieut. (L) Martin Shubik, Lieut. (L) G. F. Vail, Lieut. (L) R. R. MacDonald and Lieut. (L) N. R. Banfield.

Third row, left to right, CPO's W. S. Taylor, G. W. MacNeill, J. W. Lang, J. P. Palmer, W. A. Birch, F. T. Sartain, R. M. Barkhouse, D. G. Stevenson and E. S. Sainsbury.

Fourth row, left to right, CPO's S. T. Burgess, H. O. Baker, and N. G. Ford, PO's L. R. Parks, N. J. Smith and V. D. During, CPO M. D. Butt, PO D. B. Shaw and CPO C. D. Allen.

Fifth row, left to right, POD R. Evans, Ldg. Sea. W. M. Steel, CPO J. N. Smith, PO J. C. Lewis and PO A. Lockau.

Rear row, left to right, AB J. Williams, PO L. Hull, AB P. G. Lawrence, CPO H. H. Shepherd, AB J. W. Logan, Ord. Sea. S. J. Tadeuszow and Ldg. Sea. W. D. Welch.



Lieut. (P) Verne Cunningham, RCN (R), of Toronto, gets a last minute briefing from his instructor, Lieut. (P) Alan Woods, RCN, of West Vancouver, before taking off in a Firefly trainer at HMCS "Shearwater." These dual-control aircraft are a training version of the anti-submarine Fireflies used by the RCN's 18th Carrier Air Group.

REFRESHER COURSES FOR RCN (R) PILOTS

To brush up on their flying technique and learn the latest developments in air warfare, a number of pilots of the Royal Canadian Navy (Reserve) have been taking month-long refresher courses at the RCN Air Station, HMCS "Shearwater," Dartmouth, this summer.

Flying Harvard and Firefly Trainers, the Reserve pilots put in about 28 hours in the air and another six hours' instrument drill on the Link Trainer during their month at "Shearwater."

Training is in charge of Lieut.-Cdr. L. R. Tivy, commanding officer of No. 1 Training Air Group, and also includes daily lectures, usually with professional training films, on such subjects as air weapons, safety equipment and air maintenance.

This is the first time since the end of the war that RCN (R) pilots have had an opportunity to do service flying. The training period started on June 1 and continues until early September.

Among those who have completed the course are Lieut.-Cdr. (P) B. J. C.

Dibben, Montreal; Lieuts. (P) D. H. Blinkhorn, North Sydney, N.S., B. F. Vibert, Toronto, D. G. MacKay, Toronto, J. E. Boak, Vancouver, R. F. Lavack, Vancouver, H. D. J. McCoy, Kingston, I. Webster, Montreal, A. C. Scott, Hamilton, F. K. Heap, Winnipeg, C. H. Schwenger, Hamilton, and J. J. Cunningham, Toronto, and Sub-Lieuts. (P) A. J. Johnson, Montreal, and R. M. Legg, Toronto. (See also inside of back cover.)



Three RCN (R) Cadets assist in securing HMC "ML 124" alongside the frigate HMCS "Antigonish" during a recent training cruise. They are, left to right, Cadet Tim Evans, Montreal, a student at Sir George Williams College; Cadet Stuart White, Chatham, Ont., Queen's University, and Cadet Kenneth McCrea, of Winnipeg, University of Manitoba. Cadet McCrea holds the status of chief cadet captain of his unit.

WEDDINGS

Lieut. (O) M. H. E. Page, HMCS "Shearwater," to Miss Sheila M. B. Williams, of Victoria.

Lieut. (P) Mervin C. Hare, HMCS "York," to Miss Barbara A. Vokes, of Toronto.

Lieut. (E) R. St. G. Stephens, HMCS "Magnificent," to Miss Clotilde Montserrat Gonzales Llubera, of Belfast, Northern Ireland.

Mr. Hubert Norbury, Warrant Officer (SB), HMCS "Naden," to Miss Marjorie A. Race, of Victoria.

PO George F. Kinch, HMCS "Naden," to Miss Elizabeth McKay, of Victoria.

Ldg. Sea. N. F. Williams, HMCS "Ontario," to Miss Lillian Clyne, of Winnipeg.

AB L. Kahler, HMCS "Rockcliffe," to Miss Ruth Stone, of Kimberley, B.C.

AB E. W. Tainton, HMCS "Rockcliffe," to Miss Dorothy Lavigne, of Winnipeg.

BIRTHS

To PO L. Sheppard, HMCS "Naden," and Mrs. Sheppard, a son.

To AB W. C. Paly, HMCS "St. Stephen," and Mrs. Paly, a son.

COMPLETE ELECTRICAL CONVERSION COURSE

The following chief petty officers and petty officers have completed a conversion course in HMC Electrical School, Halifax, qualifying them for electrical technician, trade group 4: CPO's Edward Sainsburgh, Winnipeg; Gerald Lister, Pelly, Sask.; Donald Newman, Oswald Southron, Thomas Cooper and Vincent Krulicki, Victoria, and Donald Currie and Arthur Gardner, Halifax, and Petty Officers Richard Lea and Bernard McInnis, Halifax; Ernest Young, Montreal, and Robert Clemens, Victoria.



ATLANTIC COAST

HMC Communications School

Leave period for the school started July 25 when the majority of East Coast personnel left for two weeks. The Westerners got their annual leave on completion of their courses.

Sports activities have been numerous lately. Besides showing a keen interest in inter-part and inter-departmental events, some of the lads are practicing daily for the Barracks Regatta to be held shortly. Under the leadership of PO Albert Bonner, the track and field enthusiasts have been putting up a very fine show.

Ord. Sea. John MacLarty of Ottawa, after a session in hospital, has proceeded home on leave.

PO Jim Layton, of Halifax, the

popular instructor of CR Class 25, has undergone an operation but will soon be on his feet and on leave.

Ord. Sea. William Hogg left for Albro Lake Radio Station after completing his course. Ord. Sea. Earl Exley has been drafted to HMCS "New Liskeard."

CR Class 22, under Petty Officer Bonner, completed its course with a very high standard.

The following men will be drafted shortly to various ships and establishments: Ordinary Seamen Robert Morehouse, Raymond Hebert, Basil Murtha, Wilfred Lumsden, James Horncastle, Clark Spence, Stanley Wells, John Plunkett, Allan Oslic, Gordon Whitehead, David Walling, Lynwood Webber and Frank Tyler.
— D.M.

HMCS "Iroquois"

Recently returned to active duty as a training vessel for UNTD personnel, HMCS "Iroquois" proceeded to sea on July 9 with 101 Cadets, RCN (R), aboard.

This first cruise in her new role took the ship to St. Margaret's Bay, just south of Halifax, to Inhabitant's Bay and St. Anne Bay, on Cape Breton Island, and Charlottetown, Prince Edward Island.

While at anchor in St. Margaret's Bay on July 11 the regular ship's company and the cadets turned to in a body and painted ship.

Charlottetown was reached on July 16 for a two-day visit. The ship was open to visitors on both days and a total of about 800 persons took advantage of the opportunity to inspect the destroyer. HMCS "Queen Charlotte," the naval division at Charlottetown, arranged a reception for "Iroquois" officers and dances for the cadets and the ship's company.

An interesting feature of the visit to St. Anne Bay for a group of University of Toronto cadets was a meeting with the president of the University, Dr. Sidney Smith, who was motoring in the area. He stopped and chatted for some time with the students.

HMCS "Haida"

Getting a brief respite from anti-submarine and air warfare exercises, HMCS "Haida" visited St. Andrew's, N.B., July 1-4 and the ship's company found themselves in the thick of local activities.

The neighbouring towns of St. Stephen, N.B., and Calais, Maine, were busy with their annual four-day



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, saw his dockyard from a Bell helicopter recently. While Admiral Mainguy was being entertained at luncheon aboard the American icebreaker USS "Edisto" by Captain B. N. Rittenhouse, USN, and his officers, "Edisto's" helicopter was making some practice runs around the harbour and the Admiral was invited to take a spin. The pilot is Lieutenant J. Armstrong, USN. — *US Navy Photograph.*



During HMCS "Haida's" visit to St. Andrew's-by-the-Sea, July 1 to 4, Barbara Ann Scott and her mother, Mrs. Clyde Scott, who were vacationing at St. Andrew's, paid a visit to the ship. Left to right, are: Lieut. J. L. Panabaker, the ship's executive officer, Lieut.-Cdr. E. T. G. Madgwick, commanding officer, Mrs. Scott, AB Donald Gordon, quartermaster, and Miss Scott.

round of parades and festivities for which the local residents and hundreds of visitors turn out every year in the cause of international goodwill. Twenty men, with Sub-Lieut. Andrew McMillin in charge, marched on two different occasions and received considerable praise for their precision and smartness. A boxing tournament was held in St. Stephen and two men from "Haida," AB Paul Melanson, of Halifax, and AB T. Mason, of Toronto, put on an exhibition bout. Dances were held nightly in both towns.

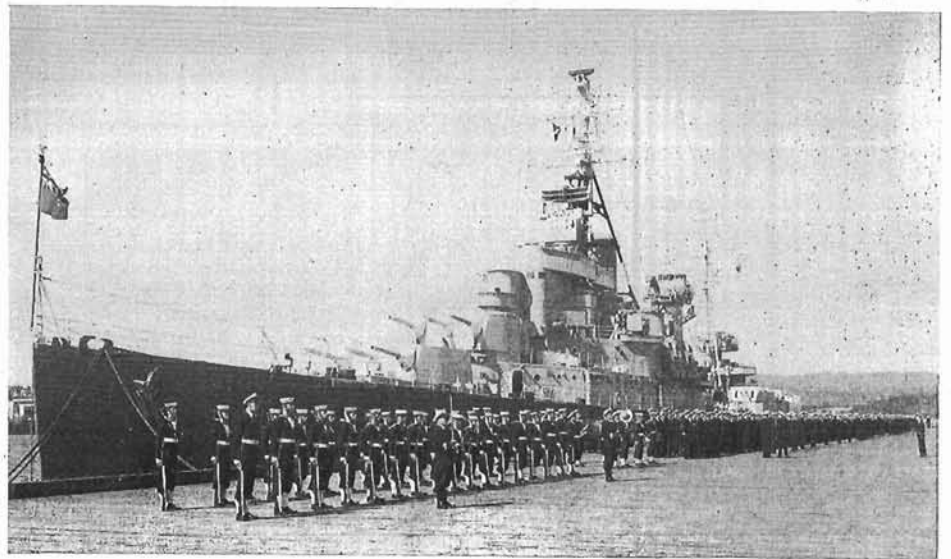
One of the highlights of the stay in St. Andrew's was a visit to the ship by Barbara Ann Scott, who was vacationing there. Everybody was delighted with the charming guest, but none more than Ord. Sea. R. Taylor, of Toronto, whom Barbara Ann visited in sick bay. His recovery afterwards was extremely rapid.

PACIFIC COAST

HMCS "Crescent"

"Crescent's" first sea trip following her return from China and a short period alongside in Esquimalt was a

rather unusual one. Slipping at 0600, she proceeded to Vancouver where she secured alongside the C.N.R. wharf at noon and embarked 90 members of the Canadian Women's Press Association. By 1340 they were all aboard and the "Crescent" slipped and headed back for Victoria. The guests showed a keen interest in naval life and were shown all parts of



A gleaming cruiser greeted Rear Admiral H. G. DeWolf on his second inspection of HMCS "Ontario" since he assumed the office of Flag Officer Pacific Coast. Drawn up smartly on the jetty, "Ontario's" ship's company waits for the Admiral's inspection following his tour of the 9,000-ton cruiser.

the ship from the bridge to the engine room. Arriving in Esquimalt the ladies disembarked at 1815.

After a weekend at anchor in Patricia Bay, the "Crescent" joined with the "Ontario" and the "Athabaskan" for two days of exercises in the Straits of Georgia, anchoring in Plumper Sound in the evenings.

The ship's next trip, in company with the "Athabaskan," was to Skagway, Alaska. During the passage exceptional weather conditions were enjoyed as well as some rugged Alaskan scenery.

The jumping-off point for the "Trail of '98," Skagway is small and extremely quiet in comparison to its former days of gold rush splendour. It has, however, many interesting relics and souvenirs of its famous past.

The two-and-a-half day stay gave the "Crescent's" softball team just enough time in which to fatten its record by defeating the "Athabaskan" team and one from the town of Skagway in two hard-fought games.

HMCS "Beacon Hill"

"Beacon Hill" recently embarked on the second of three training cruises for RCN (R) cadets from Canadian universities. The group which left

the ship on July 9 after four weeks of steady training demonstrated an abundance of willingness, industry and co-operation. With the Cadets was their term lieutenant, Lieut. W. McCorkell, RCN (R), assisted by PO T. Shuckburg.

On completion of their sea training period the cadets went through various evolutions on board under the watchful eye of the Reserve Training Commander. The results were good and much satisfaction was felt by those members of the permanent ship's company who served as their instructors.

In addition to cadets, a group of six stokers from HMCS "Naden" is taken aboard for training under CPO Donald Osborough and CPO John Harper during each cruise.

A new member of the ship's company must now be introduced. He was acquired from a family in Bedwell Harbour. It is only fitting that he should be the centre of attraction, for how many ships have a goat for a mascot? (Albert by name, age two months).

Chief Petty Officers' Mess

The second social event of the season to be held by the Chief Petty Officers' Mess of HMCS "Naden" took the form of a "weiner roast" on the beach at Cordova Bay and dancing in McMorrans' Pavilion. Attendance totalled 137 and everyone expressed the hope that a similar function would be held in the near future.

Sparked by the organizing ability of CPO Johnny Lawrence and kept moving by Master of Ceremonies CPO Earle Sealy, the event became a dual affair when it was learned that CPO and Mrs. E. Worth were celebrating their second wedding anniversary.

Working clothes were "piped" as the rig-of-the-day and CFO E. E. Moore was detailed as the "Weiner Bos'n", while CPO Les Noon took care of other refreshments. Transportation to and from Cordova Bay was provided out of mess funds.



Miss Fairfax Mason, of Bridgeport, Connecticut, who won the title of "Miss Atlantic" at Halifax July 23, is shown with Cadet Michael Steers, RCN (R) of Ottawa, shortly after being awarded her crown. Steers was one of 30 cadets "detailed off" to escort the fair contestants during the Miss Atlantic pageant.

TAS Training Centre

While a certain air of quiet prevails around the TAS Training Centre and the "other building", formerly known as the Anti-Submarine School, there is plenty going on in the realm of training and other activity.

In the way of personnel changes, PO G. R. Harnett recently joined the instructing staff, and PO Johnny Bing is now "seagoing" with HMCS "Ontario." PO Ron Hamlin, completed a TD 3 course and is doing TAS instructional duties in the "Beacon Hill."

HMCS "Antigonish"

"Antigonish" is now engaged in training a second group of UNTD Cadets and Bedwell Harbour is becoming a familiar spot.

The first of a series of inter-ship regattas was held in Bedwell Harbour in July and ended in a tie with the "Beacon Hill." Outstanding for the "Antigonish" was the seamen's crew.

A week-end in Seattle highlighted "Swish's" recent training schedule and plans are that it will be repeated at least twice more within the next three months.

Gunnery Training Centre

The Gunnery Training Centre is always a hive of activity, or so it seems, since the gunnery people are invariably in the middle of something. Training and "brush-ups" for parades, funerals, marches, gunnery shoots, rifle matches, divisional courses, special guards and other affairs and events too numerous to mention, are constantly being undertaken in addition to the normal day-to-day activity.

PO Sam Shaw is doing the duties of gunnery instruction on the parade square, along with Petty Officer "Doc" Neilson.

CPO Dennis Colegrave has gone to the "Crescent" after three years of instructing in "Naden." Following two years aboard the "Ontario" Able Seaman Richard Griffin is enjoying some "shore time" on the Gunnery School Staff as Gunnery Lieutenant's Writer. Also back in the Training Centre, after successfully completing a Gunnery Instructor's course overseas, are CPO John Rafter and PO James Luke. Meanwhile, PO John Stewart relinquished his gunnery rating of Layer and is now undergoing a course for Radar Controlman.

Supply School

The sixth Supply Officers' technical course graduated late in June. Five sub-lieutenants from this course proceeded to the USN Supply Corps School at Bayonne, N.J., for nine months of study of USN supply procedure.

A team of five psychologists, representing the Defence Research Board, is conducting research in the school on the relation of entrance standards to job requirements for cooks and stewards in the RCN.

Lieut.-Cdr. (S) P. H. Sinclair recently became officer-in-charge of the Supply School, relieving Lieut.-Cdr. (S) F. D. Elcock, who has started a nine-month course in logistics. Lt. Cdr. Elcock had been with the school for the past two years.

Mechanical Training Establishment

An impressive number of officers and men, both RCN and RCN(R), have completed courses at the MTE in HMCS "Naden" this year. The short but intensive fire fighting and damage control course has had the largest attendance, more than 1,500 since January.

Thirty-eight first year and eight second year Cadets (E), RCN(R), have completed five weeks in the cruiser "Ontario" and are continuing their training in the MTE. In addition 162 RCN(R) cadets of all branches have taken one week of engineering training and one of damage control.

To date, 196 stoker mechanics have completed new entry stokers' training courses in internal combustion engines, damage control, fire fighting and engineering and have been to sea for short cruises in HMCS "Antigonish" and "Beacon Hill." Just for good measure, 25 re-entries have completed short courses in various subjects.

HMCS "Athabaskan"

Following visits to Nanaimo, Nanoose Bay and Plumper Sound, "Athabaskan," in company with "Crescent," paid a three-day visit to Skagway, Alaska. The scenic grandeur of Alaska's snow-capped mountains and crystal glaciers caught everyone's eyes, while Skagway, terminus of the Whitehorse and Yukon Railway, lived up to all expectations.

NAVAL DIVISIONS

HMCS "Star"

(Hamilton)

A full programme of training is being carried out by HMC "ML 106" and the opportunity is afforded several times a week for reservists to get out in the Fairmile. The harbour craft are also being kept busy on evening and week-end cruises and naval boats have become familiar sights along the shores of Lake Ontario.

Quite a few men made use of the chance to get seetime in a larger

craft when the Algerine minesweeper, HMCS "Portage," called at "Star." In addition to the Hamilton reservists, the "Portage" took on short cruises parties of local citizens and Sea Cadets, all of whom proved to be most enthusiastic sailors.

During the stay in Hamilton, several sport and social functions were arranged to enable the men of the "Portage" to become better acquainted with the division and the city. In an inter-ship baseball game,

was a shmoo. The captain looked again, this time at the lookout.

However, when the object was taken on board that uncomfortable individual was vindicated; it was a shmoo, a large, white rubber balloon type seen frequently on bathing beaches.

HMCS "Prevost"

(London)

Outstanding event at HMCS "Prevost" during July was the visit of HMCS "Portage". More than 40



A. Hewitt, of London, Ontario, a Royal Navy pensioner since 1890, is shown the depth charge throwers on HMCS "Portage" by Lieut. James Butterfield, First Lieutenant of the minesweeper. Mr. Hewitt was among the large number of London citizens who went aboard the "Portage" during her visit to that city. He served in the Royal Navy when muzzle-loaded guns were a warship's main armament. He took part in the bombardment of Alexandria in HMS "Severn" and for a while after his discharge from the Royal Navy was with the Chinese Customs Service.

"Portage" soundly trounced "Star."

The crew of "ML 106," are talking about an amusing experience which occurred while on a cruise in Lake Ontario early in July.

It seems that shortly after 1200 on July 2, while the hands were at dinner, the lookout reported a white object in the lake ahead. The officer of the watch looked and called the captain. The captain looked and asked what it was. The lookout, after some deliberation, ventured the opinion it

officers and men from the Division were able to put in training periods ranging from three to the full ten days of the minesweeper's visit. The "Portage" also took members of the Army and RCAF, the Naval Officers' Association, Sea Cadet Corps and civic officials for short afternoon and evening cruises on Lake Erie.

Climax of the ship's visit was an assault landing on the beaches of Port Stanley, which was watched by several thousand people. (See Comrades in Arms).



Winners of the Navy League's essay contest whose awards included a visit to Halifax during Navy Week are shown here on the flight deck of USS "Midway." Left to right they are Gerald A. Taylor, Sussex, N.B., Kay V. Marshall, Moose Jaw, Dominion medalist, Katherine MacLean Charlottetown, Myrna Robar, Little Liscomb, N.S., John Hubicki, Toronto, and Robert Burns, Montreal. The "Midway" was one of fifteen warships in port for Halifax Navy Week.

HMCS "Hunter"

(Windsor)

A gala ship's company party on the drill deck ended the training season at HMCS "Hunter". A crowd of more than 600 attended and enjoyed the dancing. Members of HMCS "Portage's" crew attended the party as their farewell to Windsor. After a two-week stay in the Windsor area, "Portage" slipped the next morning on her return trip down the lakes.

During the summer months, an honour guard under Lt. T. A. Tarleton, gunnery officer, has been training every Monday evening.

Preliminary work on choosing the team for the Great Lakes Naval Regatta at HMCS "York" over Labor Day week-end also has begun. It is intended that "Hunter" will send a full team of six officers and twelve men to take part in all events.

HMCS "Catarqui"

(Kingston)

In spite of the smaller attendance which is usual during the summer months, HMCS "Catarqui" is still going full speed ahead with training. The unit system developed by this establishment is almost over its "teething troubles" and many useful training periods have been put in

aboard various harbour craft, cutters and whalers.

Crews of two vessels of the United States Navy were entertained by the ship's company, the highlight being a dance on board "Catarqui."

Approximately 60 men from "Catarqui" spent two weeks in HMCS "Portage" when the ship was at Kingston toward the end of July.



Bill Law, of Winnipeg, centre, and W. G. Oliver, principal of Daniel McIntyre Collegiate, in Winnipeg, try out sound powered telephones during a tour of HMCS "Naden," Esquimalt, as guests of the Navy League of Canada and the RCN. Lieut. (L) W. F. Harris, RCN, HMCS "Naden," explains the operation of the telephones. Bill Law was one of the regional winners of the recent National Essay Contest, sponsored by the Navy League. A trip to the coast and a visit to the fleet was one of the prizes he won. Other prize winners who, with their school principals, were guests at the Esquimalt naval base, were Gerald Dessault, Mission City, B.C.; Bruce Miles, High River, Alberta, and Nellie Healey, Eston, Sask.

HMCS "Scotian"

(Halifax)

Missing from the wardroom is a piece of silverware long familiar to the officers of HMCS "Scotian." The Lieut.-Cdr. W. G. Allen Challenge Trophy for rifle shooting now reposes in the Division's Seamen and Stokers mess, members of which won the cup in a recent competition. On the winning team were Ordinary Seamen Don Howard, Tony MacGillivray, D. A. Nickerson, D. Reid, B. C. MacQuarrie, W. Hoare and G. R. Bradley.

Delegates to the Naval Officers' re-union in Halifax were guests of the Division at a reception held in the Wardroom. It was the first time the Wardroom had been used since being remodelled and re-decorated.

Two officers from the division are now serving with the RCN. Lieut. (L) William Christie, a recent graduate of the Nova Scotia Technical College, is serving in HMCS "Stadacona." Lieut. A. A. McLeod is on special naval duty for two years with the Reserve Training Commander, also in "Stadacona."

The Naval Armourer

Maintenance Of All Armament Is Now
Responsibility of Ordnance Branch

Since the war, several new branches have been established in the RCN and many of the old ones reorganized. New weapons and new equipment, in increasing quantities and of greater intricacy, have brought about changes so extensive that a man rejoining after being out of the Service for three or four years would hardly recognize it as the same Navy.

Although its officers and men remain, as they always must, primarily seamen — for the sea is eternal — they are, of necessity, becoming more and more specialized.

To acquaint its readers with what has been going on, The "Crow'snest" has been publishing, from time to time, articles on the various branches, why they have been so formed and what they do. Covered so far have been the Electrical Department, the Torpedo Anti-Submarine Branch and the naval educational system (Instructor Branch). The latest article in the series, dealing with the Ordnance Branch, appears here.

DURING the Second World War there existed in the RCN a number of technicians known as Ordnance Artificers. These artificers were attached to the Gunnery Branch and were employed on the maintenance of guns, mountings and control equipment.

In 1946, the Ordnance Branch was formed for the purpose of taking over responsibility for the maintenance of all armament, including underwater weapons, and their control equipment. The new branch was built up from two sources, firstly the original OA, or "machinist," and secondly the newly created Armourer, or "fitter." In July, 1948, it became clear that the requirement for a machinist had lapsed, and so the Ordnance Artificer disappeared. Actually, the two categories were merged under the one title of Armourer.

Later, it was decided that to facilitate training, the Armourer should be allowed to specialize, and so the men became Gunnery Armourers, Torpedo Armourers or Control Armourers.



Maintenance of equipment used for instruction is one of the duties of staff members of the Ordnance Training Centre. Above, two men work on one of the directors atop the Gunnery School. They are CPO T. D. Clarke, of Sarnia, Ontario, left, and CPO T. G. Heeny of Vancouver.

The training of the ex-OA's in the wider aspects of gun maintenance, and training of the ex-Gunnery and Torpedo rates in mechanical work, necessitated the setting up of a training establishment on either coast, and HMC Ordnance Training Centre, Halifax, and the Ordnance Training Unit, Esquimalt, were born.

The Ordnance Training Centre in Halifax is properly situated between the Gunnery and TAS Schools in HMCS "Stadacona" and it is in this establishment that the Armourer receives his lengthy training courses.

The course for the would-be Armourer begins with basic educational subjects such as mathematics, physics, chemistry and mechanics. From there, and by way of contrast, he goes to the Mechanical Training Establishment, where he qualifies as a fitter, his course covering many and varied aspects of mechanical training, such as tool-making, welding, gear cutting, heat-treatment, etc. To complete this section and to qualify for inclusion in the next half of the course, the Armourer candidate is required to prove his newly acquired skill by



Use of machine tools in the maintenance of equipment is among the skills developed by men in the Ordnance Branch. Shown above at a lathe in the Ordnance Training Centre, HMCS "Stadacona," is CPO R. V. Courtenay.



Stripping the tail of a torpedo in the Ordnance Training Centre, HMCS "Stadacona," are CPO E. M. Parker and AB J. F. Connors, both of Halifax, members of the staff of the OTC.

producing a fitting project to a high degree of accuracy.

Then follows the specialized training. The Gunnery Armourer devotes his whole time to the construction, operation and maintenance of all types of guns; the Torpedo Armourer masters the workings of all underwater weapons; the Control Armourer studies the fire control equipment used in the control of both gunfire and underwater weapon discharges.

This specialist training is carried on in the well-organized and equipped shops of the Gunnery and TAS Schools, under the direction of the Officer-in-Charge of the Ordnance Training Centre, Ordnance Commander H. M. Walker. The Gunnery School's shops are equipped with working specimens of gun mountings, from the well-known 4.7-inch destroyer gun to the small arms section in which specimens of all kinds of automatic weapons are laid out for inspection and reassembly.

The Control Armourer spends his time in the fire control shops and in classrooms fitted with the latest types of computer tables, control clocks and other complicated equipment used to solve the gunnery firing problem. The

Torpedo Armourer begins his training in the Whitehead shops, working on the maintenance of the engines, steering motors, etc. of the modern 21-inch torpedo. Then he goes on to study the working parts of the conventional moored mine, and later to the more complicated types of mines. Anti-submarine weapons are most important in the RCN and so he spends some time on the squid and hedgehog, and last, but not least, on the depth charge.

To round out this course of a year's duration, all three types of Armourer spend a short time in one of HMC Armament Depots, seeing how their equipment is completely overhauled and how modifications are carried out. This is perhaps the most valuable period in their training, because it gives them the opportunity to see for themselves how much damage can be done to valuable equipment by inadequate maintenance afloat.

DIVISION'S FAIRMILE HAS BUSY SUMMER

"Hands to stations for leaving harbour" is a well known pipe on

board ML 121." Today she may be at Deseronto, to-morrow at Brockville — always on the move.

Besides week-end cruises, the primary purpose is to supplement the drill nights at each unit of HMCS "Catarqui" with training afloat, rather than in barracks, during the summer. Therefore, each day finds the Fairmile in a different town. The reserves come on board about 1900 and carry on to their part ship until she is secured for sea. Then they take up their posts on watch. The men from each unit have been divided into a three watch system in order to make the instructional classes smaller and to carry out as nearly as possible a proper watch-keeping system. During the next two or three hours, the watches will have changed completely around and all will have done their trick at standing lookout, quartermaster, etc., working part ship and one period of instruction.

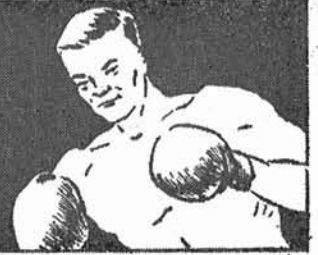
Extra-curricular activities have been many and varied. The ship's company had the pleasure of welcoming the Governor-General on board while in Brockville, in mid-July, for the Centennial celebration. Members of the ship's company marched with the Brockville Unit as part of a parade and "ML 121" patrolled the course for the speed-boat races in the afternoon. A similar job of patrolling was done at the Belleville regatta.

There has been little time for much sports activity, outside of swimming. However, proficiency here enabled two members of the crew to save a person's life recently while at Picton.

Discipline has been very good, with only one serious defaulter. At the moment he is marked "run." Description: hazel eyes, brown hair, average build, name Ord. Sea. "Brownie," official number, R-K9. Duties: ship's mascot.

The training should prove of great value to each individual for future advancement. At any rate, all have had a chance to learn a little of the ways of the sea as may be found in Psalm 107, Verses 23-31.

The Navy Plays



Naval Marksmen Score On Prairie Ranges

A team of sharpshooters returned to the RCN's Pacific Command recently with an assortment of medals and silverware won at the Alberta Provincial Rifle Association Meet at Calgary. Shooting against seasoned aggregations from Alberta and parts of the United States, the Navy marksmen stacked up well in all events, finishing "in the money" in both individual and team competitions.

CPO's Hugh C. Dunbar, Albert E. Sewell, E. A. Moore, and Thomas Chandler teamed up to win the Armstrong Memorial Plaque. CPO Moore went on to cop a gold medal in individual competition, and a silver medal in the 1,000 yard match. Chief Sewell took away a silver medal in the 800 yard event, and CPO Denis Colegrave added another silver medal in the tyro revolver match. Sub-Lieut. (NS) Hazel Mullin placed in the 200 yard shoot and received a bronze medal, while CPO D. Freeman won a bronze medal in the tyro match.

Other members of the Navy team included CPO's David Rimmer and Colin Henderson of "Naden" and CPO William Mundie of HMCS "Nonsuch," Edmonton.

The team thoroughly enjoyed its stay at Calgary, which was made especially pleasant by the hospitality extended by Col. Harry Snyder, commandant of Sarcee Camp, where the shoot was staged.

Earlier an RCN team composed of Mr. G. Grivel, Gunner, CPO Moore and CPO Dave Freeman brought the Navy the Wilkerson Shield for the third straight year.

CPO Moore also qualified for the B.C. team in the second stage of the B.C. Rifle Association shoot in July.

Six-Man Football Planned At "Stadacona"

Plans are going ahead at HMCS "Stadacona" to introduce six-man football as another event in the inter-part sports competitions at the Halifax base. The rules are a combination of the regulations governing twelve-man "touch" football and six-man "tackle" and have been worked out by Lieut. Donald J. Loney, RCN (R) of HMCS "Carleton," Ottawa. Lieut. Loney, who is captain, and first-string centre of the Ottawa Rough Riders football team, Eastern Canada

champions, recently completed a period of voluntary service at the P. and R.T. School in "Stadacona."

The new league will allow a large number of football enthusiasts to enjoy the sport in competition that minimizes the possibility of personal injury despite the light uniforms and equipment used.

It is hoped that the game will prove popular with the men at "Stad" and also at HMCS "Cornwallis," and that a play-off may be arranged between the two eastern training bases.



Sub. Lieut. (NS) Hazel Mullin, of HMCS "Naden," casts an experienced eye over her rifle before beginning a practice session on the .22 range at the west coast base. Sub-Lieut. Mullin, who began rifle shooting in 1947, has developed into one of the outstanding sharpshooters in the RCN's Pacific Command. She has already won several Canadian Small Bore Rifle Association awards, among them the prized Silver Medal. She has represented the Navy at a number of shoots and this year took part in the Alberta Provincial Rifle Association meet at Calgary and won a bronze medal.

Inter-Part Rivalry Increases At "Naden"

Inter-Part sports activity in HMCS "Naden" has stepped up considerably since the end of May. Every man now has a chance to play at something for his department — softball, water polo sailing, tabloid sports and track and field events.

The new "Cock-of-the-Barracks" trophy goes to the department accumulating the most points in all leagues. Through this friendly rivalry, "Naden" personnel are meeting one another and the establishment is losing its "we are just a depot" feeling.

Two winning softball teams in the Pacific Command, Navy Senior "C" and Navy Senior "B," are both on top of their respective leagues and both have captured the Zone One series for Island and B.C. championships. Runners-up to the Navy in the Island Zone playoffs were the Army "B" and "C" teams. The four evenly-matched teams met in an Army vs. Navy doubleheader during Navy Week, with the proceeds going to charity. Coach of the Navy Senior "C" is CPO Fred Potts, while CPO Alec Ross coaches the "Bs".

This is the first time the RCN has entered two teams in City League softball and the results shown and support given have been most encouraging.

West Coast Crews Hold Weekly Regattas

HMCS "Naden's" weekly sailing regatta, involving generally twelve boats — four whalers and eight cutters — has now resolved itself into a battle between CPO James "Slinger" Woods, Coxswain of the Manual Party, Surgeon Commander W. J. Elliot and his RCN Hospital boat, and CPO Earle Sealy at the helm of the gunnery entry.

Shoving off about 1400 every Thursday, it takes the boats about an hour to do the course around Esquimalt harbour. The scheduled sailings are controlled by the "Naden" Sailing Committee, under the chairmanship of the First Lieutenant, Lieut.-Cdr. J. C. L. Annesley. The

regatta is part of the inter-part sports programme for the barracks and each boat receives so many points towards the recently inaugurated "Cock-of-the-Barracks" trophy.

Close Race Features Track, Field Meet

Action, and plenty of it, featured HMCS "Stadacona's" annual inter-part track and field meet held at the Wanderers grounds. The outcome of the meet was in doubt until the final event as Communications and UNTD teams staged a neck-and-neck battle

for top honours, with the nod finally going to the Communicators by the count of 49 to 48 points. Miscellaneous wound up in third place with 37 points while Electrical School trailed with 14 points.

The individual aggregate trophy went to Petty Officer Mel Lumley of the Miscellaneous team. He starred in practically every field competition and won the field event trophy in addition to the grand aggregate. Able Seaman Edward Parsons was the outstanding competitor in the track division as he won the mile and the 440, and then sparked his team to victory in the mile relay.

Track and Field Events Draw Large Entry List

Weekly inter-divisional track and field competitions in "Naden" have attracted large and enthusiastic entries from all departments.

Early in the season eight tabloid track and field competitions were run off in as many weeks, with all departments in "Naden" represented. An average of 120 men participated in each of these meets and a gradual physical conditioning of competitors has resulted. Supply School "A" team took top honours.

On July 14 "Naden" held its first elimination track and field meet in preparation for the finals. Interest in the meet was indicated by the large number of entries in each event. The 100-yard dash alone drew 79 entries and 82 men participated in the broad jump on the same afternoon. Seventeen events were run off.

Frigates Compete For Sports Honours

The two west coast frigates, "Antigonish" and "Beacon Hill", tangled in whaler racing and softball during the past month, with the latter showing the better record. "Beacon Hill" won the cadet softball game and followed up with another victory in the ship's company game before finally dropping one to the "Antigonish" crew. In a regatta, the ships were deadlocked at 10 points each.



His Immaculate Majesty, the Sultan of Swat, Order of the Fig Leaf, Brotherhood of the Celestial Beet, Knight Grand Cross of the Suspender, democratically condescended to attend the "Stadacona"- "Cornwallis" officers' soccer game and perform the official kick-off. He is shown above (breathing a little heavily) just after starting the game. Who is he?

Hold Regattas On Ottawa Lakes

Members of the Naval Headquarters Sailing Club and personnel from HMCS "Carleton," the naval division in Ottawa, have taken part in two sailing regattas during the past few weeks.

The first was an all-Navy affair held on Dow's Lake, Ottawa, on July 27, the competing craft being eight Admiralty-type 14-foot dinghies.

Capt. (L) W. H. G. Roger, with Lieut.-Cdr. (L) E. J. Apps as crew, won the feature race of the day and the regatta championship. They also won the second heat race. Other winners were Lieut.-Cdr. John Bovey, skipper, and Lieut. D. M. Howitt; Lieut. I. B. B. Morrow, skipper, and Sub.-Lieut. J. S. Ker; Lieut.-Cdr. (P) F. W. H. Bradley, skipper, and Mrs. Bradley; Lieut.-Cdr. W. H. A. Moxley, skipper, and Miss Margaret Ryerson.

On the racing committee were Cdr. J. S. Davis, officer of the day; Cdr. H. L. Quinn, Cdr. W. A. Childs, Lieut.-Cdr. Moxley, assistants, and Cdr. (L) J. C. Gray, regatta secretary.

Ten days later the naval sailing enthusiasts took their boats to Lake Deschenes on the Ottawa river for a week-end of competition with members of the Britannia Boating Club. Here the Navy men did well, particularly when sailing BBC boats in the International classes.

Supply School Sighting On Barracks Trophy

The Supply School has been doing exceptionally well in the "Naden" inter-part sports during the summer. Representatives of the school won the tabloid sports programme, were leading, at the time of writing, in track and field and water polo, and were making a good showing in the softball league. By keeping up their present showing in these sports the Supply men can ensure that the "Cock-of-the-Barracks" trophy for the overall winner of all sports during the summer will come to rest in the School.

Thanks, Doc

A model ship made by the Mechanical Training Establishment, Electrical Department and Ordnance shops from the propeller of a naval aircraft has been presented to Doctor M. J.



Thompson of Kirkland Lake, Ontario, by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. The inscription reads, "Presented to Doctor M. J.

Thompson in appreciation for services to RCN hockey team in 1949."

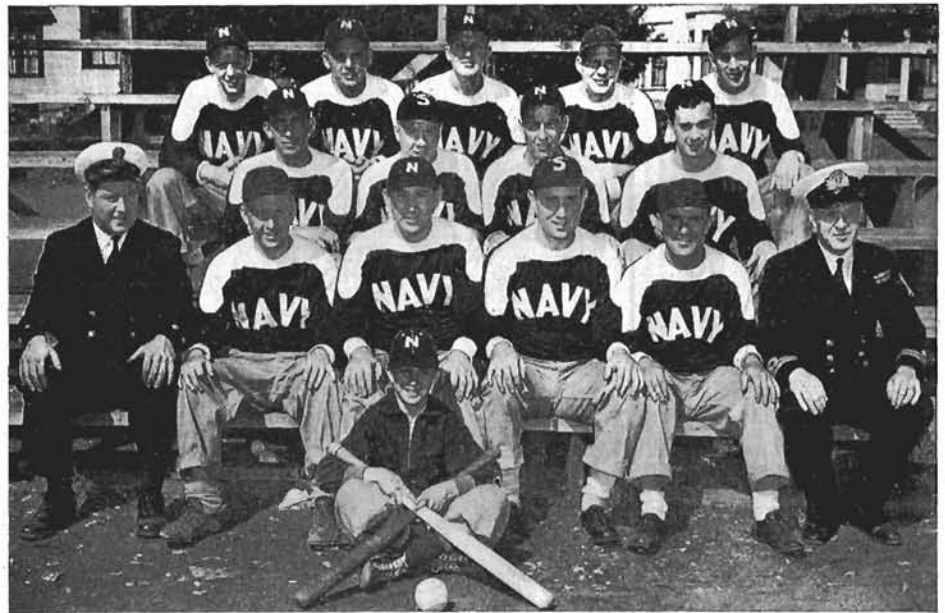
During the intermediate playdown series with Rouyn Flashes last spring at Kirkland Lake, the Navy team was without its own medical attendant. Dr. Thompson, however, came to its assistance and in the course of two games set a double fractured jaw (Goalie CPO Mel Davis) and put a total of 13 stitches in other injured players.

Navy Boxers Take Four N.S. Titles

Four members of HMCS "Stadacona's" five-man boxing team came through to take top honours in the Nova Scotia amateur boxing championships. The team was headed by Sub Lt. (L) Michael Milovick, who acted as coach and also handled the light heavyweight chores. Other members to win titles were Sub Lt. (L) Charles Nixon, lightweight, Sub Lt. (L) James Bird, welterweight, and Cadet John O'Connor, junior welterweight.

Ball Team Rallies After Slow Start

After a slow start, the "Stadacona" team in the Halifax Senior Softball League is now firmly established in third place, 3-1/2 games behind the league-leading Monarchs. With seven games left to play in the regular schedule, the Navy men stand a good chance of bettering their position before the playoffs.

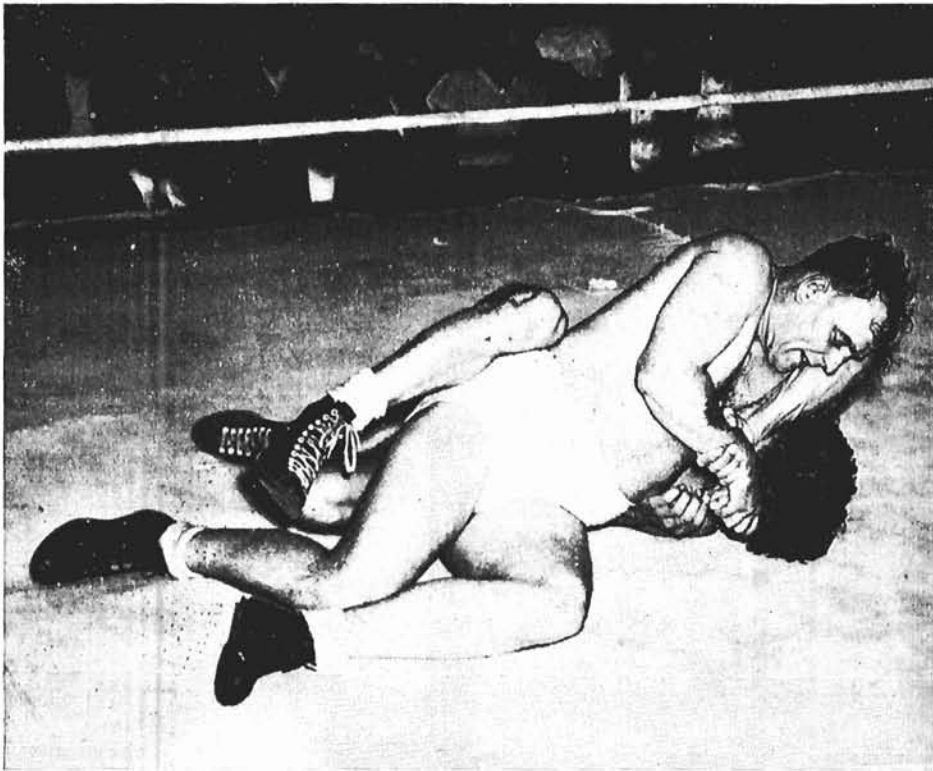


Members of HMCS "Stadacona's" team in the Halifax Commercial Softball League are shown above: Front row (left to right) CPO Roy Hanson (equipment manager), Sub.-Lieut. (L) Ernest Gummer, CPO Bernard Gordon (playing coach), CPO Duncan Stevenson, AB Rene LaPointe and Lieut. (E) Victor O'Connor (manager).

Centre row — PO Alvin Coe, AB Roy Glenen, PO Francis Lowe and Ord. Sea. Raymond Burke.

Rear row — PO William Bayers, PO Donald Newman, AB Thomas Thompson, AB Albert Ethelston and CPO Edward Moore.

The team's mascot and bat-boy is "Tommy" Thomson, son of an ex-Master-at-Arms of the RCN. Missing when the picture was taken were Lieut.-Cdr. (L) Stuart Paddon, CPO Douglas Babineau, AB Robert Buchanan and AB John Knowler.



The "grunt and groaners" took over for a night at HMCS "Shearwater" and provided a wrestling card which mixed excitement and histrionics. In the photo above two matmen give their all during one of the bouts. PO Douglas Payne, of HMCS "Stadacona," temporarily has the upper hand — the rest of the anatomy belongs to PO John Sawatsky, of "Shearwater."

First Wrestling Show Held At "Shearwater"

The biggest July sports event in HMCS "Shearwater" was "Grunt and Groan Night," held in the gymnasium July 16. The first wrestling show to be held on the station, it attracted a good crowd and was well received. The feature bout of the card was a tag-team match with a pair of roughhouse locals, Bill Rhyno and "Bull" Ward, opposing Petty Officers Doug Payne and Charlie Roach. The first fall went to Rhyno when he pressed Roach to the mat. The second fall went to Roach after a round-house swing from Rhyno floored Ward. With no holds barred the battle for the third fall displayed every type of hold and blow known to wrestling. Ward finally got a leg lock on Roach's head and pinned him with a body press for the winning fall.

Of special interest to "Shearwater's" personnel was the match between PO Johnny Sawatsky and PO Payne. The boys showed admirable sportsmanship all through this very enjoyable

bout. The decision went to Payne after a nail from Sawatsky's shoe cut Payne's leg. Officials were "Curly" Alguire, referee, and CPO Hugh Clarke and PO Percy Banning, time-keepers. The M.C. was CPO Andy Chartren.

Inter-part softball playoffs are under way with nine teams on the rolls. It's a knock-out final so the winning team will have to be on the bit.

Cadets Cop Medals At Highland Games

Five cadets from HMCS "Stadacona" represented the UNTD at the stiffly contested Highland Games held at Antigonish on July 20, and returned to the barracks with two cups and a medal. Cadets Bruce Waldie won second place in the 100 yard dash, Cadet Richard Marshall was second in the 880, both being awarded silver cups for their efforts, while the cadet relay team kept in the mood by finishing second in the one mile relay to cop the medal.

Cadets participating in the events were, in addition to those mentioned, Emery Harris, Gordon Philpott and William Tiller.

"Shearwater," "Cornwallis," Teams Break Even

Early in July an officers' soccer team and a men's softball team from HMCS "Shearwater," journeyed to HMCS "Cornwallis." It was one of the hottest days of the summer — hardly good soccer weather. After 60 minutes of rugged play the score stood 3-1 for "Cornwallis." Instructor Lieut. K. D. F. McKenzie was the big gun for "Cornwallis," scoring his team's three goals, while Instructor Sub-Lieut. D. P. Sabiston was a very capable team-mate. "Shearwater's" goal, however, was the picture score of the game, Lieut. (P) R. L. McKay making the shot from a very difficult angle. Lieut. (O) P. C. Berry was the mainstay of the Air Station team, strong on offence and defence. Commander P. D. Budge, "Cornwallis'" Executive Officer, handled the whistle and didn't miss a thing.

The softball team fared better and trimmed the "Cornwallis" nine to the tune of 12-3. AB George Roemer pitched the entire game and was well supported by his team-mates. Future games with "Cornwallis" are being planned.

Youngsters Receive Swimming Instruction

The "young fry" have invaded the swimming pool at HMCS "Stadacona" and the air is thick with yells, laughter and splashing. The children of naval personnel take over every morning from 1045 to 1145, with separate classes for swimmers and non-swimmers. A total of 203 children including 50 non-swimmers, and ranging in age from 5-½ to 16 years, attend the classes. Each Saturday, the P and RT staff welcomes the Halifax City Playgrounds and YMCA, with some 200 youngsters attending water safety and swimming classes.

Novel Prizes Awarded Regatta Race Winners

"Chief, you're all wet!" An OD said it and he didn't get in the rattle! Chief Petty Officer J. Kitson had just been thrown in the drink as winning coxswain in one of the whaler races in the Communications School Regatta which was held Friday, July 25.

It was a day of great joy for men of the Communications branch in Halifax. Not only were the winners of each heat to receive silver dollars for their prowess, but they would also have the opportunity of seeing officers, chiefs and petty officers straining their backs for the cause.

Enthusiasm was at a high pitch but nobody had a personal cheering

section like Petty Officer Bernard Roberge. Mrs. Roberge, conveying four little Roberges, came down from Dartmouth to see "Daddy" thrown overboard. When Daddy's CR 27 crew rowed him to victory, the cheers were deafening.

After all was over, classes were fallen in in front of the school and Lieut.-Cdr. J. C. O'Brien, Officer-in-Charge, presented the prizes. The prizes — a new silver dollar per thwart for each winning boat — were handed out to the cox'ns. The silver dollars (procured somehow by CPO William Cavanagh) commemorating the entrance of Newfoundland into Canada, will probably be collectors' items in a few years.

The winners of the regatta, CR 28, represented the Communications School in the mammoth regatta held during Navy Week. The members of the team, Ordinary Seamen P. Baran, J. Pope, A. LaTarte, G. Wells and J. Ellis, won three silver dollars each

and a small silver cup for their superior rowing ability.

"Stad" Soccer Team Has Fine Record

HMCS "Stadacona's" soccer team is still going great guns and boasts an enviable record of only one loss in nine games. The lone set-back was suffered at the hands of HMCS "Cornwallis," who won a close 1-0 decision. With a break in their league schedule the "Stad" team played an exhibition game against the "Stadacona" officers, who topped the inter-part league, and coasted to an easy 6 to 0 win.

Captained by Mr. Alfred Wildsmith Warrant Engineer, the officers' team sustained only one defeat, at the hands of the MTE, in booting its way to the inter-part championship. The team was composed of RCN officers stationed in "Stadacona" and RCN (Reserve) officers and cadets who were taking annual training at the East Coast base.

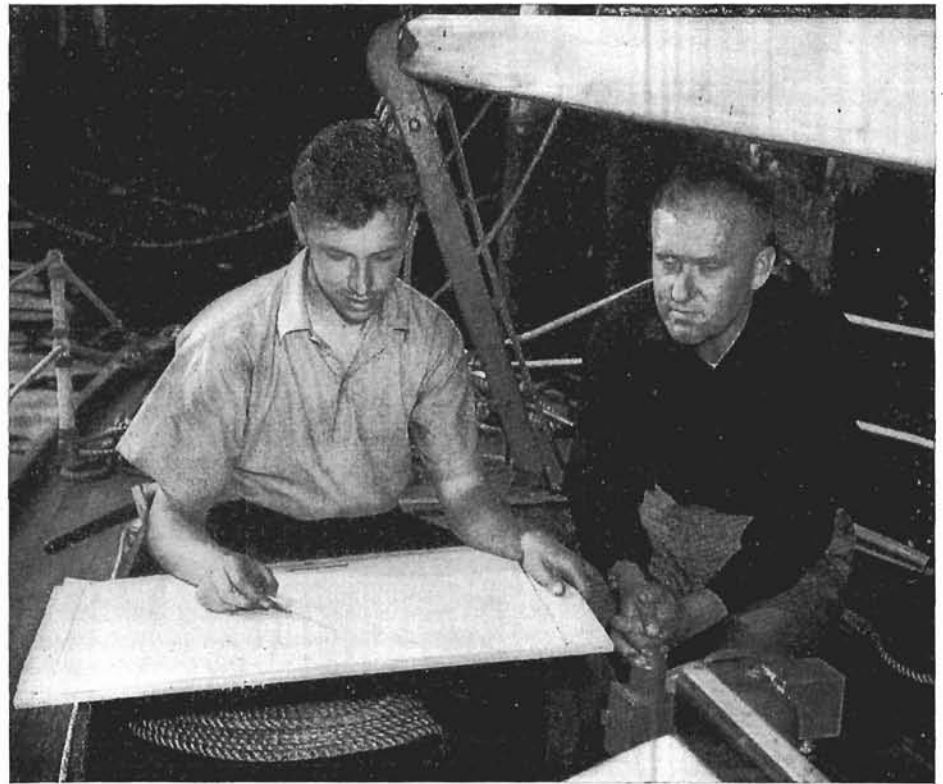
Canine S(up)port

During a recent softball game between teams from the Army Garrison at Work Point Barracks, Esquimalt, and HMCS "Naden", the Army team received effective support from a somewhat unconventional source.

Ord. Sea. Norman Bowman, in the box at third base, was doing a good job of coaching the Navy runners, and an even better one of heckling the Army batters. Suddenly a large, ferocious-looking bulldog, which had been lying near the Army benches, leaped to his feet, charged across the diamond and stopped three feet in front of Bowman, facing him and with one forepaw raised. Bowman, assuming that his heckling of the Army had been too forthright for the dog's liking, cast a futile glance around at the bystanders for aid, then performed a cautious about-turn and tore off the field, followed by the crowd's cheers and jeers.

The bulldog just stood staring. It seems he had not been the slightest bit interested in Bowman, but in another dog, which had strolled on the field unnoticed by the third base coach and had taken up station a few paces behind him.

In spite of the bulldog's complete, though unintentional, moral victory over one of its members, the Navy team won the game 3 to 1. It is possible that the dog's proud owner, Major Clarke of Work Point Barracks, may consider educating Byndale of Bryngwynn the Third in anti-heckling duties for future ball games.



Studying one of the charts to be used during the voyage are Lieut. J. M. Cutts and Captain E. W. Finch-Noyes, sailing master and skipper, respectively, of HMC Yacht "Grilse," which placed sixth and led all Canadian craft in the classic Marblehead race, from Marblehead, Mass., to Halifax.



✓ SLOOPS-OF-WAR by "Skipper"

On page seven of the June issue of "The Crow'snest" there appeared a photograph of the sloop-of-war HMS "Cormorant" in drydock at Esquimalt in 1887. The photo stirred up many memories of my own experience with this class of ship, and a reflection on the curious and colourful history that lies behind the sloop.

The sloop never seems to have been a definite class of ship. In the Nelson age, sloops were found of every rig. If a vessel was purchased or built for a special purpose, she was called a sloop. Old-time ships like the "Bounty", "Endeavour," the original "Discovery" and many others were designated as sloops even though their tonnage and rigging varied quite considerably. Only when steam gadgets were applied to these ships did they seem to evolve into classes.

There was one class, mostly under 300 tons, sometimes brig-rigged and sometimes barque-rigged. Their names began with "Bul" and

included "Bulldog," "Bullfrog" and "Bulfinch." These ships, like many others of this group, found prominent use in the Black Sea during the Crimean campaign and in the Persian Gulf and the Bight of Benin searching out gun runners and slavers, and then ended their careers as fishery protection vessels.

There were also the larger ships that went by the names of birds. Of this class the "Cormorant," the first ship to use the naval drydock at Esquimalt, was a member. Others were the "Condor," "Magpie" and so on. These "bird ships" were usually about 350 tons, either "full" or barque-rigged and capable of about nine knots under steam. Armament consisted of four 4-inch breech-loading guns, and a small number of Hotchkiss or Nordenfelt machine guns, which were later replaced by Maxims. Their complement was about 80 officers and men, which generally included a corporal's guard of Marines. The ships were commanded by any officer above the rank of sub-lieutenant, and it was not unusual to see a

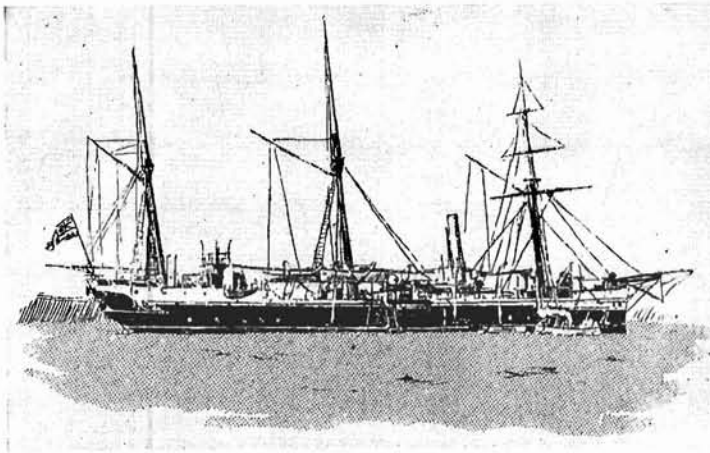
post captain as skipper of one of the sloops.

Generally speaking, the sloops were happy little ships and their "handiness" meant that they were often sent on detached duties. They were, in effect, the forerunners of the destroyers which the steel age brought.

The old-time sloops have left a definite mark on Canadian history and geography. If, while looking at a chart, you find an island, a shoal, or bay with a bird's name, ten chances to one it was discovered by some "Bird" sloop and named after her. There is a "Cormorant" Island on the British Columbia coast and there is a "Condor" Island in the Magellan Strait area, named after the ship that was later lost off the west coast of Vancouver Island.

★ ★ ★

Editor's Note: Bird class sloops were prominent during the Second World War and only recently one of them won world-wide fame, out of all proportion to her size, though not to



"Bird" sloops past and present. On the left is HMS "Thrush," of the 1890 period. On the right is HMS "Sparrow," a "Black Swan" class sloop and a sister-ship of HMS "Amethyst." (The photo of the "Sparrow" by courtesy of U.K. Information Service).

her exploit. She was HMS "Amethyst."

The deadliest and most noted submarine killer group of the war was composed of Bird sloops. They formed the Second Escort Group which, while under the late, brilliant Captain Frederick John Walker, RN, destroyed 20 German U-boats. Here are two of their more notable successes:

June 24, 1943: Two U-boats sunk within seven hours in Bay of Biscay.

Jan.-Feb., 1944: Six U-boats destroyed on one 20-day cruise, with the entire crew of one submarine taken prisoner. Three of these six U-boats sunk within 17 hours.

Among the ships comprising the group were HMS "Starling," "Woodpecker" (lost), "Wild Goose," "Wren" "Kite" (lost) and "Magpie." There were minor variations, but in general they had a displacement of about 1,300 tons, were 299 feet in length, carried three twin four-inch HA/LA mountings and were driven by geared turbines capable of producing about 20 knots. In profile they looked somewhat like the Canadian Bangor minesweeper, on a larger scale.

OLD SHIPMATES

The visit to Saint John this summer of the RCMP patrol vessel "Fort Walsh" was the occasion of a meeting of five old shipmates who had not been together for 30 years. They were John C. Kelly, Charles Bastable, William Harris, Albert Laskey and George Cameron, all of whom in 1916-17 had joined the Navy as Boy Seamen or Boy Signalmen.

Cameron, Laskey and Harris were recruited by Lieut. Woods, RN, in Saint John and along with the others were drafted to Halifax. At that time Mr. A. A. Hockley was in charge of "boys" and led them a merry dance. Many "amusing" incidents were recalled, such as scrubbing the decks in bare feet in January and living under canvas on MacNab Island in winter.

"We went to sea in HMS 'Shearwater' and escorted four Canadian drifters to Bermuda. There was one of us in each," recalled Laskey. "Shear-

water' was hard work, she was 'hand-draulic.' Later, some of us went to HMS 'Caesar' (Captain Falton 'Hooky' Brown)."

"Captain Newcomb, who lost a leg at Jutland, had the 'Niobe,'" said Kelly. "It was he who brought the cane back as punishment."

"I got six cuts for smoking once," broke in Harris.

"It was mighty cold in winter — no heating on board and once we had to haul back 'Niobe,' who had nearly broken adrift, in our bare feet and six inches of snow on the deck," said Bastable.

"Barry German was first lieutenant of 'Shearwater' and Alfie Wurtele was a cadet. Tommy Cox was the commissioned gunner. The captain was Bertram Jones."

"We got good education in the Navy and the food wasn't bad, either. The cleanest mess got ham and eggs on Wednesday and treacle for dessert, while the rest got tripe," said someone.

"One punishment you got was 10 A. You had to get up at 0500 and rig the shower bath," said another. "Niobe's" original mascot was a goat. He used to butt the boys as they went down the ladders. On Christmas Day, 1917, he ate some paint and that finished him off."

Kelly is now a Staff Sergeant, RCMP, and in command of "Fort Walsh," while Bastable is a Sergeant and is Chief Engineer. Cameron, who served in the Navy in the Second World War and retired as a Chief Shipwright, is now with the Blue Peter Boat Works. Laskey owns a grocery store in Saint John and Harris is in the Customs House. — C.H.B.

BOOK REVIEW

VICTORY IN MY HANDS

by Harold Russell
With Victor Rosen

This is the story of a man who conquered, mentally and physically, one of the most formidable of all

handicaps — the loss of both his hands.

Harold Russell, whose hands were blown off by the premature explosion of a charge of TNT while in training with the United States Army, is, today, a successful and happy man, a husband and father. He has made two movies, won two Academy Awards and has appeared on lecture platforms and theatre stages in all parts of the United States.

Mainly, the story deals with the author's fight against "the challenge of utter despair," his thoughts and reactions to the knowledge that two iron "hooks" would replace his hands for the rest of his life, and his eventual conquest of his handicap and complete re-establishment.

The message he has attempted to convey is summed up by Mr. Russell in these words: "My weakness — my handlessness — my sense of inferiority — has turned out to be my greatest strength. I didn't think so at the time it happened and I don't think I'd ever willingly lose my hands, if I had it to do over again. But having lost them, I feel that perhaps I have gained many fine things I might never have had with them. This seeming disaster has brought me a priceless wealth of spirit that I am sure I could never have possessed otherwise. I have enjoyed a life that has been full and rich and rewarding, a life that has had a meaning and depth it never had before. I am very grateful."

Throughout the book Author Russell has shown his appreciation of one thought: "It is not what you have lost, but what you have left that counts."

—Published in Canada by McClelland and Stewart Limited, 280 pages, \$3.00.

(Editor's Note: As a general rule, only books having a naval connection are reviewed in the "Crow'snest." An exception has been made in this case because of the inspiring message contained in Mr. Russell's book.)

Comrades in Arms



THE RCAF

The Great Eagle-Albatross Controversy

(Condensed from an article appearing in the RCAF Magazine, The Roundel.)

Time was, say the oldsters, when a simple statement in a Service mess about the bird shown in the RCAF's official badge and appearing on officers' cap badges and airmen's uniforms started a whacking fine argument, good for an extra half-dozen rounds and general furore far into the night. The once-burning issue regarding the bird's true identity has almost flickered out, and the bird has been officially established as an eagle. But mention that to an officer wearing First World War ribbons on his tunic and you run a risk of becoming involved. For if he flew in the old Royal Naval Air Service (and three of our four Chiefs of Air Staff did!) a gleam comes into his eye and he starts convincing you. In no time at all you find yourself agreeing tactfully that it isn't an eagle at all, but, as any clot can plainly see, an albatross.

For the benefit of those youngsters able to date their wartime operations only to the recent unpleasantness, the great Eagle-Albatross Controversy started back in the days of the Royal Naval Air Service. Officers of the RNAS wore on their sleeves a badge showing a bird. Although official naval orders have been located referring to it as an eagle, the nautical members of the RNAS considered as high treason any indication that the bird was other than a proper sea-going albatross.

Then, in 1918, the RNAS and the Royal Flying Corps merged, to become the Royal Air Force. The RNAS bird was taken as part of the new Service's badge, and, quite naturally, RNAS members continuing

in the RAF carried with them their unswerving loyalty to the albatross. When the RCAF was created in 1924, it adopted a badge similar to that of the RAF, and with it came the bird. Many of the RCAF personnel at that time were wartime veterans who had flown with the RNAS. Although former "Silent Service" types, they must have been persuasive, for the legend grew in the RCAF that the bird on its badge was really an albatross. The argument went on for years, mostly in the messes, although



occasionally someone actually got down to writing a memo about it.

When the Second World War came along, thousands of wartime recruits were told that the bird they wore on their shoulders and on their brass buttons was an albatross. Just as many others were told it was an eagle. However, there were other things to think about, and no one actually worried much over it.

Finally, however, the Chester Herald settled the matter, referring to the bird in the official badge as "an Eagle volant affronte the head lowered and to the sinister". In short, it was an eagle, and always had been, although the albatross was a very nice bird, too.

By this time the former RNAS members in the RCAF were so outnumbered that they could do nothing about it, anyway, except to mutter in their beer. But even so, if the subject ever comes up, and there's a Very Senior Officer about, be careful. He may be an old RNAS man, and if he is, it's an albatross!

THE CANADIAN ARMY

Soldiers Qualify As 'Copter Pilots

Two battle-trained observation post pilots—airborne eyes of the artillery—recently won the distinction of becoming the Army's first qualified helicopter pilots.

The officers are Capt. J. M. Sutherland, of Shilo, Manitoba, and Moose Jaw, Saskatchewan, and Capt. A. B. Stewart of Calgary. They qualified as pilots of the Canadian Joint Air Training Centre's two types of helicopters, the Bell and the Sikorsky.

Both officers travelled to the United States to qualify on the Bell and then returned to Rivers, Man., to receive instruction on the Sikorsky "flying egg beater."

Officials at Army headquarters pointed out that the helicopters are being tested experimentally in a variety of roles. These include normal air observation post work, wire laying, casualty evacuation, intercommunication and other duties.

Capt. Sutherland is currently serving as an air observation post pilot at Shilo, while Capt. Stewart is employed as a flying instructor with the Light Aircraft School at CJATC, Rivers. Both were members of Air OP Squadrons in action during the Second World War.

Sapper Yacht Club

The fact that the army isn't usually equipped with ships doesn't mean that all soldiers are landlubbers. The recent formation of the Sapper Yacht Club at the Royal Canadian School of Mechanical Engineering, Chilliwack, B.C., is proof to the contrary.

Open for the recreation and instruction of all ranks, the club is equipped with a generous "fleet" of dinghies and rowboats. In addition there are five "Sunray" sailboats and one 19-foot sloop, all at nearby Cultus Lake. Available sailing time is allotted among the various rank groups to ensure that all have equal opportunity to sail. Instructors are always on hand and "veteran" sailor-soldiers may qualify as skippers.

"COMBINED OPS"

Hitting the Beach

In a splendid example of co-operation and inter-service co-ordination, the combined forces of HMCS "Portage", HMCS "Prevost", and local army and air force units of London and St. Thomas demonstrated to the public on the beaches of Port Stanley on July 1 the carrying out of an assault landing.

A crowd of several thousand watched from the beaches and from boats as men of the Navy and Army stormed ashore under cover of a smoke screen and gunfire from HMCS "Portage" and strafing and dive bombing by two RCAF planes.

The objective, held by men from HMCS "Prevost" and Sea Cadets, was soon taken and the "enemy" flag replaced by the White Ensign of the RCN. An area of the beach was roped off and mined by men of the Engineers. These charges were so timed that when shell fire was simulated by HMCS "Portage" or when a mock dive-bombing or strafing attack was made by the air force, appropriate noise and sand eruption took place. To add to the reality of the invasion, each man of the landing party was supplied with blank cartridges for rifles and pistols, and a smoke float was discharged by HMCS "Portage".

More than 100 RCN and RCN (R) personnel participated in the show.

Used as landing craft were an army Dwk, two service whalers and "Portage's" motor cutter. Air support was provided by two Harvards of the

City of London Squadron, RCAF, which added a further touch of realism and a good deal of noise. All in all, it was a most successful exercise.



Navy, Army and Air Force combined to carry out an assault landing exercise on the beach at Port Stanley, Ontario, during the scheduled visit of HMCS "Portage" in July. In the top photo, taken by the London Free Press, men from the "Portage" and HMCS "Prevost," London naval division, board their craft alongside the minesweeper. The lower photo shows the first wave hitting the beach, with part of the large crowd which witnessed the demonstration in the background.

Babes In The Woods

by J.A.B.

Dishes done, I took off my shoes, propped my chair on its hind legs, stuck my feet in the oven and settled down to read the March issue of The "Crow'snest."

I laughed at the jokes, chortled over the cartoons and took a delight in reading about chums on the other coast. But what really took my eye was the short article, entitled "Hammers and Saws," by L.W.T. That was my inspiration. I read it once, read it again, then handed it to the Mrs. She read it and said, "So what?"

By her tone I could see she didn't get the same inspiration I had.

Here we had been living in an ancient dungeon for the past two years. The owners called it an apartment house. But who ever heard of a house made of stone, with windows all of two feet square, to say nothing of the bars? At night the wind used the iron rungs to croon us to sleep. Still, they insisted upon calling the place an apartment.

That night, while the wind moaned a soft dirge, one word kept turning over in my mind: Build! build! build! . . . Why not? Of course I knew I was far from being an expert, but if others, as mentioned by L.W.T., could do it, so could I.

I dug my wife in the ribs to let her in on my imaginary construction plans. In answer came an inspiring snort. As I fell under the spell of Morpheus, visions of boards, shingles and cement passed in review before me.

My first step in getting the dream house underway was to buy a lot. This doesn't sound difficult, but have you ever tried it? After seeing in the neighborhood of 200 chunks of property, some under water, others which should have been, we bought our estate. It wasn't bad. The only drawback was that a small forest happened to be right smack in the vicinity of our future kitchen.

Paul Bunyan would have taken this forest in his stride. Being neither lumberman nor beaver, I just sat and gazed at those tall marvels of the Canadian forest. It was at this point that my wife arrived on our tandem bicycle (can't afford gas for the scooter) to take charge of operations.

Without further ado I picked up the axe and began slugging the first tree within reach. Now, I know it sounds fantastic, but I'll lay two to one this tree discovered America at least 500 years ahead of Columbus. It was the toughest thing I've tackled since I tried one of the canteen's sandwiches. The head of the axe went into the trunk right up to the hilt, and I glared with satisfaction at my watching wife. On trying to release the axe from the tree, I found it wouldn't budge. I pulled, tugged, kicked and swore, still it wouldn't come free, so I left it stuck in the bark of the big stick hoping some professor would stumble on it about two years hence and claim it to be a relic of the iron age.

Nattering like ten squirrels, I grabbed the saw and vigorously attacked a second stalwart citizen of the jungle. I sawed, and sawed, then sawed some more. With a creaking and a groaning it began to sway. In the best lumberman style, I bellowed "TIM-BER!" and down she came.

It wasn't in my plans at all to drop this gigantic log across the road — especially atop a parked Austin, to say nothing of ripping asunder a few high tension and telephone wires, but my Patron Saint must have been playing hookey, or perhaps was at a ball game, because with a squooshing thump the little car disappeared among the green branches. Fractured high tension wires coiled and struck in every direction like a family of angry cobras.

The car's owner proved to be a man without a sense of humour. He was out to sue me, shoot me, and have all my relations shovelling coal in the here-

after. What an obnoxious character.

So if L.W.T. wouldn't mind sending me a few pieces of the "long green" to help pay for a '49 Austin, and to soothe the financial nerves of the Power and Telephone Company, I'll be glad to give him my acreage of virgin timber — plus a rusty axe head.

In any case, I wish he would cease writing articles of that type.

"NONSUCH" OFFICERS IN RESCUE EFFORT

Lieut. R. H. Leir, RCN, staff officer at HMCS "Nonsuch," the naval division at Edmonton, and Mr. F. C. Short, Gunner RCN, who had been transferred to "Nonsuch" from the west coast a week before, were instrumental in saving five persons from drowning in Lake Wabamun July 24.

The two officers were inspecting the naval summer camp at the lake when a man came running down the beach shouting that five persons were drowning. The only boat in the water was a flat-bottomed one, without oars. Two paddles were located and Lieut. Leir and Mr. Short headed their craft for the unfortunate group, who were clinging to an overturned canoe and shouting for help.

The officers hauled four persons into their boat and, on searching for a fifth, found him under the canoe, drowned. On reaching shore, artificial respiration was applied to the drowned man by R.C.M.P. officers but without success.

Outside of a bad scare and an overdose of water, the others were none the worse for their experience. Their less fortunate companion was a German displaced person who had been in Canada less than six weeks.

CADETS PUBLISH PAPER

Cadets, RCN(R), at HMCS "Stadacona" have a newspaper, entitled the "Gunroom Gazette", which reports activities of interest to the sub-lieutenants, midshipmen and cadets who make up the gunroom membership. The first edition of this weekly publication came out on July 23 and contained news, reports of social activities and a sports round-up.

New Entry Report of Proceedings (Chap. II)

by Ord. Sea. R. I. (OSCMS)

Dear Jim,—

I guess you've been wondering why I haven't written you for a spell. Well, I've been busy — really busy.

It all started about a month ago when my PO in "Naden" said I was going to Halifax. That's where I am now.

When I first arrived they said I had to work on Manual for a week till my course started. Well, this Manual turns out to be a job and it sure wasn't no picnic. Every time I went to work they sent some guy with me. He didn't do nothing, just stood and watched me. I figured it was my turn to watch after a while and I stood and watched him. He watched me and I watched him. I looked at him and he looked at me. I noticed his face was getting a little red and finally he said he had a surprise for me. It turned out that I had No. 11. Some surprise.

This communications course I'm taking is a doozer. Me and the rest of the fellows go to a big school. Instead of a teacher like Miss Oglethorpe we got a Petty Officer. His name is Mulrooney or something. I can't ever remember it right but it ought to be Patience and Fortitude — what he puts up with from us guys!

The first day in school we all sat down to a desk with a typewriter and earphones. The PO said he was going to send a message and for us to copy it down on the machine. I put on my earphones but couldn't hear no message — just a lot of static. I told the Instructor about the noises and he came and listened. He looked at me with a funny expression on his face. Then he asked me how long I was gone from the farm. He sure is smart to know I'm from a farm, eh? He even said I must be from Manitoba. I think somebody must have told him.



They got a new game here, I don't know the name of it, but they won't let just anybody play it. There was some guys walking around a field carrying flags with a PO shouting at them. When he shouted they'd all wave their flags and turn to go off in another direction. It looked like fun. I asked one of the guys what they were doing. He said it was a game and did I want to play.

He gave me a flag on a stick and told me what side I was on. Before I could go to my side he said to run up to the PO and say "I'm late!" Well, that isn't my name, but I told him, anyway. The PO, who must have been the referee, didn't like it much and bawled me out and told me to get in line. He yelled "Corpen 9" and "9 Turn" and stuff like that, which didn't mean

much to me, but I waved my flag and followed the other guys. I ended up running around in circles waving my flag until I decided I didn't like the game. He told me to report to the CPO in the school. I did and ended up scrubbing floors, I mean decks.

One day the PO gave us a pep-talk and said we'd all have to study harder. He told one guy he'd have to do extra studying. He came to me and smiled and said it wouldn't do me any good to study. I guess he figures I'm smarter than the rest of them.

Today he asked me to come back to the school for some help so I gotta go now. He seemed awful anxious for me to come and give him a hand.

Your pal,
Clem.

Attack At Dawn

It was 0530. A sharp blast on a whistle sounded the alert, a smoke screen hung over the beach, and the fight started. Three service whalers nosed toward the shore and, rifles held high, 50 RCN (R) Cadets leapt into the water and charged up the beach. Small explosive charges roared and threw sand and water into the air. Rockets and Vereys lights broke the gloom of early dawn. Rifle fire (blanks), explosions and the shouts of the assault group shattered the usual quiet charm of the little island.

A body of about 100 cadets of University Naval Training Divisions from Winnipeg east to Halifax had taken a week of seamanship training and an assault course at the Navy League's Sea Cadet Camp Major, near Lunenburg. The cadets' routine involved living in tents and spending their days sailing, boat pulling and drilling for the carefully detailed operation directed by Lieut. H. E. T. Lawrence, senior staff officer in HMC Gunnery School, Halifax. In an observer's role was Lieut.-Cdr. R. M. Steele, Reserve Training Commander.

The hands were called at 0200. After tea and quantities of sandwiches the "defenders" were moved to the battle area — a small deserted island about a mile and a half from the campsite. After going ashore, they were broken up into divisions and deployed in the fringe of bush just off the beach. Smoke floats were set about 15 minutes before the attackers were due to land and a heavy blanket of white smoke gave protective cover.

The offensive was strongly taken by the attackers and they drove the defenders back into the bush of the small island and to the water's edge on the other side.

After about an hour of intense fighting and noise the battle was over — clearly a victory for the invaders. The cadets straggled back to the beach, attackers and defenders arguing about who killed whom and whether their tactics were sound. The motor cutter towed back the four whalers and the skiff, all loaded with tired men. Never was a breakfast so welcome as it was that morning after a long night in water-soaked clothes on the cold beach.



During a week of seamanship and assault training at Camp Major, 100 University Naval Training Division Cadets took part in a realistic amphibious assault. Above, a group of Cadets "hits the beach" with fixed bayonets as a land mine goes off in the background.

Furies Set Record?

Four Sea Furies Mark 11 of the Royal Navy are believed to have set an official international record for a flight from London to Malta. Flying in formation, the four Furies on July 19 made the 1,310-mile non-stop hop in three hours, 23 minutes 21 seconds.

These aircraft are the same as the Sea Furies in use by the RCN and are in general service in the front line squadrons of the RN. The Admiralty announcement pointed out how a formation flight of this kind "emphasizes the potential strategic mobility of modern Naval aircraft."

SEAGULL CLUB

(Continued from page 5)

dining room and good meals can be had for reasonable prices.

The committee is responsible for good conduct and for the proper care of the building. A note in the Committee's brief says, "There will be a committee of ratings in the club who will deal with any offences against the club rules. This means that if you abuse the privileges of the club, your own people will punish you, probably barring you from the club for a period of from three to six months." As Rear-Admiral Mainguy said in his address at the opening of the club, referring to the fine effort of the Navy League, "The one thing the Navy can do is see that the club is kept a decent place and a popular one."

The cartoon on the opposite page was drawn for The Crow'snest by the late Lieut.-Cdr. (P) C. G. (Clunk) Watson, RCN. A cut had been made of the cartoon and the magazine was just about ready to go to press when Lieut.-Cdr. Watson was killed in an air accident at Toronto on August 23.

At first it was decided to withdraw the cartoon from the magazine. But then we began to wonder how "Clunk" Watson would feel about that, and realized he might be pretty annoyed. So we left it where it was . . . a cartoon by a great pilot and a great guy. — The Editors.

GET AIRBORNE SON,
YA CANT GO WRONG

THEN HE STARTS UP USING 21 CARTRIDGES

IT IS WITH FEELINGS "FRAUGHT
WITH FRIGHT" THAT THE R.C.N.(R)
PILOT APPROACHES HIS FIRST SOLO
AT H.M.C.S. "SHEARWATER" AFTER PLODDING
THE PATHS OF CIVVY ST. FAR FROM AVIATION
AVENUE - A KIND INSTRUCTOR THOROUGHLY
BRIEFS HIM -

FIRE TEN!

HE TAXIES OUT AND TAKES OFF

"WE'RE OFF LIKE THE CLAPPERS -
AND SIDEWAYS TOO!"

TRIM IT CHUM - AT 1,000 FT. OR SO HIS
HEAD EMERGES FROM THE OFFICE

KEE - WRISTMAS


OWS! IN THE CLOUDS

HE FINDS THE RUNWAY HE LEFT
SHORTLY BEFORE, AND REQUESTS
LANDING INSTRUCTIONS

S'TREWTH!

-Clunk-

AFTER SUNDRY PREPARATIONS, OUR HERO APPROACHES
AND DOES A BEAUTIFUL THREE-POINTER-TAIL WHEEL,
MAIN WHEEL, AND ONE WING-TIP, THEN TAXIES
BACK TO THE TRAINING AIR GROUP - A FULLY
FLEDGED FLY-BOY ONCE AGAIN!

WHICH HE GETS FROM A COOL CALM
CHARACTER IN THE TOWER WHO TELLS
HIM FIRMLY TO GET THE*  OUT OF THE AIR . . .



The CROWSNEST



Vol. 1 No. 12

October, 1949



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

October, 1949

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Cover Photo — Young "Cornwallis". At the RCN's new entry training base in Annapolis Valley, hundreds of young recruits from all parts of Canada are acquiring a basic knowledge of naval life. Typical of these fledgling sailors is Ordinary Seaman Charlie Hawboldt, of Centreville, N.S. Eighteen-year-old Hawboldt joined the RCN in May 1949 and has now almost completed his 21-week new entry course. Later, after he has the required sea-time, he wants to specialize as a Victualling Storesman.

LADY OF THE MONTH

HMCS "Portage", in lock number 5 of the Welland Canal. The setting is a familiar one, the minesweeper having spent her second successive summer on the Great Lakes and become more than slightly acquainted with canals, locks, and the like.

★ ★ ★

The publication of this issue of The "Crowsnest" constitutes something of an event.

One year ago this October 1 the copy and photographs that were to comprise the first edition of the magazine were delivered to the printer. Since then 12 issues have been produced, thus completing Volume 1.

That this has been accomplished on schedule may be regarded in some quarters as a minor miracle. If miracle it is, then the credit must go to those who have provided the reports, articles, photos and other materials that have ensured a new edition of The "Crowsnest" at the turn of every month.

Unlike those of a commercial publication, "Crowsnest" contributors receive no emolument. What they do they do voluntarily. Their only reward is the sense of satisfaction they get from being members of the team that has turned out 12 issues in as many months. Since that has required more than a quarter of a million words, theirs has been no small effort.

Besides the correspondents, regular and occasional, there have been those who have come forward with excellent ideas for articles and useful suggestions as to improvements in style and lay-out.

All in all, an astonishingly large number of persons have had a hand, in one way or another, in producing The "Crowsnest." That has been a particular source of satisfaction, for this is the Navy's magazine and the amount of interest taken in it by the Navy determines the degree of its success.

The Editors

Page one

R.C.N. News Review

Four Minesweepers, Gate Vessel Ordered

The number of new construction ships on order for the Royal Canadian Navy was brought to nine in September with the awarding of contracts for four coastal minesweepers and a trawler-type gate vessel. Contracts previously had been placed for three anti-submarine escort vessels and an icebreaker. All ships are to be built in Canada.

Although the minesweepers will come under the general classification of "wooden," in actual fact only about one-third of the material to be used in their hull construction will be wood. Frames and decks will be of aluminum and the outer skin of mahogany.

The 'sweepers will displace 370 tons, will be powered by two Diesel engines driving twin screws and will have accommodation for five officers

and 35 men. Bunks will be fitted in the crew's sleeping spaces.

The gate vessel's hull has been designed with an eye to its adoption for commercial purposes, particularly by the Canadian fishing industry. The hope is that this will set the pattern for a Canadian-built fishing trawler, the need for which has long been recognized but which up to now has not been produced in this country.

In peacetime the gate vessel will serve as an auxiliary to the fleet and will perform a number of useful functions. One, for instance, will be the landing of libertymen from larger units of the fleet in ports and anchorages where facilities for taking men to and from the ships are not available.

"Cayuga" and "Micmac" Are Commissioned

HMC Ships "Cayuga" and "Micmac" were commissioned on Septem-

ber 15, the former at Esquimalt and the latter at Halifax. "Cayuga" drew most of her officers and men from "Athabaskan", which went into refit on the same day, while "Micmac" was commissioned by the ship's company of "Nootka," which paid off into reserve in August.

Also placed in reserve in September was HMCS "Iroquois." Formerly depot and accommodation ship for the Reserve Fleet at Halifax, "Iroquois" was pressed into service this summer as a training destroyer for RCN (Reserve) personnel. The frigate "La Hullose" supplanted her as Reserve Fleet headquarters and will continue in that capacity.

Two other destroyers, "Haida" and "Crescent," are due to pay off late this Fall and will be replaced by "Huron" and "Sioux."

"Cayuga," "Micmac," "Huron," and "Sioux" were refitted and had certain changes made in their armament while in reserve; "Nootka," "Haida," "Iroquois" and "Athabaskan" are now due to get the same treatment.

Cafeteria, Bunks To Be Tested in "Sioux"

A number of radical alterations have been made in the men's living quarters in HMCS "Sioux," Fleet "V" class destroyer scheduled to commission late this fall. A cafeteria messing system and dining quarters separate from the sleeping spaces have been introduced, while folding bunks have been installed in the sleeping accommodation.

The cafeteria and bunk systems are not uncommon in larger ships, but this will be the first time they have been employed in toto in either Canadian or British destroyers.



Charlie McCarthy found time between acts at the Pacific National Exhibition at Vancouver to "spin a salty yarn" with the navy. Ord. Sea. Cliff Finlayson, North Battleford, Sask., and Able Seaman John Maybin, Saskatoon, both from HMCS "Naden," chat with Charlie backstage. Keeping a fatherly eye on proceedings, and dressed as a swami, is Edgar Bergen.

Whether they will be adopted for use in the other destroyers of the RCN will depend upon the success of the experiment in the "Sioux."

Carrier Rejoining Fleet in October

HMCS "Magnificent" is scheduled to rejoin the fleet in mid-October, under the command of Commodore K. F. Adams. The carrier will engage in work-ups and flying training in East Coast waters, then will proceed on a Fall cruise.

During this period the "Magnificent" and the destroyers will embark for sea training new entries who have completed their basic courses at HMCS "Cornwallis." This is normally a commitment of the "Ontario" but the cruiser is slated to begin her annual refit November 1.

"Swansea" Tows RCAF Vessel 1,200 Miles

The frigate "Swansea," heading slowly southward through ice and fog, was off the northeast coast of Labrador when she received orders September 15 to proceed with despatch to the assistance of the RCAF supply vessel "Malahat," which had broken down some 565 miles away.

The "Malahat" had burned out the bearings of her main engines and was drifting in a heavy sea and easterly gale near Mansel Island, at the entrance to Hudson Bay. Eventually she drifted near enough to shore to drop anchor, and there she lay awaiting the "Swansea."

On Sunday, the 18th, the frigate reached her and, after passing over fresh water and provisions, took the RCAF craft in tow. Then the "Swansea" headed back through Hudson Strait and down the Labrador coast to Goose Bay. Reaching the air base more than five days and nearly 1,200 miles later, she left the "Malahat" there and resumed her journey to Halifax.

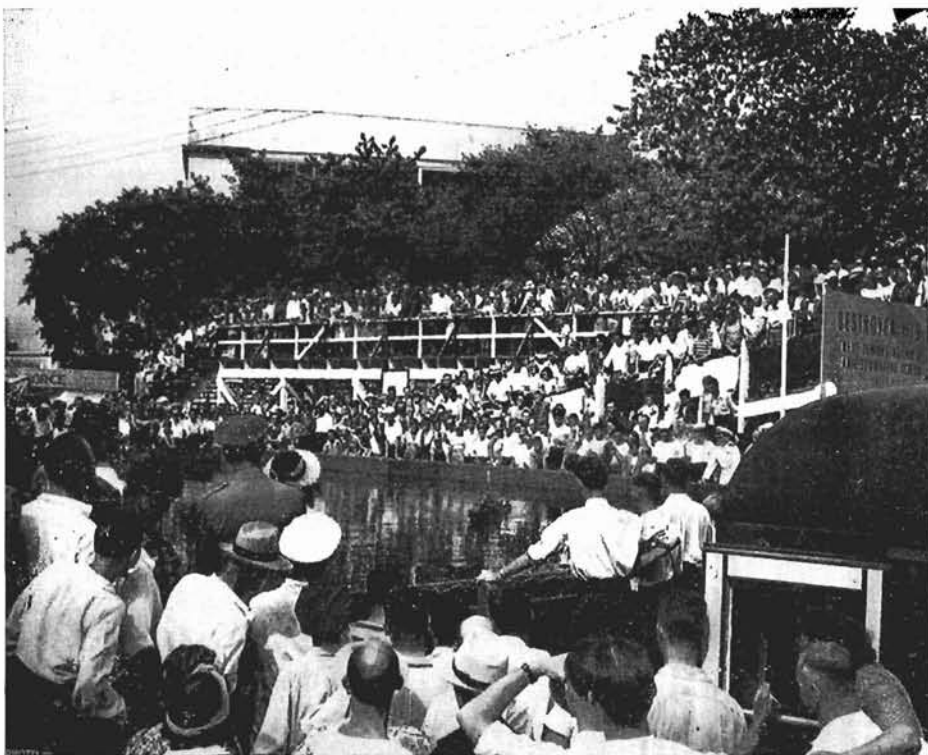
"Swansea" had been on her way home from a northern cruise to ports on the east coast of Baffin Land and to Godthaab, capital city of Greenland, when she received the orders

that added more than 1,110 miles to her itinerary.

"Cedarwood" Back From Lengthy Cruise

The 167-foot wooden survey ship HMCS "Cedarwood" returned to Esquimalt September 13 from a two-and-a-half month cruise in Northern Pacific waters. During her summer-long absence, the "Cedarwood" covered approximately 10,000 miles and

The tests were conducted by scientists from the U.S. Navy Electronics Laboratory, San Diego, the Pacific Oceanographic Group of the Joint Oceanographic Committee of Canada, and the Naval Research Establishment Laboratory, Esquimalt. Chief scientist of the expedition was Dr. Waldo K. Lyon of the Applied Research Division of the U.S. Navy Electronics Laboratory. Top scientist of the Canadian party was Dr. John



All eyes are on the model destroyer (right centre) as she closes for the "kill" in a mock U-boat attack. Part of the RCN display at the Canadian National Exhibition, the 7½-foot radio-controlled model of HMCS "Sioux," carried out realistic attacks, complete with depth charges, against a radio-controlled submarine. The "ocean" in which this warfare was carried out was enclosed in a canvas tank 60 by 40 feet. (See also page 23).

went as far north as the Bering Sea. As souvenirs of the voyage her crew members brought with them parkas, sealskin slippers, walrus spears and other curios.

During the course of the cruise the "Cedarwood" joined forces with the USS "EPCE (R)-857," an experimental floating laboratory, and the U.S. Submarine "Baya," likewise a sea-going lab, for a two-week survey of oceanographic conditions off the Aleutian Islands. The three ships tested underwater sound equipment and charted oceanographic conditions in the area.

P. Tully, Chief Oceanographer of the Pacific Oceanographic Group.

Starts Third Year On Weather Station

HMCS "St. Stephen" on October 1 begins her third year of duty on weather station Baker, between Greenland and Labrador. The RCN frigate completed refit in mid-September and after working up proceeded to her weather reporting post. The "St. Stephen" reports on surface and upper air weather conditions in that particular portion of the ocean which she patrols as part of Canada's

contribution to the International Civil Aviation Organization.

"Portage", "Beacon Hill," Complete Assignments

The Algerine minesweeper "Portage" returned to Halifax September 13 after spending the summer on the Great Lakes, where she provided practical sea training for officers and men from various inland naval divisions. The "Portage" will be engaged in minesweeping training until October 15, then will pay off into reserve.

The frigate "Beacon Hill," which had been brought forward early in the summer for reserve training purposes, paid off September 15, her job completed.

Divisions Resume Training Programmes

With the wind-up of the summer training programme at the coasts, activity in the RCN (Reserve) has switched back to the naval divisions, most of which have already plunged into comprehensive fall and winter training schedules. These take in not only naval subjects, but sports, recreation and social affairs which will assist in developing a close attachment between RCN (R) personnel and their local naval headquarters.

HMCS "Brunswicker," at Saint John, for example, conducted a strong recruiting drive in which the emphasis was placed on a well-organized programme of naval training and competitive sports. HMCS "Carleton," Ottawa, in October will get together with reserve army units to stage a mock amphibious assault on the shores of Dow's Lake, in the capital city. Besides its usefulness in teaching inter-service co-operation, the scheme will also serve to draw attention to the Reserve Forces in the Ottawa area.

St. John's Naval Division Commissions

St. John's, Newfoundland, capital of Canada's newest province, became the site of the Royal Canadian Navy's newest Naval Division when HMCS

Northern Record

Which ship of the Royal Canadian Navy has been furthest north?

Last month's issue of The "Crow's-nest" plumped in favour of those Canadian warships which were on the North Russian convoy run during the Second World War.

However, a letter since received draws attention to the fact that in June 1943 the first HMCS "Athabaskan" (Commander G. R. Miles, OBE, RCN) visited Icefjord, Spitzbergen, which is between 78 and 79 degrees north latitude. That looks like the record.

There is no doubt as to which ship has been furthest south. HMCS "Uganda" claims that distinction on the strength of her trip around Cape Horn in the spring of 1946.

"Cabot" was commissioned there on September 20. Commander Harold Garrett, OBE, VRD, RCN (R), of St. John's, has been named commanding officer.

Recruiting for officers and men is now under way and training equip-

ment is being provided. Regular drills will commence as soon as preliminary organization is complete.

Along with general naval training, "Cabot" will carry out specialized training in seaward defence. This is in keeping with the policy under which each Naval Division in Canada is allocated responsibility for instruction in some particular phase of Naval activity.

Like the Divisions elsewhere in Canada, "Cabot" will have a permanent force staff to attend to maintenance and assist with the training programme.

Commissioning of "Cabot" will bring to 21 the number of Naval Divisions located in key cities across the Dominion. The St. John's Division is named for John Cabot, mariner and explorer who landed on the island on his voyage of discovery in 1497.

OLD SONG, NEW WORDS

When the Reserve Forces had their stripes straightened and were combined into the one RCN (Reserve), the old RCNVR song, "Wavy Navy," became out of fit. This matter was remedied this summer by Lieut. (L) Martin Shubik, RCN (R), who composed new lyrics as follows:

*Look away, Wavy Navy, look away
At the phantom fleets we sailed in yesterday
Which were manned from near and far by the RCNVR
Look away, Wavy Navy, look away.*

*Spin your dip, civvy sailor, spin your dip
On the men and the soul that made your ship
On the Newfie-Derry run and your fight against the Hun
Spin your dip, Wavy Navy, spin your dip.*

*Changed our lace, civvy sailor, changed our name
But our soul and our spirit stay the same
In the service that we serve as the RCN (Reserve)
Roll along, Wavy Navy, roll along.*

*Based ashore, Wavy Navy, based ashore
Many hundred miles from where the breakers roar
Though we may be on the street, we're the North Atlantic Fleet
Roll along, civvy sailor, roll along.*

*Set the course, Brackets "R" — Men, set the course
When danger comes we greet it with our force
From a Brackets "R" to "V" makes no difference when at sea
Roll along, Wavy Navy, roll along.*

Course in Geography

Halifax Division's Training Vessel
Makes Circuit of Newfoundland

A 2,000-mile cruise in which were combined three-week courses in seamanship and geography was carried out this summer by the motor minesweeper, "Llewellyn," in her capacity as training ship for HMCS "Scotian," the Naval Division at Halifax.

The 105-foot wooden 'sweeper called at Louisburg, N.S., then did a "grand tour" of the coast of Newfoundland, stopping in various seaports, large and small, while making a complete circuit of Canada's newest province.

Six members of the ship's company of 30 were permanent force, the balance were officers and men of the RCN (Reserve). Most of the men had not been to sea before and for them, in particular, the cruise provided a good deal of valuable training.

Perhaps the "Llewellyn" did not afford much in the way of fighting ship training, as compared to a frigate or destroyer, but in her the "green" hands learned a lot of basic seaman-

ship — compass and helm, bends and hitches, knots and splices, soundings and ship's routine. The First Lieutenant, Lieut. Ronald Boyce, RCN(R), of Jersey Harbour, Newfoundland, even taught them the art of jiggling cod.

The vessel was under the command of Commander W. E. S. Briggs, DSC, RCN(R), Commanding Officer of "Scotian," who expressed himself as being well pleased with the results of the voyage.

The "Llewellyn" had no gyro, no radar, no direction-finder and no echo sounder "but we had no trouble with this seaworthy ship," said Commander Briggs. For deep sea soundings and in lieu of a deep sea line, the ship used 200 fathoms of marked line with a fire nozzle on the outboard end. It worked.

During a stop-over in St. John's, Commander Briggs and other officers from the ship visited the Crow's Nest, the famous officers' club in the New-



The stubby little "Llewellyn" heads for her berth in HMC Dockyard, Halifax, after a 2,000-mile reserve training cruise around the coast of Newfoundland.

foundland capital. The visit brought back many memories to the "Llewellyn's" skipper, he having been one of the early corvette captains to sail out of "Newfie."

Two Surgeon Cadets, RCN(R), were on board the "Llewellyn" for the cruise and at various outports supervised the landing of medical supplies. The Cadets, Bruce Waldie, of Stratford, Ontario, and Stanley Potter, of Westville, N.S., handled 16 minor medical cases, six at Jersey Harbour and ten at Port Saunders.

On the return of the "Llewellyn" to Halifax, Cdr. Briggs turned over command of the ship to Lieut. J. C. Marsten, DSC, RCN(R), and returned to his civilian post as Maritime chief for the Canadian Broadcasting Corporation. The "Llewellyn" has since been engaged in minesweeping training and for this Lieut. Marsten is particularly well fitted, having commanded the minesweeper "Blairmore" overseas during the Second World War.



Two seamen from HMCS "Llewellyn" read the inscription on a tablet at Pont St. Anthony, Newfoundland, honouring Sir Richard Grenfell, who founded the famous Grenfell Mission to the fisherfolk of Northern Newfoundland. Ord. Sea. B. W. Robinson, Ottawa, is on the left and Ord. Sea. Andre Couturier, Montreal, on the right.

The Bulletin Board

Reimbursement and Supplementary Allowances When Serving Outside Canada

Owing to the high cost of living in countries outside of Canada, a system of Reimbursement and Supplementary Allowances has been approved. These allowances are based on the cost of living index in the country and locality in which the officer or man is serving and his Canadian pay and subsistence allowance, the amount of income tax payable, etc., so that an officer or man will have a take-home pay equitable to that which he would have if he were serving in Canada. These allowances vary in different countries and in different localities in each country; for example, for personnel serving in the United Kingdom in the London Area the allowance for "Accompanied Personnel" amounts to \$139.00 for a Petty Officer 1/c and below.

Personnel appointed or drafted for duty to a country outside Canada will be reimbursed for any additional charges levied against them in respect of quarters or rations provided from Canadian or other Government sources. This means charges such as "extra-messing", etc., charged against personnel "living in".

Personnel provided with quarters from Canadian or other Government sources and for whom messing facilities are not available will be reimbursed in the amount by which the cost of meals exceeds the amount of ration allowance received.

These additional expenses will be "reimbursed" by the Supply Officer through the medium of the Navy Pay Record on the production of receipts covering the amounts expended.

In addition to any reimbursement payable for the above reasons, per-

sonnel will be entitled to "Supplementary" allowances within the maximum and under the conditions prescribed.

"Supplementary Allowances" are payable in reimbursement of actual expenses, as being additional expenses for provisions, light and fuel, properly incurred by reason of higher living costs, and for expenses incurred for the purpose of and incidental to the performance of their duty outside Canada.

"Accompanied" personnel means officers or men appointed or drafted for duty to a country outside Canada whose dependents have either been moved at public expense to that country as a result of the appointment or draft, or have been acquired in that country during the appointment or draft, and who continue to reside there.

"Unaccompanied" personnel means officers or men appointed or drafted for duty to a country outside Canada who do not fall within the definition of "accompanied" personnel.

Class of Personnel	Conditions	Maximum Percentage of Supplementary Allowances Issuable
Accompanied	---Quarters Not Provided, Government Messing Not Provided	100%
Accompanied	---Quarters Not Provided, Government Messing Provided	75%
Accompanied	---Married Quarters Provided, Government Messing Provided	50%
Accompanied	---Married Quarters Provided, Government Messing Not Provided	75%
Accompanied	---Single Quarters Provided, Government Messing Facilities Available	75%
Accompanied	---Single Quarters Provided, Government Messing Facilities Not Available	75%
Unaccompanied	---Quarters Not Provided, Government Messing Facilities Available	67%
Unaccompanied	---Quarters Not Provided, Government Messing Facilities Not Available	50%
Unaccompanied	---Quarters Provided, Government Messing Facilities Available	33%
Unaccompanied	---Quarters Provided, Government Messing Facilities Not Available	33%

Travelling Allowances, Officers and Men

The allowances for travelling have been increased to cope with the higher cost of travelling. When travelling by train or steamer in Canada the allowances for meals are now set at:

Breakfast.....	\$1.25
Lunch.....	1.50
Dinner.....	2.00

When travelling or when necessarily detained enroute on duty and accommodation in public quarters and general mess facilities is not available, the allowances have been increased as follows:

Officers, by	\$1.00 per day
Chief Petty Officers 1/c, by	\$1.50 per day
Chief Petty Officers 2/c and below, by	\$2.00 per day.

When accommodation in public quarters is available but no general mess facilities are available, the allowance has been increased as follows:



"H-M-M, SO IT IS."

Officers and Chief Petty Officers 1/c,
by \$1.00 per day.
Chief Petty Officers 2/c and below,
by \$1.50 per day.

When accommodation in public quarters is not available but the officer or man is victualled on general mess, the allowance has been increased as follows:

Officers, no increase.
Chief Petty Officers 1/c and below,
50 cents per day.

Stewards' gratuities for ocean passage have been increased to the following maximum:

Officers and Chief Petty Officers 1/c, \$15.00
Chief Petty Officers 2/c and below, \$10.00

Medals On The Way

Veterans' Affairs Minister Milton F. Gregg has announced that the distribution of campaign stars and medals to more than a million men and women who served in the Armed Forces and the Merchant Navy during the Second World War will commence about October 1.

Number of awards to which naval and ex-naval personnel are entitled is as follows (figures are correct to within 25):

1939-1945 Star.....	53,250
Atlantic Star.....	39,325
Clasp.....	6,740
Africa Star.....	2,300
Clasp.....	1,300
Pacific Star.....	3,050
Clasp.....	80
Burma Star.....	1,040
Clasp.....	30
Italy Star.....	1,950
France-Germany Star.....	9,300
Clasp.....	5,450
Defence Medal.....	8,250
Canadian Volunteer Service Medal.....	87,330
Clasp.....	72,390
War Medal.....	96,540

Members of the RCN and of the Active List of the RCN (Reserve) will receive their medals through the Department of National Defence without having to apply. It will be necessary for other Naval veterans to make application to the DVA, as it is unlikely that the Department will have the correct addresses of many of them. Special postage-free application post cards will be placed in all Post Offices and branches of the Canadian Legion for this purpose.

Merchant seamen and former members of the Merchant Navy should apply to the Department of Trans-

port, enclosing their certificate of discharge or continuous certificate of discharge book. In these cases, the Department of Transport will decide their eligibility and forward the appropriate medals.

Next of kin of veterans who died on active service or as a result of a service connected disability will receive the medals automatically. However, the next of kin of those who have died since discharge of a non-service disability should make application.

Family Allowances

All personnel with children for whom they are receiving Family Allowances are reminded that these allowances are not payable in respect of children who are absent from Canada. If you are temporarily leaving Canada and taking your family with you, or if at any time you send a child out of the country, you must, within one month, notify the Regional Director of Family Allowances of the province in which the child is, or was, residing. If the absence from Canada is not for more than three

consecutive months, the allowance, if reinstated, may be paid for the entire period of the absence.

The Regional Director must be notified within one month whenever any child for whom you are receiving Family Allowances:

- (a) ceases to attend school or to receive equivalent training; or
- (b) dies; or
- (c) ceases to be resident in Canada; or
- (d) if a female child, marries; or
- (e) ceases to be maintained by a parent; or
- (f) is temporarily absent from Canada.

Overpayments of Family Allowances are liable to recovery as debts due to the Crown.

Registration Fees

Officers and men attending scientific and professional or other conventions on duty may be reimbursed any registration fees paid provided that the fees do not include the cost of any meals provided during the convention.



A "pusser's dirk," a block of wood and the steady hands of Chief Petty Officer Leslie Robson, RCN(R), produced an artistic display of wood-carvings and figurines which delighted the many visitors to HMCS "Discovery's" marquee at the Pacific National Exhibition in Vancouver.

CPO Robson, began his carvings during the Second World War. He was stationed at old HMCS "Niobe" in Plymouth during the height of the blitz and took up the hobby as a form of relaxation. Throughout the remainder of the war, wherever he served, CPO Robson continued his whittling. Now he has a collection that would win the approval of critics anywhere. A shipwright in civilian life, CPO Robson has continued to serve the Navy part-time as a member of the ship's company of "Discovery," the Vancouver Naval Division.

THE SAGA OF THE "MEMPHIS BELLE"

by "JEMY"

IT all started back in May, when the First Lieutenant of HMCS "Iroquois", Lieut. J. B. Young, set up a committee to plan and build an entry to represent the Reserve Fleet at "Venetian Night" at Halifax in August.

Pictures were produced and tales told of RCN entries in previous years. Finally, it was decided that a Mississippi paddle-wheeler, the "Memphis Belle", would be a worthy challenge to the Reserve Fleet's talents, and use of a 60-foot target towing vessel was obtained to serve as the hull portion. CPO Ervin "Dusty" Miller was

Building or a deluxe you-know-what.

To make things tougher for the workers, the intricate model of HMS "Sphynx", the ship which brought Edward Cornwallis to Halifax in 1749, was nearing completion on the other side of the boat shop. When this effort was launched, to a chorus of long-drawn "Oh's" and "Ah's" from the assembled spectators, the Dockyard people figured they had the competition sewed up. The few souls who happened to glance at poor "Belle" probably wondered what kind of a Jerry refit that tub was getting.

The admiration directed towards the "Sphynx" spurred on the Reserve

temperamental engine. CPO Martin Murphy did all the canvas work, flags and bunting. CPO Clifford "Rags" Raganold manufactured the mast, funnels, etc. The rest of the ship's company slaved at the painting and general labour. Came the great day, Lieut.-Cdr. Marcel Jette, C.O. of "La Hullose", said "Great show!" and the "Belle" was away.

On deck for the parade before the judges was Mr. Gilhen, bewhiskered, top-hatted and frock-coated. Chief Miller's wife and daughter were there too, dressed as lovely Southern belles in hoop-skirts and ruffles. CPO Patrick Hood was the "Mr. Bones" of a real minstrel group — he played the bass drum and sax, sang Mississippi favourites on the side. With him were two civilian friends, Mr. Kenny Brine on guitar and Miss Jo Williams with her accordion.

With her paddle-wheel boiling her wake, her decks glistening with colour, her flags and bunting flying, smoke billowing out of her stacks, the "Belle" was a proud old "Reb".

Well, the "Sphynx" was outclassed and "Reverse" Fleet won the open prize of a hundred smackers. The ship's company voted unanimously to turn the money over to Rainbow Haven, summer fresh-air camp for under-privileged children.

The "Belle" is being dismantled now. She didn't sail for long, but Reserve Fleet is pretty proud of her. As they tell it — "You see, son, we're from the South!" The south side of Jetty Zero, that is.

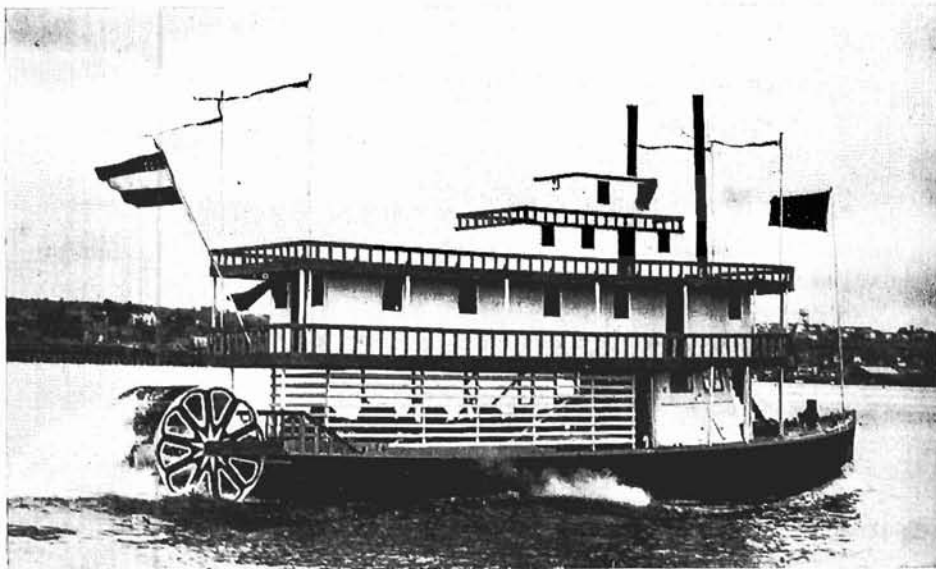
ODE

TO THE "MEMPHIS BELLE"

(As she is being dismantled)

Shed a tear for poor old "Belle",
She turned her paddle and she
turned it well,
She steamed up the Arm and she
won first prize,
Pardon me, while I dry my eyes.

E.E.



"MEMPHIS BELLE"

elected to draw up plans and he plagued just about every museum in Nova Scotia before he produced a working drawing.

A crisis in the form of rush orders to re-commission "Iroquois" as Cadet training ship temporarily bogged down the operation. On top of that, "La Hullose" had to be made habitable for Reserve Fleet personnel. But by early August, the "Belle" was beginning to take a sort of shape. The mess-deck buzz had it that they were building a model of the Empire State

Fleet men. The "Belle" had to beat her or sink in the attempt!

The toilers redoubled their efforts. Under Lieut. E. A. Wiggs, the acting Executive Officer, who skippered the "Belle" and co-ordinated her building, the chips really flew. Warrant Shipwright Augustus Gilhen was construction boss. Under him on the Chippy staff were CPO Miller, PO Eric Mason, AB Earl DeWolfe, and Ord. Sea. Rowan Carroll. CPO Sam Baird did the spectacular job of lighting. CPO Charles Morris was Chief Engineer and coped with the

The Man of the Month

A man who can never be sure whether he is being addressed by his first name or his last is Chief Petty Officer Claude Claude, RCN, of HMCS "Carleton," the Naval Division in Ottawa.

Despite his unusual name and the wide scope it offers agile Navy minds long used to coming up with appropriate nicknames, Claude claims he has never been tagged with one. After 19 years in the RCN he is still Claude Claude, and, he shrugs, "It doesn't bother me a bit."

Our Man of the Month joined the Royal Canadian Navy as a Stoker, second class, in Halifax, on September 2, 1930. After three months of new entry training in RCN Barracks, Halifax, he was drafted to his first ship, the minesweeper "Ypres."

In August of the same year he transferred to another minesweeper, HMCS "Festubert," and two months later, after receiving his first class rating, joined the destroyer "Saguenay" for a three-year stretch of sea service.

A couple of months of shore duty followed, then in December 1934 he started another year at sea, this time in the destroyer "Champlain." Back in the "Saguenay" again in 1936, he sailed with the ship the following year to England for the Coronation of Their Majesties, King George VI and Queen Elizabeth.

CPO Claude recalls that he was one of the lucky few in the ship who drew tickets for seats on the Coronation procession route.

"I was right in front of Buckingham Palace."

At the outbreak of war, CPO Claude was overseas, taking a stoker petty officers' qualifying course at HMS "Victory." He returned to Canada in October 1939 in the destroyer

"Assiniboine," of which he was one of the commissioning party. The next month saw him in HMCS "Skeena," also a destroyer, where he served for six months before being drafted ashore at Halifax.

During the next year he served in harbour craft and in various capacities



CHIEF PETTY OFFICER CLAUDE CLAUDE

in the barracks, was confirmed as a leading stoker, and advanced to the acting rating of stoker petty officer.

He was drafted to HMCS "St. Laurent" in March and except for a three-month spell in hospital, remained three years in the destroyer. He was Chief Stoker in the "Sally" in 1944 when she made one of her most exciting convoy trips. Twenty-four hours after joining her group, she was ordered to the assistance of a Swedish merchantman whose cargo was ablaze and very nearly out of control. After a two-day fight, during which heavy gear and men were transferred from the destroyer by boat, the fire was practically extinguished. At

this point, "St. Laurent's" fire-fighting parties were hurriedly withdrawn when the destroyer was sent off to investigate a submarine contact.

A conning tower was sighted by mid-afternoon and asdic contact gained as the U-boat submerged. After repeated depth charge attacks by "St. Laurent" and other escorts which had joined the hunt, the sub surfaced. "St. Laurent," 1,400 yards astern, opened fire and scored several hits. Running up alongside, with everything from 4.7's to revolvers firing, the destroyer dropped a shallow pattern of charges which took all the fight out of the U-boat. About 50 prisoners were taken before the submarine sank.

From the "St. Laurent" CPO Claude went to HMCS "Avalon," in Newfoundland, then back to "Stadacona," Halifax, for a year before joining the new Tribal class destroyer "Micmac" in September 1945. In April 1946 he was back in "Stadacona" and in September of the following year was drafted to "Carleton," where he is in charge of engineer stores for all naval divisions across Canada.

CPO Claude lives with his wife, the former Florence Lillian Wildsmith of London, England, and three sons at 346 Montford Street, Eastview, a suburb of Ottawa.

Asked if any of his three boys would join the Navy, Claude replied: "That's up to them, but I myself certainly don't regret it."

While he will be eligible for pension next year, CPO Claude hopes to sign on for at least another year. After that his plans are not too definite, although he has stated that he would like to try his hand at salesmanship. If his naval career is a criterion, he will succeed in this or any other field he may enter in civilian life.

Officers and Men



A/CAPTAIN H. L. QUINN APPOINTED D.N.R.

A man who, back in 1925, "forgot" his correct date of birth in order to join the RCNVR Division at Prince Rupert, B.C., as an Ordinary Seaman, today has under his wing the whole of the Canadian naval reserve.

Acting Captain Howard L. Quinn, RCN, whose promotion to that rank and appointment as Director of Naval Reserves took place September 7, is responsible for the organization and co-ordination of training in the 21 Naval Divisions across Canada and for the training programme carried out in RCN ships and establishments for officers and men of the RCN (Reserve).

A native of Vancouver, he applied for entry to the Prince Rupert Division in April 1925. Not 16 years old at the time, he juggled the vital statistics a trifle and, with no little help from his towering six-foot two-inch altitude, was signed on without hesitation.

He completed his term prior to the war but re-entered in the rank of Lieutenant in 1940. He spent most of his war service at sea on Atlantic convoy duty, serving in the corvette "Collingwood" and commanding the corvette "Eyebright" and the frigate "Strathadam." In the latter appointment he was also, for a time, Senior Officer of the 25th Escort Group.

Following the war he transferred to the RCN, commanded the frigate "Beacon Hill," was Executive Officer, Ships in Reserve, at Esquimalt, and served as First Lieutenant of the cruiser "Uganda" and of HMCS "Naden." He was appointed Deputy Director of Naval Reserves, at Headquarters, in August 1948.

Acting Captain Quinn was awarded the Distinguished Service Cross when the "Strathadam" led two other frigates in a successful attack on an enemy submarine in April 1945. Earlier he was mentioned in despatches. (See *Looking Astern*.)



A/CAPTAIN H. L. QUINN

"ST. STEPHEN" SAILS UNDER NEW C.O.

Lieut.-Cdr. G. H. "Skinny" Hayes, DSC, of Winnipeg and Victoria, took his new command, HMCS "St. Stephen", to sea on September 26 for his first tour of duty on Station "Baker" in Davis Strait.

Lieut.-Cdr. Hayes was appointed in command of Canada's ocean weather reporting ship late in August, while the "St. Stephen" was being refitted at Saint John, N.B. He succeeded Lieut. E. M. Chadwick, of Victoria, who had commanded the vessel for the past two years. Lieut. Chadwick came ashore to take up the post of Executive Officer of Royal Roads.

Born in Victoria, Lieut.-Cdr. Hayes lived in Winnipeg before going overseas to train for the Merchant Marine. He joined the Royal Naval Reserve in 1938 and went on active service two years later. For "gallantry and devotion to duty" during the evacuation of Dunkirk, he was awarded the Distinguished Service Cross.

He transferred to the RCNR in May 1941 and was navigator of HMCS "Trillium", Executive Officer of the "Kenogami" and Commanding Officer of the "Guelph," all corvettes. He transferred to the RCN while in the latter appointment. Following the war he served for a year in the "Warrior," then went ashore to become staff officer of HMCS "Malahat" the Naval Division in Victoria. Later he held the same post in HMCS "Discovery" at Vancouver.

From September 1948 until his present appointment he served in the cruiser "Ontario."

COMMUNICATORS COMPLETE COURSE

The following men recently completed a Communicator's qualifying course in the Communications School, HMCS "Stadacona," Halifax: Ordinary Seaman Wilfred Lumsden, Hanna, Alta.; Gordon Whitehead, Vancouver; Robert Morehouse, Sandy Cove, N.S.; Raymond Hebert, Waterloo, Ont.; Frank Tyler, High River, Alta.; Lynwood Webber, Chester, N.S.; Allan Oslie, Riceton, Sask.; James Horncastle, Fredericton, N.B.; Basil Murtha, Downesville, Ont.; John Plunkett, Calgary; David Walling, Lindsay, Ont.; Clarke Spence, Hawarden, Sask., and Stanley Wells, Ottawa.

ANNOUNCE CHANGES IN APPOINTMENTS

The following were among the changes in the appointments of RCN officers announced recently:

Commander (S) T. F. T. Morland to Headquarters for temporary duty and for courses. Formerly Supply Officer, HMCS "Shearwater."

Commander (SB) S. B. Shore to Headquarters for duty with the Director of Naval Communications. Formerly in Communication School, HMCS "Stadacona."

Commander (E) I. J. L. Palmer to HMCS "Stadacona" for duty in HMC Dockyard, Halifax, as Manager of the Engineering Department. Formerly Engineer Officer, HMCS "Ontario."

Commander (E) John Osborn to "Ontario" as Engineer Officer. Formerly in HMC Dockyard, Halifax.

Acting Commander (P) G. C. Edwards to HMCS "Cayuga." Formerly Deputy Director of Naval Aviation (Air Warfare) at Headquarters.

Lieut.-Cdr. (E) Frank Harley to "Stadacona" on the staff of the Flag Officer Atlantic Coast as Asst. Command Technical Officer. Formerly Engineer Officer of HMCS "Naden" and Officer-in-Charge, Mechanical Training Establishment.

Lieut.-Cdr. (E) D. H. Fairney to "Naden" as Engineer Officer and Officer-in-Charge of the Mechanical Training Establishment. Formerly Manager of the Engineering Department, HMC Dockyard, Halifax.

Lieut.-Cdr. (E) G. F. Webb to HMCS "La Hulloise" as Engineer Officer and for duty with Senior Officer Reserve Fleet, East Coast. From HMCS "Nootka."

Acting Lieut.-Cdr. (S) K. I. Malcolm to HMCS "Shearwater" as Officer-in-Charge of Naval Air Stores Depot. Formerly Deputy Supply Officer, HMCS "Magnificent."

Lieut.-Cdr. (S) J. P. Cossette to "Magnificent," as Deputy Supply Officer. Formerly Officer-in-Charge,

Naval Air Stores Depot, "Shearwater."

Lieut. C. S. Smedley to HMCS "Rockcliffe" for Diving Tender No. 2 in command and as Diving Officer West Coast. Formerly on Master Diving Course at U.S. Naval School for Deep Sea Divers.

THREE MEN QUALIFY AS "UPPER YARDSMEN"

Three RCN men will commence a course in HMS "Hawke," the Royal Navy's training college for "upper yardsmen," early in October. On the successful completion of their courses they will be commissioned as acting sub-lieutenants.

Successful candidates are PO's Sydney Brain and Samuel Tomlinson and Leading Seaman Stanley Leggatt. Brain formerly served in the "Crescent," Tomlinson was in "Naden" and Leggatt in "Stadacona." All three took passage in RMS "Aquitania" on September 22.

LOWER DECK ADVANCEMENTS

The following men have been recently advanced to the rating of Leading Seaman RCN:

Communications Branch: Thomas L. Kelly, 5604-H; John L. Raven, 5425-H, and Michael A. Ruymar, 5662-H.

Air Ordnance Branch: Walter M. Sultan, 22481-E.

THIRTEEN MEN ENROL FOR COLLEGE COURSES

Twelve men from the "lower deck" of the Royal Canadian Navy were enrolled in Canadian universities and one in the Canadian Services College, Royal Roads, in September for courses which will qualify them for commissioned rank.

Ordinary Seaman Jerome M. Vivian of Drumheller, Alberta, who had been serving in HMCS "Naden," entered Royal Roads, as a Cadet RCN.

Aiming at commissions in the Electrical Branch are Chief Petty Officer Harold W. Palmer, of Vancouver and Abbotsford, entering the University of British Columbia; Petty Officer Robert A. Williams of Paradise Valley, Alberta, and PO R. O. Costar, Victoria, University of New Brunswick; PO Paul Zuk, of Saskatoon, University of Saskatchewan; Petty Officer John A. Deacon, of Ottawa, Queens University; PO Frank A. Orasuk, of Oyama, B.C., University of N.B.; Able Seaman John M. Chute, of Wheatley, Ontario, University of Toronto, and Ordinary Seaman Jean L. Laframboise, of Cornwall, Ontario, McGill University.

Members of the Engineering Branch selected for university courses were PO Charles J. Longson, of Kathryn, Alberta, and PO Kenneth W. Moore of Winnipeg and Victoria, both going to U.B.C., and Ord. Sea. Patrick H. Claxton, Mimico, Ontario, University of Toronto.



Commodore J. C. I. Edwards (left), Commanding Officer of "Naden," runs a dead heat with CPO A. Gadsby (right) in the veterans' 75-yard dash during the Pacific Command track and field meet. Behind CPO Gadsby is Lieut. D. A. Robertson. Bringing up the rear is Lieut.-At-Arms W. Pember, who had held the lead until he slipped and fell back to fourth place.

Ordinary Seaman George R. Smith, of Halifax, will enter the faculty of Commerce at Dalhousie University in his home city.

The men attending university were promoted to the rank of Cadet, RCN. On successful completion of their degree courses, they will become acting sub lieutenants.

MEDICAL ASSISTANT WINS MERIT AWARD

Ldg. Sea. Robert G. Breakell, of Oshawa, Ont., a medical assistant in the RCN, was awarded a certificate of merit on completion of a six-month course in clinical laboratory technique at the United States Naval Medical Centre, Bethesda, Md., recently. He was described as "an outstanding student who pursued his studies with diligence and perseverance."

On completion of the course Ldg. Sea. Breakell joined the aircraft carrier "Magnificent."

RESERVISTS QUALIFY FOR GUNNERY RATES

Nine RCN (R) ordinary seamen have qualified for the non-substantive rate of Quarters Rating, third class, following a course in the Gunnery Training Centre, HMCS "Naden," Esquimalt.

Successful graduates were Ordinary Seamen James Coombe, William Gemmel, Emile Ste. Marie, Keith Pierce, Charles Kadash, Edward Query, Michael Zyloway, Alfred Ste. Marie and J. Luff.

MARRIAGES

Lieut. John H. Wilkes, HMCS "Magnificent", to Miss Joan Cooper Savage, of Toronto.

Lieut. (P) John B. Hartle, HMCS "Shearwater," to Elsie McLeod, of Toronto.

Ldg. Sea. George Ridley, HMCS "Bytown", to Miss Bernice E. Reynolds, of South Gloucester, Ont.

AB Kendrick Bowness, HMCS "Athabaskan", to Miss Betty Ellen Imeson, Victoria.

AB Gordon E. Colquhoun, HMCS "Naden", to Miss Dorothy S. Dankins, of Vancouver.

AB Ferdinand Duchesneau, HMCS "Haida", to Miss Joan Marshall, of Charlottetown, P.E.I.

AB Marcel Cote, HMCS "Haida", to Miss Lillian Beaudin, of Clarke City, P.Q.

AB Thomas Scratch, HMCS "Haida", to Miss Genesta Cochran, of Halifax.



Petty Officer and Mrs. William Kitchen and the motorcycle on which they crossed the continent.

WEST TO EAST BY MOTORBIKE

A saddle-weary Navy couple chugged into Halifax on Thursday, August 25, to complete the last stretch of a 3,500-mile cross-continent journey by motorcycle.

The adventurous couple, Petty Officer and Mrs. William Kitchen, rode from Esquimalt, B.C., to Halifax, where PO Kitchen was to commence a three-month course in the Communications School.

Although stiff and tired after 13 days on the road the Kitchens nevertheless were enthusiastic about cross-country motorcycle travel and, December weather notwithstanding, they

plan to return to the West Coast on their two-cylinder steed after PO Kitchen completes his course.

The Kitchens travelled light. They stayed in tourist cabins along the way, hitting the road at 5:30 in the morning in order to maintain their schedule.

After cutting down from Vancouver to Seattle they travelled by way of the States to Detroit, then crossed back over the border via the Ambassador bridge. They had a one-day stop-over at a tourist lodge near Montreal, then pressed on to Halifax.

The trip was uneventful, said the Kitchens. A near upset as they hit a pothole going through Amherst, Nova Scotia, provided the only exciting incident.

PO Kitchen had been stationed in the Pacific Command for the past three years, two of which saw him in the cruiser "Ontario." Later he was a member of the instructing staff at the Communications Training Centre in HMCS "Naden." He and Mrs. Kitchen make their home in Esquimalt.

BIRTHS

To Lieut. J. W. B. Buckingham, RCN, HMCS "Queen", and Mrs. Buckingham, a daughter.

To CPO S. Crossley, HMCS "Stadacona", and Mrs. Crossley, a daughter.

To PO Sam Shaw, HMCS "Naden", and Mrs. Shaw, a son.

To Ldg. Sea. Donald M. Fowler, HMCS "Iroquois", and Mrs. Fowler, a daughter.

To AB F. Simmons, HMCS "Cornwallis", and Mrs. Simmons, a son.

To AB H. W. Little, HMCS "Cornwallis", and Mrs. Little, a daughter.

Retirements

Chief Petty Officer Angus Ian MacMillan

Rating: C2SM3
 Age: 42
 Address: Dundas St., Waterdown, Ontario.
 Joined: September 1928 as a Stoker 2nd Class.
 Served In: HMS "Capetown"; HMCS "Stadacona", "Champlain", "Saguenay", "St. Laurent", "Fundy", "Beaver", "Cornwallis", "Assiniboine", "Niobe", "Ontario", "Shearwater" and "Star".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 3, 1949.

★ ★ ★

Chief Petty Officer James Henry Keast

Rating: C2LR1
 Age: 38
 Address: 56 Shore Rd., Dartmouth, N.S.
 Joined: September 1927 as a Boy Seaman.
 Served In: HMS "Warspite", "Excellent", "Champion", "Victory" and "Sheffield"; HMCS "Stadacona", "Ypres", "Saguenay", "Champlain", "St. Laurent", "Gaspé", "Skeena", "Rimouski", "Restigouche", "Avalon", "Niobe", "Hochelaga", "Uganda", "Peregrine", "Sioux", "Cornwallis", "Warrior", and "Shearwater".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 10, 1949.

★ ★ ★

Petty Officer Archibald W. J. Dowling

Rating: P1SM2
 Age: 40
 Address: 52 West St., Halifax.



Joined: September 1928 as a Stoker 2nd Class.

Served In: HMS "Victory" and "Vernon"; HMCS "Stadacona", "Champlain", "Festubert", "Saguenay", "St. Laurent", "Skeena", "Cornwallis", "Avalon", "Collingwood", "Niobe", "Meon", "Peregrine", "Naden", "Uganda", "Scotian" and "Iroquois".

Awards: Long Service and Good Conduct Medal.

Retired: September 13, 1949.

★ ★ ★

Chief Petty Officer George Edward Speck

Rating: C1SM3
 Age: 42
 Address: Albro Lake Rd., Dartmouth, N.S.
 Joined: September 1928 as a Stoker 2nd Class.

Served In: HMS "Capetown", "Delhi", and "Victory"; HMCS "Stadacona", "Champlain", "Festubert", "Saguenay", "Skeena", "Cornwallis", "Niobe", "Huron", "Peregrine" and "Scotian".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 24, 1949.

★ ★ ★

Petty Officer John C. Dell

Rating: P1CW3
 Age: 40
 Address: Colwood, B.C.
 Joined: September 1929 as an Ordinary Seaman.



Served In: HMS "Nelson" and "Victory"; HMCS "Naden", "Vancouver", "Stadacona", "Skeena", "Armentieres", "St. Laurent", "Assiniboine", "Bytown", "St. Hyacinthe", "Caracquet", "Prince David", "Givenchy", "Canso", "Annapolis", "Hochelaga", "Runnymede", "Crescent" and "Rockcliffe".

Awards: Long Service and Good Conduct Medal.

Retired: September 23, 1949.

"Harvey" The Rabbit Guest of Cruiser

During "Ontario's" cruise in Alaskan waters, this much travelled cruiser became the recipient of a new and novel type of draft — or should we say appointment — in the person of Harvey, Esq. Harvey, a six-foot two-inch rabbit, was a gift from Juneau, Alaska, to the Well Baby Clinic in HMCS "Naden." During the passage south he was appointed Extraordinary Guardian of "Ontario's" wardroom; that is, until he was transferred to HMCS "Crescent" via "Ontario's" V.I.P. bos'n's chair somewhere between Prince Rupert and Esquimalt. A tussle between the ships at this point left Harvey's fate in some doubt for a few minutes.

After his arrival in Esquimalt, Harvey was drafted to the Well Baby Clinic, where, after suitable inoculations, not to mention castor oil, he now resides.

Well known to many Alaskans, as well as visitors to Juneau, Harvey made his first appearance in Juneau on the night of Easter Sunday, 1947, at the Baran of Bubble Room. Each Easter since he has entertained at a party for his many friends and later called at the Bubble Room to bend an ear in honour of the day. Juneau children remember Harvey from his many appearances in store windows. An active member of the city's social and civic life, Harvey boarded every naval vessel entering Juneau and once even spent a week end at the house of the Governor of Alaska. Before leaving with the Canadian cruiser, Harvey stated that he had thoroughly enjoyed his stay at Juneau, but felt that since he had accumulated enough material for his long-planned memoirs, his future home would give him more time for meditation. He also reported from "Ontario" that he had a private physician on board and always received his favorite breakfast — kippers.



HARVEY

(Photo by J. M. Greany, Juneau.)

"On Stage, Everybody!"

Capacity Crowds Applaud
"RCN Revue of 1949"

"Rig of the day!—Grease paint and eyebrow pencil!"

That was the pipe, believe it or not, when the Navy's "RCN Revue of 1949" played to sell-out crowds at Halifax's Theatre Under the Stars on Citadel Hill August 12 and 13. With fine support from various departments in "Stadacona," the Dockyard and "Shearwater," some 50 officers and men of the RCN and RCN (Reserve), aided by their wives and sweethearts, turned out a variety show of epic proportions.

With two Reserve officers, Lieutenants Hal Walkley and Clarke Mecredy, in charge of production and direction, the cast and stage crew went to work late in June.

There were plenty of headaches as the deadline drew closer. The majority of the cast and stagehands were inexperienced, funds were scanty, but enthusiasm and a thoroughgoing spirit of co-operation paid off, and the production miraculously clicked on opening night. The final dress rehearsal had been shaky, which traditionally promises a faultless opener in the theatre world.

The RCN Band of HMCS "Stadacona," under the direction of Mr. S. E. F. Sunderland, Commissioned Technical Officer, did outstanding

service. With a heavy schedule of engagements for Navy Week wearying every one of them, the bandsmen seemed to catch a second wind for the show and gave with some excellent music.

As Lieut. Walkley said after the show, it would have been impossible and unfair to single out any individuals for thanks or praise. As it was, the show became a striking example of group effort and the applause of the two capacity audiences certainly proved its success.

Feminine members of the cast were Audrey Agnew, Edythe Backman, Lois Berganson, Jean Brodie, Sheila Challice, Nora Fleming, Kay Greene, Fairfax Mason, Mona Richards, Josephine Towers, Verna Viguers, Edna Vokey, Dee Williams, Heather Williams, Sheila Wingfield and Marjorie Warren.

The men were Cadet Marvin Auerback, Ord. Sea. George Bourne, Ord. Sea. Ed Bialy, AB Bernard Bowerbank, Cadet Tony Brown, Sub-Lieut. Earl Byrnes, AB Robert Carl, Ldg. Sea. "Red" Clarke, PO Vic Dougherty, Lieut. Peter Dow, Ord. Sea. Bruce Duncan, Ord. Sea. George Freeman, Sub. Lieut. Frank French, Ord. Sea. John Hebgin, AB Robert Hodgson, Lieut.-Cdr. Wilf Inman, Sub Lieut.

G. J. Kyle, Cadet Dollard Lachance, Lieut. Hal Lawrence, Ord. Sea. Cliff Lemmerick, Cadet Eddie L'Heureux, Sub-Lieut. Ralph Lindsey, Lieut. Bob McKay, Lieut. Clarke Mecredy, Lieut. O'Connor Murray, Ord. Sea. Bob Redmond, PO Dennis Shaw, Lieut. Cdr. Don Sheppard, Lieut. Martin Shubik, Ord. Sea. William Smith, Lieut. Hal Walkley.

Behind the scenes were Lieut. Mac Davidson, stage manager; properties were handled by Lieut. Al Sutherland and Marion Magus; PO Vic Dougherty was dance director; scenery was handled by Sub-Lieut. Larry Mofford, assisted by Lieut. Mac Davidson and men of the cast; Sub-Lieut. (NP) Mildred Thomson, the wardrobe mistress, was assisted by Sub-Lieut. (NP) Margaret Ball, Sub-Lieut. (NS) Edith Landells, Sub-Lieut. Bob Nixon and ladies of the cast; Sheila Challice was in charge of make-up assisted by Jean Brodie, Audrey Agnew, Marj Warren and Lieut. Walkley; lighting was done by Lieut. Mervyn Dunscombe and staff of the Electrical School; Cadet Dollard Lachance was sound-effects man; Lieut. O'Connor Murray managed the programme and tickets; original music was written by Sub-Lieut. Ralph Lindsey and Nora Fleming; original lyrics by Lieut. Martin Shubik and Nora Fleming.



The entire cast of the "RCN Revue of 1949," assembled on the stage of Halifax's Theatre Under the Stars for the show's finale.

By special arrangement with the Archangel in charge of the Department of Terrestrial Affairs ("Get your leave passes here for jounies to Farth"), Sam Small (Lieut. (L.) Martin Shubik, RCN (R)) was re-incarnated for an appearance in the RCN Revue of 1949." Sam's photo (col. 3) was snapped by the photographer just in time, for, as he recited the last lines of his story he disappeared in a puff of alcoholic vapour and apparently followed the ancient trolley up to Paradise.

Herewith the text of Sam's tale, modestly told in the third person:

*There's a great, big place called Halifax
What's two hundred years old and all
And this is the story I'll tell you
Of Halifax ghost named Sam Small.*

*Now Samuel weren't big and ferocious,
With rattling old chains and all that.
He looked like a new entry sailor
With tiddy three cornered 'at.*

*Our Sam, 'e weren't killed at Trafalgar
Like Nelson, while Hardy stood by.
In fact 't were a Halifax street car
That caused our young sailor to die.*

*'Twas seventeen hundred and forty —
Nine year before town were begun,
They brought in some second-hand chariots
That Caesar had used when he won.*

*Now Sam, he had fallen from topmast
And broken his head on a spar,
But falling from vertical street car
Down Halifax Hill were too far.*

*They gave him a big Navy funeral
With Admiral's Guard out no less,
Consisting of Padre and digger
And twenty-five words in the press.*

*Now Sam didn't mind being buried,
But he felt quite a little put out
As he paid six pence fare for the bus ride
And he felt that he'd paid it for nought.*

*So when he got up to the Maker
He asked for some leave at the gate
To go and get even with street car —
He'd come as a ghost and he'd wait!*

*He came down to earth proper jaunty
With cocked 'at and swagger-slick too,
As conductor on Number 2 Belt Line —
Eh, that were a bit of a dol!*

*He took tuppence fare from Cornwallis
And would have got quite a bit more
But Officer sitting beside him
Said "Where have I seen you before?"*

*Sam turned proper pale at the statement
And vanished into thin air —
Cornwallis turned around to Lieutenant
Said, "What were you drinking and where?"*

*Then Samuel took tuppence on tuppence
And when "Chesapeake" came to town,
He tortured the prisoners of frigate
By riding them uphill and down —*

*So year after year on the street cars
A ghostly conductor was seen,
Changing blue lamps to red lamps and white lamps
And white lamps to red lamps and green.*

*For two hundred years he collected
His fares with a smile and a grin,
Till one dreadful day they decided
To "do the old street car types in."*

*The Maker then called to our Samuel,
"You've had two hundred years to retrieve
Your sixpence, you've ten thousand guineas
Pay St. Peter and cancel your leave."*

*One day when the thunder were rolling
There was heard with a crash and a roar
A street car go straight up to Heaven
With Sam taking fares at the door.*



"... There was heard with a crash and a roar
A street-car go straight up to Heaven..."

"Nootka's" Record

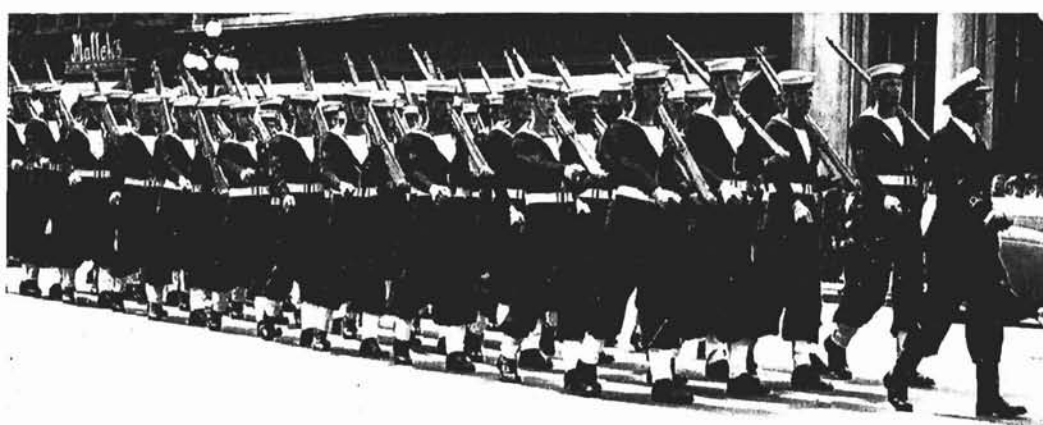
HMCS "Nootka" had been in commission for three years, less three weeks, when she paid off for armament conversion on August 15. During that span the destroyer had steamed 79,364 miles, of which 30,664 were logged in the past 12 months. Her travels took her to ports on Canada's East Coast, up the St. Lawrence as far as Montreal, south to the Caribbean and Canal Zone, to Boston and other American cities, and north to Hudson Bay.

Of her original ship's company, only three men remained in the destroyer throughout her commission, though many others had served twice in the ship.

WHY SHROUDS?

Rope gear in the early days was of doubtful quality, with the result that ships' masts were supported by innumerable stays; so many, in fact, that they virtually hid the mast from view in the same way a corpse is covered by a shroud.

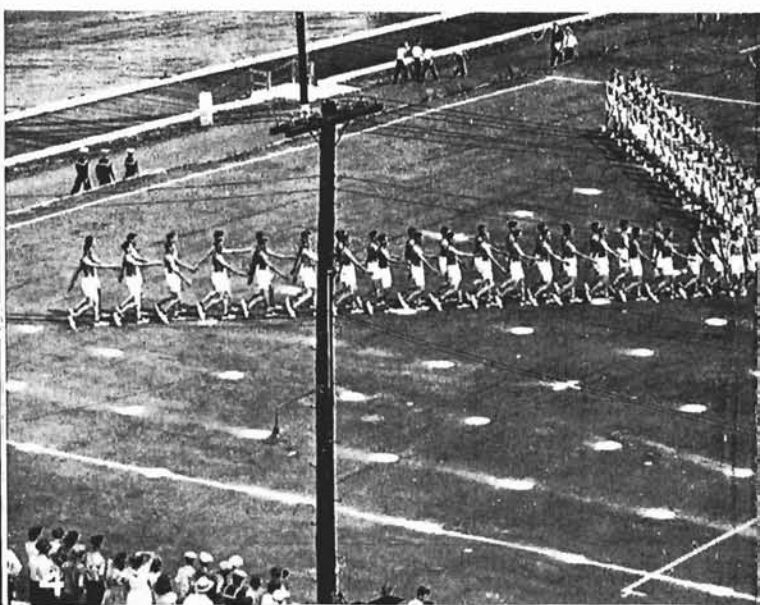
Navy West and



From August 8 to 13, Halifax and Victoria saw their Navy from stem to gudgeon, from double bottom to crow'snest, inside and out. Dockyard gates on both coasts were thrown open and Canadians — bluenose and westerner — flocked in to see the ships and the men who sail them.

In Halifax, the officers and men of the Atlantic Command produced a large-scale show which was one of the highlights of the city's Bicentennial celebrations. The harbour looked as it did during the war. All available RCN ships were in port, there were seven American craft — two carriers,

a cruiser and four destroyers—while the R.N. was represented by the cruiser "Glasgow", and submarine "Tally Ho". The daily parade ground show featured such things as a P.T. display, Communications ratings doing marching manoeuvres by signal, boy seamen from "Glasgow" dancing the hornpipe, and the stirring



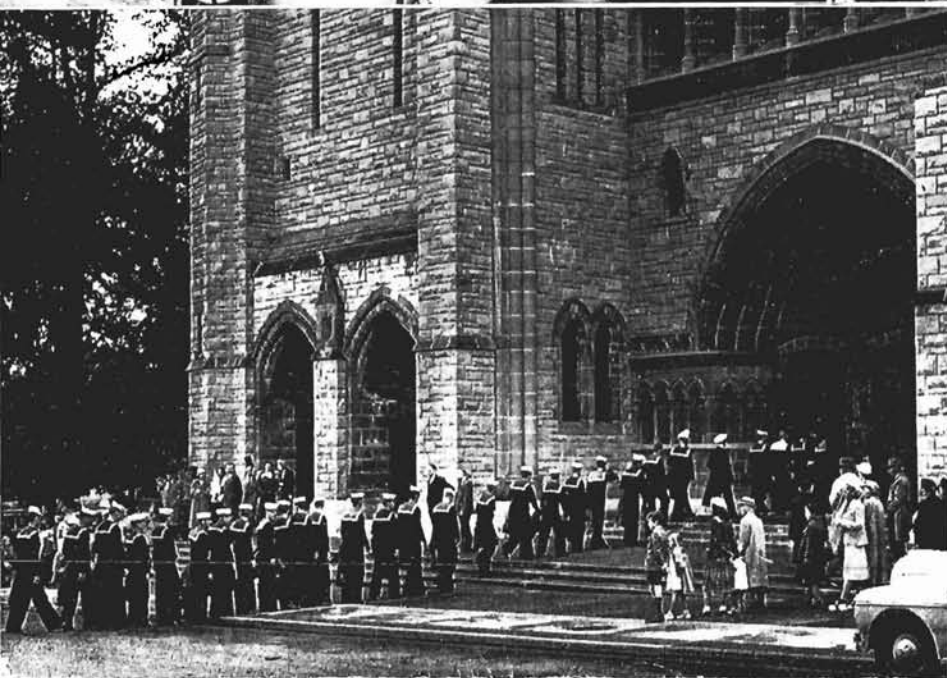
The photos on these two pages give an idea of some

1. The Guard from "Naden" swings up Douglas Street in the opening parade of the Greater Victoria "Navy Week" programme.

2. Among the interested people who came to see the fleet were these five from Los Angeles, who were holidaying in Victoria when the Navy staged its show. Their host, Ordinary Seaman Palmer Berg of HMCS "Ontario", explains the workings of the gyro compass repeater. The visitors are Mr. and Mrs. A. F. Hodson and their children, Robin, 4, Patricia, 17, and Diane, 12.

3. A fitting close to the Navy Week ceremonies was a Church Parade. On Sunday, August 14, 650 officers and men of the Pacific Command marched to their respective churches. In this photo the Church of England men file into Christ Church Cathedral, in Victoria.

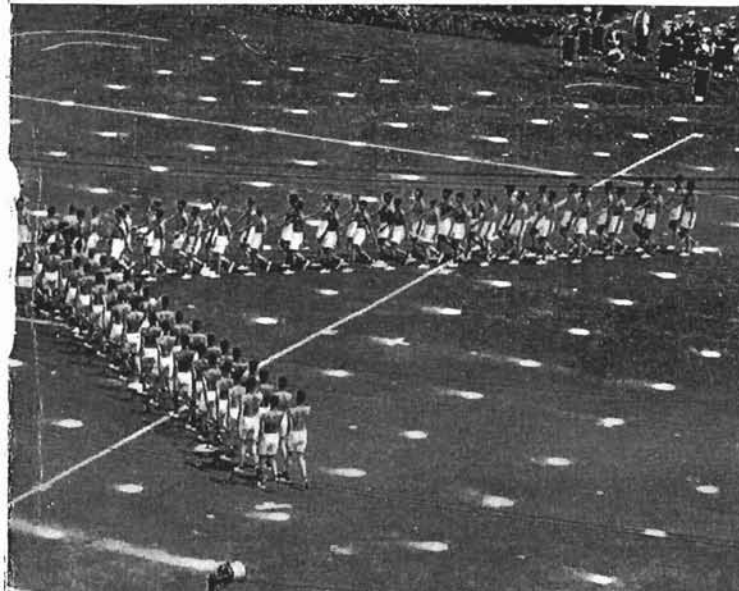
4. A squad of 160 New Entry seamen from "Cornwallis" provided a daily thrill for the crowd with the faultless precision of their physical training drill on the parade square in the Halifax Dockyard. None of the men had been in the Navy for more than three months,



ceremony of "Beating the Retreat" by the cruiser's Royal Marine Guard and Band. The sound and fury of warfare was provided in a mock attack on the "Tally Ho" by RCN aircraft from "Shearwater" and by "Haida" shooting up the harbour.

In Victoria, the Pacific Command produced its third annual Navy Week show. Ships of the Command sailed in review close inshore to Beacon Hill Park and were open to the public during the day. There were Sunset ceremonies at the Parliament Buildings and in Esquimalt Memorial Park, a track and held meet, baseball games, dances and other events. Adding a touch of pomp and ceremony were the graduation ceremonies at Royal Roads.

After all was over, the Navy quietly resumed its regular business, but it was fun to stage — as it was called in Halifax — "Operation Showoff".

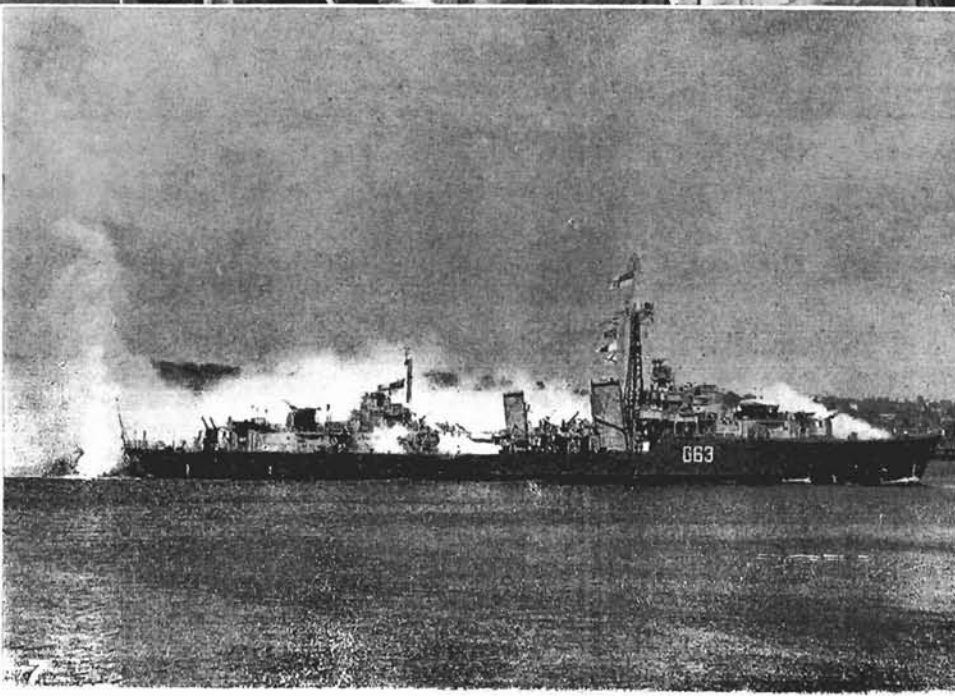


Some of the goings-on when the public met the Navy.

5. After jockeying their field piece through one wall, over another, then across a chasm by wire jacks, a field gun's crew opens fire on an imaginary target. Though they had to dismantle and assemble the entire gun and its ammunition carriage three times, they made the course in four minutes from start to finish. Teamwork and speed counted in this display.

6. Salty old King Neptune seizes an uninitiated recruit to put him through the hilarious "Crossing the Line" ceremony. Upon their first crossing of the Equator, sailors and 'lubbers alike submit to this elaborate rite and emerge as full-fledged members of the Loyal Order of Old Salts. This display was put on by the frigate "Swansea."

7. A realistic touch is provided by the "Haida" as the destroyer steams down Halifax harbour, with all guns blazing, charges exploding in the water and a smoke screen drifting off to port.





PACIFIC COAST

Two thousand men, women and children passed through the gates to the "Navy Fun Fair" when the Pacific Command of the RCN held its annual Sports Day and Picnic for children of all naval personnel on August 29. Children of widows of naval personnel were special guests.

Thronging the entrance well ahead of time, the huge crowd soon jammed HMCS "Naden's" lower playing field to capacity. The miniature train ride and the pony ride were easily the most popular, but the swings, slides and teeter-totters held their own as well.

Each ship built and operated a different concession for the occasion

and every department in the Pacific Command assumed a part of the responsibility for the fun-packed picnic. A magician, on hand to keep the youngsters amused, played to full houses, not all of them kiddies. When he performed the feat of pulling rabbits out of a hat, nearby boys and girls found themselves presented with live bunnies.

The large variety of booths, offering many kinds of amusement, added a carnival-like air and were patronized three and four deep for the whole of the afternoon.

HMCS "Athabaskan"

During the last few training cruises of the season the sportsmen in the

ship's company had ample opportunity to demonstrate their prowess. Fishing was good and several nice batches of trout were taken at Port Simpson. The "Shipside Piscatorial Fraternity" also pulled in their share of halibut, cod and other varieties. (We would have liked to hear the anglers bragging, when they got home, about the salmon bought from the local fishermen at Port Simpson).

Port Simpson provided PO Cliff Morriss and AB Dick Pollock with one of the most attentive audiences of their careers when the ship's film projector was landed and a movie was shown in the village hall. The showing was made possible by the mechanical ingenuity of CPO Ray McMurtrie and PO Alex Durfey, who made serviceable an old gasoline generator which provided the necessary current. No movies are seen at Port Simpson, except for the occasional educational film at the Indian school, so it is expected that future visits of HMC ships will be eagerly anticipated by the inhabitants.

"Navradsta Aldergrove"

In the August issue of the "Crow's nest" the first news of our radio station came to light in the form of a photograph of the newly-completed married quarters. Consequently, we will endeavour to keep our readers up to date on further news of the station, its personnel and activities.

The station, situated approximately one mile from the town of Aldergrove, B.C., has a complement of 35 men, who carry out various duties in the field of communications. The majority of the personnel are married and are residing in the new quarters or are expecting to move in shortly. The single men are billeted on the station



At the entrance to the Pacific Command's "Navy Fun Fair," Chief Petty Officer "Bert" Nelson, of Victoria, passes a booklet of 20 Naval Bucks to little Heather Harvey, daughter of Chief Petty Officer and Mrs. George Harvey. The "money" entitled Heather to take in any and all events of the day as well as being a pass to the various refreshment booths.

with sleeping accommodation and general messing.

Under the eye of Lieut. J. S. Hall, RCN, Officer-in-Charge, considerable work was done about the station grounds this summer which enhanced their appearance greatly. The seeding of lawns and planting of flowers about the buildings and young fir and cedar trees bordering the road entrance have brightened up our "home away from home."

A good selection of 16 mm. films provides two evenings of good entertainment weekly for personnel, their wives and friends. Film showings are usually followed by short social get-togethers. Since the shopping centres and well-baby clinics are a considerable distance from the homes, a weekly transport run for the wives and families aids in keeping the home budget down and the family health up. These and other conveniences planned for the station's personnel and families tend to help in everyone becoming acquainted and "good neighbours."

Supply School

Thirty-nine Cadets (S), RCN(R), recently completed a six-week general supply course in the school. In addition, a large number of Reserve officers have completed two-week courses covering victualling stores, pay and cash, naval stores and secretarial duties.

A course for Warrant Cookery Officer, of eight weeks' duration, and another for newly-entered Supply Officers, started in the school on September 19.

Gunnery Training Centre

Back at the Gunnery Training Centre at "Naden" are CPO's Bruce Colegrave, W. Aveling and J. Rafter and PO's S. Birch and James Luke, who recently completed a Gunnery Instructors' Course in HMS "Excellent". All made a good showing, particularly PO Luke, who was awarded the Royal Navy's Llewellyn Prize (Crowsnest, September, 1949).



This looks like the airmen's equivalent of a "salty dip," being told here for the benefit of three Canadian air fitters at the U.S. Naval Air Station, Quonset Point, R. I. Ground crew members of the 18th Carrier Air Group, the RCN men are, left to right, AB John Kilson, AB Gene Sauve and AB Roy Sharkey.

Another man who has brought credit to the centre is CPO E. A. Moore, who, as a member of the British Columbia team, attended the Dominion of Canada Rifle Association Meet in Ottawa and came within eight points of the dream of all marksmen — the Bisley shoot in England.

After 16 months in the "Crescent," Mr. David Scott, Gunner, has joined the staff of the Gunnery Training Centre.

Chief Petty Officers' Mess

The Chief Petty Officers' Mess at HMCS "Naden" has scored again — with two more highly successful social evenings. Early in August a "Bean Feed and Dance," held at Cordova Bay, brought out a large number of "Chiefs," their wives and friends. September saw the mess members out for their last outdoor fling of the season with a "Corn Boil," also held on a nearby beach.

At the earlier affair, "scran", consisting of beans, brown bread and coffee, was served around a large bonfire on the beach. Later, dancing and entertainment, directed by CPO Earle Sealey, took place in McMorrans Pavilion.

TAS Training Centre

CPO George Bowditch has taken over the duties of Regulating Chief of the Centre from CPO Hugh Dunbar who had long held this post. PO Johnny Bing, water polo enthusiast, and PO Edgar Carter also have left the Centre, both having been drafted to HMCS "Ontario."

ATLANTIC COAST

HMCS "Iroquois"

University Naval Training Division cadets attached to HMCS "Iroquois" had their training programme enlivened in mid-August by an unscheduled dash to sea in a stiff gale to assist the Panamanian freighter, "Evgenia," which was in difficulty 75 miles off the Nova Scotia coast.

The destroyer had completed a cruise to Provincetown, Mass., and was anchored south of George's Island when ordered to the assistance of the freighter. The "Evgenia" had not been able to give her position accurately and the "Iroquois" searched for several hours in the darkness before locating the freighter. The destroyer stood by during the night and the following morning, returning to Halifax only after it had been ascer-



If it's true that to appreciate the pipes you must have Scottish blood in your veins, then these two naval bandmen have nary a drop. However, Piper Malcolm MacAulay, of Halifax, appears not in the least dismayed by the refusal of AB E. Fletcher, of Trail, B.C., left, and Ldg. Sea. H. W. Osburn, of Oshawa, to listen to his musical offerings at the Antigonish Highland Games.

tained that the "Evgenia" could make port without further help.

On August 26, the ship was at Saint John, N.B., for a 2½-day stay, and on August 31 arrived at New Haven, Conn., for another short visit. On her final cruise of the training season the "Iroquois" visited Cornerbrook, Nfld., from September 9 to 12 and Country Harbour, N.S., from September 13 to 16.

HMCS "Haida"

The gunnery party and the TAS people in the "Haida" have received well-deserved credit for their part in the demonstration put on by the ship during Navy Week in Halifax. Daily the destroyer made a full speed run down the harbour, guns blazing and explosive charges, simu-

lating near misses, throwing up huge columns of water all around the ship.

The last day of the week, "Haida" put to sea with some 60 wives and sweethearts of crew members, a group of Navy League essay contest winners and a party from the Naval Research Establishment on board.

Prior to Navy Week "Haida" spent several days alongside while the hands painted ship and generally prepared her for her part in the celebrations.

HMCS "Cornwallis"

Since commissioning, HMCS "Cornwallis" has been honoured by visits from a number of distinguished guests. Premier Angus L. MacDonald of Nova Scotia was among the first civilian dignitaries to be received. He

was followed successively by Prime Minister Louis St. Laurent and Reconstruction Minister Robert Winter; Lieutenant Governor Ray Lawson of Ontario; Lord and Lady Cornwallis, and Defence Minister Brooke Claxton.

Service officials who have visited the base include Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Admiral Sir Frederick Dalrymple-Hamilton, head of the British Joint Services Mission (Navy Staff), Washington; Commodore A. M. Hope, Commodore, RCN Barracks, Halifax; Captain Sir Robert W. Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, and Commander R. J. Janney, USN, of the United States Embassy in Ottawa.

Following his visit, Admiral Grant sent to Captain A. P. Musgrave, commanding officer of the base, this signal: "The discipline and obvious keenness of the personnel of HMCS 'Cornwallis' under your command made it a pleasure to visit the establishment and I wish to express my personal thanks to the officers, petty officers and men who have achieved so satisfactory a result under obvious difficulties."

The band, under CPO Michael Nold, has been busy from opening day. Engagements are played at both local functions and those in surrounding communities. In addition, the band plays for the ship's company during noon hours and a dance orchestra, formed within the band, is much in demand.

HMCS "Swansea"

As one of the attractions of Navy Week in Halifax, several members of the ship's company of HMCS "Swansea" enacted the traditional "Crossing the Line" ceremony on the quarter-deck. To the delight of the spectators, four volunteer "victims" were given the full treatment each day of the week when found guilty of "entering King Neptune's domaine."

The court consisted of CPO Clarence Reddin, as King Neptune; Ord. Sea John Anderson, his Queen;

Sabotage Afoot?

"Mercury vapour lamps required to burn base up," said the signal received in Naval Headquarters from Esquimalt.

With visions of HMCS "Naden" and the Dockyard enveloped in flames, Intelligence Officers quickly brought their counter-espionage forces into action and checked on the origin of the message. The hue and cry subsided when the stores department came up with an explanation in the form of another signal to which the disturbing message was a reply.

Said the original signal:

"Advise if mercury vapour lamps are required for use in upright or inverted position."

CPO Robert Semple, Court Barber, and Commissioned Engineer Frank MacIntosh, aided by CPO John Cocks, Court Doctor.

The show proved such a success with the crowds visiting the Dockyard during Navy Week that the crew of the "Swansea" planned a cold weather version of the ritual when their ship crossed the Arctic Circle on her northern cruise.

Ice cream, cake and movies featured a party on board for wives and sweethearts of crew members on August 19. Unfortunately, a scheduled short cruise was cancelled due to a choppy sea which, it was felt, might have caused some "ill" effects. However, the ladies thoroughly enjoyed their visit to the ship, being particularly taken by the chrome-plated handrails. "Swansea" is the only warship in the RCN with this tiddly touch, made possible by funds from private sources.

NAVAL DIVISIONS

HMCS "Queen"

(Regina)

HMCS "Queen" was well-represented at the Regina Exhibition, in August. The naval exhibit included a 12-foot model of a cruiser and a model harbour, both built by "Queen's" ship's company. A full-rigged whaler and a torpedo rounded out the display.

Guests of honour at farewell parties in the Chiefs' and Petty Officers' Mess

during August were CPO M. B. Miller and PO A. R. Heys. CPO Miller has been drafted to the West Coast and PO Heys to "Cornwallis."

On a tour of Western Canada military installations, Deputy Defence Minister C. M. Drury visited the establishment in mid-August. Discussing the building of new barracks for HMCS "Queen," Mr. Drury said it was probable construction would not start for some time. Construction of military installations was on a priority basis, the deputy minister said, and that planned for Regina would be dealt with in turn.

HMCS "Donnacona"

(Montreal)

The past month has been a busy one in HMCS "Donnacona." Three ships have visited the city recently, the French training frigate "L'Aventure," the Royal Navy submarine "Tally Ho," and the cruiser HMS "Glasgow," flagship of the RN's America and West Indies Squadron.

Officers and men of the three visiting ships were entertained in "Donnacona" and by Army and Air Force commands in the area.

Several changes in the Division's personnel have taken place recently. A/Captain O. G. L. Holmes, RCN(R), commanding officer, has retired for business reasons and will leave for the United Kingdom shortly. Lieut.-Cdr. J. B. Bugden, RCN, is now staff officer, taking over from Lieut. W. W. Maccoll, RCN, who has taken command of the minesweeper HMCS "New Liskeard." Lieut.-Cdr. L. B. McIlhagga, RCN(R), information officer, has been transferred in his civilian capacity to Winnipeg, where he will be attached to "Chippawa."

HMCS "Catarqui"

(Kingston)

While training cruises and instruction proceed as usual, the establishment is undergoing a complete renovation. The drill hall is being repainted throughout, executive offices



It was a proud moment for Ordinary Seaman Chris Whitfield, of HMCS "Hunter," when he received the Cock-of-the-Walk Trophy from Vice Admiral H. T. W. Grant, Chief of the Naval Staff, after the Windsor division's team won top honours in the Great Lakes Naval Regatta held at Toronto over the Labour Day week-end. Whitfield was the youngest member of the Windsor crew, which topped representatives of five other Naval divisions, HMCS "Portage" and the USNR from Rochester, N.Y., in the big two-day meet. (See also page 26).

are being redecorated and new lighting is being installed.

An officer and eight men from the Deseronto Unit of the Division recently completed a two-week training cruise in the harbour craft attached to the unit. "Cataraqui's" Fairmile, "ML 121", combined a training cruise with a visit to Oswego, New York, during the week end of August 12-15.

HMCS "Brunswicker"

(Saint John, N.B.)

Four ships of the United States Navy paid a courtesy visit to Saint John from August 7 to 11. These were the heavy cruiser USS "Albany," the fleet destroyer "Harold J. Ellison" and the destroyer minesweepers "Fitch" and "Ellyson."

Almost as soon as the visiting ships were secured alongside, HMCS "Brunswicker's" wardroom and Chiefs' and Petty Officers' messes were hosts to the American officers and men. Formal entertainment and activities for the visitors were arranged by the American Consul, Mr. Ralph Miller, Navy and Army officers and civic officials.

For Lieut. Lenn Speight, staff officer, and Lieut.-Cdr. J. A. McKinnon, of "Brunswicker," the highlight of the visit came when they were taken for a flight over Saint John in the "Albany's" helicopter.

HMCS "Nonsuch"

(Edmonton)

When the Lac La Biche Sea Cadet Corps, under its commanding officer, Rev. L. C. McGrane, embarked on an attempted 450-mile trip down the Saskatchewan River from Edmonton to Prince Albert, Sask., in the Corps' four-ton training ketch, "Exeter," personnel from "Nonsuch" assisted in launching the craft in the river and later tried unsuccessfully to free it from a shoal 35 miles from the staving point.

Under Lieut. R. H. Leir, RCN, staff officer of the division, and including CPO's J. W. Mundie and E. Martin, PO's P. Lecuyer and R. Keys and



A slippery track and a dog that insisted on nipping at his heels failed to stop Cadet Perrin Sterns, RCN(R), from running away from the field in the 440-yard race at the Pacific Command track meet.

Ldg. Sea. R. C. Thomas, the naval party took charge of launching operations in Edmonton and saw the craft on its way.

Later, when the ketch grounded, Lieut. Leir headed another naval party which attempted unsuccessfully to free her from the rocks.

HMCS "Star"

(Hamilton)

HMC "ML 106" put in a busy month during August with several cruises to Lake Ontario ports on her reserve training cruise programme. On the Civic Holiday weekend the Fairmile paid an official visit to

A Prize Catch

During HMCS "Ontario's" visit to Juneau, Alaska, the cruiser's Navigating Officer, Lieut.-Cdr. Victor Browne, took time out for a little fishing, with highly satisfactory results.

Lieut.-Cdr. Browne landed a 23-pound 3-ounce beauty, entered it in the Golden North Salmon Derby in Juneau and won 21st prize — a handsome shotgun case. Now all he needs is a gun.

Rochester, New York, and a week later put out again for a goodwill cruise around the lake. On the latter trip calls were made at Oswego, Sackett's Harbour and Alexandria Bay, in New York State, and at Kingston and Cobourg on the Canadian side. At month's end a weekend cruise to Port Dalhousie, Ontario, was scheduled.

"Star" played host to four more ships of the United States Navy during the month. Two PC's with reservists from Rochester and Oswego arrived in mid-August and were followed later by two auxiliary minesweepers from Buffalo and Niagara Falls.

The two Seafire aircraft now at the division for instructional purposes are being readied for the start of Fall training. One has been stripped down and the other will remain in operational condition for aircraft handling exercises.

HMCS "Hunter"

(Windsor)

The Fall training programme at HMCS "Hunter" got under way on September 12. Under the recently-inaugurated specialized training programme in the divisions, "Hunter" is responsible for qualifying quarters ratings in the gunnery branch, and the necessary equipment and instructors will be on hand to carry out this commitment.

Among the latter is Mr. George Grivel, Acting Gunner, RCN, who joined the division in August from the West Coast.

EX-WRENS DISCUSS 1950 REUNION

The "York" Division of the Wren Association held its first meeting of the new season recently in HMCS "York," Toronto. The president, Miss Isabel Archer, presided, assisted by Miss Doris Fells, corresponding secretary, and Miss Vera Dywer, treasurer.

Tentative plans were discussed for a Wren reunion to be held in Toronto in 1950.

THE NAVY AT THE EX.

Thousands See Displays In Air, On Land,
On and Under The Water

The Royal Canadian Navy occupied a unique position this year among the hundreds of exhibitors at the Canadian National Exhibition in Toronto. It was the only organization which featured displays in the air, on land, and on and under the water.

The many-sided Navy show included formation and precision flying by Seafire pilots from HMCS "Shearwater," a platoon of new entry sailors forming part of the smartly drilled tri-service precision squad, a demonstration of anti-submarine warfare between a radio-controlled scale model of the "Sioux" and a submarine (carried out in a 45,000 gallon canvas-enclosed "ocean") and a display of the tactics used by "Frogmen" in clearing invasion beaches of underwater obstacles.

To handle the various phases of the RCN contribution to the C.N.E., there were more than 130 officers and men on temporary duty in Toronto. They included anti-submarine experts, radio technicians, air and ground crews, UNTD cadets, shore patrol and general duty personnel. They came from Naval Headquarters, from the RCN's east coast bases, and from an assortment of Eastern Canadian naval divisions.

They found out that the "Ex" was no "soft touch." Long and irregular hours, eating on the run, and the constant pressure of smooth-running performances were just a few of the trials of the two-week period. Particularly deserving of praise for their part in the over-all effort were the Chief Petty Officers and Petty Officers

attached to the C.N.E. Party. They were ever-ready with the technical "know-how" and were invaluable in the organization and general administration of the displays. The Toronto naval division, HMCS "York," also contributed much in the way of men and materials in furthering the exhibition cause. To all who took part in planning, setting up and running the Navy's exhibits it was gratifying to note the great deal of interest their show aroused in the public.

The RCN worked in close cooperation with the Army and the RCAF and the display area featured many Tri-Service exhibits, as well as individual service displays. The work of planning, organizing and setting up these displays was done by the Inter-Service Recruiting Committee of which Cdr. (SB) William Strange, OBE, RCN, Director of Naval Information, is chairman.

NINE PASS SENIOR MATRIC CHEMISTRY

In a seven-week course in senior matriculation chemistry, held in the Central School at HMCS "Naden," Esquimalt, three of the nine men in the class received marks over 90. Average mark for the remainder was 70. The men, ranging in rating from ordinary seaman to chief petty officer, were taking advantage of the Navy's policy of encouraging and assisting men to improve their academic standing while in the service.

Those who completed the course were CPO's A. E. Shaw, Airdrie, Alberta; H. Palmer, Vancouver and L. Clarke, Victoria; PO's K. W. Moore, Winnipeg; C. J. Longson, Calgary; S. G. Tomlinson, Lac DuBonnet, Man., and W. Faire, Ottawa; AB L. R. Donnelly, Hebert, Sask., and Ord. Sea. J. M. Vivian, Drumheller, Alberta.



A number of expert technicians in radio and anti-submarine work were required to operate the radio-controlled models of a destroyer and U-boat which formed part of the Navy's CNE Display. The men who handled the maintenance and operation of the models are shown above. They are, front row, left to right: PO Andy Gray, HMCS "Stadacona", CPO William Morrow, HMCS "Star", PO Charles Llewellyn, HMCS "Stadacona"; Back row: CPO Norman Ford, HMCS "Stadacona", M. Phillipe Desmuelles, of Sorel, P.Q., builder of the models, Cdr. (L) R. Teasdale, RCN, and Cadet Robert Duston, RCN (R).

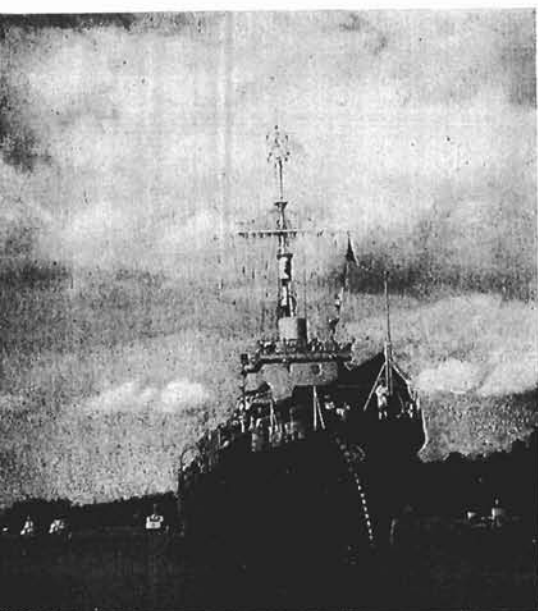
THE "FLEET" VISITS PICTON

Buzzing in and out of ports on the Great Lakes during the course of training cruises, the minesweeper "Portage" and smaller craft attached to the naval divisions at Kingston, Hamilton and Toronto this summer reminded residents of many inland centres that "the Navy is here," and in extremely active form.

Just one example of this occurred at Picton, Ontario, on the occasion of the annual Gold Cup Regatta. The regatta committee had asked the Picton Unit of HMCS "Cataraqui," Kingston, to assist in the staging of the regatta programme. Permission was readily granted by the Commanding Officer of "Cataraqui," all other outlying units of the Kingston Division indicated they would attend, and arrangements were made to have the arrival of the "Portage" coincide with the event.

Harbour craft from the various Units arrived in Picton on Sunday, July 31. Napanee came first in "H.C. 292," followed by Belleville in "H.C. 311," and Deseronto in "H.C. 262." These three joined Picton's tug, "Loganville." Sunday morning was spent straightening the craft away and dressing for arrival of the "Portage", and for the regatta on the following day.

"Portage" and her "fleet" entering Picton harbour. (Photo by Hodgson Studio, Picton).



At 1500 on Sunday, with "H.C. 292" (Lieut.-Cdr. Harold Webster, RCN (R), Napanee) acting as "flag-ship" and Lieut.-Cdr. E. F. Webster, RCN (R), Picton, on board directing operations, the "fleet" sailed out of Picton harbour in single line ahead to meet the "Portage" at Glenora, five miles down from Picton in the Bay of Quinte. A salute was given the minesweeper, which was right on her E.T.A. of 1600. As there was no pilot available, Lieut.-Cdr. E. F. Webster was invited to board the "Portage" and assist in piloting her to her berth at the Canada Steamship Jetty, right in the centre of the town. "ML 121" arrived soon after to complete the squadron.

More than 1,000 persons visited the "Portage" on Sunday evening while she was berthed at the C.S.L. jetty — the first warship ever to visit Picton. Hundreds more visited "ML 121" and the smaller craft.

While in Picton, the naval personnel were very kindly invited by Lt.-Col. R. J. Fisher, OBE, officer commanding the RCSA (AA), to make use of the various messes at the Artillery School camp, on McAuley's Mountain. Col. Fisher also arranged transportation to the camp.

On Monday morning, regatta day, the "Portage" was moved from her berth to an anchorage alongside the race course, "ML 121" anchoring just astern. Unit harbour craft policed the course and ferried the wives of visiting race drivers (who came from all parts of the United States and Canada) and the wives of yacht club officials to the "Portage" to view the races. These craft were praised continuously by race officials for their work in keeping the racing lanes clear and free of accidents.

All agreed it was the most successful regatta Picton had staged, and great credit was given the Navy for assisting with the programme and adding to the always picturesque scene with its flag-dressed craft.—E. F. W.

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BOOK REVIEW

A recent book, "The Application of Radar to Seamanship and Marine Navigation," published by Charles Birchall and Sons, Limited, 17 James Street, Liverpool, England, contains a wealth of information and sound advice on the use of modern pilotage radars.

Omitted are the technical details of electrical circuits, each page containing something of the knowledge required to enable a "user" to obtain the best from the set by a correct knowledge of the operating controls and intelligent use of the information provided.

The author is an officer in the Merchant Service, who, during the late war, specialized in radar, and was thus employed in carrying out a radar survey of the Thames Estuary.

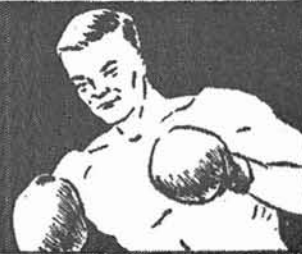
It has been said that "information provided by radar to aid safe navigation of ships must be correctly interpreted and wisely used." Thus the *raison d'être* for this book. By courtesy of the author and of the Royal Society of Arts, Lieut. P. G. Satow's Thomas Gray Memorial Trust lecture on "The Application of Radar to the Science and Art of Marine Navigation" is included as an appendix.

Every Executive Officer would do well to study the book.

Famous Room Restored

For more than two centuries The Board of Admiralty held their deliberations in a room which came in time to be one of the oldest and most beautiful in London. The Admiralty Board Room was renowned for its 17th century wind-dial, its ancient carved oak-panelling, and its famous oil-paintings. Then, in the early hours of the morning of April 17, 1941, the room was almost completely destroyed by a German bomb. The Board was forced to move to makeshift headquarters elsewhere in the Admiralty. Since the war, however, the Board Room has been restored with meticulous care, and has become once more the focal point of British naval administration.

The Navy Plays



Sports Hit Stride At HMCS "Cornwallis"

After getting off to a slow start, soccer has hit its stride at "Cornwallis." The ship's team defeated "Stadacona" 1-0 in a thrilling, hard-fought game in which Instructor Lieut. D. D. McKenzie notched the lone marker. The officers' team has a record of one win in three tries, having defeated "Shearwater" officers 3-1 and lost to "Stadacona" officers 4-2 and 3-1.

An inter-divisional league is in operation and is producing a good class of ball as well as giving the ship's team selectors a chance to size up any likely representative talent.

Softball, too, was slow off the mark, but the ship's team, after dropping its first two games, scored four successive victories. The smooth twirling of Petty Officer Reg Skinner, of Sydney, N.S., was an important factor in these successes.

Inter-part and new entry leagues are in full swing, with the Chief and Petty Officers and "Huron" Division leading their respective sections.

"Cornwallis'" lone representative in the Nova Scotia Boxing Championships, Ord. Sea. Robert Edgett, of Sackville, N. B., battled his way into the finals of the light heavyweight division, only to lose a close decision.

Navy Eleven Tops Halifax Soccer League

HMCS "Stadacona's" entry in the Halifax Soccer League is enjoying one of its most successful seasons, having been scored on only once while maintaining an undefeated record in regular league play. The team has also played six exhibition tilts, losing only one — by a 3-0 score to the crack team from HMS "Glasgow."

Supply School Teams Capture Four Trophies

Maintaining the high standards they had set throughout the summer, Supply School "A" teams won the water polo, track and field, tabloid sports and "Cock-o'-the-Barracks" trophies at HMCS "Naden."

The Supplymen also came within one put-out of winning the inter-part softball championship. In the deciding game, played against a combined Navigation Direction-Communications team, they held an 8-7 lead with two opposing players on base and two out in the ninth inning. Then an error enabled the runners to score and gave ND-Communications a 9-8 victory and the title.



Ord. Sea. Frederick Paquette, captain of the Supply School team that scored the highest number of points in the weekly track and field competitions at HMCS "Naden," receives the championship trophy from Mrs. J. C. I. Edwards, wife of the Commodore, RCN Barracks.

Haddad To Compete In Games Trials

Ldg. Sea. Eddie Haddad, of HMCS "Naden," Canadian amateur light-weight boxing champion, early in October will place his title on the line in the course of try-outs at Fort William for the team that will represent Canada at the British Empire Games, to be held in Auckland, New Zealand, in February.

If Ldg. Sea. Haddad makes the team, he will sail with the other members from Vancouver in RMS "Aorangi" on December 22. At Auckland, from February 4 to 11, he will meet, in the ring, boxing representatives of England, Scotland, Northern Ireland and other parts of the Commonwealth.

Ldg. Sea. Haddad recently came ashore and resumed serious boxing training after spending seven months at sea in HMCS "Ontario."

"Donnacona" Grid Team Draws Large Turnout

HMCS "Donnacona" is hoping to make a good showing this season in the Intermediate Section of the Quebec Rugby Football Union. Other teams playing in this league are Three Rivers, Sherbrooke, Eastward, Lakeshore and Royal Montreal Regiment.

Practices commenced on August 15 and so far have taken place Monday through Friday. Enthusiasm is running high and the turnout has been excellent. The team is being coached by two well-known Montreal players, Roy Chesley and Mac Parsons.

The Montreal division's team went through its first two games unbeaten, tying one and winning the other.

UNTD Team Captures

Pacific Track Title

The Pacific Command Track and Field Meet was one of the highlights of Navy Week in Greater Victoria. Among the competitions of the day were a few worthy of special mention. Cadet Douglas Hogg, RCN(R), set a new record of 5 feet 11 inches for the high jump, easily breaking the old one of 5 feet 9½.

A UNTD tug-of-war team out-pulled "Ontario's" 1,820 pounds of beef twice out of three starts. In the nursing sisters' 50-yard dash, Sub-Lieut. (NS) Dorothy Sim bested her colleagues to cross the line in first place.

Commodore J. C. I. Edwards ran a dead heat with CPO E. Gadsby in the veterans' (46 years and up) 75-yard dash. Lieut.-At-Arms W. Pember, who had set up an early lead, fell out of contention when he slipped near the finish line. The other veterans' race, (35-45), a 75-yard dash, was easily won by Mr. R. Dewhirst, of "Naden".

At the end of the meet points indicated that the UNTD's were ahead with 82, while "Naden" had 74, Destroyers 49, Training Force 42 and "Ontario" 34.

"HUNTER" SETS THE PACE

A well-balanced squad from HMCS "Hunter," Windsor, out-stripped a field of seven other naval units from Canada and the United States in the seven-event Great Lakes Naval Regatta held at Toronto over the Labour Day week-end. The Windsor entry went into an early lead by copping three of the first four competitions and was never headed in what proved to be the largest naval regatta ever held at a Canadian Great Lakes port.

In all, six Canadian naval divisions — HMCS "Carleton," "Griffon," "Hunter," "Star," "Prevost" and "York" — vied for honours with the Algerine escort vessel "Portage" and the Rochester, N.Y., division of the United States Naval Reserve. In addition to "Portage," Toronto played host to four Fairmiles attached to RCN Great Lakes divisions and a 175-foot patrol craft from Rochester.

The competitions got under way on Saturday morning, September 3, and continued until Sunday afternoon, when the finals were staged. Although "Hunter's" lead was never in danger, the Hamilton division, HMCS "Star", set a persistent pace and finished

only six back of the front-running Windsor team's 53-point total. In third spot was the "Portage," who bounced into contention by winning the last two events on the card, the tug-of-war and open whaler race. Sharing fourth place were "Griffon" and "York," with "Prevost," the USNR and "Carleton" following in that order.

Most keenly contested event of the regatta was the open whaler race, which "York" won at Rochester last year. This year a group of huskies from "Portage" staved off a last minute bid by the Hamilton crew to win the event and the handsome Naval Officers' Association trophy. "Hunter" placed first in whaler sailing and the .22 rifle and .38 pistol shoots. "Star" headed the list in dinghy sailing and officers' whaler races. A boxing card of three exhibition bouts rounded out the programme.

Among the eight awards presented to the winners of the various events was the RCNVR Inter-Divisional Rifle Shield, which had been inactive since the Hamilton Division won it in 1939. This year "Star" returned it to competition and "Hunter" marksmen became its new proprietors.

More than 500 naval and former naval personnel, their families and friends were at the Toronto division to witness the regatta and to meet old friends. Following the regatta a buffet supper and a dance were held in the drill hall.

In attendance at the Great Lakes Regatta were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Captain B. S. Custer, U.S. Naval Attache at Ottawa; Captain W. G. Shedden, RCN(R), Ret'd.; Captain E. T. C. Orde, RCN(R), Ret'd., and Acting Captain H. L. Quinn, Director of Naval Reserves. Captain F. R. Base, RCN(R), Commanding Officer of HMCS "York," and his staff were hosts to the visiting delegations.



A new high jump record was set at the 1949 Pacific Command track and field meet when Cadet Doug Hogg RCN(R), a Queens University student, cleared the bar at 5 feet 11 inches. Hogg was the 1945 Senior Canadian inter-scholastic high jump champion and is the present holder of the Dominion intermediate record. Poor field conditions prevented him from clearing the six-foot mark.

"Shearwater" Training For Football Season

In the two seasons that the RCN Air Station has been represented in the Halifax Canadian Football League, the championship has eluded the team from the Dartmouth side of the harbour. However, the airmen are hoping that this will be their year and have been practicing vigorously in preparation for the schedule opening. Calls for candidates for the team met with an enthusiastic response, more than 50 turning out for pre-season workouts conducted by CPO Andy Chartren.

At a meeting held in the "Shearwater" gymnasium, the following executive was elected to guide the fortunes of the team:

Manager:—Cdr. (S) D. R. Dawson.

Coach:—Mr. W. Burkhart (formerly coach at Dalhousie University).

Secretary-Treasurer:—Lieut. (S) W. McPherson.

Publicity:—PO J. E. Callard, chairman; PO Fred Polischuck, AB R. Langlois.

Entertainment:—Lieut. (P) L. McKay, chairman; PO D. B. Shaw, AB W. M. Stensrud, CPO Roger Haspeck.

Trainers:—AB R. Richards, PO M. Stanoy, AB P. Seelinger.

Equipment:—AB C. Cowie.

Navy Boxer Captures Maritime Championship

Able Seaman John Hogan, of HMCS "Iroquois," fought his way to the middleweight title in the 1949 Maritime amateur boxing championships at Halifax. AB Hogan will join with Ldg. Sea. Eddie Haddad in carrying the Navy's colours at the Empire Games boxing trials next month.



AB John Hogan

Air Station Runner Wins Maritime Marathon

Able Seaman Robert Weir, of New Glasgow, N. S., carried the colours of HMCS "Shearwater" to victory in the six-mile marathon at the Maritime

Track and Field Championships at Amherst, N.S. Earlier in the summer, AB Weir finished second to the well-known distance runner, Paul Collins, in the annual Dartmouth six-mile road race. Both men broke the old record, with Collins, who placed 10th in the 1949 Boston Marathon and won the

the diving competition and Lieut. Campbell, Sub-Lieut. Sabiston and Sub-Lieut. Bob Wishart, RCN (R), thrashed their way to victory in the 200-yard free style relay.

The team was coached by PO H. A. "Trep" Trepanier, assisted by PO Victor Dougherty.



Members of the officers' soccer team, inter-part champions of HMCS "Stadacona," are shown above. Front row, left to right: Instructor Lieut. Henry Irving, Lieut. William Kidd, Mr. Alfred Wildsmith, Warrant Engineer (Captain); Lieut. Herbert Smith, Mr. Frederick Douglas, Warrant Radio Officer, and Mr. Hedley Ivany, Warrant Shipwright. Rear Row: Cadet Vincent Dawson, RCN(R), Lieut.-Cdr. Craig Campbell, Cadet David Donaldson, RCN(R), Lieut. Alan Cavanagh, Lieut. (S) Peter Dow, RCN(R), A/Instructor Lieut. Donald Robertson, Mr. Francis Hindle, Warrant Engineer, and Cadet Akira Hikichi, RCN(R).

Hamilton, Ont., Marathon, finishing in 31 minutes, 19 2/5 seconds, and Weir less than eight second back of him.

Another "Shearwater" entry did well at Amherst, Ord. Sea. G. D. Lundihn coming second in the junior high jump and third in the senior pole vault. — W.M.S.

Swimming Teams Score In East Coast Meets

A representative Navy team splashed its way to prominence in two meets on the East Coast this summer. At Dartmouth Natal Day, the Navy trio of Cadet D. Seaman, RCN (R), PO F. A. L. LePage and Ord. Sea. R. Champion won the senior 150-yard medley and other team members came up with a fistful of seconds and thirds.

Eight days later, at the Waegwoltic Club, the Navy won the team aggregate by a large margin. Lieut. (E) J. G. S. Campbell was first in the 50-yard free style, Ord. Sea. J. Garrioch won the 100-yard free style, Sub-Lieut. Donald Sabiston copped

League Leaders Lose In Softball Playoffs

The "B" squad from HMCS "Naden" finished in first place in the ten-team Victoria City Softball League, only to be beaten out in the final playoffs by a team from the Garrison at Work Point Barracks.

A crowd-pleasing doubleheader wound up Navy Week on the West Coast when the Senior "C"s from the Navy defeated the Canadian Scottish and the RCN Senior "B"s beat the Garrison.

The RCN Senior "C"s are also the holders of the city championship, having beaten out the Canadian Scottish, three games to one.

"Athabaskan" Softball Championship Decided

A long drawn out battle for the inter-departmental softball championship of HMCS "Athabaskan" was decided in late August, with the Electrical and Communications team emerging victorious over the Supply branch by a one-run margin, 16-15.



A "MINOR OPERATION" IN MID-ATLANTIC

It was a very minor incident of the war—just one more of those unspectacular and uncomfortable towing jobs for which a fighting ship had to forsake her customary combat role and transform herself into a salvage vessel.

Nobody heard much about it, nobody made any particular fuss, and today the only records of the incident ever having taken place are buried in the old reports of proceedings files of the ships which were involved, and in the memories and private photo albums of the officers and men who comprised their companies.

But for the predominantly "VR" crews of the two corvettes it was a large-sized lesson in seamanship, a lesson from which they gained a wealth of experience and from which, on its successful completion, they derived no small measure of satisfaction.

Escorting eastbound convoy SC 124, Task Unit 24.1.13 (later to be known as C3 ocean escort group) was 11 days out of St. John's, Newfoundland, when, on the morning of April 6, 1943, HMCS "Mayflower" was ordered by the Senior Officer (HMS "Burnham") to fuel from the escort tanker "Chester O. Swain."

Fuelling of escorts from tankers in convoy was then in a stage of comparative infancy. Various methods had been tried and it had been determined that the astern method was the most practicable. But the trouble was that many of the tankers still were not suitably equipped for the job and some of these lacked a proper understanding of the part they had to play in the fuelling operation.

Then it could be a discouraging business, marked by broken fuel lines, oil-smearing decks (and stokers) and extremely vivid language on the part of the escort captain.

Guilty on all counts mentioned, and possibly a few more, was the "Chester O. Swain."

"Mayflower" arrived astern of the tanker at 1000, to find that the latter had only a canvas hose, instead of the prescribed rubber hose. However, that was of minor importance and they went ahead with the preliminaries, the oiler streaming a buoyed messenger to which was secured the steadying line. This latter the corvette was to make fast on her forecabin and use as a means of gauging her distance from the tanker, adjusting her revolutions so as neither to fall astern or over-run.

But first the messenger broke, then the steadying line parted, and it wasn't until 1200, two hours later, that the "Mayflower" was connected up and ready to fuel. Another nuisance popped up here when it was found there were no adaptors on board to fit the canvas hose and the fuel had to be fed into open tanks, instead of through the upper deck fuel connections.

The signal to start pumping was passed to the "Chester O. Swain". Just as the oil began spurting into the corvette's tanks, the hose sprang a leak. Pumping stopped and back the hose went to the oiler, for repairs expected to take about two hours.

All this time the weather had been getting worse, the wind freshening and sea rising. However, "Mayflower" still kept her teeth on the steadying line, hoping that perseverance would bring its reward.

That was not to be. As the seas got higher, the tanker began to yaw badly and her revolutions became

very erratic. At 1330, in order to avoid a sudden ascent on to the "Chester O. Swain's" quarterdeck, "Mayflower" had to sheer away at a sharp angle, and snapped the steadying line.

That used up all the tanker's steadying line, so "Mayflower" tried to pass him a 10½ inch manila in lieu. You can guess what happened. The messenger parted at the oiler. "Mayflower" now found herself having to recover her manila while in the midst of the convoy.

This she was doing successfully until an ERA, with the best of intentions, shouted down to the "Chief" to stop the engines, which had been going astern. The ERA had looked over the side of the ship, had seen the manila thrashing about in the water and had thought it was fouling the screw. Actually, it was being washed clear.

However, once the engines were stopped, the line was drawn into the wash and became fouled in the propeller. When the engines next were turned over, it became wound around the shaft.

"Mayflower" was helpless.

Rock and Roll

When the Senior Officer learned of her plight, he detailed a sister-corvette, HMCS "Eyebright", to stand by and render whatever assistance might be necessary. As the convoy disappeared into the mist, "Mayflower" rolled in the trough, trying by working her engines to clear her screw; "Eyebright" anxiously stood by.

At 1800 it became obvious the screw could not be cleared and preparations were made for "Eyebright" to take "Mayflower" in tow. At 1930 they were under way. But not for long. At 2050 the tow parted.

By then it was pitch dark, the sea was rough and the swell heavy. Conditions dictated that no further attempt should be made to connect the tow until morning. So "Mayflower" rolled and rocked there through the night, while "Eyebright," the watchdog, circled her.

At first light all was a-bustle and by 0810 the tow was connected, using 65 fathoms of 3½-inch wire, 70 fathoms of 4½-inch wire and four shackles of cables. This lasted until 0955, when the smaller wire parted. By 1130 they were hitched up again; at 1315 they were looking for more wire.

By now they were down to their last wire—70 fathoms of 4½-inch. This was secured to six shackles of cable ("Mayflower" having shifted additional chain from the port side and joined it to the starboard cable) and away they went again. (The fact that it took six shackles of cable to keep the tow under water will give some indication of the state of the sea).

This tow held beautifully, wind and sea began to moderate and by the following morning all was serene. The sun was warm, the sea smooth and "Eyebright", having an S.R.E. speaker on the upper deck, played popular recordings for the enjoyment of those on deck in the ship astern ("Mayflower having no such luxury).

At 1200 HMS "Shikari" (destroyer) arrived and took up a screening station, and at 1030 on the following morning, the 9th, HM Tug "Dextrous" hove in view to relieve "Eyebright," which by this time was becoming alarmingly low in fuel.

At 1225, after having towed "Mayflower" some 350 miles, "Eyebright" was relieved of her burden and sent scooting on her way to Londonderry.

Dodging Mines

Now "Mayflower" and "Dextrous" found themselves faced with another problem. So heavy was the tow that the windlasses in neither had sufficient power to shorten in.

They knew that once they got in shallow water and could lay the tow on the bottom, it would be possible to take in the cable. But to get there safely they had to find and follow a secret lane through the vast, deep minefields protecting the North Channel to the Irish Sea. That called for precise navigation. Needless to say, the "pilots" of all three ships were particularly careful in taking and working their sights. Fortunately, all agreed, and there were no professional arguments.

The channel was navigated successfully, though at first the rumblings

of the cable as it began to drag on the bottom aroused some doubts. Finally, at 0528 on the 10th, they halted in 26 fathoms of water and the cable was heaved in. Twelve hours later, "Mayflower" had dropped anchor at Moville.

The next day she was taken up the Foyle to Londonderry, where the reunion with her "chummy ship," "Eyebright," was cheerful, to say the least, and the episode provided food for conversation far into the night.

(Continued on page 32)



Rough seas made it a tricky, difficult operation when HMCS "Eyebright" took the disabled "Mayflower" in tow in mid-Atlantic, back in the spring of 1943.

Comrades in Arms



THE CANADIAN ARMY

Reserves in Winter Training

Want to make a Reserve Force soldier see red? . . . Just refer to his outfit as a part of the "Reserve Army".

"There's no such thing as the Reserve Army," he'll tell you. "I belong to the Canadian Army!"

And he's right. The only distinction between the Active Force and the Reserve Force is that the latter is not employed on a full-time basis.

A Reserve Force soldier receives the same pay, wears the same uniform, uses the same equipment, and, in many cases, trains side by side with his Active Force counterpart. Any resemblance between the Reserve

Force of today and the pre-war NPAM is purely coincidental.

In line with this "one Army" policy, authorities at Ottawa recently announced that Reserve Force personnel will be trained this fall and winter at Active Force schools, including the crack Joint Air Training Centre at Rivers, Manitoba. This training will be additional to the usual unit training, and much of it will be of an advanced and specialized nature, filling the gaps between local headquarters training and annual field training at summer schools and camps.

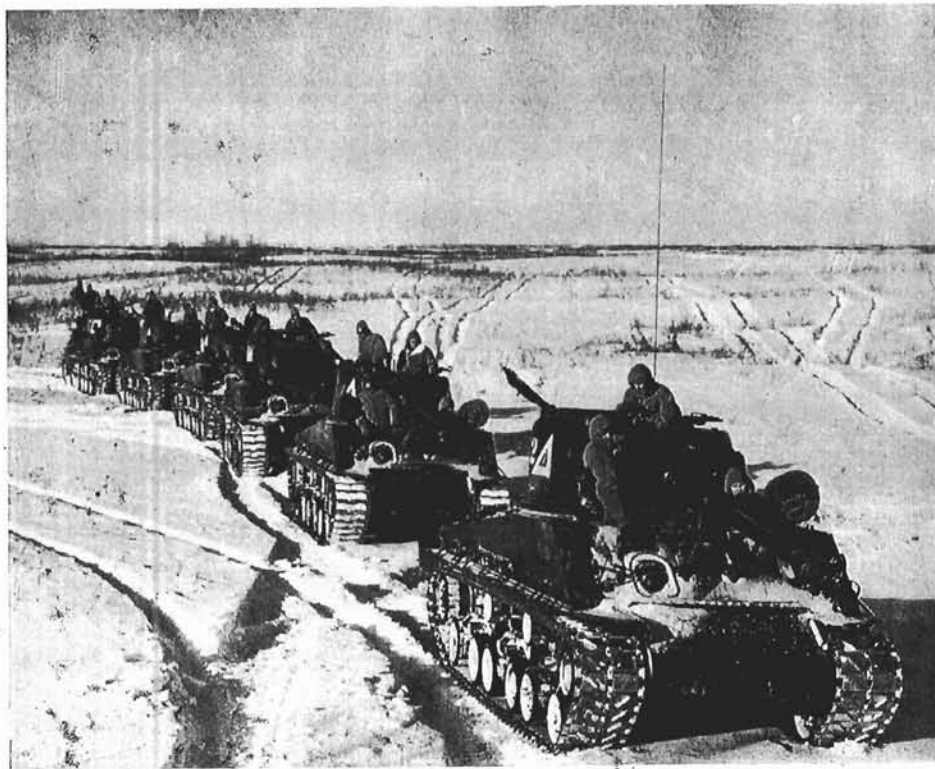
Ever since the war, military masterminds of all countries have been concentrating more and more on cold weather warfare and Canada's Re-

serve Force, as well as the Active Force, will get a full share of this type of training during the coming winter months.

Five Command winter indoctrination schools are being set up this year for the training of both Active and Reserve Force personnel. These schools are located at Valcartier, in Quebec Command; Petawawa, in Central Command; Shilo, in Prairie Command; Wainwright, in Western Command, and at either Tracadie, N.S., or Utopia, N.B., in Eastern Command, dependent on a survey now being carried out by the Royal Canadian Engineers. These courses will be of three-week duration and the number of courses run will vary according to weather conditions in each location.

In addition to the winter indoctrination schools, all five Service Commands across Canada will conduct camps where Reserve Force units may carry out week-end training exercises. One of these week-end camps will be at Banff, Alberta, and another at St. Jerome, Que. On these exercises the Reserve Force men will be taught how to live and work comfortably in extreme cold, methods of travel in snow and in the bush, how to care for their weapons under the worst possible conditions, and other subjects essential to troops engaged on manoeuvres in extreme weather. Officers and NCOs who attend the Command winter indoctrination schools will instruct on these exercises.

But winter training courses aren't the only ones the Reservists may attend at Active Force establishments. There are other courses open which will qualify them as instructors in special corps subjects, for promotion to higher rank, or for trades pay in the case of men taking trades



Each tank represented 38 tons of wind-chilled steel during 20-below-zero training spells last winter at Wainwright Military Camp. Reserve Force units from Alberta and British Columbia kept the machines on the driving and firing ranges regardless of the severe weather. In the above photo members of the 14th Armoured Regiment of Calgary are shown taking part in driving exercises held during the two-week period of training. (Canadian Army Photo)

training. These courses are conducted at the RCASC School, Camp Borden; RCSME, Chilliwack; CJATC, Rivers, Man.; RCAMC School, Camp Borden; RCOC School, Longue Pointe Ordnance Depot, Montreal; RCEME School, Barriefield, and the Canadian Provost Corps School at Camp Borden.

THE RCAF

Cadets Visit U. K.

It was the "thrill of a lifetime" for 24 Royal Canadian Air Cadets selected to tour Britain as part of the exchange visit programme among the United States, Canada and the United Kingdom. While these cadets were sight-seeing in England and Scotland, another group of Canadian cadets visited the U.S.A., and similar parties of American and British youths exchanged visits.

A four-engined North Star carried the Canadian Cadets across the Atlantic on August 4, stopping at Goose Bay and Iceland before setting down at Northolt airfield, near London. From then until they climbed aboard their aircraft for the return flight, three weeks later, it was a concentrated tour of educational, social and sporting attractions of the Old Country for the young (average age: 18) Canadians.

For the first two days of their tour, the Canadians teamed up with their American counterparts to see Windsor Castle and the London Zoo.

On the morning of Monday, August 8, the cadets were flown to the RAF College, Cranwell, which is roughly equivalent to the Canadian Services College, "Royal Roads". This proved to be one of the highlights of the trip. After being greeted by the school commandant, A/C George Beamish, the cadets were taken through the college, where among other things they saw a room filled with captured German and Japanese "secret" weapons. The cadets were amazed at the simplicity of the V-1 buzz bombs, the size of the giant V-2 missile and peculiarities of some of the German experimental jet and rocket-propelled weapons.



The Armed Forces exhibit played host to a number of distinguished visitors on opening day of the Canadian National Exhibition. In the photo above the Governor General, Lord Alexander, and Defence Minister Brooke Claxton are shown as they crossed the Tri-Service bridge which formed part of the display. Officers in the photo are, left to right, Cdr. (SB) William Strange, Chairman of the Inter-Service Recruiting Committee, which planned and organized the exhibit; Col. F. N. Ovens, of the Army's Central Command; Captain F. R. Base, RCN(R), Commanding Officer of HMCS "York"; Air Vice-Marshal E. E. Middleton, recently retired from the post of Air Officer Commanding Training Command, and Lt. Col. Allen Burton, Officer Commanding Governor General's Horse Guards. (See also page 23.)

After a short visit to RAF Station Coningsby, where they taught British cadets to play softball and wandered through the ancient halls of nearby Tattershall Castle, the cadets took off for Turnhouse airfield, near Edinburgh. They began their five-day Scottish tour with a visit to Edinburgh Castle. The cadets were surprised to learn that they had to cross Canadian territory to enter the castle. During the reign of Charles 1, the Esplanade — a wide parade ground in front of the castle gates — was officially declared part of Nova Scotia. That declaration had never been repealed and to this day the Esplanade remains Canadian.

Glasgow, the next stop, did not allow other cities to outdo her in entertaining the cadets, but probably the feature of their stay in the industrial center was a cruise down the Clyde that afforded them a view of the miles of shipyards. On the way back to Edinburgh, the youths saw the breath-taking grandeur of famous

Loch Lomond.

On Monday the 15th the cadets started back down through Britain. After a stop at Blackpool, the Canadian party travelled to Birmingham, where they toured the Austin Motor Works. That same evening they were in Stratford-on-Avon to see a performance of "Cymbeline" in the Shakespeare Memorial Theatre.

In a historical vein was their tour of the Tower of London, St. Paul's Cathedral and the Parliament Buildings.

On Wednesday, August 24, the Canadian party, headed by Mr. Urwin Finch of the Air Cadet League and S/L A. G. Dagg, of Air Force Headquarters, stood beside their North Star for a farewell message from Marshal of the RAF Lord Tedder. The RAF chief, speaking informally, mentioned the extreme importance of this exchange of air-minded youth of the three countries to the future of the democratic world.

SHIPS' BADGES

(Continued from page 29)

The fouled screw? It was cleared by divers, who had to use blow torches, hacksaws and all manner of instruments before they could make any impression on the rope, which was wrapped around the shaft incredibly tightly.

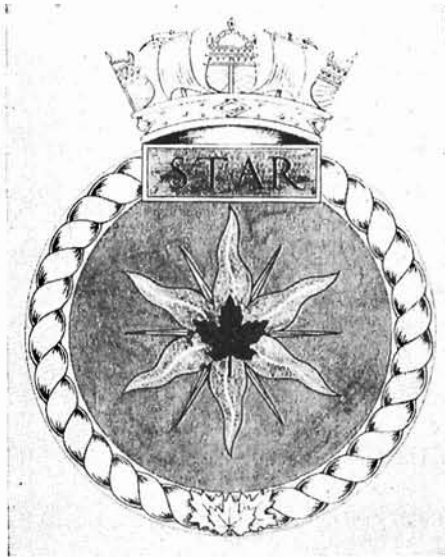
Editor's Note: "Mayflower" was commanded by Lieut. Victor Browne, RCNVR (Now Lieut.-Cdr, RCN) and "Eyebright" by Lieut. Howard L. Quinn, RCNVR (now A/Captain, RCN, and Director of Naval Reserves). For his seamanship and perseverance, on this occasion, Lieut. Quinn was Mentioned in Despatches.



HMCS "Sioux"

The Sioux Tribe inhabited the plains of central North America, and it is generally accepted that they originated the typical feather head-dress of the North American Indian. The badge of HMCS "Sioux" shows an Indian head in profile wearing the famous war bonnet.

established there a fort and stores. Under French tenure Cataraqui became Fort Frontenac, and later was renamed Kingston by the British. The Kingston Naval Division has taken its badge device from the Arms of Frontenac—a griffon's foot in blue and gold is shown.



HMCS "Star"

This badge is interpretative of the name of the Hamilton Naval Division. The device used is an "estoile," or heraldic star. The red maple leaf indicates that this particular "Star" pertains to Canada.

EIGHT NEW TD 2's

The following men recently qualified for the non-substantive rating of Torpedo Detector 2nd class after completing a course in the TAS School at HMCS "Stadacona," Halifax: Petty Officers G. S. Hartman and J. H. Orr, Ldg. Seamen J. W. Legere, S. R. Graham and W. L. Stevenson, and Able Seamen D. M. Collins, J. M. Coles and R. J. Corbin.

"Newfie," large-sized mascot of the 18th Carrier Air Group, poses with his little chum, "Killer," in front of one of the group's Firefly aircraft at the U.S. Naval Air Station, Quonset Point, R.I. "Killer" belongs to Lieut. (O) J. H. Beeman, of 825 Squadron. This is "Newfie's" second appearance in The "Crow'snest." He has grown quite considerably since the photo below, which appeared in the January issue of the magazine, was taken last year at Rivers, Man.



HMCS "Cataraqui"

It was at Cataraqui, in 1673, that Count Frontenac first met the Iroquois Indians on friendly terms. He later

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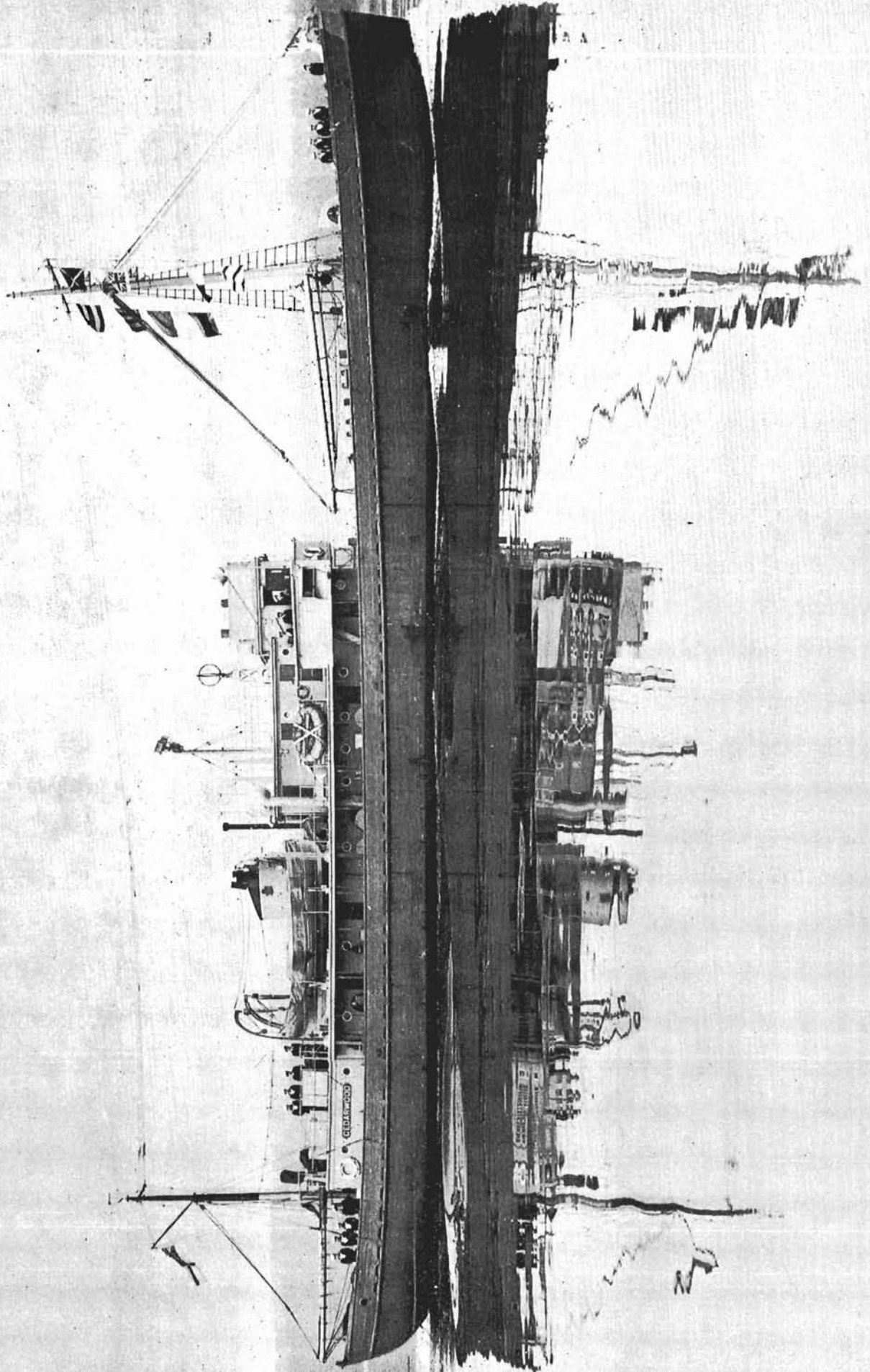


The CROWSNEST



Vol. 2 No. 1

November, 1949



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THE ROYAL CANADIAN NAVY'S MAGAZINE

November, 1949

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LADY OF THE MONTH

She may not have the lines of a destroyer or the imposing might of a cruiser, but the little wooden auxiliary vessel, HMCS "Cedarwood," does an important job, nevertheless. Here she is shown as she proudly enters Esquimalt harbour on her return from a two-and-one-half month cruise to Aleutian waters.

(E-10229)

★ ★ ★

Acknowledgement for the layout on pages 16 and 17 goes to those who produced CORNWALLIS, an excellent illustrated booklet distributed at the training base in 1945. If memory serves correctly, the illustrations were done by Lieut. (SB) Noel Langley, RCN(R), now retired. Our layout is an exact reproduction and is printed for the benefit of those who have not the good fortune to possess a copy of CORNWALLIS.

★ ★ ★

Unless otherwise designated, all photographs published in The "Crowsnest" are from official RCN negatives.

Henceforth, the negative numbers of RCN photos appearing in the magazine will be included with the caption. Persons wishing to order prints of photos appearing in the magazine may then do so by referring simply to the negative number, rather than to the page, issue of the magazine and subject of the photo, as was previously the practice.

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Page one

Cover Photo — A Firefly of the RCN's 18th Carrier Air Group hooks an arrestor wire as it comes in for a landing on the flight deck of the American light fleet carrier USS "Saipan." The Canadian group spent more than two months this summer on combined training with the US Navy. (J.C. — 88.)

R.C.N. News Review

21-Day Cruise Scheduled For Carrier, Destroyer

A 21-day training cruise, scheduled for November 15—December 6, will take the carrier "Magnificent" and destroyer "Haida" south to Charleston, S.C., Guantanamo Bay, Cuba, and San Juan, Puerto Rico. Informal visits will be made at each of the three ports.

On board the carrier will be 825 and 826 Squadrons of the 18th Carrier Air Group and a program of training and exercises involving the group's Firefly aircraft will be conducted throughout the cruise.

The "Magnificent" came out of the Saint John drydock October 14, proceeded to Halifax the following day, and on October 19 began taking on stores. On November 4 she puts to sea for a period of work-ups, and from November 10 to 14 she will carry out deck landing training for pilots of the 18th CAG off Halifax.

The frigate "Swansea" will accompany the "Magnificent" and "Haida"

as far as Charleston, then returns to Halifax.

Hard-Working "Haida" Puts In Busy Fall

For HMCS "Haida" it has been a busy fall. The destroyer took part in "Noramex", a month-long series of exercises conducted by amphibious force units of the U.S. Atlantic Fleet, and climaxed by a U.S. Marine Corps assault landing at Cape Porcupine, Labrador. The "Haida" was one of a five-ship destroyer force which provided anti-submarine protection for the amphibious ships and close gun-fire support to the assault landing.

This was the first time since the war that a Canadian naval ship had taken part in an American amphibious exercise. Altogether, 41 ships and 11,660 officers and men were involved in the scheme.

"Haida" was due back in Halifax October 26. After a sojourn alongside, she will put to sea November 10 to act as plane guard for the "Magnifi-

cent", then will head southwards with the carrier.

"Ontario" To Begin Refit November 1

The cruiser "Ontario" commenced her annual refit and leave period November 1 at Esquimalt. On her last cruise before proceeding alongside, the "Ontario" exercised with "Crescent", "Antigonish" and "PTC 724" in the Straits of Georgia, then paid an informal visit to Vancouver. Highlight of the stay was a party held on board for approximately 160 children from the coast city.

"Crescent" and "Antigonish" meanwhile visited New Westminster, then returned to Esquimalt for a period of A/S exercises with the U.S. submarine "Pomfret."

"Micmac" To Commission In Mid-November

Originally scheduled to commission September 15, HMCS "Micmac" was delayed and is now expected to be ready for service November 15. HMCS "Cayuga" commissioned September 15, as scheduled, replacing the "Athabaskan" in the West Coast fleet. The latter was not paid off, but merely went into refit.

The minesweeper "New Liskeard" began refit at Halifax on November 1 and was replaced as Naval Research Establishment ship by the "Portage."

Out West, "Cedarwood" carried on with her oceanographic survey duties, sailing from Esquimalt October 17 for Nodales Channel.

"Swansea", Submarine Visit Saint John

The frigate "Swansea" and U.S. submarine "Sea Owl" interrupted a period of anti-submarine exercises in the Bay of Fundy to visit Saint John, N.B., October 21-24.

The British submarine "Tally Ho,"



What was believed to be the largest single blood donor clinic ever held in Eastern Canada was conducted at "Cornwallis" September 8 and 9, when more than 600 officers, men, civilian employees and wives donated blood during a visit of a Red Cross mobile unit. Here, Ord. Sea. William Day of Perth, Ontario, is being got ready for his donation by Dr. Sophie Kernehan of the Montreal Depot of the Canadian Red Cross.

which had been on loan to the RCN for anti-submarine training purposes, left Halifax October 21. She was due to call at the U.S. submarine base at New London, Conn., then go to Bermuda to join the America and West Indies Squadron.

"Cornwallis" Begins Turning Out Trainees

The first group of men to complete new entry training at "Cornwallis" — 129 in all — graduated September 24 and proceeded to their homes on leave. The occasion was marked with fitting ceremony, with a number of senior officers of the RCN on hand to view the proceedings and at the same time to examine and discuss the various aspects of new entry training at the base.

Two weeks later a second group, numbering 70, wound up training at "Cornwallis" and a third followed October 22.

Important Meetings Are Scheduled

Two important conferences were scheduled at Naval Headquarters this Fall.

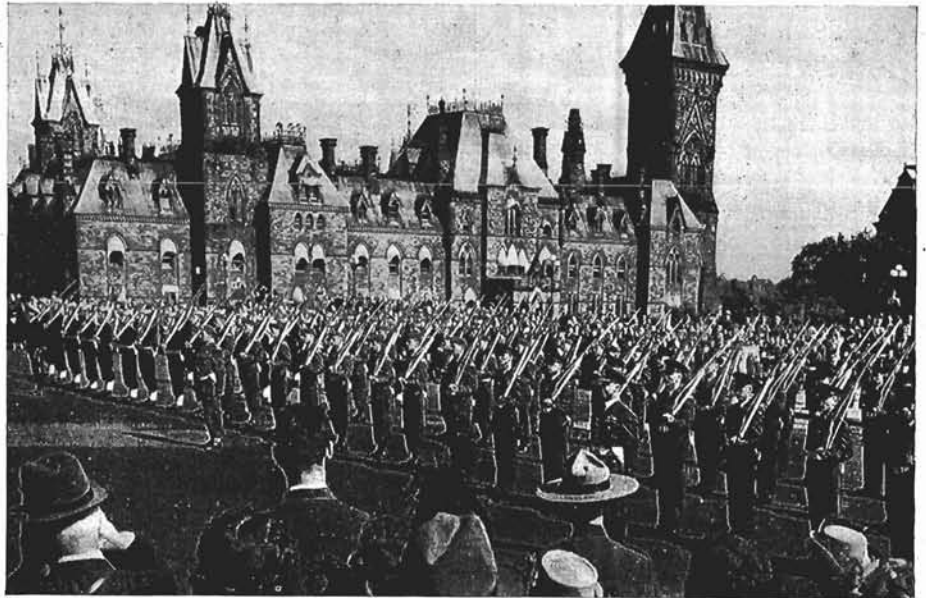
The first, a meeting of commanding officers, or their representatives, of the 21 naval divisions was held from October 17 to 21. From November 2 to 4, senior officers of the RCN held their annual meeting.

Acting Captain H. L. Quinn, Director of Naval Reserves, was chairman of the conference of divisional commanding officers, which was attended also by the Reserve Training Commanders from the Atlantic and Pacific Commands, and heads of interested Directorates at Headquarters.

During the week-long meeting every phase of the Naval Reserve picture came under discussion.

Matters of broad Naval policy and future plans were discussed by the Senior Officers' Conference, under the chairmanship of Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

Attending this meeting were Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Commodore G. R. Miles, Naval Offi-



As its final act before disbanding, the tri-service Precision Squad formed a guard of honour for the opening of Parliament at Ottawa. Made up of new entries, most of whom had been in uniform less than four months, the squad earlier performed before more than a quarter of a million people at the Canadian National Exhibition and was one of the big hits of the show. (Canadian Army photo Z-5851-6).

cer in Charge, Montreal Area; Commodore V. S. Godfrey, Commodore, Newfoundland; Commodore J. C. I. Edwards, Commodore R.C.N. Barracks, Esquimalt; Commodore A. M. Hope, Commodore, R.C.N. Barracks, Halifax; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; Captain O. C. S. Robertson, Senior Canadian Naval Liaison Officer, London, and Captain A. P. Musgrave, Commanding Officer, H.M.C.S. "Cornwallis".

Members of the Naval Board who were in attendance, besides Vice-Admiral Grant, are Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Commodore R. E. S. Bidwell Assistant Chief of the Naval Staff (Plans); Captain C. N. Lentaigne, Assistant Chief of the Naval Staff (Air), and Commodore W. B. Creery, Chief of Naval Personnel.

Haddad Retains Title, Named to Games Team

Ldg. Sea. Eddie Haddad, of HMCS "Naden," retained his Canadian lightweight boxing championship at Fort William in early October and at the same time became one of four

boxers named to carry Canada's colors in the British Empire Games at Auckland, New Zealand, next February.

The 134-pound Navy battler has been beaten only once in four years of ring competition. That was at the 1948 Olympic Games, when he lost a narrow decision in the quarter-finals of the lightweight division. Last year he was awarded the Norton H. Crowe Memorial trophy for being voted the outstanding amateur athlete in Canada and also received the Sid Thomas Memorial trophy, which is awarded the outstanding amateur athlete in the Victoria district.

Navy League to Hold Second Essay Contest

So successful was the essay contest held last year by the Navy League of Canada, with the co-operation of the RCN, that it has been decided to conduct a similar contest this year. Subject of this year's essay is "Our Canadian Navy."

The contest is open to boys and girls 10 to 18 years of age and entries will be accepted up to December 31. Once again the top prizes will include visits to the fleet at Esquimalt and Halifax.

A Rugged Trip

"Cedarwood" Logs 10,000 Miles
On 2½-Month Northern Cruise

A RUGGED trip for rugged men in a rugged ship—that is a quick summary of the 10,000-mile cruise of HMCS "Cedarwood".

The "Cedarwood," commanded by Lieut.-Cdr. J. E. Wolfenden, RCN(R), got back to Esquimalt on Tuesday, September 13, after an absence of two and one-half months. A flag, new to the Royal Canadian Navy, fluttered from a signal halyard—a red flag centred by a polar bear on an ice floe. It signified that the stout little Lunenburg-built wooden ship had been just about as far north as any vessel of the Royal Canadian Navy had ever gone.

They saw walruses, they sailed through northern waters so rich in plankton (fish food to the layman) that scientists on board figured the area might one day become one of the

world's richest fishing grounds. The trip didn't prove it, though, for the fish, which logic said must be there in millions, were too well-fed to take a lure.

They traded with the natives and they found the Eskimo a hard man with a dollar. No more will the sons of the Midnight Sun sell their birthrights for a tasty candy bar or perfumed toilet soap. For such souvenirs as the "Cedarwood's" crew collected—parkas, walrus harpoons, beaded slippers, whalebone novelties—the Eskimos demanded hard American cash and civilized retail prices. Some of the sailors did find, however, that the Eskimo is a sucker for long woollen underwear and did such a brisk business that a quick muster of loan clothing was held on board to make sure no black market developed.

They crossed the Arctic Circle and, on crossing it, paid due respect to King Neptune's northern realm—a ceremony that involved suitable application of each novice seaman to a slab of ice. They were a little late to catch the sun spending the full 24 hours above the horizon, but they did see sunset and sunrise occurring simultaneously.

"Cedarwood" drove north to the rim of the eternal polar ice pack and skirted it for several miles. For the record, she drove her bows into the crumbling ice along its edge.

The weather? Lousy, thank you. The Arctic and sub-Arctic proved to be capable of producing everything in the meteorological book in the way of foul weather. It would blow a gale, pour rain and produce dense, swirling fog at one whack. The little ship's inclinometer indicated a roll of 50 degrees to starboard and 54 to port during one strenuous session with heavy seas.

"Cedarwood" was accompanied on the journey by two U.S. naval vessels, one the USS EPCE (R)-857, seagoing

experimental laboratory commanded by Lieutenant D. S. McMillian, USN, and the other the submarine "Baya", under Commander J. D. Mason, USN.

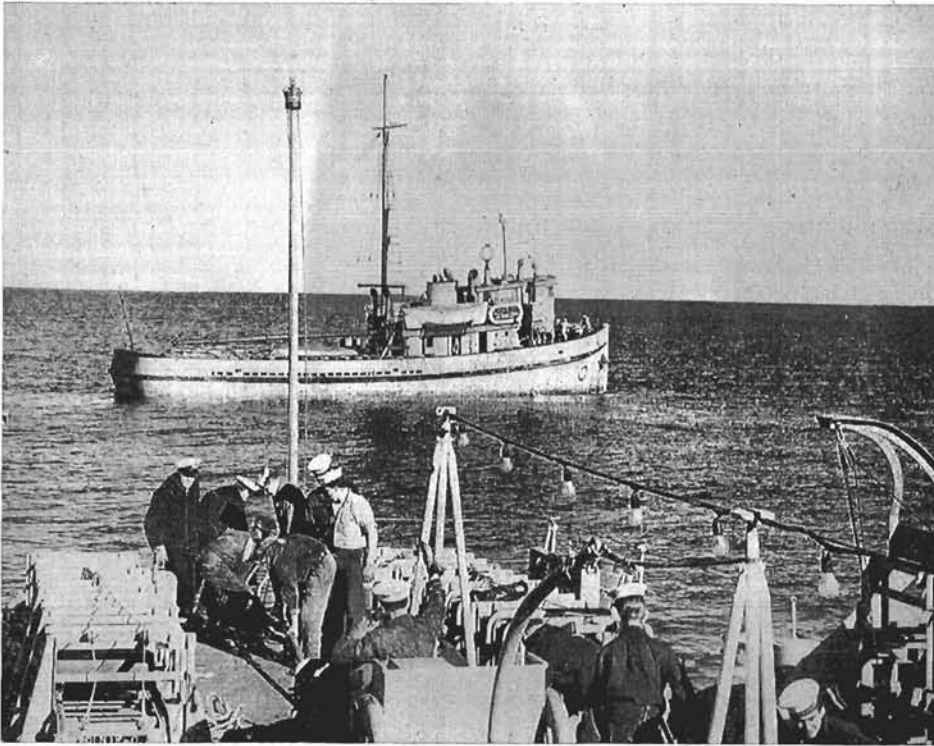
The purpose of the long journey was to spend two weeks in a concentrated study of oceanographic conditions in waters north of the Aleutians—an objective which was successfully carried out.

Following "Cedarwood's" return from the north, a dance was held in honour of the ship's birthday. Under the capable M.C.-ing of CPO Fred A. Jones, everyone enjoyed himself to the fullest. Almost the entire crew, with the exception of the duty watch, was present. An address by Lieut.-Cdr. Wolfenden capped the evening when he stated that any credit coming to the ship was entirely due to the tireless efforts and wholehearted teamwork of the crew.

On hand to greet Petty Officer Duncan Bishop when "Cedarwood" returned home were his wife and nine-months-old daughter Eloise. The latter has taken possession of a souvenir walrus spear. (E-10231).

"Cedarwood's" commanding officer, Lieut.-Cdr. J. E. Wolfenden, wearing a reindeer parka brought back as a souvenir of the ship's cruise to northern Pacific waters. (E-10230)





The towline has been secured and in a few minutes HMCS "Swansea" will start the longest towing job ever performed by an RCN ship. The frigate hauled the RCAF supply vessel "Malahat" 1,100 miles. (SW-207)

Icebergs and Eskimos

"Swansea" Travels to Baffin Land, Greenland,
Sets Long Distance Towing Record

AT noon on a bright Wednesday in August the frigate "Swansea" (Lieut. J. P. T. Dawson, RCN) proceeded to sea and headed for northern waters on what is becoming an annual cruise for units of the Canadian fleet.

Besides the usual complement of RCN personnel, the ship carried a number of Reserve officers and men who were undergoing training, and, as Arctic pilot, Commander George H. Stephen, OBE, DSC and Bar, RCN (R). Commander Stephen served as an officer in the Hudson's Bay Company's famed Arctic supply ship "Nascopie" from 1934 to 1938, and, in 1939, before going on active duty with the Navy, was captain of the "M. F. Therese", the Roman Catholic Mission ship serving the same seas. Also on board was Mr. A. A. Onhauser, whose work on magnetic observations was to be carried out for the Department of Mines and

Resources at the various places at which "Swansea" was to call.

The following morning, August 25, in the Straits of Belle Isle, the ship encountered her first icebergs. As the cruise progressed, these white and green masses of floating snow and ice became less a matter of curiosity and more and more a menace as they loomed over the horizon or out of fog banks; but thanks to radar, their presence had already been heralded—in fact the radar scan at times resembled a bad case of chicken pox. These monsters actually were cause for far less worry than the treacherous growlers, which, because of their near-submerged state, could not be picked up by radar; detection of them depended upon the watchfulness of the look-outs.

The first Sunday at sea found "Swansea" in a heavy swell which brought on a number of cases of seasickness and depleted the ranks of

those attending Divine Service. However, the following morning the seas had abated and in fine weather "Swansea" passed Resolution Island and entered Frobisher Bay, Baffin Island, escorted by a gam of whales, whose "blowing" much resembled in miniature the welcome accorded passenger liners by fire tugs when entering New York harbour.

All day Monday, the 28th, "Swansea" steamed up this bay between steep and barren cliffs, which rise to heights of 2,000 feet, and past two glaciers, which reach out into the bay and from time to time spawn new bergs.

The following morning "Swansea" picked up the pilot, passed through the Narrows and dropped anchor off the Air Force base. Here, in the midst of the rough and barren Northland, were found Quonset huts, jeeps, trucks and heavy equipment, canteen and ever friendly personnel. About a mile from the base and out-of-bounds was the Eskimo settlement—a collection of tents, around which swarmed the sled dogs and their puppies.



Mail and stores for "Swansea" were flown from Dartmouth to Goose Bay by "baby air lift" in an RCAF Lancaster. Shown loading stores aboard the plane are AB G. C. Jones, PO J. C. Instance and AB J. Haverson. (DNS-1904).

At Frobisher were a Hudson's Bay trading post and a RCMP detachment, represented by Constable Jack who supervises the welfare of the Eskimos. He it is who "details" those Eskimos who may work at the air base and who "drafts" others to the trapping lines after a year "ashore", and it is he who also sends the young Eskimo lads out to learn the art of hunting and trapping, so that if the day comes when a base is no longer maintained the Eskimo will have learned to fend for himself.

Here was met, also, the crew of an RCAF North Star which carried out reconnaissance flights to supply the ship with information on ice conditions along the route. It was a coincidence that the captain of the aircraft, F/L D. Dickson, and "Swansea's" navigator, Lieut. D. L. Hanington, were former schoolmates.

The next day at noon "Swansea" headed down the bay in fine, sunny weather and past herd upon herd of Arctic seal; but on passing the

Narrows the ship was greeted by rain and high winds which increased during the night and the following day, forcing her to heave to for several hours.

The following morning, September 3, broke fine and clear and during the day the swell diminished. That evening, at 2041 ADT, "Swansea" crossed the Arctic Circle to the tune of "Jingle Bells" on the ship's SRE.

Early on the morning of the 4th, the ship reached Padloping Island, a weather station manned by about a dozen men and with a settlement of half a dozen Eskimo families.

Thanks to good weather, it was possible to land the ship's company for shore leave, and the opportunity was eagerly taken. Some of the men played football with the station personnel, others tramped the hills behind the base, and the fishermen took up positions along the shores of a fresh water lake in which large trout were clearly visible but none of which would take the fly.

At Godthaab, Greenland, Able Seamen Ronald Knapman and Herbert Williston, both of Saint John, N.B., find chocolate bars a useful medium for making friends. (SW-181).



ON the evening of September 6, "Swansea" entered River Clyde and dropped anchor opposite the Department of Transport's weather and ionospheric station. The following morning libertymen streamed ashore to purchase souvenirs but the results were very meagre, since a supply ship had already been here prior to "Swansea's" arrival and had collected all available pieces with the exception of a few seal and polar bear pelts.

That evening, while the entire white population of thirteen was on board, a sudden storm broke. It was impossible to bring a boat alongside and it became necessary for the guests to remain on board over night. This placed a heavy strain on the bunking facilities; in fact, it was necessary to make use of the bathtub as a resting place for one of the officers, who had relinquished his bunk to one of the visitors.

By morning the storm abated sufficiently to allow the visitors to be put ashore, and after collecting the surveying equipment "Swansea" sailed out of the bay and pointed her bows towards Godthaab, Greenland. However, due to icebergs and growlers it was necessary to alter course and return along the coast of Baffin Island until off Padloping, when course was altered to eastward. At noon on September 10 the radar picked up the coast of Greenland and that evening the mountains which mark the entrance to Godthaab were sighted. Due to high winds and poor visibility, the ship was unable to enter and stood off the land in heavy swell until the following afternoon, when "Swansea" entered port and dropped anchor opposite the colony.

Godthaab is built on the slopes of a fjord. From the waterfront the road winds up through the main street past the white houses with red roofs and flagpoles from which the Danish flag waved greetings to the Canadian visitors. The road continues past the Colony store and into open country through high rock cuttings until it reaches the Danish naval base overlooking Ships Harbour. This provides a far better anchorage, but the

evolutions required to berth here were not undertaken in view of "Swansea's" short stay.

The Commanding Officer, Danish Naval Forces, Greenland, Captain de Lichtenberg, invited a number of officers from "Swansea" to a Danish luncheon with all the trimmings. On a rock at the entrance to the naval base was perched the mascot of the Danish Naval Forces, an imposing looking eagle which answered to the not quite so imposing name of "Pussy". However, the name seemed quite in keeping with the bird's temperament, as evidenced by the docility with which it submitted to handling by the visitors.

During the afternoon of the day of "Swansea's" departure the Governor of South Greenland, C. F. Simoni, and Mrs. Simoni, the Colony manager, Mr. A. Knudsen, and Mrs. Knudsen, Captain de Lichtenberg and his executive officer, Lieut.-Cdr. Odder, visited "Swansea" and were joined later by other members of the Danish Colony and the two resident U.S. Vice-Consuls. Following the departure of the visitors, "Swansea" sailed for Hebron, Labrador, ending far too short a stay among these most hospitable people.

Two days later "Swansea" arrived at Hebron and there found CNAT "Dundalk" waiting to replenish her fuel supply and deliver a most welcome bag of mail.

Hebron was one of the places on the Labrador coast where the Moravian Missions established a school and church. The mission house, which still stands, was built in 1830 from timber, brick and other materials brought from England. The present mission is in the charge of Rev. F. N. Grubb, who has spent more than 30 years administering to the spiritual and physical needs of the Eskimo, for he must also be doctor and dentist. Besides these "white collar" arts, he has had to master the trades of carpenter, blacksmith and motor-mechanic. Mrs. Grubb, who hails from Durham, England, assists in the instruction of the Eskimo children.



Lieut. W. A. Manfield, of Victoria, and Petty Officer Norman H. Mitts, of Halifax and Trenton, Ontario, play hosts to a ptarmigan, one of several that landed on "Swansea" during her northern cruise. (SW-222).

THE following evening, as the ship's company was making ready to hold a concert and the first "patrons" were taking their places in the seamen's mess, a message was received ordering "Swansea" to the aid of the RCAF supply vessel "Malahat", which had developed engine trouble and was drifting in Hudson Bay.

Sirens wailed, visitors were hustled ashore, the ship's boats were recalled and boat hoisting was carried out by a motley crew consisting of the concert's master of ceremonies, "Negro" minstrels and new entry ordinary seamen who suddenly had blossomed forth in CPOs' uniforms, much to the consternation and confusion of "Number One", who was endeavouring to make ready for sea as soon as possible; and it is a credit to the discipline and spirit of the ship's company that within 65 minutes of receiving orders to sail, "Swansea" was under way. . . But instead of returning home, the ship was headed in the opposite direction.

Heavy seas, ice and fog made progress slow and hazardous, but by noon September 18 "Malahat" was sighted lying at anchor off the north-west point of Mansell Island.

"Malahat's" engines had broken down the morning of September 15 during a storm which battered the ship and drove it before winds and seas until the crew managed to make and stream a sea anchor and so ride out the gale, which abated the second day.

"Malahat" was brought alongside and supplied with fresh water and food, and as dusk fell "Operation Malahat"—a 1,100-mile tow to Goose Bay—got under way.

Whereas "Swansea" previously had experienced little else than bad weather, this extra assignment was favoured with ideal conditions, with the exception of frequent spells of heavy fog. But seas remained calm the entire six days and at midnight on September 22 Hamilton Inlet was entered. At 1930 the following day "Swansea" brought the disabled craft to a safe anchorage opposite the airport at Goose Bay and "Operation Malahat" was completed.

A warm welcome was accorded the ship's company by RCAF and American personnel at Goose Bay, where "Swansea" was forced to remain an extra day because of snow-storms.

Sunday, September 25, broke fine and clear and at 0800 "Swansea" slipped and headed for home. A day later the first lighthouse beacon was sighted and these aids to navigation soon increased in number and held out a promise of the "bright lights" to come.

Wednesday morning "Swansea" steamed up Halifax harbour with her Arctic emblem—a large polar bear—brightly adorning each side of her funnel. At her berth she was met by relatives and friends who had risen to greet her at the early hour of seven.

ON checking the log, it was found that "Swansea" had completed a cruise of 6,350 miles. In addition, she had been to points never before visited by a Canadian warship, and had carried out the longest tow yet effected by a ship of the RCN.

The Bulletin Board

Organization for the Administration and Operation of HMC Ships

The organization and administration of HMC Ships has been reviewed and completely revised. The highlights of the new organization are outlined in the following paragraphs.

HMC Ships will be classified as "In Commission" or "In Reserve" and will be allocated to the Atlantic Coast Command or the Pacific Coast Command.

The Senior Officers in Chief Command will administer and exercise operational control of all HMC Ships allocated to their respective Commands.

The Senior Canadian Naval Officers Afloat in each Command will be responsible to their respective Senior Officers in Chief Command for the administration and operational control of all HMC Ships in commission, allocated to their respective Commands.

The Senior Officers Ships in Reserve will be responsible to their respective Senior Officers in Chief Command for the administration of all HMC Ships in reserve, allocated to their respective Commands.

The Senior Officer in Chief Command may assign any one or more HMC Ships allocated to his Command to special duties of a continuing or temporary nature, and the responsibility to him for the administration and operational control of such ship or ships will be as directed by him.

In each Command, the senior of the officers in command of HMC Ships of the following types will be designated a "Type Commander":

- Carriers
- Cruisers
- Destroyers and Frigates
- Minesweepers

Training ships specifically allocated as such by Naval Headquarters, or by the Senior Officer in Chief Command.

Type Commanders will be responsible to the Senior Canadian Naval Officer Afloat, of the Command concerned, for the administration and operational control of HMC Ships of their respective types in commission allocated to their respective Commands. (NOTE:—This phase of the organization will be brought into effect only as and when required, at the discretion of the appropriate Senior Officers in Chief Command).

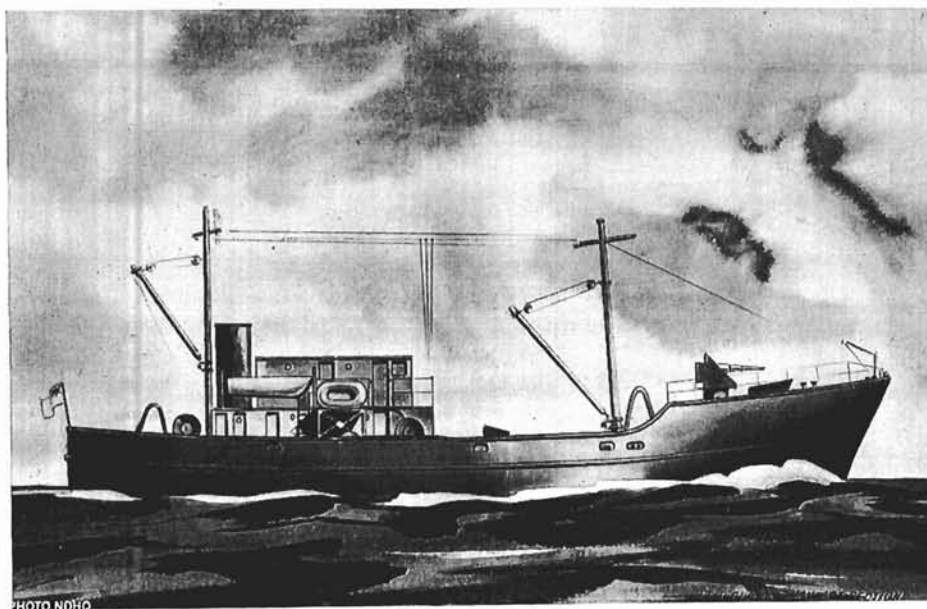
Under special circumstances, one or more of HMC Ships may be allocated by Naval Headquarters to the operational control of Naval Headquarters or of such other authority as directed by Naval Headquarters.

Forfeiture of Campaign Stars, Medals and Clasps

The following amendments have been made to the regulations for the restoration of campaign stars, medals and clasps to persons who have been convicted of desertion.

Every person who is, or has been convicted of desertion shall forfeit all Second World War campaign stars and clasps, the Defence Medal, Canadian Volunteer Service Medal and Clasp and the War Medal, 1939-45, of which he may be in possession, or to which he might otherwise be entitled by his service up to the date of being so convicted.

These medals and clasps may be restored under certain circumstances but only when forfeited for desertion which occurred during the period for which they were instituted, and when the person concerned has, subsequent to return from desertion, rendered a minimum of one day's paid service before the terminal date of the period for which the campaign star, medal or clasp was instituted. The terminal dates for campaign stars, medals and



This is an artist's conception of the trawler-type gate vessel now on order for the RCN. It is hoped that this will set the pattern for a Canadian-built fishing trawler. (0-1203-1).

clasp instituted during the Second World War were:

The Africa Star	12th May, 1943
The Air Crew Europe Star	5th June, 1944
The 1939-45 Star (for operational service other than in the Pacific Theatre)	8th May, 1945
The Atlantic Star	
The Italy Star	
The France and Germany Star	2nd Sept., 1945
The 1939-45 Star (for operational service in the Pacific Theatre)	
The Pacific Star	
The Burma Star	
The Defence Medal	
The War Medal 1939-45	
The Canadian Volunteer Service Medal	

Junior Officers Technical Course

A junior officers technical course of 41 weeks' duration, designed to standardize the basic professional knowledge of all Executive Lieutenants in the RCN, to assist in developing a thorough understanding of leadership, and to instruct officers in the Principles of War and their application in Naval Warfare, has been instituted at Halifax.

All Executive Lieutenants, RCN, who held that rank on September 1, 1949, and who have not undergone courses in the Royal Navy for the rank of Lieutenant, are eligible. Other officers, regardless of rank or branch, may attend the course or any part of it, if it is considered desirable and vacancies exist.

These subjects will be studied:

Navigation Direction.....	8 weeks
Gunnery.....	8 weeks
Torpedo Anti-Submarine.....	7 weeks
Communications.....	5 weeks
Marine Engineering and Ship Construction.....	3 weeks
Naval Aviation.....	2 weeks
Supply.....	2 weeks
Electrics.....	2 weeks
Chemical Warfare.....	1 week
Damage Control and Fire Fighting.....	1 week
Ordnance.....	1½ weeks
Visit to "Cornwallis".....	½ week

41 weeks

Lectures and problems on Leadership and War will be given throughout the course.

Examinations will be given on all subjects other than Chemical Warfare and Leadership and War. Officers will be assessed for their aptitude on War subjects, as evidenced by their approach to the practical problems.

Passing certificates will be awarded as follows:

Certificate	Marks
1st Class certificate	85% or above
2nd Class certificate	75% to 84.9%
3rd Class certificate	65% to 74.9%
Pass Certificate	60% to 64.9%

The results officers obtain in the course will have a direct bearing on future appointments and promotion. It is in the interest of all officers who are eligible for the course to prepare themselves by private study.

Accommodation for single officers and married officers without dependents will be available in HMCS "Stadacona".

Cdr. R. L. Hennessy has been appointed officer-in-charge of the Junior Officers' Technical Course. He formerly held the post of Director of Manning and Personnel Statistics at Headquarters.



CDR. R. L. HENNESSY
O-I-C of JOTC

Control Rates — Disposal of Men in CR Branch

A new non-sub branch to be known as the Radar Control Branch will provide sufficient men to carry out all gunnery control duties normally performed by men.

When the Radar Control Branch is up to strength, the rates of CR1, CR2 and CR3 will no longer be required and will be allowed to lapse.

The duties now carried out by CR1's will be undertaken by RC1's. The duties previously carried out by CR2's and CR3's have been rendered unnecessary by the introduction of modern fire control equipment.

Details for the disposal of men holding CR qualifications are prescribed in the following chart.

Schemes of Complement and Quarter Bills will be amended in due course.

Men holding CR qualifications will be considered qualified for advancement, and will continue to be entitled to trades pay for the qualifications held.

Men of the RCN(R) holding CR qualifications will, if recommended, be transferred to other non-substantive rates.

Additional instruction according to individual needs during conversion courses will be provided by the Gunnery School, Halifax, and the Gunnery Training Centre, Esquimalt.

DISPOSAL OF MEN HOLDING CR QUALIFICATIONS

Non-Substantive Rate	If with more than 5 years to complete time for pension, or with more than 2 years to complete current engagement.	If with less than 5 years to complete time for pension, or less than 2 years to complete current engagement.
CR 1	Remain CR 1 Qualify RC 1 if recommended.	Remain CR 1
	If with more than 3 years to complete time for pension, or with more than 2 years to complete current engagement.	If with less than 3 years to complete time for pension, or less than 2 years to complete current engagement.
CR 2	Qualify AA 2, LR 2, RC 2, or QR 2 if recommended.	Remain CR 2 but should be recommended for transfer when passed for C2.
CR 3	Qualify AA 3, LR 3, RC 3, or QR 3 if recommended.	Remain CR 3 but should be recommended for transfer when passed for P2.



Naval shore patrol duties include checking personnel improperly dressed ashore. Here, in a posed photograph, Chief Petty Officer Robert Webber checks up on a man with cap flat-back. Driver of the patrol car is Robert Mitchell.

Keeping the Peace

by L.W.T

Naval Shore Patrol Performs
Wide Variety of Duties

"**H**HEADQUARTERS calling Car 41, Headquarters calling car 41 . . . Come in please."

"Car 41 to Headquarters, Car 41 to Headquarters . . . over."

With that exchange the Pacific Command Shore Patrol may swing into action on any one of a number of missions. While most matelots try to keep as far away from the police station as possible, the small band of men who form the Shore Patrol make the local "cop shop" their headquarters. These are the men whose duty it is to prevent disorders ashore, restore the peace when it has been broken, and bring naval offenders into custody. Their work does not end there, however, and often they are as much ambassadors of goodwill as a naval police force.

Under the direction and supervision of Lieutenant-At-Arms William

Pember, the West Coast Naval Shore Patrol is made up of six chiefs and petty officers on a semi-permanent basis, augmented by nightly patrols drawn from the duty watches of ships in harbour. From its headquarters in what was once the first-aid room at the city police station, the patrol carries on its work around the clock.

Following the war, the task of organizing shoreside policing in the Victoria area became the problem of Lieut. Pember and Mr. Laurence Kerridge, Warrant Master-at-Arms. With an eye to future requirements, a nucleus of a few chief and petty officers with a splendid background of naval experience was set up, under the control of the regulating staff. It was then a simple matter to land daily patrols from the ships and establishments under their guidance.

Working in close liaison with the city and municipal police in the area, the patrol is on call at all times. This co-operation has resulted in perfect harmony and enables police and navy to assist one another at any time. A two way radio set-up linking police and patrol headquarters, the navy's patrol car and all police prowlers has further unified the two law enforcement bodies.

"The misconception that the patrol's sole aim is to 'run a man in' is fast disappearing", says Chief Petty Officer J. (Bunker) Hill. "Sailors are beginning to realize that we are here to keep them out of trouble, not get them into it. Our object is to maintain law, order and good discipline among naval personnel while ashore, and to see that their conduct and appearance are a credit to the Service".

Said Chief Petty Officer Harry (Kitty) Wells: "Libertymen on the whole are very good. Most of the trouble we encounter has to do with improper dress ashore. There are still some men who seem to think that sloppiness is the mark of the salty sailor".

Aside from those of a disciplinary nature, other duties the patrol performs are the directing of drafts of men arriving or leaving on the daily steamers, arranging service transportation, returning lost gear that has been turned in to their office, occasionally helping a sailor get settled with his family in a new abode, and a multitude of other tasks not usually associated with the work of shore patrols. Often, too, the patrolmen find themselves acting as advisors to civilians, as well as sailors.

The respect and admiration the West Coast Shore Patrol has won in the eyes of police, civilians and navy alike is reflected in the words of Sergeant Peris Atkinson of the Victoria Police Department. "I have nothing but praise for them", he said. "The wonderful co-operation

"ATHABASKAN'S" BEDTIME

they have given us has helped the Police Department a lot. We have frequently called on them in emergencies and they have never failed us".

Patrolmen now operating on a semi-permanent basis are Chief Petty Officers J. (Bunker) Hill, Fred (Kitty) Wells, John Rogers and Robert (Wings) Webber, and Petty Officers B. Nichols and "Tommy" Rowe. Petty Officer Lindsey Pollock is their Regulator, who deals with administrative problems.

Four drivers, appointed on a permanent basis from the Motor Transport pool in the dockyard, drive the cars and keep the vehicles in shape. They are Robert Mitchell, who has been driving the patrol for the past three years and who was a former patrolman himself; "Brownie" Brown, whose hobby is speed racing at the Langford Speedway, Jim Harley and Floyd Blows.

A barrage of heaving lines hit jetty 10. In a matter of minutes the Tribal was secured by a web of hemp and wire. Her last trip was completed, and she was now ready to undergo an extensive refit.

Many thousands of watery miles had passed under her hull since commissioning. She had carried Canadian seamen into ports stretching from the sun-beaten tropics to the icy waters of the Arctic. Now it was her turn to rest.

She was a proud destroyer, the second of the name. While standing at the jetty waiting for the workers to strip her down, she appeared like a haughty queen preparing for a night's rest.

The broad black band on the for'rd funnel, which had proudly proclaimed she was Captain "D's", had already been removed.

The metallic sheen of the guns was hidden by a multitude of canvas

covers. The upper deck lockers were bare, their doors ajar.

When her crew left, there were no signs of hilarity, or sadness. All knew they would miss her, but she was a real lady and deserved a break. That, no one could deny.

With messdeck fans turned off, boiler rooms shut down, and no S.R.E. blaring its eternal run of music, all was strangely quiet.

A paint-spotted shoe, without a lace, lay discarded on the lockers. A tropical stocking with a gaping hole in the toe dangled from a hammock bar. Mess tables were out of line, left that way by men packing bags from their lockers. A few bare coat hangers dangled, skeleton-like, from the racks. This mute evidence was all that remained to show the ship had once been lived in.

Yes... another proud lady had retired for rest, recuperation and refurbishing. — J.A.B.

EX-CADETS HOLD ANNUAL GATHERING

A group of very senior and very junior serving and former officers of the RCN and RCN(R) assembled in Toronto October 1 for the annual dinner and general meeting of the RCN College Ex-Cadet Club.

The "roll call" demonstrated the wide range of age groups and professions of the graduates of the RCN College. The President, Mr. Edwin J. Cosford, called for the classes of the various years in succession — 1912 to 1922 and 1943 to 1949. As his class was called, each member rose and announced his name and Cadet number.

The Chief of the Naval Staff, Vice Admiral H. T. W. Grant, answered the toast to the Navy and delivered a brief resume of the activities, status, equipment and policy of the RCN.

Commodore W. B. Creery, Chief of Naval Personnel, answered the toast to the College. An early graduate of the original RCN College in Halifax, Commodore Creery served as

Commanding Officer of Royal Roads from 1946 to 1948.

Brigadier Ian Johnston (Ret'd.), immediate past president of the Royal Military College Ex-Cadet Club, urged that closer relationships with his organization be fostered. He went on to announce that, at its general meeting the previous week, the RMC Club had voted honorary membership to all members of the RCN Club.

After dinner, the business of the meeting was conducted. The possibility of financing a Memorial Plaque to ex-Cadets who gave their lives in both wars was discussed and a committee was appointed to investigate the matter.

The name of the group was officially changed to "The Royal Roads Ex-Cadet Club" in keeping with the new status of the College as a training establishment for officers of the three services. Membership was opened to officers of the other services who have trained at Royal Roads.



The watch has changed, but Chief Petty Officer John Rogers pauses to answer the two-way radio before going off duty. His relief, Chief Petty Officer Fred Wells, who will be attending to the matter, takes down the report.

Officers and Men



RCN OFFICER WINS ROYAL NAVY PRIZE

Lieutenant Walter S. Blandy, of Victoria, now an instructor in the TAS School at "Stadacona," has been awarded the Royal Navy's Ogilvy Medal.

The first Canadian to win this prize, Lieut. Blandy topped a class of 20 RN, RAN and RCN officers taking the year-long torpedo anti-submarine specialist course in the United Kingdom. Lieut. Blandy earned 852 points out of a possible 1,000.

Presentation of the award, which was instituted in 1912 in memory of the late Captain Frederick Charles Ashley Ogilvy, RN, was made by Commodore A. M. Hope, Commodore RCN Barracks, Halifax, on September 20 before the assembled ship's company of HMCS "Stadacona."

Other Canadians who took the course were Lieutenants R. C. Thurber, of Red Deer, Alberta, and D. R. Saxon, of Saskatoon, Sask.

Lieut. Blandy is the son of Mr. and Mrs. R. F. Blandy, 2800 Somas Drive, Victoria. He joined the RCNVR in August, 1943, and transferred to the RCN in August, 1945.

LONG SERVICE MEDAL AWARDED PO ESSEX

Petty Officer Stanley Essex, a member of the ship's company of HMCS "Discovery," the Vancouver Naval Division, was presented with the Reserve Long Service and Good Conduct Medal on September 13.

Presentation was made by Lieut.-Cdr. W. E. Flavelle, executive officer of the establishment.

PO Essex joined the RCNVR in 1938 and came on active service in September 1939. During the war he served at sea in the corvette "Arvida" and the minesweepers "Wallaceburg" and "Port Hope." He was demobilized in July 1945 and re-joined the Reserve in September 1947.

TWO PETTY OFFICERS ARE COMMISSIONED

Petty Officers Douglas B. Payne and Thomas A. Cove, both pay writers, have been promoted to the acting rank of sub-lieutenant (S) following their successful completion of a four-month course in the Supply School at "Naden."

Earlier this year the two men passed a Fleet Selection Board for promotion to commissioned rank in the Supply Branch.

Following a month's leave, Sub-Lieut. Payne will take up new duties in "Stadacona", Halifax, while Sub-Lieut. Cove has been appointed to HMCS "Rockcliffe", depot ship for the Reserve Fleet on the West Coast.

"CORNWALLIS" MEN WIN MERIT AWARDS

When the first class of new entries completed training at "Cornwallis" on September 25, six of the 129 graduates were presented with merit awards by Captain A. P. Musgrave, commanding officer of the base.

The "Best All-round New Entry" in "Haida" Division was Ord. Sea. Robert H. Caldwell, New Glasgow, N.S. The same award in "Huron" Division went to Ord. Sea. Robert E. Olsen, Erindale, Ontario.

"Most Outstanding in Seamanship" in "Haida" Division was Ord. Sea. Joseph E. R. Charrier, Montreal, and in "Huron" Division, Ord. Sea. R. H. Wirth, Vancouver.

Ord. Sea. Roy Jones, Port Alberni, B.C., won the award in "Haida" Division for "Sportsmanship, Unselfishness and Cheerfulness", while in "Huron" Division the same award was presented to Ord. Sea. Robert N. Hodder, Vancouver.



A/SUB-LIEUT. (S) D. B. PAYNE



A/SUB-LIEUT. (S) T. A. COVE

SUPPLY OFFICER TOPS THE FIELD

With six stars, three medals and an extra clasp to his credit, Lieut. (S) George R. Monckton, of Victoria, presently serving in HMCS "Rockcliffe", is believed to have received the most Second World War campaign stars and service medals of any member of the Canadian Navy, and possibly of all three services.

Lieut. Monckton's collection includes the 1939-45 Star, the Atlantic Star and Clasp (the clasp representing the France-Germany Star), the Africa Star and Clasp, the Burma Star, the Italy Star, the Defence Medal, Canadian Volunteer Service Medal and Clasp, and the War Medal.

Lieut. Monckton, who entered the RCN as a Paymaster Cadet in September 1941, served for a year in the battleship "Duke of York" and 13½ months in the cruiser "Emerald." The former operated in home waters and took part in the North African invasion, while the latter saw service in the Atlantic, the Mediterranean and the Indian Ocean.

Two RCN petty officers and one leading seaman received five stars and three medals. They were PO David W. Hurl, of Winnipeg, PO Robert E. Meadows, Ottawa, and Ldg. Sea. A. G. Watson, Toronto.

In the RCN (Reserve), PO Andrew Bradfield, of HMCS "Discovery", Vancouver, was thought to be tops with six stars, two medals and an extra clasp.

Three RCN (R) officers got five stars and three medals. They were Cdr. T. G. Fuller, DSC and two bars, commanding officer of the Ottawa naval division; Cdr. O. G. L. Holmes, RCN (R), Ret'd., of Montreal, and Lieut. (E) R. L. Gardner, RCN(R), Ret'd., of Toronto.



Lieut. Monckton

COURSE FOR CHIEF RADIO TECHNICIANS COMPLETED

The first course for Chief Radio Technicians to be held in Canada was completed recently at the Electrical School in "Stadacona." Thirty weeks long, the course included advanced instruction in general electronics and radar, radio and electronic navigational devices.

Those graduating were Chief Petty Officers John Fleming of Edmonton, Francis J. Himsl of Moose Jaw, William F. Krogel of Yorkton, Sask., Arlo M. Moen of Outlook, Sask., Horace W. E. Swenell of Winnipeg and Rowland Watson of Victoria.

FIRST RC 3's GRADUATE AT "STADACONA"

The first class of Radar Control Ratings, 3rd Class, to go through the Gunnery School in Halifax finished last month. After nine weeks training in the operation and basic maintenance of gunnery radar sets, the men won their new non-substantive ratings. Members of the class were Able Seamen Peter J. Butler of Toronto and William J. Sproule of Ridgeway,

Ont., and Ordinary Seamen Roy Dolachuk, Halifax, Ronald J. Mercure, Montreal, J. E. McKinnon, Toronto, Harold J. Morris, Hamilton, Oscar J. Nantais, Windsor, Ont., and Vincent J. Salfi, Thorold, Ont.



PHOTO.NDHQ

To many, Divine Service on Sundays, and possibly morning divisions, seem to be the padre's main duties, but in reality Sunday is the quietest and easiest day of the week in a Naval Chaplain's life. Holding no rank, the chaplain is friend and counsellor of both officers and men, regardless of their rank or occupation. In this photo Protestant Chaplain Thomas Bailey, RCN(R), of Vancouver chats with three men in their mess on board HMCS "Antigonish." They are, left to right, AB John Patterson, of Victoria, AB Jack Caswell, Swift Current, Sask., and Ldg. Sea. Anthony Mattingsley, of Turner Valley, Alberta. (E-10053).

LAKEHEAD EX-OFFICERS HOLD ANNUAL BALL

Members of the Lakehead Branch of the Naval Officers' Association, together with personnel from HMCS "Griffon," were busy during September and most of October on plans for the third annual Trafalgar Day Ball, held October 21 on the drill deck at the Port Arthur Naval Division.

George Moors, a former Lieutenant, RCNVR, was chairman of the dance committee. Lieut. (S) Art Theobalds, of "Griffon," headed the band committee and was in charge of the distribution of invitations. Lieut.-Cdr. H. H. MacDonald, staff officer of "Griffon," supervised decorations.

OFFICERS COMPLETE LONG "C" COURSE

Nine RCN officers have completed a Long Communications Course at "Stadacona" and now hold specialist "C" qualifications. Successful graduates were Lieutenants M. O. Jones, W. F. Potter, Harry Shorten, A. M. Cupples, J. P. Howe, P. F. Wilson, L. R. Carr, G. A. Hoyte and D. O. Campfield.

CDR. J. S. DALISON BURIED AT SEA

Commander John S. Dalison, DSO, RN, SMA, Assistant Naval Advisor to the British High Commissioner to Canada, who was killed October 8 in an auto accident near Renfrew, Ontario, was buried at sea with full naval honours from the minesweeper "New Liskeard" off Halifax October 12.

Commander Dalison, who took up his appointment in Ottawa nearly two years ago, was well known throughout the Canadian Navy, having visited establishments on both coasts and most of the inland divisions. On occasion he went to sea in ships of the RCN, the last instance being in the fall of 1948, when he made the Pearl Harbour cruise in HMCS "Ontario".

Commander Dalison possessed an excellent reputation as a speaker and was frequently called on during his visits to divisions to give talks on naval affairs to groups of active and retired officers of the RCN (Reserve).

He was a painter of note and was a member of the Society of Marine Artists. An exhibition of his paintings, mostly landscapes of scenes in the Ottawa Valley and Gatineau areas, last year won very favorable comment from Ottawa art critics. He



CDR. J. S. DALISON, DSO, RN



Commander P.D. Budge, Executive Officer of "Cornwallis," leads a choir of new entry ratings in a practice session for Sunday service. The choir has earned quite a name for itself at the training base. (HS-8543)

generously contributed his talent to the planning of the RCN magazine, The "Crownsnest", designing the original cover and the headings for the magazine's regular departments.

Commander Dalison entered the Royal Navy as a Cadet and attended Osborne and Dartmouth. He first went to sea in 1918 and his subsequent career followed the usual sequence of sea and shore service. During the first two years of the Second World War he was in command in HM Ships "Cyclops", "Edinburgh Castle" and "Londonderry". In 1942 he took part in the North African invasion as Senior Officer of the 40th Escort Group, to which were attached nine Canadian corvettes. In 1943, in HMS "Pelican", he became Senior Officer of the 1st Escort Group. From 1944 until coming to Canada he held shore appointments in the United Kingdom and at New Delhi, India.

Commander Dalison was awarded the DSO for wartime service on convoy duty. For saving the life of a shipmate at sea he received the Bronze Medal of the Royal Humane Society.

He was an outstanding athlete and earlier in his career represented the Royal Navy as a heavyweight boxer.

In the same accident in which Commander Dalison was fatally injured, his wife, their eight-year-old daughter, Susan, and Mrs. Dalison's sister-in-law, Mrs. Ivy Kursley, of Aylmer, P.Q., were seriously injured.

NAVAL M.D.G. CHAIRS NEW MEDICAL BOARD

Surgeon Captain Archie McCallum, Medical Director General of the RCN and present chairman of the Inter-Service Medical Committee, has been appointed initial chairman of the newly-created Defence Medical Services Advisory Board.

The Board's duties and functions are to advise the Minister of National Defence on matters connected with defence requirements in the medical and dental fields and particularly the provision and assignment of medical, dental, nursing and hospital personnel, hospital facilities and supplies.

Its membership includes the medical chiefs of the three armed services, the Director General of Dental Services and representatives of other government departments and of civilian organizations concerned with defence planning from the medical point of view.

SIX TAKE GI COURSE

Six RCN men are among the 15 at present taking a Gunnery Instructors' qualifying course in HMS "Excellent", the Royal Navy's gunnery school at Portsmouth. They are CPO Douglas W. Barker, Edmonton; FO George G. Borgal, Halifax; PO William A. Byatt, King's County, N.B.; PO Howard C. Dowle, Winnipeg; PO Roland J. A. Leduc, Winnipeg and Montreal, and PO George M. Perigo, Orillia, Ontario.

LOWER DECK ADVANCEMENTS

During the past month, advancements for 170 men of the lower deck were announced at Naval Headquarters. This was the first large group of advancements since the introduction of the new rating structure on July 1 of this year. The list follows with each man's new rate opposite his name:

SEAMAN BRANCH

ADAIR, Donald M.....P2AAS
 BELL, Jack A.....LSRC1
 BELLAMY, Jack D.....LSRCS
 CARTER, William H.....P2RP1
 COE, Alvin E.....C2PT2
 COOKE, Robert E.....LSRPS
 COTTON, Mervyn D.....LSRP1
 DODDS, Douglas W.....LSAAS
 DONALD, Murray.....P2QR1
 ELSTONE, Thomas E.....C2TI3
 FEATHERBY, James E.....P1TD1
 FITZSIMMONS, Patrick T.....LSQRS
 FORD, John E.....LSQRS
 FRIESEN, Jack.....LSRCS
 GILES, Clifford E.....C2TC2
 GORSLINE, Allen C.....P1PI3
 GRAHAM, Bruce C.....LSRC1
 HAAS, Gerald C.....LSTDS
 HODGSON, Robert P.....LSTD1
 HOLLOWAY, Frank R.....C2RC2
 HUGHES, Joseph B.....LSRPS
 JONES, George H.....P2RP1
 LAWRENCE, Dawson B.....C2TC2
 LISTER, James L.....LSAA1
 MARTINDALE, Gordon F.....LSQRS
 MAYO, Joseph E.....LSRPS
 MCALPINE, Roy E.....P2AAS
 MCNUTT, Ernest W.....P2RP1
 MELANSON, Paul J.....LSRCS
 MUNRO, Gordon E.....LSRPS
 PAINTER, Keith W.....P2RC1
 PASTUCK, Michael A.....LSQRS
 RUSHON, Gordon H.....P2PT1
 SHUCKBURGH, Trevor C.....C2QR2
 SEYMOUR, Gordon K.....LSRPS
 STEWART, Douglas J.....LSAA1
 TOPPING, William R.....P1AA2
 VAN IDERSTINE, Carl M.....P1CR2
 WESTON, Donald J. A.....LSTDS
 WILKINSON, Bernard H.....LSAAS

COMMUNICATIONS BRANCH

ACHTZENER, Harold J.....LSCS1
 ALLMAN, Clifford D.....LSCS1
 ATKINS, Bruce M. D.....LSCS1
 BARIBEAU, Andre J. E.....LSCM1
 BROCKLEY, Alfred S.....LSCS1
 BROWN, Charles E.....P1CW3
 BRUCE, William D.....P2CW3
 CAREY, Eugene E. W.....LSCS1
 DEAKIN, Thomas A.....LSCM1
 DEGEN, William E.....LSCM1
 ECKSTEIN, Bryce C.....LSCS1
 GOULD, Jack H.....LSCM1
 GRAVEL, Claude N.....LSCM1
 GUINTA, Frank J.....LSCV1
 HAYWARD, Ernest E.....LSCS1
 JACQUES, Harold W.....C2CM3
 JERMY, Norman B.....LSCM1
 KEITH, Lloyd E.....LSCM1
 KERGOAT, Raymond G.....LSCS1

KRAFFT, Kenneth E. K.....LSCS1
 MARSAW, Norman R.....LSCS1
 MCBURNEY, Richard C.....LSCS1
 MCGEE, Donald.....C1CW3
 OJA, Howard J.....LSCM1
 OLIVER, Thomas F. W.....LSCS1
 PARSONS, Edward.....LSCV2
 TUPPER, Charles H.....LSCS1
 URE, John.....LSCV1
 YORGA, Willard.....LSCS1

AIR BRANCH

MCCARTNEY, William H.....C1A03
 SERVICE, Allan T.....P2AL2
 STEWART, John D.....LSFM1

ENGINE ROOM BRANCH

BACKEWICH, William S.....LSSM1
 BATHGATE, Kenneth J.....P2SM1
 BILLINGTON, David I.....LSSM1
 BONDESEN, Nels R.....P2SM1
 CARRINGTON, Arthur M.....LSSM1
 CARROLL, Ernest H.....LSSM1
 COUGHLIN, Gerald R.....P2SM1
 DAVIES, Trevor E.....P2SM1
 DENNY, Russell M.....LSSM1
 DUNBAR, William E.....LSSM1
 DUNCANSON, Frank T. B.....LSSM1
 DUPONT, Louie F.....LSSM1
 EMKE, Evolt.....LSSM1
 FLETCHER, George L.....LSSM1
 GEATER, Jack.....C2ER4
 GRENON, Oliver J.....P2SM1
 HALDANE, Frederick E.....LSSM1
 HAMPTON, Raymond G.....LSSM1
 KENNEDY, Emmett.....LSSM1
 MACKAY, Russell J.....P2SM1
 MAGUIRE, William H. W.....LSSM1
 MARENGERE, Bernard J. F.....P2SM1
 MARSH, James F.....LSSM1
 MURRAY, Allan W.....LSSM1
 MUSTARD, Gordon D.....LSSM1
 PEARSON, William G.....LSSM1
 STEVENS, James F.....P2SM1
 TAYLOR, Ronald S.....LSSM1
 TINLINE, Franklin A.....LSSM1
 WARK, Ronald H.....P2SM1
 WELDON, Robert E.....LSSM1
 WESCOTT, Denis A.....LSSM1
 WINTER, Ronald G.....LSSM1

ELECTRICAL BRANCH

BAUDAIS, Victor J.....LSEM1
 CORBETT, Theodore J.....LSEM1
 LAFRAMBOISE, Robert.....LSEM1
 LAVIS, William R.....C2ET4
 LOGAN, John W.....LSEM1
 MAJEAU, Henri.....LSEM1
 PAQUETTE, Joseph E. V.....LSEM1
 ROBERT, Lucien J.....LSEM1
 WEBSTER, William A. M.....LSEM1

MEDICAL BRANCH

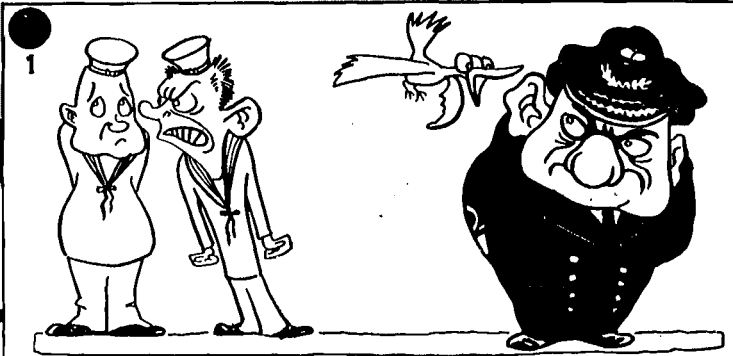
BURROUGHSFORD, Bruce L...LSLA2
 DALEY, Alexander A.....LSMA1
 GRAINGER, Andrew R.....P1MA2
 HOTCHIN, Robert H.....LSMA1
 KADEY, Archibald S.....C2OR4
 PAIGE, James B.....C2MA3
 PORTER, Edward Y.....C1MA3
 SMITH, John E.....LSMA1
 TINGLEY, Raymond J.....P2MA2
 WATCHORN, George C.....LSOR2

SUPPLY AND SECRETARIAT BRANCH

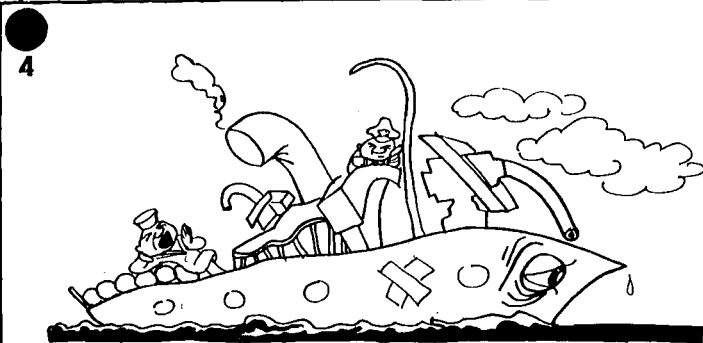
ARCHIBALD, Hector M.....LSAW1
 BARRY, William S.....P2SW1
 BROCK, Elmer R.....LSVS1
 BROWN, Douglas J.....P2CO2
 BRUNNER, Charles F.....LSVS1
 CARPENTER, George W.....LSSWS
 CHAPADOS, Paul E.....LSNS1
 CLARE, Stevenson R.....LSSWS
 CLEE, Orville L.....LSAW1
 COFFIN, Arthur W.....LSNS1
 COOPER, Edward G.....LSVS1
 CUTTING, John W.....LSCK1
 DEAN, Glen A.....LSSWS
 DUNCAN, James C.....LSCK1
 DUCHESNEAU, Joseph R. F...LSVS1
 EDWARDS, Roland J.....C2PW3
 ELLICK, Cyril J.....LSSWS
 ERB, Wendell B.....LSVS1
 FAIRBAIRN, Sidney J.....P2PW2
 GRAY, James M.....C2PW3
 GUNN, Frank J.....P1NS2
 HOOKS, Ronald.....LSCK1
 JACUZZI, Bruno N. C.....LSCK1
 KOZAK, John.....LSSWS
 LALONDE, Benedict D.....LSVS1
 LATHAN, Clifford J.....LSCK1
 LAU, William J.....LSVS1
 LEE, Trevor E.....LSAW1
 MACKEY, Leonard A.....LSVS1
 MALTBY, Clifford A.....LSAW1
 MCCANN, Robert A.....LSCK1
 MILLER, Benjamin.....P1VS2
 MOYES, David.....LSNS1
 MUMFORD, Gordon G.....P1NS2
 MURCH, Benjamin J.....LSCK1
 PEARCE, James B.....LSSWS
 PEARSE, Floyd D.....LSSWS
 REYNOLDS, John R.....LSCK1
 RICHARDS, Bruce G.....LSPW1
 SCHLEEN, Donald C.....LSNS1
 SCOTT, Morley A.....LSAW1
 SERJEANT, John H.....LSCK1
 STANHOPE, Allen H.....C2CK3
 STINTON, Burton L.....LSNS1
 WRIGHT, Allen F.....LSSWS
 ZINCK, Alfred A.....C2CO3

THE LAWS OF

Now these are the Laws of the Navy, unwritten and varied they be,
 And he that is wise will observe them, going down in his ship to the sea;
 As naught may outrun the destroyer, even so with the Law and its grip
 For the strength of the ship is the Service, and the strength of the Service, the ship.



Take heed what ye say of your rulers, be your words softly spoken or plain,
 Lest a bird of the air tell the matter, and so, ye shall hear it again.



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



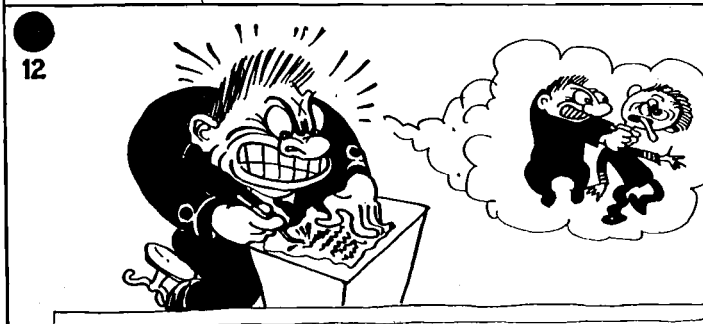
So shalt thou, lest perchance thou grow weary, in the uttermost parts of the sea,
 Pray for leave, for the good of the Service, as much and as oft as may be.



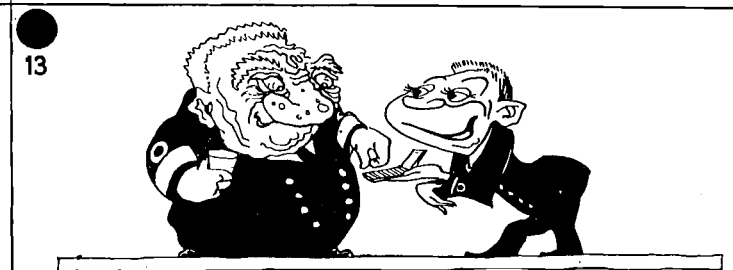
If ye win through an African jungle, unmentioned at home in the press,
 Heed it not; no man seeth the piston, but it driveth the ship none the less.



Do they growl? It is well, be thou silent so that work goeth forward again;
 Lo! the gun throws her shot to a hairsbreadth, and shouteth, yet none shall complain.
 Do they growl? And the work be retarded? It is ill, speak whatever their rank
 The half loaded gun also shouteth, but can she pierce armour with blank?



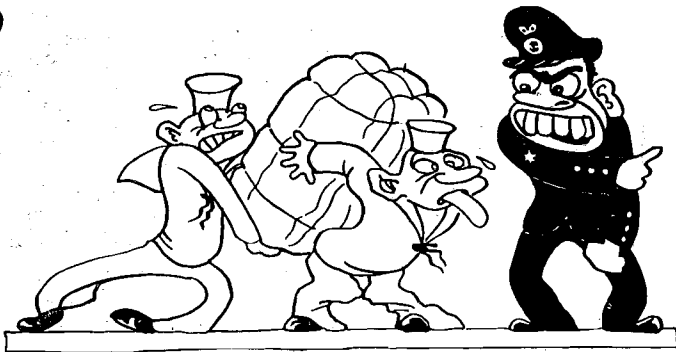
Dost think in a moment of anger 'tis well with thy seniors to fight?
 They prosper, who burn in the morning, the letter they write overnight;
 For some there be shelved and forgotten with nothing to thank for their fate
 But that, on a half sheet of foolscap, a Fool "had the honour to state."



If the fairway be crowded with shipping, beating homeward the harbour to win
 It is meet that, lest they should suffer, the steamers pass cautiously in;
 So, when thou nearest promotion, and the peak that is gilded is nigh,
 Give heed to thy words and thine actions, lest others be wearied thereby;
 It is ill for the winners to worry, take thy fate as it comes with a smile,
 And when thou art safe in harbour, they will envy but may not revile.

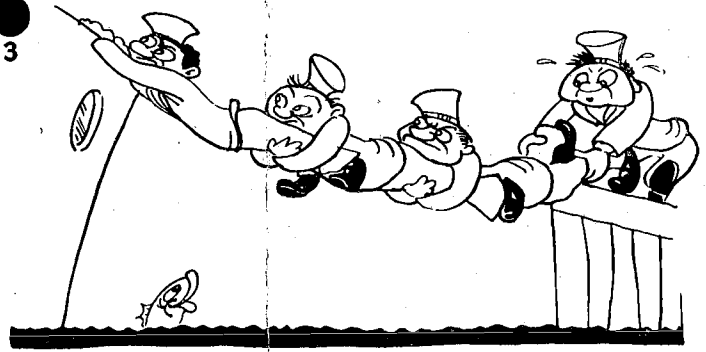
THE NAVY

2



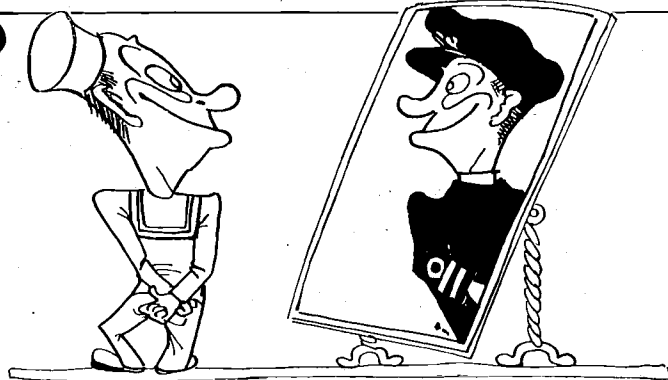
If ye labour from morn until even' and meet with reproof for your toil,
It is well; that the gun may be humbled, the compressor must check the recoil.

3



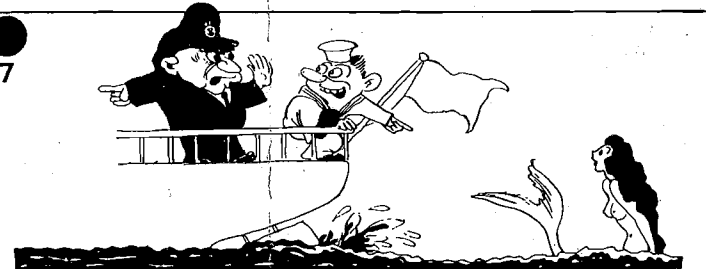
On the strength of one link in the cable dependeth the might of the chain;
Who knoweth when thou may'st be tested? So live that thou bearest the strain.

6



Count not on certain promotion, but rather to gain it aspire,
Though the sight-line shall end on the target, there cometh perchance a misfire.

7



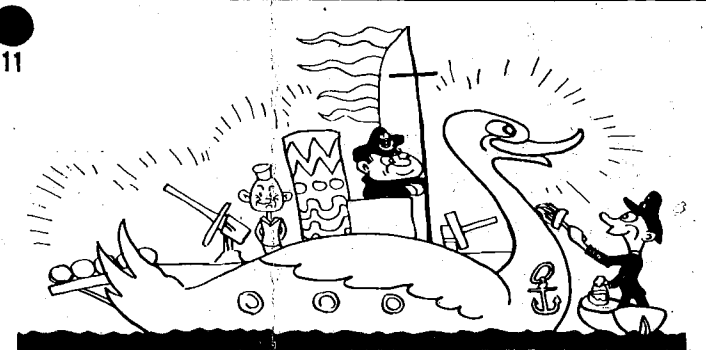
Canst follow the track of the dolphin, or tell where the sea-swallows roam?
Where Leviathan taketh his pastime, what ocean he calleth his home?
Even so, with the words of thy rulers, and the order whose words shall convey
Every Law is as naught beside this one, "Thou shalt NOT criticise, but OBEY."
Saith the wise, "How may I know their purpose?" then acts without wherefore or why;
Stays the fool but one moment to question, and the chance of his life passeth by.

10



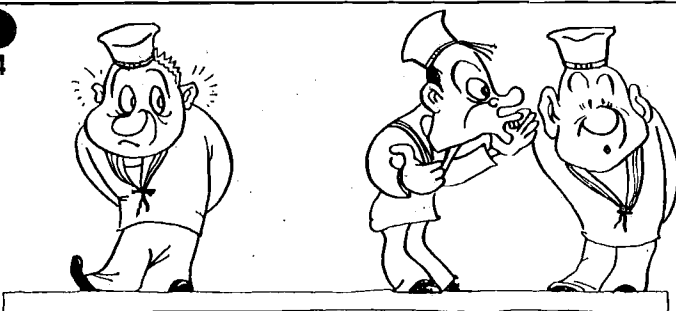
Doth the paintwork make war with the funnels? Do the decks to the cannon complain?
Nay. They know that some soap or a scraper unites them as brothers again;
So ye, being Heads of Departments, do your growl with a smile on your lip
Lest ye strive and in anger be parted, and lessen the might of your ship.

11



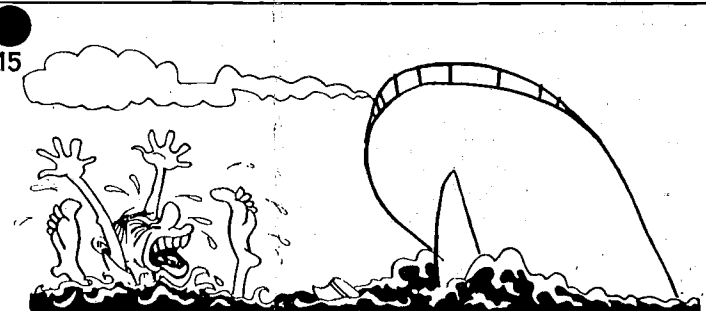
Dost deem that thy vessel needs gilding, and the Dockyard forbear to supply?
Place thy hand in they pocket and gild her; there be those that have risen thereby.

14



Uncharted the rocks that surround thee, take heed that the channels thou learn,
Lest thy name serve to buoy for another that shoal, the Courts-Martial Return;
Though an Armour plate belt may protect her, the ship bears the scar on her side,
It is well if the Court 'shall acquit thee: it were best hadst thou never been tried.

15



Now these are the Laws of the Navy, unwritten and varied they be
And he that is wise will observe them, going down in his ship to the sea;
As the wave rises clear of the hawsepipe, wanders aft and is lost in the wake,
So shall ye drop astern, all unheeded, such time as the Law ye forsake.

DO YOU KNOW YOU

In order that men who have passed professionally or who hold professional qu

Men disgrated for misconduct shall continue to receive the trades pay for which they are qualified.

Branch or Trade	Trade Group I	Trade C
(a) Gunnery Instructor, Torpedo Anti-Submarine Instructor, Plot and Radar Instructor.		
(b) Layer Rate, Quarters Rate, Anti-Aircraft Rate, Control Rate, Radar Control Rate, Torpedo Detector Rate, Radar Plot Rate, Physical and Recreational Training Rate, Aircraft Handler Rate.	On qualifying for the second class rate.	On qualifying for the first class rate.
(c) Meteorologist Observer Rate.	On qualifying for the third class rate.	On qualifying for the second class rate.
(d) Safety Equipment Worker Rate.	On qualifying for the third class rate.	On qualifying for the second class rate.
(e) Torpedo Coxswain		On qualifying.
(f) Diver Rate		On qualifying for the second class rate.
(g) Regulating		On qualifying for transfer to
(h) Communicator, Communicator (S), Communicator (C), Writer, Stores, Cook (S), Cook (O), Photographer, Air Mechanic.	On passing professionally for Able Seaman.	On passing professionally for
(i) Steward.	On passing professionally for Petty Officer 2/c.	On passing professionally for
(j) Band.	On passing trade test for entry. (Note: Bandsmen are entered in Standard, I or II depending on ability.)	(i) On passing trade test for (ii) On passing professionally
(k) Engine Room Artificer, Air Artificer, Armourer, Electrical Technician, Radio Technician, Shipwright, Electrical Artificer.		
(l) Plumber, Blacksmith		On passing trade test for entry
(m) Painter		On passing trade test for entry
(n) Sailmaker	On qualifying after transfer.	On passing professionally for
(o) Stoker Mechanic	(i) On passing professionally for Auxiliary Watchkeeping Certificate, or (ii) On qualifying as Engineer Officer's Writer.	(i) On passing professionally (ii) When reverted to Stoker tice.
(p) Air Radio Mechanic	On passing "ab initio" technical course.	On passing professionally for
(q) Electrician's Mate	On passing professionally for Able Seaman.	On passing preparatory cour
(r) Seamen transferring to Armourer		On passing Part I of Convers
(s) Motor Mechanic	(i) On passing professionally for Auxiliary Watchkeeping Certificate (M), or (ii) On qualifying for 4th Class Marine Engineers Certificate of Competency for Motor Driven Ships.	(i) On passing professionally (ii) On qualifying for 3rd Class Certificate of Competency for Motor
(t) Medical	On passing professionally for Able Seaman.	(i) On passing professionally (ii) On qualifying as Hygiene Assistant II, Radiographer II
(u) Gunnery Officer's Writer, TAS Officer's Writer.	On qualifying.	
(v) Communicator (V) (W)	On passing professionally for Able Seaman.	Holds the old non-sub rate o

OUR TRADE GROUP?

Qualifications may ascertain their trade group, the following table is reproduced.

Men reverted for unsuitability shall receive the trades pay decided upon by the Senior Officer in Chief Command.

Group II	Trade Group III	Trade Group IV
	On qualifying.	
Class rate.		
Class rate.	On qualifying for the first class rate.	
Class rate.	On qualifying for the first class rate.	
Class rate.	On qualifying for the first class rate.	
the Regulating Branch.	On qualifying for Chief Petty Officer 2/c.	
Petty Officer 2/c.	On passing professionally for Chief Petty Officer 2/c.	
Chief Petty Officer 2/c.		
entry, or for Petty Officer 2/c.	On passing professionally for Chief Petty Officer 2/c.	On passing professionally for Warrant rank.
	(i) On passing trade test for entry, or (ii) On passing conversion course for transfer from other branches. (Note: See GO 69.62/2 for ET and RT Conversion Courses of those men transferred under G.O. 2.01/6.	On passing professionally for Petty Officer 1/c.
y.	On qualifying in all respects for Petty Officer 1/c.	
y.		
Petty Officer 2/c.		
for Petty Officer 2/c. or Mechanic from ERA Appren-	On passing professionally for Chief Petty Officer 2/c.	
Petty Officer 2/c.	On passing professionally for Petty Officer 1/c.	On passing professionally for Chief Petty Officer 2/c.
for transfer to ET or RT.		
ion Course.		
for Petty Officer 2/c, or 2nd Class Marine Engineer's Certifi- cate for Motor Driven Ships.	(i) On passing Trade Test for Fitter in the rating of Petty Officer 1/c, or (ii) On qualifying for 2nd Class Marine Engineer's Certificate of Competency for Motor Driven Ships.	On passing professionally for Chief Petty Officer 1/c.
for Petty Officer 2/c, or the Assistant II, Laboratory , Physiotherapy Aide II.	(i) On passing professionally for Chief Petty Officer 2/c, or (ii) On qualifying as Hygiene Assistant III, Laboratory Assistant III, Radiographer III, Physiotherapy Aide III, Operating Room Assistant III.	(i) On passing professionally for Chief Petty Officer 2/c, and (ii) On qualifying as Hygiene Assistant III, Laboratory Assistant III, Radiographer III, Physiotherapy Aide III, Operating Room Assistant III, or (iii) on qualifying as Pharmacist or Technical Assistant Medical.
V/S 2 or W/T 2.	Holds the old non-sub rate of V/S 3 or W/T 3.	



ATLANTIC COAST

HMCS "New Liskeard"

Short sojourns at sea, usually in company with HM Submarine "Tally Ho," and a visit to the Lunenburg Fisheries Exhibition were highlights of the past month for "New Liskeard." Most recent cruise was to Grand Manan Island, where the ship exercised with "Tally Ho" for a couple of weeks.

A number of departures from the ship have taken place recently. After four months NT and VS, Sub-Lieut. E. James Lattimer, RCN(R), has returned to HMCS "Donnacõna," Montreal. Five men have received drafts to other ships and establish-

ments. They are AB James J. Attenborough, Plage Laval, P.Q., to "Magnificent;" Ldg. Sea. A. J. Doucette, Halifax, to "Stadacona" for an AA2 course; PO J. L. H. Bourret, Newcastle, N.B., to "Stadacona;" AB J. E. Parsons, St. Thomas, Ontario, to "Stadacona" for a QR2 course, and Ord. Sea. J. R. Savoy, Pugwash, N.S., to "Stadacona" for a TD3 course.

HMCS "Cornwallis"

It was graduation day September 25 for 129 men who had completed their new entry training at "Cornwallis." It was the first graduating class since the base was re-commissioned May 1.

More than 700 officers, men, civilian employees and wives made one of the largest blood contributions ever received by the Red Cross in Eastern Canada when the Mobile Blood Donor Clinic called at "Cornwallis" in September.

Mr. Edwin Jones, Commissioned Gunner, of Victoria, who trained the ceremonial guard from "Cornwallis" which took part in the Halifax Navy Week celebrations, has proceeded on pension leave prior to his retirement from the service. Also on pension leave is another of the establishment's most experienced officers, Mr. Frederick Freeman, Commissioned Gunner, also of Victoria.

HMCS "Iroquois"

Following several months of active duty as a training ship for RCN(R) Cadets, "Iroquois" once again paid off into reserve on September 30.

The destroyer made three cruises in September, calling at New Haven, Conn., Cornerbrook and St. John's, Newfoundland, and Quonset Point, Rhode Island.

At New Haven, the crew was split into two watches so that everyone could get a day's leave in New York. A fantastic number of souvenirs was collected by the ship's company.

At Cornerbrook, personnel were taken on a tour of the world's largest pulp plant (Bowater's Pulp and Paper Mill). An enjoyable dance was arranged for the ship's company in the White House, a local community center.

On the run from Cornerbrook to the Island capital, the ship was honoured by the presence aboard of Labour Minister Charles Ballam, of Newfoundland.



The fledgling sailor doesn't leave blackboards and classroom lectures behind when he graduates from "Cornwallis", but gets more of the same when he begins sea-training on board one of the RCN's ships. Formal instruction is mixed in with practical on-the-job training to provide a balanced program. In the photo above, Petty Officer Marshal Burnett gives a group of new entries a chalk talk on blocks and purchases in a messdeck on board HMCS "Ontario". (OC-154-1.)



New Entries of "Iroquois" Division held a departure dance Friday, September 23, two weeks prior to their graduation from "Cornwallis". Ord. Sea. Joseph Williams (right) of Perth, Ontario, is shown presenting the door prize to Miss Norma Mullen, of Digby, and her partner, Ord. Sea. Owen Smith, of Gananoque, Ontario. "Iroquois" Division was the second group to graduate from the training base since its recommissioning.

Back in Halifax, "Iroquois" crew conducted some 300 Kiwanis ladies throughout the well-shone ship and took them for a cruise around the harbour on September 19. A group of foreign military attaches, visiting in Halifax, also were shown through the ship.

"Iroquois" then proceeded on her final cruise of the year, to Quonset Point, Rhode Island. Here she picked up personnel of the 18th Carrier Air Group and took them back to Dartmouth. The 18th CAG had spent the past two months on flying training with the United States Navy.

Crew members of "Iroquois" are claiming an unofficial world's free style swimming record for Lieut. Paul (Zube) Samson, RCN(R), of Montreal.

Lieut. Samson showed his speed during the visit to New Haven. He was taking part in "Operation Swimming" when the dorsal fin of a shark, something very rare in those waters, was sighted only a few feet off his port quarter.

"Proceed with despatch" was the order, and Lieut. Samson did just that. Spray and foam flying, he set

such a blistering pace back to the ship's whaler that the bewildered shark was left far behind.

Bathing ceased for the day.

HMCS "St. Stephen"

There were a number of the "old hands" missing when the "St. Stephen", after completing a two-month refit at Saint John, sailed from Halifax September 27 for weather station "Baker." Among those drafted elsewhere after spending one to two years in the frigate was Petty Officer Bill Sullivan, of Quebec City, "St. Stephen's" popular buffer, who was one of the commissioning party in the fall of 1947.

TAS School

A heavy program of training has been planned at the TAS School in Halifax, with at least six courses laid on for the winter months.

Classes qualifying TASI's, TD1's, TD2's and two classes of TD3's, plus a course for TAS officers' writers, will be conducted in the School. A course for TD2's and two for TD3's completed in September.

For two weeks in September, two TD3 classes took A/S training at sea

in the "New Liskeard", which was working in company with the submarine "Tally Ho" in the Bay of Fundy. The time at sea in the Algerine completed the course and qualified the men as third class rates.

PACIFIC COAST

HMCS "Crescent"

In company with "Athabaskan", "Crescent" sailed on August 30 for Santa Barbara, California, arriving September 2 for a four-day stay. The ship's company reported an enjoyable visit, with the whole town putting itself out to provide entertainment and recreational facilities for the officers and men. Particularly active in this regard were members of the Canadian Legion branch in the city.

The two destroyers sailed September 6 for Long Beach, arriving shortly after noon the same day. Although the stay was brief, several members of "Crescent's" crew managed to get as far as Los Angeles.

On September 7 both ships sailed for Esquimalt, exercising en route.

The ship remained only two days in port before making another of her



Two men from the "Ontario," Ordinary Seamen Ken Hicks, of Shawinigan Falls, P.Q., and Bill Patterson, Neepawa, Manitoba, hold the head of what was once a 1,400-pound Kodiak bear, during the cruiser's visit to Kodiak, Alaska. (OC-163-1).

"flying" trips to Vancouver, this time to pick up 70 Canadian Services College Cadets. On September 15, "Crescent" sailed with "Ontario" for Nanoose Bay for a week of exercises.

HMCS "Antigonish"

On completion of the third and final training cruise of the season for RCN(R) Cadets, during which Seattle and Vancouver were visited, the ship was prepared for the Admiral's inspection. This was followed by a well-earned 15-day leave period for a portion of the ship's company.

CPO John T. Shea, an old-timer aboard "Antigonish," has gone to "Rockcliffe," along with the best wishes of the entire crew. He was relieved by CPO Leslie Mills, a recent arrival from Royal Roads — D.P.R.

TAS Training Centre

Lieut.-Cdr. William Bremner is the new officer-in-charge of the TASTC. He relieved Lieut. S. G. Moore, who has been appointed to "Stadacona."

The anti-submarine section also is under new management. Mr. Lorne

Commander (L) Takes Station Abeam

An unpremeditated but spectacular evolution was performed by Cdr. (L) John Deane, of HMCS "Ontario," off Monterey, California, on August 23.

Cdr. Deane was being transferred from the destroyer-minesweeper USS "Carmick" to the "Ontario" by jackstay method when a jackstay broke and he was left suspended by the in and out hauls, "making good," according to the cruiser's report of proceedings, "a speed of 12 knots through the water."

"Quick work by the attendant personnel prevented this becoming a serious accident," added the report, and Commander (L) was recovered, "somewhat damp, but still smiling."

(Hoot) Hibson, Gunner (TAS), has taken over the duties of officer-in-charge, succeeding Mr. Fred Lubin, Gunner (TAS), who is now serving in the "Sioux."

CPO F. A. Jones, of "Cedarwood," paid a recent call to the TASTC and regaled the staff with many a "salty dip" about the polar regions visited by "Cedarwood" during her latest cruise. Along with his stories, CPO

Jones brought back another souvenir of his trip to the Far North, a large, bushy beard.

The TASTC staff is having a busy time right now. A TD 2 class is under way, one TD 3 class has just completed and three more recently started. Another TD 2 class is on the agenda. — A.T.

Supply School

Lieutenants (S) D. G. Meridith, J. Drummond, J. M. Champagne, C. Crothers and A. F. Scott, all newly entered in the RCN, have begun a 13-week course at the school. On completion of their course the five officers will take further training at the US Naval Supply Corps School, Bayonne, N.J.

Three permanent force Supply Officers, seven from the Reserve and two CW candidates recently completed a two-week course.

After three-and-a-half years as an instructor in the school, Mr. Donald E. Wigmore, Warrant Writer Officer, has been appointed to Headquarters. He has been succeeded by Mr. G. J. Smith, Commissioned Writer Officer.

CPO Albert E. Hawkins, of "Naden," and CPO John Keating, "Stadacona," have started a 10-week course for Warrant Cookery Officer.

NAVAL DIVISIONS

HMCS "Chippawa"

(Winnipeg)

"Chippawa" was host to Captain H. L. Quinn on September 23, when the Director of Naval Reserves was in Winnipeg to address a meeting of the local branch of the Naval Officers' Association. Serving and retired officers were given a comprehensive picture of the Navy's training plans for the coming year.

Lieut. E. J. Hyman has been appointed staff officer of the Division. He formerly served in the destroyer "Nootka".

Ex-Wrens in the Winnipeg area took over the wardroom late in



To the outstanding seaman in each group of classes borne for training in the cruiser "Ontario" goes a silver-plated bos'n's call. In the above photograph, Ord. Sea. Keir Guindon of Charlottetown, P.E.I., centre, admires his prize. With him are two shipmates, Ord. Sea. Dale White of Welland, Ont., left, and Ord. Sea. Len White of Charlottetown. (OC-177-1)

August for a dinner and reception and their election of officers. Of special interest to the ship's company was a proposal by the ladies to operate a dry canteen.

With the object of making every man in the Division a capable swimmer, the local Red Cross has arranged to provide a system of instruction for the ship's company. With classes sub-divided into beginners, advanced and instructors, it is hoped to produce one or two good swimming teams for local meets.—
L.B. McL.

HMCS "Hunter"

(Windsor)

Renovation of the lower deck was completed in time for the opening of the Fall training programme. A seaman's room, a classroom for training engine-room personnel and a gun battery have been provided and the small bore range has been rebuilt. Low power installation also was completed.

The "Cock o' the Walk" trophy, put up for competition at the Great Lakes Naval Regatta, in Toronto over the Labour Day weekend, is now firmly established in its new home at "Hunter." — R.M.P.

HMCS "Discovery"

(Vancouver)

"Pacific National Exhibition has 'Gone Navy.'"

That was the way The Vancouver Daily Province reported the first day's activities at the P.N.E. The paper went on to say: "With all the traditional pomp, ceremony and sheer efficiency for which it is famous, Canada's senior service leaves its mark on almost every phase of this year's fair."

Naval participation in the exhibition included band and guard from "Naden," which led the opening parade and each day enacted the Sunset ceremony, and a variety of displays set up and operated by the Vancouver naval division.

After the exhibition was over, Hedley Fairbank, chairman of the

P.N.E., wrote as follows to the Staff Officer, "Discovery":

"Please accept my warmest thanks and appreciation for the splendid contribution of the Navy in our recent Pacific National Exhibition opening day parade. From all quarters we have received very glowing reports of the excellent appearance and conduct of the men of your service in the parade.

"Will you please express to all concerned our thanks for an excellent job to the entire satisfaction of everyone connected with the parade."

five divisions, one being made up of men recently signed on and of prospective recruits. These men receive instruction and information on naval subjects before going on to one of the other divisions for more advanced training. — C.S.J.L.

HMCS "Catarqui"

(Kingston)

The division's Fairmile, now designated "PTC 721", paid a two-day visit to the United States Navy Reserve station at Rochester, N.Y., on October 1 and 2, to wind up the season's training on the lake. Re-



Petty Officer James Brahan, of HMCS "Athabaskan", gives Miss Joyce Walker, of Dallas, Texas, a lesson in naval gunnery during visitors' day in Santa Barbara, California. (E-10245)

HMCS "Star"

(Hamilton)

The first mess dinner of the Fall and Winter season was held in the wardroom on September 29. Officers attending took the opportunity to exchange ideas gathered during summer training periods on the coasts and all agreed that the affair was beneficial as well as enjoyable.

With the training season again in full swing, special emphasis is being placed on the divisional system. The ship's company has been divided into

cently "Catarqui" was host to the officers and men of three U.S. ships from Rochester, who were making their third and last call of the year.

Plans are being laid for an ambitious tri-service assault landing operation. Personnel, boats and equipment from "Catarqui" are scheduled to play a large part.

Most of the officers, cadets and men have completed annual training and now are undergoing instruction at the division on regular drill nights. Several amendments have been made to the

general syllabus and it is hoped that the more varied training programme will result in increased efficiency and interest.

HMCS "Griffon"

(Port Arthur)

"The old place isn't the same." And the "old salt" who said it was right. The permanent staff has added a new flagstaff, improved the grounds, made a new cobblestone sign on the terrace and painted the establishment inside and out.

Also, for the comfort and convenience of the ship's company, a new recreation room has been constructed and fitted out. The drill hall is being altered for more efficient gunnery training, and new classrooms and lecture rooms have been added. Armament is being re-located and new equipment is being installed.

With the emphasis on gunnery, officers and men are turning out in gratifying numbers for the 1949-50 training season.

HMCS "Carleton"

(Ottawa)

Ordinary Seamen John W. and Ross Jarrett, of "Carleton", were aboard the frigate "Swansea" when she completed one of the longest towing operations in Canadian naval history.

The two brothers were taking annual training in the Atlantic Command when they were drafted to the "Swansea" for her northern cruise. The frigate, en route back to Halifax, was diverted to the assistance of the RCAF supply vessel, "Malahat", and subsequently towed the disabled ship approximately 1,100 miles, from the entrance to Hudson Bay to Goose Bay, Labrador.

The Jarretts also made use of their summer training period to qualify for non-substantive ratings. John is now a radar control rating, while Ross holds a layer rate. A third "Carleton" man, Ord. Sea. D. J. Mitchell, gained his radar plot non-sub rating during the summer.

Ord. Sea. John Shaver, of Ottawa, left the division during September to

become a Naval Cadet at the Canadian Services College, Kingston. He had been in "Carleton" for the past two years and left with the best wishes of the entire ship's company for a successful career.

HMCS "Prevost"

(London)

Two new additions have been made to the training fleet of HMCS "Prevost". Early in September the Fairmile "PTC 779" was re-commissioned at Port Stanley and on September 17 "HC 211" completed refit at Sarnia.

Commissioning of "PTC 779" followed a week's refit at "Prevost" by a working party under Lieut. L. J. C. Walker. Included in the party were PO J. W. Fall, AB J. Latham, AB J. M. Maxwell, Ldg. Sea. R. F. Sothorn and AB W. Smeltzer.

Thirty officers and men, under Lieut.-Cdr. T. F. Owen, sailed the Fairmile to Toronto on September 3 for the Great Lakes Naval Regatta at "York." In Toronto the ship was visited by Cdr. W. A. Childs, commanding officer of "Prevost", who made the return to Port Stanley in

her. "PTC 779" made the trip to Windsor on September 17 to meet "HC 211." Both vessels returned to Port Stanley late the following evening.

A drum and bugle band, started a few weeks ago, is coming along smoothly and is expected to be ready for public appearance shortly.

HMCS "Donnacona"

(Montreal)

Mid-September saw the opening of the 1949-50 training programme in "Donnacona." Recruiting has been good and a successful season is anticipated.

One of the highlights of the recent visit of HMS "Glasgow", flagship of the Royal Navy's America and West Indies Squadron, was a party for the crippled children of Montreal. Officers of the ship dressed themselves as pirates and put on a show that the children will long remember.

Other activities during the cruiser's week-long visit included cricket and soccer matches, sailing races and a band concert by the combined bands of "Glasgow" and "Donnacona."



The Halifax branch of the Naval Officers' Association of Canada has presented a cup to be awarded annually to the yard craft adjudged to be the best maintained and operated in the Halifax dockyard during the year. Deeded in trust to Captain William W. Porteous, Superintendent of the Dockyard, the cup was presented this year to "YC 303" for being the best dressed yard craft during Venetian Night on the Northwest Arm. Presentation of the trophy was made by Mr. Willard MacKenzie, President of the Halifax branch of the NOAC, to John MacLeod, of Halifax, Coxswain of "YC 303." Members of the "303's" crew are shown on board their craft, proudly displaying their prize. (HS-8324)

The Man of the Month

In December, 1945, an ex-Petty Officer walked out of HMCS "Tecumseh," the Naval Division at Calgary, his discharge papers clutched firmly in his hand. Stanley John King, after seven years in the RCN, was ready for life as a civilian.

Two months later he was back at the Division, anxious to re-enlist. He signed on as an Able Seaman.

Today he is once more Petty Officer King—the genial, hardworking Chief Bosn's Mate of the Reserve Fleet in Halifax and his shipmates' choice for Man of the Month.

Born in Carbon, Alberta, on September 14, 1918, the blonde, square-set "Buffer" was working as a farmer before he joined the RCN in October 1938.

Following his early training, King elected to become a naval gunner and in June 1941 entered the Gunnery Branch. He earned his third class layer rating and his Leading Seaman's "hook" in "Stadacona," which was located in the Halifax Dockyard at the time. Then after a short period in the destroyer "Ottawa," which was refitting at Halifax, he qualified as a Quarters Rating, second class.

He went to Montreal in September, 1941, to join the corvette "Drumheller" as a Petty Officer, Gunner's Mate. He served in the corvette on the 'Derry run until August 1942.

Short periods in "Stadacona," and in "Niobe," the RCN establishment in the United Kingdom, preceded a draft to the "Weyburn," another corvette, in November 1942.

PO King was injured when the "Weyburn" was sunk in the

entrance to the Straits of Gibraltar in February 1943 and spent some time in hospital at the fortress, later being transferred to Staten Island, New York, then to the RCN Hospital at Halifax.

His days as "Buffer" began in the minesweeper "Portage," in October 1943 and continued in that ship until the middle of 1945. Subsequently he served in the same capacity in the Gunnery School at "Cornwallis," then joined the "Sault Ste. Marie," another minesweeper, as acting Coxswain.

Following his discharge he spent two months working in a grain elevator in Calgary, decided he preferred Service life, and re-joined the RCN as an AB.

During the next few months he

served on both coasts, took part in the mammoth Victory Parade in London, and was drafted to the destroyer "Nootka." In this ship he again started up the ladder of advancement, becoming a Leading Seaman in December 1946. He got back to his old duties as "Buffer" in April of the following year, this time in the destroyer "Iroquois," depot ship of the Reserve Fleet on the East Coast. By December 15, 1947, he had regained his former status as a Petty Officer.

When "Iroquois" went on active service as a Cadet training ship this summer, PO King carried on his duties in the new depot ship, the frigate "La Hullose."

The "Buffer's" proficiency in his job has won praise from officers of the Reserve Fleet. Without browbeating his men, PO King gets the work done efficiently and speedily. An example of the energy and drive with which he tackles a job occurred when "Iroquois" was being readied for commissioning. With a party of six men, he chipped, wire brushed and painted both sides of the destroyer within a week.

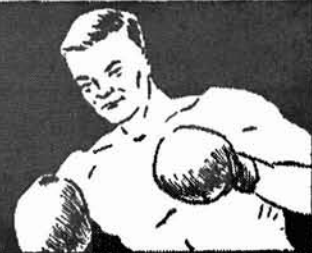
With a maintenance party which varies from 25 to 60 men, the "Buffer" keeps the ships in the Reserve Fleet in top condition, ready for commissioning at short notice.

PO King makes his home at 4 Albro Lake Road with his wife, Lillian, whom he married in 1944, and their two children, Stanley, aged three, and Luella, two.



PETTY OFFICER STANLEY J. KING

The Navy Plays



"Skeena" Division Wins Meet at "Cornwallis"

"Skeena" division staved off a last minute rally by "Sioux" division to win a recent track and field meet at "Cornwallis". The winning crew trained under the watchful eye of PO Osborne Hodgess.

Interest is high in the knockout softball tournament, with the Chief and Petty Officers' team rated top-heavy favorite to cop the honours. The Chiefs and POs, unbeaten to date, are sparked by the brilliant hurling of CPO Reg Skinner.

Other softball news concerns the base team which tangled with the RCAF aggregation from Greenwood and came out on the short end of a 10 to 3 score. Two costly errors by "Cornwallis" proved the deciding factors in a game that was more closely contested than the score would indicate.

Instructor Sub-Lieut. D. P. Sabiston brought two individual championships to "Cornwallis" by winning the men's diving competition at the Waegwoltic swimming meet in Halifax and later journeying to Charlottetown to add the discus throwing honours at the Maritime track and field meet.

Navy Opens Defence Of Football Championship

"Stadacona" opened its defence of the Halifax rugby football championship by trouncing the Wanderers Athletic Club 22 to 12 in the first game of the season. The Wanderers started in fine fashion and had the Navy team in serious trouble during the first quarter, but then suddenly faded as the sailors counted two quick touchdowns. Sparked by AB Edward MacLeod, their hard running quarterback, the "Stadacona" team

added two more before the final whistle.

During the opening ceremonies, the Purdy Trophy, emblematic of the city championship, was presented to Warrant Engineer Frank Hindle, coach of the Navy team, by Mr. Carson Purdy.

Aldergrove Nine Enjoys Fine Season

The softball team from the Naval Radio Station, Aldergrove, hung up an enviable record during the past season, winning the Lower Fraser Valley Senior B championship and coming within an ace of copping the Lower Mainland crown.

The smooth-working sailors started their championship climb by ousting Langley Athletics in a best of three semi-final series in the Lower Fraser Valley League. In the finals the heavily favored Aldergrove Otters took the first game 9-3 but the Navy came back to win the second by an 8-6 count. In the deciding game, the Tars jumped into an early lead by notching seven runs in the first three innings and were never headed. The final score was 7-2 and won the Vic Tessaro trophy for the high-flying Navy nine.

Following their conquests in home territory, the Aldergrove sailors journeyed to Chilliwack to take part in a tournament to decide the lower mainland championship. Seven teams, all district winners, were entered. Two successive wins over Vancouver Wireless and New Westminster advanced the Navy into the sudden-death final against Chilliwack Army. The championship tilt produced some lusty clouting by both teams, with the Army coming out on the long end of a 10-8 score to win the tournament and the title.



The Aldergrove Naval Radio Station softball team, champions of the Lower Fraser Valley Senior B League, came very near gaining further laurels when they entered the playdowns for the Lower Mainland championship. They scored two convincing victories to gain the finals but were out-slugged by the Chilliwack Army team, 10-8, in the title contest. Team members are shown above. Back row, left to right: PO Jack Mooney, Ldg. Sea. Stanley Johansen, PO Henry Abercrombie, AB Garry Johnson, AB William Sorrell, PO George Coghill and Ldg. Sea. James Blight. Front row: Ldg. Sea. Frank Barron, AB Robert Sears, AB Charles Barnes, John Zablosky (civilian worker at Aldergrove) and AB R. S. Carmichael.

Football School Sponsored By Ottawa Division

HMCS "Carleton's" football school has made a hit with young Ottawa. Under the direction of Rough Rider star Lieut. Don Loney, RCN(R), the school provides training and instruction in the fundamentals of football and is held every Saturday the Eastern Canada champions are at home.

Sessions are held at Lansdowne Park or in the drill hall at "Carleton," depending on the weather. Assisting Lieut. Loney with the football school are well-known Rough Rider players, including Howie Turner, Flt. Lt. Tony Golab, RCAF, Bob Paffrath and "Flip" MacDonald.

Inter-Service Sports Stressed at Winnipeg

The Winnipeg Inter-Service Bowling League has been revived and opening games were rolled in early October. With four alleys available at HMCS "Chippawa," the service bowlers expect another successful season. Another popular inter-service sport is badminton, which is already shaping up for the winter season.

"Chippawa's" baseball team, coached by Lieut. Jack Ross, won its way into the Service League finals only to drop the best of five final series, three games to one, to a strong RCMP squad.

Ord. Sea. Fred Eggleton Paces Track Team

A track and field team from the RCN's Pacific Command made a creditable showing at the Labour Day track and field meet in Victoria, placing in almost every event on the card. Top point-getter was Ordinary Seaman Fred Eggleton, who came home in first place in the junior 880-yard closed race and was second in the 880 open. Cadet Tom Moore gave the RCN another victory when he won the 220 junior closed. Other members of the team who scored points for the Navy were UNTD Cadets J. Campbell, Roy Sadler, Donald Sharpe and Brian Goodwin, and Ordinary Seamen Donald MacInnis and Melvyn Fenrich.



HMCS "Donnacona" and the Royal Montreal Regiment staged their own version of the Army-Navy gridiron classic, complete with traditional mascots, in Montreal October 1. In the photo above "Sgt. Kelly", army mule, and Ord. Sea. "Salty", navy goat, are shown as they are led on the field in the colourful pre-game ceremonies. (Montreal Gazette photo.)

"Donnacona" Gridders Off to Flying Start

HMCS "Donnacona" has come up with a winning team in the Intermediate Quebec Rugby Football Union. After the first five games of the schedule had been played, the Montreal sailors were unbeaten and shared top spot in the loop with Lakeshore, last year's champions, with whom they had tied one game. The "Donnacona" gridders scored convincing triumphs over Sherbrooke, Three Rivers, Army and Eastward in their other four contests.

Highlight of the schedule to date was the Army-Navy tilt, which featured service bands and pre-game ceremonies. The Navy paraded its mascot, a well-scrubbed goat who went by the name "Salty", while the Army trotted out its mule. With the shenanigans over, the Navy quickly went to work and counted a placement in the early minutes of the game and added two rouges to hold a 5-0 edge at half-time. A single and a converted touchdown in the second half

made the final score 12-0 for the sailors.

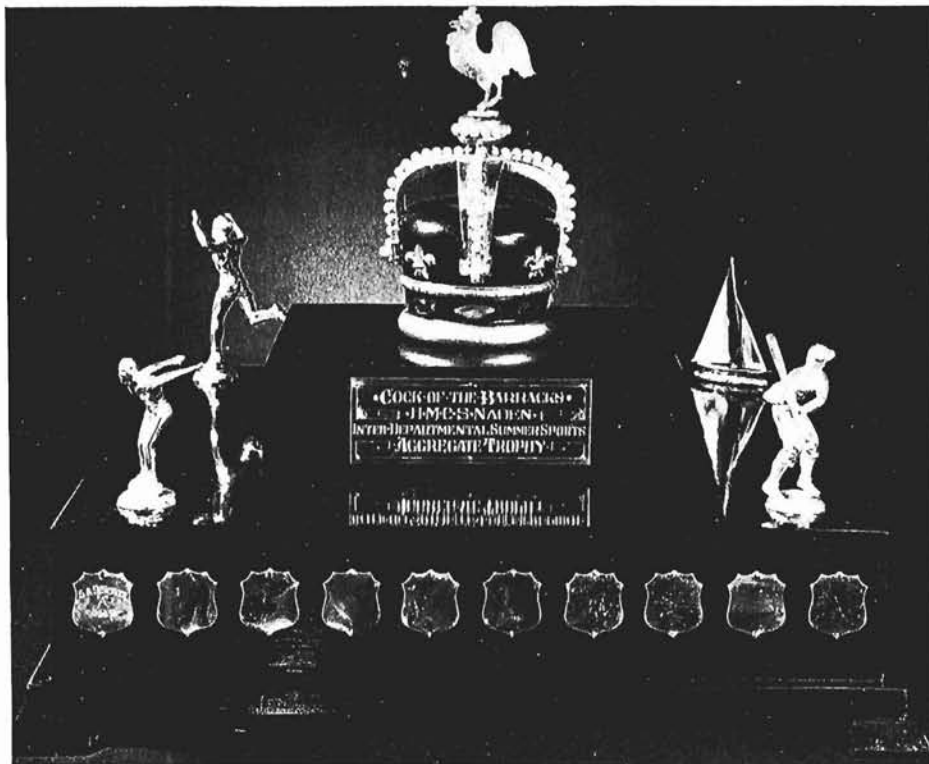
RCAF Entry Captures "Shearwater" Ball Title

Sports activities are running full blast at HMCS "Shearwater" with rugby football getting most of the attention. The Naval Air Station has entered a team in the Halifax Canadian Football League and hopes to wrest the championship from its perennial rival, "Stadacona".

Coach of the "Shearwater" team is William Burkhart, formerly of Dalhousie U., with Warrant Officer (L) George Dunfee and CPO Andy Chartren serving as his assistants.

The inter-part softball championship went to the RCAF team, who rolled over Works and Buildings in four straight games in a best of seven final series. Behind the outstanding pitching of speed-ball artist LAC A. G. Wild, the Air Force had little trouble in sweeping the series.

The Air Station crowned a golf champion in a tournament held at the Brightwood Club. PO D. E. Worthington carded a 92 to win the honours.



This is the "Cock-of-the-Barracks" trophy which is awarded to the department finishing with the highest aggregate points in the "Naden" inter-part summer sports programme. The trophy, offered for competition for the first time this year, was won by the Supply School. It was designed by Lieut. H. E. Taylor, physical and recreational training officer at the west coast base. (E-10281).

Tars Finish Second In Track, Field Meet

A Navy track and field team captured second place in the Maritime Invitation Amateur Athletic meet held at Charlottetown. The sailors came home with two firsts, three seconds and three third places. Instructor Sub. Lieut. D. P. Sabiston, from "Cornwallis," won the discus throw and Ord. Sea. Gilbert Lundihn, from "Shearwater", copped the pole vault to lead the point parade.

"Cedarwoods" Play Softball in North

HMCS "Cedarwood's" softball team challenged all comers during the ship's northern cruise. The first team to take up the gauntlet was the Kodiak All-Stars, who administered a sound trouncing to the men of the RCN ship. At Adak, next stop on her itinerary, "Cedarwood" tangled with the USS "Sussex." Playing in a biting nor'-easter, the two teams battled it out for seven innings before a rain

squall forced the game to be called with the score standing 4-1 in favour of the USN nine. While at Adak, the Canadians registered their first victory when they won a 7-6 decision over the US submarine "Baya."

TAS Team Takes Inter-Part Title

The TAS School trounced MTE in two straight games to win the Inter-part softball championship at "Stadacona." The TAS nine finished the regular league schedule with only one loss — to the officers' team — and won the sudden-death semi-final series with Electrical School by a 12-8 score. In the finals, the TAS team really hit its stride and came through with successive 18-15 and 26-6 wins over the MTE.

"Griffon" Cops Lakehead Baseball Championship

It was a long up-hill climb but the persistent tars from HMCS "Griffon" finally came through to win the Thunder Bay district baseball champion-

ship. For the past three years the Lakehead sailors had fought their way into the play-offs only to be edged out in the finals. This time, under the able pilotage of Larry Pineau, the "Griffon" team took the measure of the Fort William Lumbermen in the hard-fought series.

Navy Re-enters West Coast Soccer Picture

The RCN is back in the Vancouver Island soccer picture after a two-year absence. Under the able direction of two veteran soccer players, CPOs Cecil Cockrill and Albert Westover, the Navy has entered the eight-team Senior Soccer League and aims to match the high standards set by RCN elevens of other years.

"Brunswicker" Loses In Softball Semi-Final

Although eliminated in the playoff semi-finals, the softball team from HMCS "Brunswicker," the Saint John Naval Division, had a highly satisfactory season and is already planning for next year. The team's lineup was as follows: Lieut. Lenn Speight, CPO Smith, PO K. Henderson, PO F. Skavn, AB Dunbar, AB O'Brien, AB Larlee, PO McKiel, AB Dunlop and AB Belyea.

TO TAKE PRI COURSE

Four Petty Officers began a Plot and Radar Instructors' qualifying course in the United Kingdom on October 31. Duration of the course is 14 weeks. Those selected for the course were PO's Walter A. Burke, William C. Carruthers, Norman B. W. Hill and Roy E. Fitchett.

Bell-Bottomed Kilts?

With a brass band and a bugle band already well-established at the Winnipeg Naval Division, it would seem that the musical side of activities is adequately handled. However, there apparently are those who feel something new should be added, and it's no secret that volunteers for what should be a novel organization — a naval pipe band — are already practicing in remote corners.

They Treat The Navy's Teeth

Royal Canadian Dental Corps Staffs Clinics
in RCN Ships, Establishments

AMONG the personnel who make their way aboard ships and establishments of the Royal Canadian Navy, are subject to Naval discipline and privileges, yet are neither paid nor trained by the Navy, are the officers and men responsible for the sailors' dental care.

These men are members of the Royal Canadian Dental Corps, and many a sailor will testify that they are blessings in Army clothing. The RCDC takes good care of the Navy's teeth and there is little excuse for anyone spending his time pacing the deck with a swollen and aching jaw.

At HMCS "Naden," Esquimalt, is Clinic No. 8 in the RCDC chain. It is housed in a building in the barracks that kept ten chairs occupied during the war. It now has five chairs, and is staffed by three dental officers, two technicians and four dental assistants.

The cruiser "Ontario" has its own clinic, with one Dental Officer and

two technicians, who also care for any ships who happen to be in company with the cruiser while away from base.

Officer-in-charge of the clinic at "Naden" is Major F. M. Murray, of Calgary. Major Murray spent four years at RCAF Headquarters in London during war and is a more recent addition to the "Naval" dentists.

Captain G. C. Evans, of Calgary, and Captain R. B. Jackson, of Vancouver, are the other two dental officers. Captain Evans practised his dentistry on the Air Force during the war. Captain Jackson has served mostly with the navy, including two years in the "Ontario".

The technicians and dental assistants are Sgt. Technician H. Bilby, of Winnipeg, Sgt. Technician W. Powers, of Winnipeg, Cpl. G. E. C. Bradley of Pickering, Ontario, Corporal S. M. Tootle, of Winnipeg, Cpl. J. E. Shiner, of Victoria, and Private D. Casson, of Red Deer, Alberta. With the exception of Private Casson, who joined the Dental Corps in October 1948, all have served with the various services, in Canada and overseas.

Captain J. W. Turner, of Niagara Falls, Sgt. Technician G. F. McKay, of Winnipeg, and Sgt. R. D. Peebles, of Winnipeg, staff the clinic on board "Ontario".

In the summer months, while the reserve training programme is in full swing, the staff at No. 8 is augmented by dental officers from the Canadian Officers Training Corps of various universities.

Clinic No. 8, serving about 1,500 men from "Naden" and approximately the same number from the ships and outlying points, is busy at all times, but when the fleet is preparing for a cruise the tiny staff is taxed to the limit.

The Navy accounts for 90 per cent of the patients, with the Army from Work Point Barracks and outside forts and the Air Force stationed at Patricia Bay comprising the remainder.

The most modern dental equipment available is used at No. 8. To ensure that dental officers, technicians and assistants keep in touch with the latest developments in dentistry and that standards remain consistently high, personnel takes turns undergoing further courses and "brush-ups".

Just because the RCDC is taking good care of the navy's teeth, however, doesn't mean the individual sailor can neglect his molars. The dentists' advice still is that the best way to keep teeth in good condition is to take care of them by brushing and regular check-ups, rather than wait until something goes wrong and depend then on the "toothies" to fix it.



AB L. Kahler, of Victoria, has his teeth examined by Lieut. W. O. Mulligan, COTC, of Westmount, P.Q. Assisting is Cpl. G. E. C. Bradley of Pickering, Ontario. Lieut. Mulligan, a McGill University student, is a member of the COTC and is attached to the clinic during the summer months. (E-9698).



In the laboratory in the dental clinic at HMCS "Naden" Sergeant Technician William Powers, of Winnipeg, operates a casting machine used in making complete or partial dentures. (E-9699)



November 1944 . . .

November was an outstanding month for the Allies in the war at sea. Convoy losses were at a new low, while the enemy was suffering serious damage to merchant shipping. One remarkable aspect of the month's mid-ocean activity was that not a single attack was carried out on a trans-Atlantic convoy.

However, the U-boats did score two successes in the St. Lawrence. German submarines were lurking in the Gulf and forcing convoys to swing wide of the area for most of the month. One independently routed cargo vessel was torpedoed in the St. Lawrence near Matane. Although damaged extensively, the merchantman was able to limp to port before the U-boat could follow up its initial success. Anti-submarine sweeps in the area failed to produce evidence of the marauder.

The most serious loss of the month was to come later. On the night of November 25, the corvette "Shawinigan" was patrolling Cabot Strait. The following morning shore watchers in the Port aux Basques area

heard "a loud noise, like thunder." The next day, when the "Shawinigan" failed to report into port as scheduled, a search was conducted by "Truro," "Ungava" and several ML's. They found some wreckage, two carley floats and six bodies—all that remained of the doughty little corvette and her crew. To add to the mystery surrounding the destruction of the "Shawinigan," fishermen reported they had seen 18 flares in alternate groups of three white, three red, some ten miles out to sea during the early hours of the 26th. Later in the same day, there was a sound of three depth charge explosions, and then all was quiet.

On the other side of the Atlantic, Canadian Fleet "V" destroyers were working with units of the Home Fleet in strikes against the enemy. HMCS "Algonquin" accompanied two RN cruisers in an attack on an enemy convoy in Lister Fjord. This convoy, consisting of eight merchant ships and three escort vessels, was surprised and almost annihilated. Near the end of the month "Algonquin" and her sister ship "Sioux" provided

escort for HMS "Implacable" in air strikes on convoys near Rorvik. The RN-RCN force sank three merchant ships and an armed trawler of a single convoy without loss of our own ships or aircraft.

The ill-fated River class destroyer "Skeena" was still aground on Videy Island, Iceland, where she had been blown during a heavy gale on October 25. She was paid off during November.

Commissionings

Ten ships were added to the fleet during November and included four frigates, one Algerine and five corvettes. One of these vessels, HMCS "New Liskeard," is still in service today as NRE ship in the Atlantic command.

Strength Report

Total strength of the Royal Canadian Navy on November 30, 1944, was 95,705. This figure represented the peak active service strength. At the same time, the strength of the WRCNS was 5,851 which was only two less than the maximum strength the organization was to reach during the Second World War.



This series of photographs was taken by Midshipman (S) (now Lieutenant (S) R. C. Willis, RCN, from the wings of the bridge of the battleship HMS "Malaya" during a determined attack by enemy torpedo bombers on a Malta convoy northwest of Cape Bon in the Spring of 1942.

DEEDS OF DARKNESS

No radar, no asdic — nothing to steer by but a magnetic compass. The little pre-war training craft poked carefully along the coast of Vancouver Island in night that was blacker than a whale's interior.

The worst happened. There was a soul-sickening thud and crunching.

"Full astern!" Bells jangled. The trawler vibrated, rocked and rattled. Not a hope; she was hard aground.

Crew and trainees turned in. Only the "V.R." skipper remained awake, his elbows on the bridge rail, his head in his hands. Compared with the problem at hand, squaring the circle or unscrewing the inscrutable would be a cinch.

Came the dawn. The mists slowly lifted and the prairie-dwelling C.O. found himself in a setting of rare and unappreciated beauty. Somehow his ship had nosed its way into a tiny, sandy cove. To port or starboard one could almost reach out and touch the green branches, gracefully festooning the narrow beach.

There was a crackling in the underbrush and a raffish, beachcomber type hove into view. He had heard the rumpus in the night and had come to investigate.

Without so much as a "Good morning," he checked the trawler from stem to gudgeon, port and starboard.

"I'll tell you what you can do," the beachcomber drawled at last.

The captain perked up. He was ready to jump at any suggestion that would get him out of this mess.

"What's that?" he asked eagerly. "What would you suggest?"

The beachcomber gave the trawler a long, calculating look, pushed back his hat and scratched his head.

"Well," he said, "I'd suggest you put wheels under her and keep right on going."

BOOK REVIEW

STORM BELOW

by Hugh Garner

In "Storm Below" (Collins, \$3.00), Hugh Garner, ex-Chief Petty Officer, RCNVR, has written an honest, absorbing tale of life in one of His Majesty's Canadian corvettes.

The author confines his story to the last few days of a westbound voyage, on the completion of which HMCS "Riverford" is due to go into refit. There is a plot, but it takes a secondary position. The real strength of the tale stems, not from the events, but from the men involved. Mr. Garner has exercised to the full a faculty for bringing his characters and scenes to life. Anyone who served in the wartime Navy will easily recognize old shipmates and surroundings.

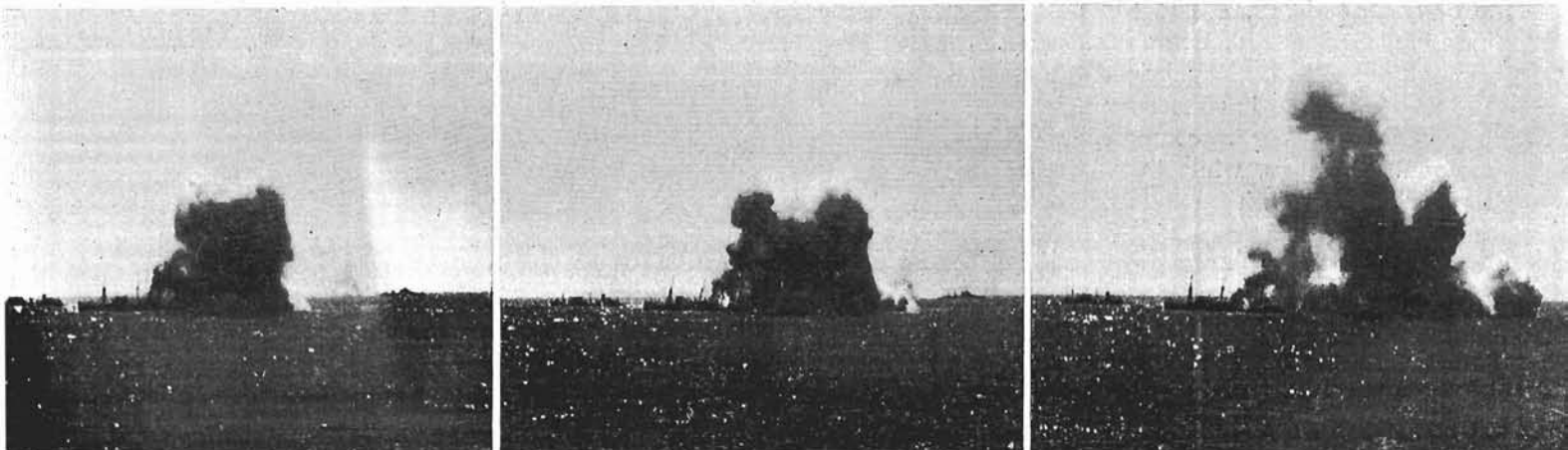
Chuckles are plentiful. Even when the situation was at its worst, the sailor had a neat ability to crack wise and ease the strain, and this, one of his finest attributes, is caught by Mr. Garner.

Tension develops in the ship after "Knobby" Clark, a young seaman, is killed in a fall. The captain decides against a burial at sea and has the body placed below, to await the ship's arrival in port.

Instigated by a few superstitious seamen, the buzzes begin to fly. "Riverford", once a happy ship, becomes a "jinx ship". The presence of Clark's body is a disturbing reminder to all of them that their lives are far from secure. The attitudes and atmosphere in the ship change fast and every officer and man is affected in one way or another.

That is the plot. It is presented in plausible and reasonably capable fashion. However, it does not make the book. The corvette and its crew, as portrayed by Mr. Garner, do that — and do a first-class job.

During the Second World War ships of the RCN destroyed, captured or damaged at least 31 enemy surface craft and helped to destroy, capture or damage 80 others. The auxiliary cruiser "Prince Robert" bagged the first RCN prize of the war when she captured the German vessel "Weser" off Manzanillo, Mexico, in September 1940.



The photographs show a merchant ship being struck by a torpedo and sunk. The cruiser HMS "Liverpool," which also sustained a torpedo hit and was ordered to return to Gibraltar, can be seen in the background.

Comrades in Arms



THE CANADIAN ARMY

Airborne Artillery

Don't take the word "Horse" too seriously in connection with the Royal Canadian Horse Artillery. The outfit is as modern and streamlined as they make them. "B" Battery of the regiment has been reformed and reorganized as an airborne unit equipped with 75-millimetre howitzers and 4.2-inch mortars. It is known as a light battery and has already begun training in airtransportability at Shilo, Manitoba.

The battery, when trained, will be capable of operating either as a complete unit or as independent sub units with battalion groups, and maximum effectiveness will be attained with the minimum number of weapons and ammunition. Weapons will be of the breakdown type adaptable for transport by air, packhorse or sled. Parachutist training is also planned for the battery so that men may drop with their weapons and man them speedily and efficiently on the ground.

This new role for the RCHA marks at least two firsts for the Royal Canadian Artillery. It is the first time a Canadian artillery unit has become airborne and the first time one has been equipped with mortars. Formation of the new battery brings the RCHA back to a three-battery regiment. "A" Battery is composed of towed 25-pounders, while "C" Battery is equipped with self-propelled 25-pounders.

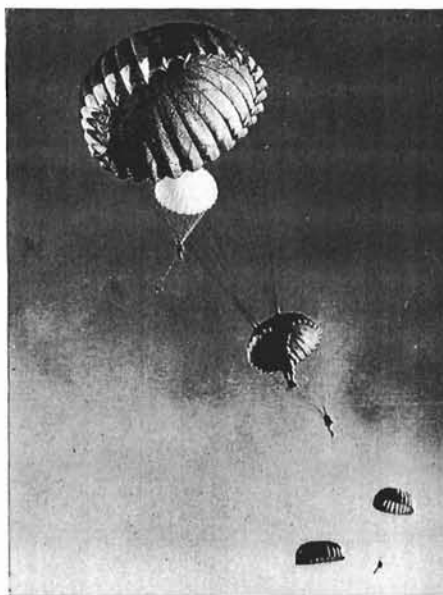
Study Air Support

Twenty-six senior Reserve Force Army officers attended an army-air indoctrination course at the CJATC, Rivers, from October 3-15. Object of the training was to give a thorough, if brief, grounding in methods of air support and army-air matters gener-

ally. During their two weeks at Rivers, the officers watched demonstrations of parachute techniques and glider and aircraft flying and attended lectures and demonstrations in air supply, air photo interpretation and airportability.

Cairn Commemorates Tankmen

An impressive marble cairn commemorating those who gave their lives while serving in Canadian armoured units in the Second World War was unveiled at Camp Borden recently by General Sir Richard L. McCreery, GCB, KBE, DSO, MC, one of the world's foremost authorities on the use of armour in war. The monument has been erected on a conspicuous site in the camp and will stand for generations to come as a fitting tribute to Canadian tankmen.



In the army today, the accent is on airborne training and the men of "B" Battery, RCHA, the new light airborne artillery battery now training at Shilo, are looking forward to the day when they will be able to join the infantry on airborne exercises. (Canadian Army photo-WC1759.)

Cadet Awarded Medal

A Royal Canadian Army Cadet, 15-year-old Pierre Sorel, of Richelieu, Quebec, is to receive the Cadet Award for Bravery for saving eight-year-old Gilles Beaulieu from drowning in the Richelieu River. Pierre was on his way home from school and heard Gilles' cries for help. Without taking time to remove his clothes, he ran to the river bank and jumped in. He located the drowning boy under water and had to fight to avoid being pulled under. Eventually, he managed to reach shore with the boy and helped carry him to his home.

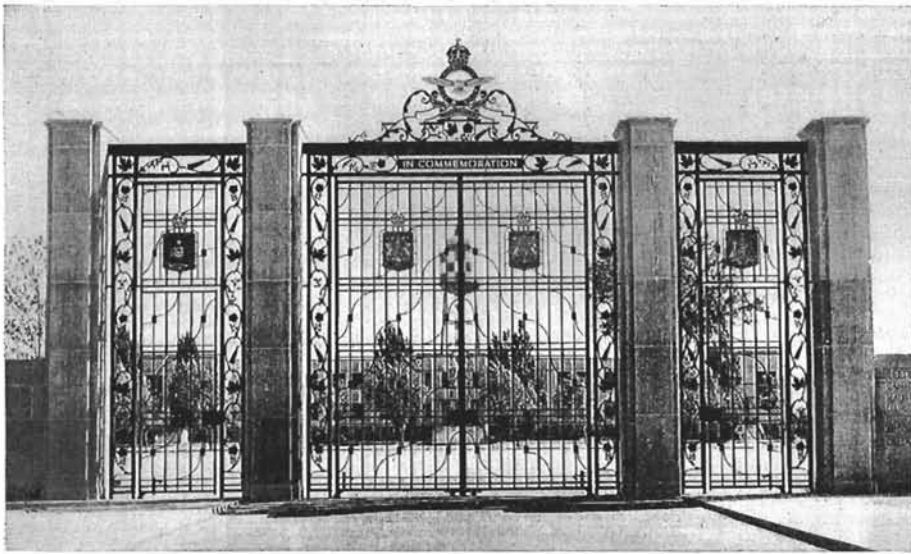
Don New Duds

New clothing, including a snappy-looking raincoat, is in the process of being issued and various regimental Beau Brummels are spending a good deal of off-duty time with one eye on the mirror and the other on the latest copy of Esquire.

RCN OFFICERS VISIT COMRADES IN NORTH

While HMCS "Crescent" was in Skagway, Alaska, for a short visit this summer, the unique opportunity presented itself for the Navy to pay a call on the Northern outposts of the other two armed services. Thus, on a Saturday, the Executive Officer, representing the Captain, the Supply Officer and the Navigating Officer embarked on the Yukon and White Pass Railroad for Whitehorse.

The train, which has to be seen to be believed, was due to leave at 0845. However, owing to a last minute rush we were five minutes late in catching it. This was not so serious as it might have been, for, knowing our intention, the engineer kindly waited for us. The train consisted of two



On Friday, Sept. 30, at RCAF Station, Trenton, Ontario, an impressive ceremony marked the presentation of Memorial Gates to Canada by the governments of the United Kingdom, Australia and New Zealand. The gates are a permanent memorial to the successful operation of the wartime British Commonwealth Air Training Plan. The Governor-General, Lord Alexander, took the Royal Salute and inspected the Guard of Honour, and addresses were delivered by Prime Minister Louis St. Laurent, Mr. Arthur Henderson, British Secretary of State for Air; Defence Minister Brooke Claxton, Mr. C. G. Power, Mr. F. M. Forde, Australian High Commissioner; Mr. James Thorn, New Zealand High Commissioner; Marshal of the Royal Air Force, the Lord Tedder, Chief of the Air Staff of the RAF, and Air Marshal W. A. Curtis, Chief of the Air Staff of the RCAF. During the afternoon silver plaques were presented by Air Marshal Curtis to representatives of the RAF, RAAF, RNZAF and USAF, in appreciation of the assistance given to the RCAF during the operation of the Air Training Plan. The crack exhibition aerobatic team of 410 Fighter Interceptor Squadron, RCAF, gave a display of formation and single plane aerobatics, and a fly past of 66 Harvard aircraft spelled the letters RCAF across the sky. The musical background for the ceremonies was provided by a 105-piece massed band made up of the RCAF Central Band, Ottawa, Training Command Band, Trenton, and North West Air Command Band from Edmonton. (RCAF PL-48126).

engines of the type popularly seen in "Westerns" depicting the Jesse James era, half a dozen freight cars and two passenger cars, the last being the "De Luxe" parlour car, complete with acetylene lighting and pot bellied stove. The train had one other distinctive feature: it was narrow gauge.

The trip, following pretty closely the "Trail of '98," took some six and a half hours and was picturesque and highly enjoyable. The steep grades, sharp curves and high trestles kept us on the edge of our seats for the first two hours or more, and then for the journey through Northern B.C. and into the Yukon we were able to sit back and take stock of our surroundings more leisurely. At each stop we found friendly people who seemed to know everyone on the train, and who wondered mightily how we came to be on board.

At Whitehorse we were met by Major Wade and Major Coward, the former being in command in the absence of Brigadier Connolly, Commander, North West Highway System, and were taken to the Army mess, where some very fine sleeping quarters had been set aside for us. We were then shown around the Army base and taken for a drive down the Alcan Highway. The Royal Canadian Engineers and associated corps there are responsible for the maintenance and upkeep of the Canadian portion of the Alaskan Highway. For us this was an interesting and educational trip, showing an important Army job which we had known little about. The whole highway unit consists of some 800 men and many civilian employees. These are scattered along the 1,600 miles of highway in 100 mile posts, each responsible for a section. Some of the

difficulties encountered during the long winter were pointed out to us, and it was apparent that the Engineers are doing a very fine job in keeping the highway in such good shape.

In the evening Captain S. Potts, DSO, RCE, was our host and after a dinner in the mess we were taken to pay a call on Wing Commander Sutherland, the Commanding Officer of the RCAF station in Whitehorse. That evening, with a tri-service representation, we spent in exchanging news and information and a most enjoyable time it was. The following day we had to return to Skagway on the train and got quite a send-off from the Army and the newly elected Member of Parliament for the Yukon, Mr. Simmons, and his wife.

The trip back was notable for one or two amusing incidents. One gentleman missed the train at Carcross, but, nothing daunted, he caught a speeder and came flying down the track to catch the train 27 miles later at Bennett! After we said good-bye to the friendly people at Bennett, the train started up the mountain. After five or six miles the grade proved too much for it, so down we came at a good clip — backwards. The train passed through Bennett, still going backwards at some 30 miles an hour, then stopped and started a really good run at the mountain. This time she made it.

The trip would not have been complete without Mr. Skilly, an old prospector who kept us constantly interested and amused with his tales of the days of '98. Sunday evening we arrived back in Skagway after an interesting, picturesque and thoroughly enjoyable visit to our comrades in arms.

SHIPWRIGHTS GRADUATE

Recent graduates of a Shipwrights' course held in the Mechanical Training Establishment, Halifax, were Chief Petty Officers Lawrence J. Garnett, George S. Roscoe, Harold H. Booth, Edward G. Curtis, Bernard Gordon, Alfred A. Letson and Hilbert R. Weidman and Petty Officer Michael T. Seminick.

THE BATTLESHIP'S STATUS

What is the status of the battleship? Is it obsolete — finished as a fighting machine?

The British Admiralty's stand on this question was made public this summer in an announcement of the programme for Britain's five battleships. And at first glance it looked as though the "cons" could claim a major victory in the old and universal argument.

HM Ships "Duke of York," "King George V," "Howe" and "Anson" are to be placed in reserve; the "Vanguard" joins the Training Squadron in place of the "Anson."

But the impression that the Royal Navy was forsaking the battleship was quickly nullified when an enlargement of the same announcement outlined the reasons for adopting the programme and re-affirmed the Admiralty's

faith in big ships' usefulness in certain specific roles.

It explained that the plan had been adopted in order that a larger number of smaller ships might be kept in full commission to meet peacetime commitments and, in particular, to ensure that a maximum provision for convoy protection could be available immediately in the event of an emergency. It was in line with the policy of other nations, including the United States, who have 14 battleships in reserve and only one in training commission.

Then were added the following observations:

1. "The placing of the 'King George V' Class battleships in reserve and the reduction of the 'Vanguard' to training status does not imply that there is no further use for battleships.



Foreign naval, military and air attaches accredited to Canada and military representatives of the United Kingdom spent a full day inspecting RCN facilities in Halifax September 19. The group, on a three day visit to defence establishments on the east coast, is shown above in front of the Dockyard administration building. Front row, left to right: Commodore A. F. Grassi, Argentina; Brigadier-General I. Wu Dooh, China; Commodore R. O. de Croneborg, Sweden; Brigadier G. E. Thubron, DSO, OBE, Army advisor to the United Kingdom High Commissioner to Canada, and Captain W. W. Porteous, OBE, RCN, Superintendent of HMC Dockyard. Centre row: Wing Commander F. G. Birch, Assistant Air Advisor to the U.K. High Commissioner; Commander (E) H. W. Findlay, DSC, RN, Assistant Naval Advisor to the U.K. High Commissioner; Col. Max Waibel, Switzerland; Col. Pertev Gokce, Turkey; and Major C. S. Kotze, Military and Air Advisor to the South African High Commissioner to Canada. Back row: Lieut.-Col. T. R. Clarkin, U.S.A.; Col. Gilbert Andrier, France; Major M. L. La Haie, DSO, Canadian Army; F/L C. F. Wattie, DFC, RCAF; Commander L. L. Atwood, RCN, and Col. J. C. Hodgson, U.S.A. (HS — 8461).

Escalators in Carriers

The first escalators to be used in any warship have been ordered by the United States Navy for installation in three Essex class carriers.

In these carriers the pilots' "ready room" is on the hangar deck and to reach their aircraft they have to climb 28 feet to the flight deck, carrying more than 40 pounds of clothing and equipment. An escalator will be fitted between these two decks in order to speed the pilots' passage to their planes and to prevent their getting winded en route. No flyer likes to be puffing for breath at the critical take-off time.

The contrary is the case. In the foreseeable future the battleship will still have a positive role to play and in war she would have important tasks, whether or not an enemy possessed battleships.

2. "The battleship remains the best form of distant or close cover for ocean convoys and would certainly prove the finest deterrent to surface attack on shipping lanes.

3. "Further, the battleship is still the most effective sea-going anti-aircraft platform, possessing also the most comprehensive forms of warning radar and gunnery control. The hitting power of the battleship in any combined operations would always be regarded by an enemy with considerable apprehension; above all, the battleship is still the most difficult ship to sink.

4. "In an emergency, however, the primary need would be to provide a maximum number of vessels for anti-submarine and minesweeping work. With the manpower available to the Navy in peacetime, governed as it is by finance, it is considered advisable to man the maximum number of smaller vessels in order to meet the initial call which would be made on the Navy.

"It is for this reason that the battleships are being placed in a second category of readiness. They are all modern ships and could be brought forward to service very quickly."

SHIPS' BADGES

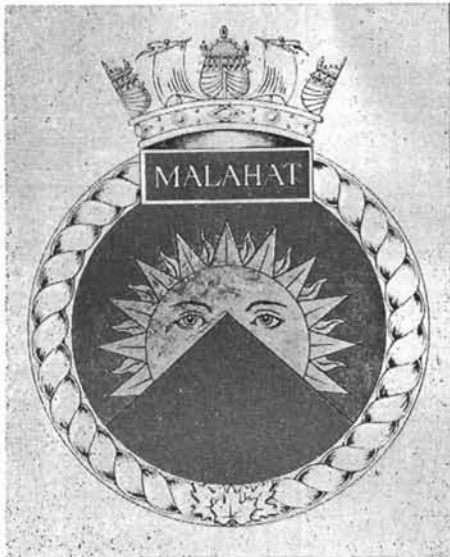
Represented this month are four more of the official badges which have been adopted by RCN ships and establishments to replace the less formal crests and insignia which they carried during the Second World War.

All the present badges are heraldically correct, having been submitted to Sir Arthur W. Cochrane, Clarenceux King of Arms at the College of Heralds in London. In most cases the designs were developed by Lt.-Cdr. A. B. Beddoe, OBE, RCN (R) (Ret'd), but a few were suggested by Sir Arthur Cochrane or by officers of the ships concerned.



HMCS "Griffon"

The naval division at Port Arthur was given its name in commemoration of one of the ships built by the French explorer La Salle. The word "Griffon" is French for a mythical monster called a griffin, and was the name given to the first sailing vessel on Lakes Erie, Huron and Michigan. The badge of HMCS "Griffon" is a representation of the mythical monster.



HMCS "Malahat"

The word "Malahat" is derived from the name of a Coast Salish Indian village which formerly existed on Vancouver Island. The meaning of the word "Malahat" is not known, although it is perpetuated in the names of a mountain range north of Victoria, an Indian reservation and a scenic drive. Thus, nothing could be found to illustrate its meaning pictorially. Instead, the lower part of the Arms of British Columbia was used on the badge of the Victoria naval division.



HMCS "Micmac"

This destroyer is named after a tribe of Indians who lived in what is now Nova Scotia. Among their many famous legends was one which referred to Glooscap, a prophet of the Great Spirit, and his evil twin brother, who caused the death of his mother and continually attempted to kill Glooscap. One day, Glooscap snatched a fern from the forest floor and slew his brother with it. This mythical act exemplifies the power of right over wrong and the spirit of those who use the weapons of war to overcome the enemy. Thus, "Mic-



HMCS "Chippawa"

mac's" ship's badge is shown as a gold fern on a dark background representing the sea.

The badge design of the Naval Division at Winnipeg suggests primarily the Navy, by the anchor, and behind it crossed tomahawks to show the Indian origin of the name of Chippawa. The gold wheat sheaf or garb stands for the agricultural area of which Winnipeg is the centre.



Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, presents the Nixon Memorial Sword to Naval Cadet Keith M. Young, of Kelowna, B.C. The sword is awarded annually to the Naval Cadet at Royal Roads receiving the highest mark in officer-like qualities. Cadet Young also won the Department of National Defence Officer of the Watch Telescope, awarded to the Naval Cadet who attains the highest marks of those entering the RCN. (E-9845).

WEDDINGS

Lieut.-Cdr. Maurice F. Oliver, of HMCS "Ontario," to Miss Patricia Van Orna Armstrong, of Long Island, N.Y.

Lieut.-Cdr. Dunn Lantier, Naval Headquarters, to Miss Josephine D. Hadley, of Montreal.

Lieut. (E) Ernest S. Baker, Canadian Services College, Royal Roads, to Miss Bena H. M. Ford, of Victoria.

Lieut. Donald K. Gamblin, of HMCS "St. Stephen" to Miss M. E. Styles, of Saint John, N.B.

Lieut. David M. Howitt, of HMCS "Stadacona," to Miss Joan Eleanor Fry, of Halifax.

Sub-Lieut. (E) John W. Mason, HMCS "Niobe," to Miss Diana Waddington, of Halifax.

CPO Ross M. Spencer, HMCS "Cataragui," to Miss Harriet Althea MacIntosh, of Mount Pleasant, P.E.I.

CPO Don Emberley, HMCS "Naden," to Miss Mavis Natrass, of Victoria.

PO James Tobias, HMCS "New Liskeard," to Miss Melita Casey, of Halifax.

PO Donald Dunn, HMCS "Iroquois," to Miss Marjorie Blades, of Halifax.

Ldg. Sea. R. E. Cooke, HMCS "Cayuga," to Miss Liisa Majalahti, of Vancouver.

AB Hugh P. Roberts, HMCS "Haida," to Miss Theresa O'Neil, of Endale, N.S.

AB H. A. Fox, HMCS "Haida," to Miss Doris Mae Westover, Herring Cove, N.S.

AB Gordon R. Ring, HMCS "Haida," to Miss Mary Jane Labre, St. Eugene, P.Q.

AB David Fairfoull, HMCS "New Liskeard," to Miss Lorraine Young, of Halifax.

AB Andrew Watson, HMCS "La Hullose," to Miss Shirley Hyslop, of Halifax.

Ord. Sea. Jules E. Gauthier, HMCS "Haida," to Miss Irene Giroux, Montreal, P.Q.

BIRTHS

To Lieut. H. E. Taylor, HMCS "Naden," and Mrs. Taylor, a daughter.

To CPO Doug Laurie, HMCS "Naden," and Mrs. Laurie, a daughter.

To CPO Roger Curtis, HMCS "Rockcliffe," and Mrs. Curtis, a daughter.

To PO G. L. Mason, HMCS "Stadacona," and Mrs. Mason, a son.

To PO Warren Brownridge, HMCS "New Liskeard," and Mrs. Brownridge, a son.

To PO Laurence Dempster, HMCS "Cayuga," and Mrs. Dempster, a daughter.

To PO Victor W. Dougherty, HMCS "Stadacona," and Mrs. Dougherty, a son.

To Ldg. Sea. S. R. Graham, HMCS "Stadacona," and Mrs. Graham, a son.

To Ldg. Sea. R. P. Hodgson, HMCS "Stadacona," and Mrs. Hodgson, a son.

To Ldg. Sea. Trevor Lee, HMCS "Naden," and Mrs. Lee, a daughter.

To AB Jesse Battle, HMCS "Naden," and Mrs. Battle, a son.

MARITIME EX-WRENS HOLD GET-TOGETHER

The "powder-puff" division of the wartime Navy met in Halifax recently to spin a few dips about old times. The occasion was the first reunion of the Maritime Division of the Wrens' Association of Canada.

Sixty members were on hand from the Maritime provinces and a number of special events were arranged. The newly-opened "Seagull Club" was loaned as a headquarters for the reunion and a dance and a banquet were held there. Visits were also arranged to the Naval establishments in the Halifax area. To conclude the three-day get-together, the delegates attended a short ceremony of remembrance at the Sailor's Memorial in Point Pleasant Park.

Miss Marjorie Warren, president of the Halifax Branch of the Wren's Association, was in charge of arrangements.

BOOK OF REMEMBRANCE GETS PERMANENT BOOKMARK

The 1914-1918 Book of Remembrance was completed September 17 when in a quiet ceremony Defence Minister Brooke Claxton and Sir John Brown, Chairman of the British Empire Service League, placed a gold and jewelled bookmark on the altar in the Memorial Chamber. The Chiefs of Staff of the three armed forces, the Speakers of the Senate and the House of Commons, Veterans Affairs Minister Milton F. Gregg, other government officials and representatives of veterans' organizations were among those present. The 1939-1945 Book of Remembrance is presently being compiled and will eventually be installed in the Memorial Chamber. In the Books of Remembrance are inscribed the names of those who lost their lives in the First and Second World Wars.



(O-1201-3)

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Proclamation

All Seamen, Wherever Ye May Be
 Greetings: Know All Ye by these Presents
 that did on Sept. 3rd, 1949,
 appear in the Northernmost Reaches of my
 Realm, embarked in R.M.C.S. "Swansea"
 in latitude 66° 33' N. and in longitude
 bound for the Dark and Frosty Wastes of

≡ The Land of the Midnight Sun ≡
 and did with My Royal Permission
 enter this Dread Region by crossing
 ☼ The Arctic Circle ☼

by virtue wherof, I Neptunus Rex, Ruler
 of the Raging Main, do hereby declare him
 to be a loyal and trusty *Blæwose*
 and do call upon all Icebergs, Polar Bears
 Whales, Narwhals, Sealions and other
 Creatures of the Frigid North, to show
 him due deference and respect. Disobey
 under pain of My Royal Displeasure.

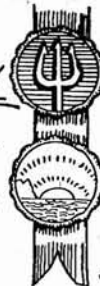
Commanding Officer
 R.M.C.S. "Swansea"



Neptunus Rex

Ruler of the Raging Main

Aurora Borealis
 Queen of his Majesty's
 Northern Provinces



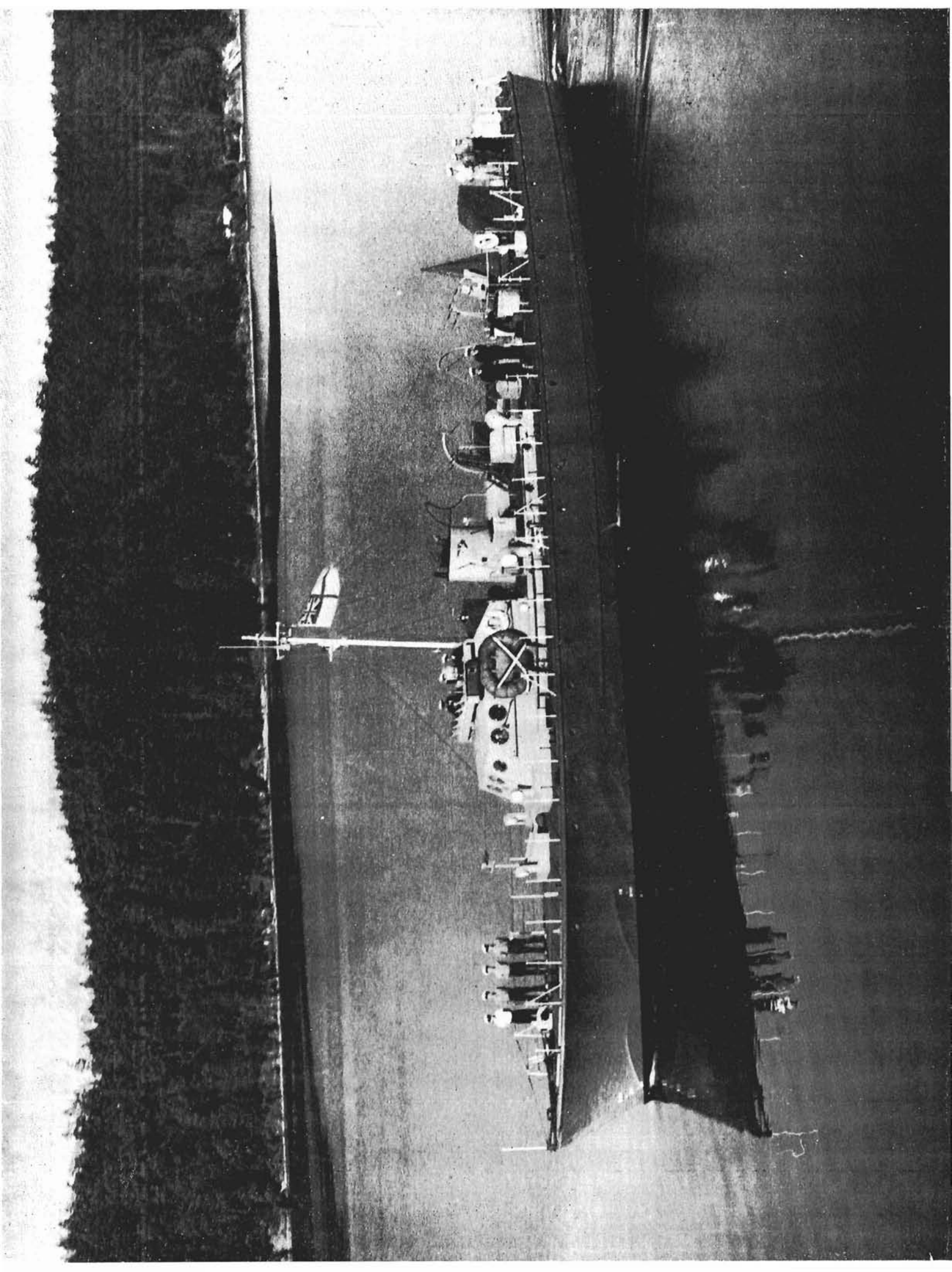


The CROWSNEST



Vol. 2 No. 2

December, 1949



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

December, 1949

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LADY OF THE MONTH

HMC "PTC 724" (the erstwhile "ML 124"); smallest operational unit of the West Coast fleet. The 97-ton Fairmile performs a variety of duties, everything from transporting VIP's to representing a surfaced submarine in fleet exercises. (E-9678)

Page one

Cover Photo—During the past year members of the RCN (Reserve) trained and served in every type of ship in the fleet, and visited more than 40 different Canadian and American ports. Typical of the young reservists who took part in the sea-training program is Ordinary Seaman Walter Mason, of HMCS "Non-such", Edmonton, shown on the quarterdeck of the cruiser "Ontario" as he arrives for his two-week training period. (RCN Photo by PO Norman Keziere) (OC-174-1.)

R.C.N. News Review

"Haida" Rescues Airmen Downed in Atlantic

"Haida" has done it again.

Not content to rest on the laurels she earned during the war, the veteran destroyer has continued to add to her honors in the days of peace. Her latest exploit was recorded on Saturday, November 19, when she picked up 18 survivors of a United States B-29 which had crashed-landed in the sea, 350 miles northeast of Bermuda, three days before.

Although a heavy sea made the operation both tricky and hazardous, a whaler's crew from the "Haida" succeeded in bringing the canvas boat bearing the 18 survivors alongside the destroyer with efficiency and dispatch. Others from the ship then went down into the boat and helped the exposure-weakened men on to the destroyer's deck, from where they were taken below and placed in officers' bunks.

Next, a boat was sent over from the "Magnificent," transferring Surgeon Commander E. H. Lee, PMO of the carrier, and a medical assistant, Ldg. Sea. Robert Breakell, to the "Haida." Commander Lee supervised the treatment of the survivors during the run to Bermuda, where "Haida" disembarked the 18 men the following afternoon.

"Magnificent," "Haida" and "Swansea" joined in the search on the afternoon of the 17th, when they were diverted while en route to Charleston, S.C., on the first leg of an autumn training cruise.

An air search was immediately flown off from the carrier but was recalled on receipt of a signal from the USN Operating Base at Bermuda, designating a new search area northeast of the island.

"Magnificent" and "Haida" proceeded to this area at maximum speed and another air search was flown off

on the morning of the 18th. Meanwhile, "Swansea" was detached to investigate the reported position of a flare.

On the afternoon of the 18th the scent began to get warmer and a further message was received, giving the estimated position of the survivors. "Magnificent" and "Haida" continued at maximum speed to this position and at noon on the 19th another air search was flown off, in moderately heavy seas.

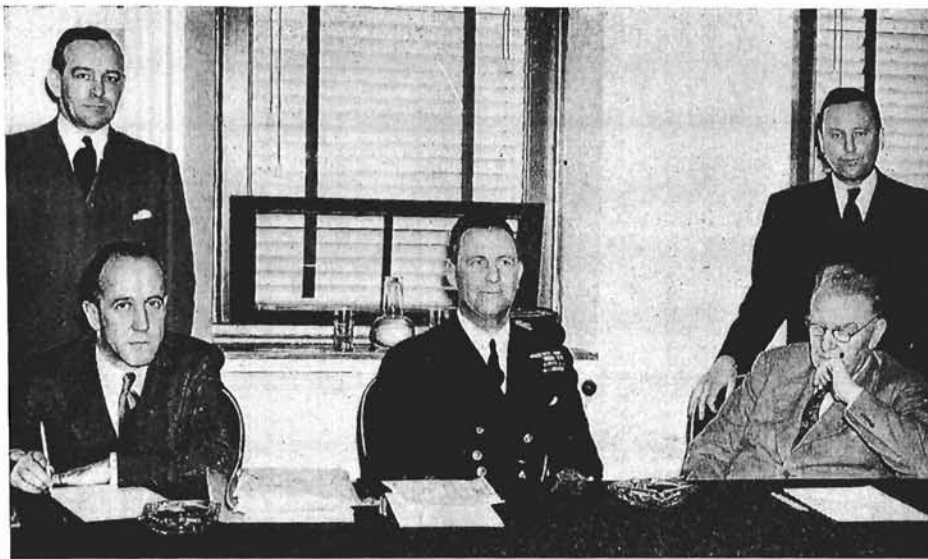
The sea had built up and the carrier was shipping green water over the flight deck when the aircraft began landing on at about 2:30 p.m.

While this was in progress, an American aircraft was observed to be circling about 14 miles to the southward. When she dropped what looked like a parachute, "Haida," which had been acting as plane guard, was detached and headed for the area, working up to a speed of 26 knots that sent her slamming through the heavy seas.

Soon she sighted the boatload of survivors. Closing it, she sent away her whaler, under Petty Officer James E. Callighen as Coxswain. The crew made no mistakes, and by 4 p.m. the job was done.

After the transfer of the medical officer, "Magnificent" and "Haida" set off for Bermuda at their best speed, which had to be fairly slow at first in order to provide the patients with a reasonably smooth passage.

That evening, among the many messages of congratulation which poured into her receivers, "Haida" received "Well Done" signals from Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Admiral Forrest P. Sherman, Chief of Naval Operations of the United States Navy.



A flag officer, a prominent barrister and a wartime naval officer were the three men appointed last April to investigate "incidents" on board ships of the Royal Canadian Navy. Their report, which was made public early in November, was acclaimed "a landmark in Canadian naval history". The Commission members, (seated left to right) were Cdr. Louis C. Audette, RCN(R), Ret'd, Rear-Admiral E. R. Mainguy, chairman, and Leonard W. Brockington, KC. Assisting the Commission were W. N. Wickwire, KC, of Halifax, (standing left) and Cdr. (SB) Phillip R. Hurcomb, Judge Advocate of the Fleet. (HS-7145)

From Bermuda "Magnificent" and "Haida" carried on to Guantanamo, Cuba, second scheduled stop on their original cruise program, the Charleston visit having been cancelled. From Guantanamo they will go to San Juan, Puerto Rico, thence back to Halifax, where they are due December 6. "Swansea" headed back to Halifax from the search area.

Estimates Earmark \$70,000,000 for Navy

Defence Minister Brooke Claxton on Remembrance Day tabled in the House of Commons estimates for Canada's 1949-50 defence program. The total estimate is \$383,000,000, made up of \$375,000,000 for the forthcoming fiscal year plus \$8,000,000 in supplementary estimates.

The Navy's portion is \$70,000,000, which, in relation to the other Services, is proportionately the same as last year. Largest single item in the Navy's budget is new construction. Three new anti-submarine vessels, four minesweepers, a gate vessel and an Arctic icebreaker will cost about \$40,000,000.

With the estimates, Mr. Claxton tabled for the first time a White Paper which sized up the present international situation, gave an appreciation of Canada's defence needs and outlined the various aspects of the work of the Defence Department and of the Services.

Mainguy Commission's Report Made Public

The three-man Commission which investigated "incidents" on board three ships of the Royal Canadian Navy presented its report to Defence Minister Claxton early in November. The 27,000-word report, tabled by the Minister in the House of Commons, contained 41 specific recommendations for changes in naval policy and practice.

Hailed as "an historic document", the sweeping review favored a greater degree of "Canadianization" of the Navy. It called for closer understanding between officers and men, for improved recreational facilities afloat and ashore, for less divergence

in ship routines, for specific ships to be set aside as training craft, and for greater attention to the principles and functions of Welfare Committees. (See Bulletin Board).

The report was made public and copies were sent to all ships and establishments of the RCN. The Commission, which consisted of Rear-Admiral E. R. Mainguy, chairman, Mr. Leonard W. Brockington, KC, and Cdr. Louis C. Audette, RCN(R), Ret'd., began its deliberations in April. It visited ships and establishments of the RCN, studying conditions and interviewing many officers and men. The opportunity was taken, also, to visit the US Navy base at Seattle. Assisting the Commission

were W. N. Wickwire, KC, of Halifax, and Cdr. (SB) Phillip R. Hurcomb, Judge Advocate of the Fleet.

Ships Keep Active On Both Coasts

The number of active units in the East and West Coast fleets was temporarily reduced during November, but that didn't stop those ships still in operation from adding quite a few thousand more sea miles to the RCN's total for 1949.

On the Atlantic side, "Magnificent" and "Haida" sailed November 15 on a 21-day training cruise that quickly turned into a rescue operation (See page 2).

(Continued on Page 15)



The bird shown above is an official member of the ship's company of "Cornwallis", entered on the books as Leading Seaman Joe Crow. Joe "joined" the RCN in May, shortly after the new entry training establishment was re-opened. He was recruited by Petty Officer John Quinn (above), of the base P & RT staff, in nearby Digby, brought to "Cornwallis" and duly entered on strength. He did a modified "in" routine, during which he was photographed and footprinted for the Canadian Identification Bureau. Joe holds down no specific duties at the Annapolis Valley training centre but a self-imposed chore consists of swooping low over the assembled ship's company at morning divisions. When "Cornwallis" graduated its first crop of new entries, Joe sensed there was something special going on and did a double pass at the field in his excitement. (0-1120-53)

THE AIR THE SEA and THE SUB



"Should submarines gain contact with the convoy in mid-ocean, the carrier can have a dozen aircraft in the air in a few minutes to beat off the attack." — In the photo above, Fireflies of 825 Squadron are shown ranged on the flight deck of the "Magnificent," seconds before getting the take-off signal. (Mag 308)

THE best protection for our civil population under the conditions of modern war is to keep the enemy at the greatest feasible distance from our homeland. This can only be done in war, when the enemy is strong, by keeping his forces fully employed in distant areas. This policy leaves the enemy no spare forces to employ against our country.

To fight in distant lands our sea lines of communication must be secure.

In the last war the Allies lost through enemy action some 23,500,000 tons gross of merchant shipping. Nearly 70 per cent of this vast fleet of ships was sunk by U-Boats alone.

Of the activities of the U-Boat of the Second World War Mr. Winston Churchill has written, "The only thing that ever really frightened me during the war was the U-Boat peril . . . I was even more anxious about it than I had been about the glorious air-fight called the Battle of Britain."

The merchant ship of today is as vulnerable to attack by torpedo or bomb as the merchant ship of the Second World War. A tramp steamer must be built to run economically if it is to compete in world markets and except for certain types, the

merchant ships of the future will not be much faster than those of the Second World War.

It has been said that a laden 10,000-ton merchant ship represents a year's output from a medium sized factory. In 1942, when there were no aircraft-carriers to spare for purely anti-submarine work and surface escorts were too few, the allies lost 5,500,000 tons of shipping in the North Atlantic alone. It is easy to see, therefore, that an efficient trade protection force is essential if a tremendous loss of lives and effort is to be avoided in war. In the past war Canada took a steadily increasing part in the Battle of the Atlantic. If war breaks out in Europe again this will once more be one of the vital battles.

In the Battle of the Atlantic German submarines were limited to a submerged speed of 6 to 8 knots and that over short periods only. Surface escorts thus enjoyed a great tactical advantage in almost all weathers over the submerged submarine. This forced the Germans to a policy of night attacks by "wolf packs" operating on the surface at a speed of about 20 knots. This reduced the tactical advantage of speed held by

the surface escort and resulted in a greatly increased number of sinkings, as instanced by the loss of 700,000 tons of shipping in the month of November 1942.

In 1943 the sinkings in the North Atlantic fell to 30 per cent of 1942's and in 1944 to a mere 3 per cent. The number of German submarines operating increased during this period, so why such a rapid reduction? In part it was due to increased numbers of surface escorts with better radar, *but in the main to the use of carrier aircraft.*

A surfaced submarine is easy prey to an aircraft and whenever a carrier was operating near a convoy enemy submarines were denied the use of the surface.

Apart from the numbers of submarines sunk by aircraft, the denial of the use of the surface prevented submarines using high surface speed to gain position to attack. The submarines had to work submerged and this regained the surface escorts' tactical advantage of speed over the submarines. The Germans then developed the schnorkel so that they could obtain higher speed and yet remain submerged. This also enabled them to make long passages without

surfacing. The schnorkel came into use too late in the war to affect its course.

The solution of today's submarine problem is not so easy. Submarines with a submerged speed of 18 knots (against Second World War submarines of 8 knots) are already in operation. Submerged speeds as high as 26 knots are expected soon. Surface escorts in consequence have lost their speed advantage.

In the bad weather so often encountered on the North Atlantic, surface escorts will be limited in speed. In this weather the submerged submarine will be able to travel faster than the surface escort. It is plainly evident that the odds have changed dramatically in favour of the submarine, in so far as ships are concerned.

Improvements in detection devices and weapons will reduce the odds against the surface vessel, but the loss of the speed advantage cannot be regained.

On the other hand, aircraft have retained, and will continue to retain, their speed advantage over the submarine, regardless of weather conditions.

As for bad weather operations, carrier-borne aircraft frequently demonstrated during the past war their ability, in an emergency, to take off, perform their mission, and land on in gales of considerable force, or in low visibility. The great advances made in bad weather flying and in airborne detection devices in recent years have resulted in a corresponding increase in efficiency in this respect.

The submarine becomes a far more deadly weapon in the oceans if assisted by air reconnaissance. Accurate and regular information of the position, course and speed of convoys, their composition and details of their escorts are of vital help to the submarine commanders. A European enemy today can cover the greater part of the North Atlantic by air reconnaissance. Fighters are the only answer to this problem and fighters in mid-Atlantic can operate only from carriers.

IT has often been claimed that convoys can be protected by shore-based aircraft throughout the Atlantic passage. What would such a policy entail?

Certainly in the waters adjacent to friendly coasts shore-based aircraft can cover convoys and at no great cost; but what of other areas? It was in these other areas that the wolf packs of the last war made their major killings, after they were driven off the Allied coasts.

A carrier with a convoy in mid-Atlantic can conduct continuous surveillance of the convoy area and can have her A/S aircraft on patrol in the vital water around the convoy in a matter of minutes. A shore-based aircraft would take four to five hours to fly from shore to the position of the convoy.

To fly one patrol round a mid-ocean convoy, at seventy-five miles radius, would take a carrier aircraft three hours; a shore-based aircraft would take some twelve or more hours. (The latter having spent some nine to ten hours flying over

the empty wastes of the ocean, and in this passage consuming vast quantities of critical aviation fuel).

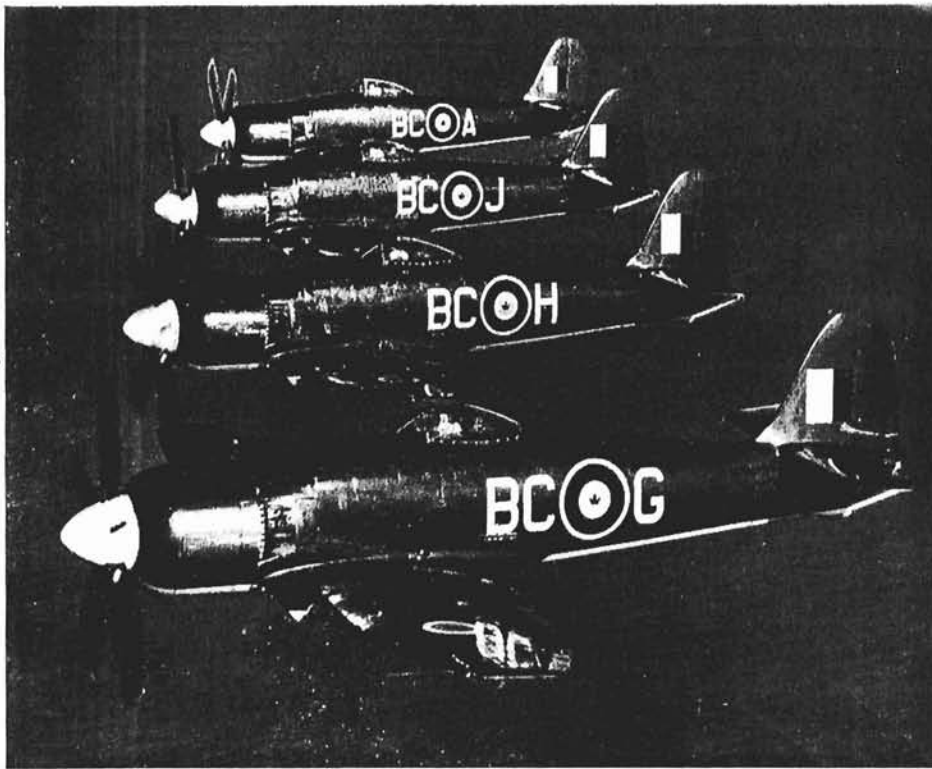
This time factor weighs heavily to the advantage of the carrier. Should submarines gain contact with the convoy in mid-ocean, the carrier can have a dozen extra aircraft in the air in a few minutes to beat off the attack, but no extra shore-based aircraft could be at the scene of action for some five hours. Time cannot be spared in fighting off attacks and these five hours might well result in great losses of ships and men.

The number of aircraft required to carry out any routine task is dependent on the number of hours required to be flown over a certain period. Calculating on this basis, it will take some 88 shore-based aircraft to give the same anti-submarine protection to a convoy in mid-Atlantic as one light carrier with 22 A/S aircraft.

The following table gives an approximate comparison of costs and



On board that floating and highly mobile airfield, the carrier, pilots and observers can be given up-to-the-minute briefings on the operational and tactical situations and requirements, weather conditions and other vital information promptly before taking off on strikes or patrols. Here an Air Group commander conducts a briefing on board the "Magnificent" prior to an exercise. Within minutes the "attack" will be under way.



THIS article has only dealt with the use of Naval Aviation in meeting the tasks envisaged today for the Canadian Navy.

It should be remembered that Naval Aviation is a most flexible weapon. Should the stress of war call for other duties, the aircraft and crews can be switched without delay.

In the last war Naval aircraft were employed, when necessity called, on such tasks as Army co-operation and as a tactical air force; and for strikes against land targets, mining of enemy waters, etc. When Naval aircraft were used in these tasks the reason usually was economy of effort.

Carriers are necessary to give efficiency to a balanced trade protection force. They are essential to an ocean going Navy whose main task is anti-submarine warfare. Without carriers the Navy even today would be seriously hampered in its vital job. Tomorrow the situation might well become something worse than difficult.

It has been stated that the expense of Naval Aviation can be avoided by Canada borrowing carriers complete with their crews and aircraft from the Royal or US Navies, as and when required.

Is it reasonable to suggest that the cost of making a balanced force of the RCN be borne by the British or American taxpayer, or that one of the other Navies should throw itself out of balance to provide a manned carrier for Canada's use?

A modern Navy can no more train without its air component than it can do the actual fighting without it. As things are in real life, Naval Air is a tactical necessity to modern Naval operations and must be an intrinsic part of a Navy's doctrine, thought, philosophy and — most important to us all at the present time — of its training.

Even if we could borrow fully-manned carriers in peace and rely with certainty on other Navies providing carriers in war, the RCN would lack one essential for efficiency: Officers and men of the RCN would not get first hand experience of the operation of aircraft. Watching from afar the working of a carrier cannot

To the problem presented by long-range reconnaissance aircraft working with submarines, "fighters are the only answer . . . and fighters in mid-Atlantic can operate only from carriers".— Among the most modern propeller-driven fighters in the world today are the Sea Furies flown by 803 and 883 Squadron of the RCN, four of which are shown above. ().

effort, in anti-submarine aircraft alone, between one light fleet carrier and shore-based aircraft, for full protection of one convoy:

	Carrier	Shore-Based
Number of aircraft.....	22	88
Aircraft cost.....	\$2½ million	\$44 million
Aircrew members.....	66	704 to 880
Maintenance personnel..	154	1,056 to 1,800

This table does not include the 738 officers and men required to man the carrier. However, the number of aircrew and maintenance men alone required to operate the shore-based aircraft are nearly twice the number required to man the carrier and her aircraft. The officers and men required to administer and guard the two or more airfields for the shore-based aircraft would total more than the dockyard personnel required to maintain the carrier — and the dockyard facilities for the carrier would, in any case, be necessary for the remainder of the Fleet.

When it is considered that the cost to the Australian Navy for the building of the new carrier "Sydney" was £3,000,000 sterling, it will be seen that the cost of the carrier and her

aircraft is about one-third of the cost of equivalent patrol effort from shore-bases.

Finally, it must be pointed out that the shore-based squadrons cannot provide the instant support of extra aircraft to a convoy under attack, nor can they provide at any distance from their base the fighters to deal with enemy air reconnaissance or bombers. A carrier is therefore required for proper protection of convoys and is the most economical means of ensuring the safety of our shipping.

The carrier is self-contained and can refuel and restore between voyages at her base in North America. Shore-based aircraft would require air bases in Greenland, Iceland and the Azores. These, in turn, would require the support of a number of merchant ships to provide fuel, ammunition, food, etc. These merchant ships would require escort, thus increasing the task of the allied Navies, and at the same time reducing the number of warships and merchant ships available for other tasks in war.

give practical experience. It can only provide a little knowledge — knowledge that might be dangerous. Navies today need officers and men of wide experience, not armchair strategists.

The RCN today has a carrier, the "Magnificent," and the Senior Canadian Naval Officer Afloat flies his broad pennant in her. This is right, for the carrier today is the ship which has all the information at hand ready for the Senior Officer to fight his battles with success. One carrier is not a great force, but it certainly provides the essential training and thinking to make our Navy capable of taking part in the war of the future.

Should the darkness of war once again envelop the world, the protection of our sea lines will be vital to the successful teamwork of all our forces, both armed and civilian. In both the First and Second World Wars the submarine was the German weapon which came nearest to bringing defeat to the Allies. Germany started both wars with a handful of submarines. Russia today has more than 200 and the submarine of today is a far more dangerous weapon.

If our sea lines of communication are cut, victory cannot be ours. Not only will our distant Allies and our forces overseas be denied the essentials with which to fight—they

will starve. Without gasoline aircraft cannot fly, and it is questionable whether the great strategic bomber fleets can carry out their missions if short range fighters from overseas bases do not first clear the skies.

Over the main doors of the Houses of Parliament in Ottawa is inscribed, "The Wholesome Sea is at Her Gates, Her Gates both East and West."*

Let us see to it that we maintain a balanced fleet so that no enemy may ever close those gates. — "SEA-HAWK."

(* From the poem "There is a Land" by J. A. Ritchie, KC, Ottawa.)

HATS OFF TO SAINT JOHN

Ready for sea once more, "Magnificent" was refloated in Saint John drydock on October 15. This marked the end of a four-month period during which the people of Saint John triumphantly overcame two major problems — repairs to the ship and entertainment of the ship's company.

The hospitality of the people of Saint John is well known to all ships which have made the usual short visits to the city. During her long stay "Magnificent" found that this hospitality is no mere flash in the pan, but continues warm and steady for as long as the city has visitors to entertain.

Broadly speaking, the recreational clubs and organizations of Saint John were thrown wide open to the ship's company. Mention is made elsewhere of the generosity of the Riverside Golf and Country Club and of Don Sinclair, the club professional (see Navy Plays). Sixty-four playing guests from the ship will long retain happy memories of that delightful golf course — not to mention the tall timber on either side of the fairways.

Through the co-operation of Mr. C. J. McIlveen, the various parks and beaches around the city were made available for the organized picnic parties that landed each Wednesday

and on the weekends. Mispic Beach, about six miles from the drydock, was a favorite place for swimming, softball and corn boils. Mr. James Richardson kindly invited members of the ship's company to camp for weekends on his property at Ragged Point, while other good hosts made their private beaches and lakes available to smaller groups throughout the summer.

Mr. Bernard Ralston, of the city recreational staff, saw to it that grounds were readily available for softball, baseball, and soccer; Mr. Murray Corbett, of the YMCA, provided facilities for basketball and volleyball. Besides the Interpart competitions organized for all these sports, there were city teams ready and willing to put up stiff opposition to the ship's representatives. One of the most interesting competitions was the softball series between the Chief and Petty Officers and the Sergeants' Mess. "Magnificent" won a nine game series 5-4 and the Miscellaneous Chief Petty Officers' Mess now has a trophy, made almost entirely from mess traps, which was presented by the Sergeants' Mess.

The District Officer Commanding kindly gave permission to the ship

to hold dances in the Armouries. Several successful dances for both officers and men were put on by the Ship's Entertainment Committee, headed by CPOs A. P. Howard, and R. G. Daw, with the enthusiastic help of Mr. Edward Horseman, caretaker of the Armouries, and Mrs. D. M. Pennie, "Magnificent's" strongest supporter at all games, who organized hostesses and cloakrooms. The various army dances were opened to naval personnel, a courtesy which was greatly appreciated.

It is impossible to mention all the individuals and organizations in Saint John, Rothesay and as far away as Sussex through whose kindness so much was provided in the way of entertainment for officers and men. Fishing, hunting, riding, tennis, sailing — all were to be had. Typical was the kindness of Dr. E. A. Petrie, whose 45-foot schooner was available for weekend sailing throughout the summer.

Through the medium of The "Crow's-nest," the officers and men of the "Magnificent" would like to express their appreciation and thanks to the citizens of Saint John and vicinity whose kindness and hospitality will long be remembered.

The Bulletin Board

Welfare Committees

Welfare Committees are formed in all HMC Ships and Fleet Establishments. The primary object of these Committees is to provide a full opportunity and the proper machinery for free discussion between officers and men of items of welfare and general amenities within the ship or establishment.

Meetings of Welfare Committees will be held as required but in any case at least once every two months.

Copies of the minutes of each meeting will be posted on the notice board for the information of the ship's company and one copy will be forwarded to Naval Headquarters.

Each Committee will consist of officers detailed by the Commanding Officer, and a representative of each mess in a ship, or group in a shore establishment, elected to the Committee. The Executive Officer will act as ex-officio Chairman.

In order that the widest possible representation may be obtained in each ship, every mess will be given the opportunity to elect a member to the Committee. In shore establishments representation will be by groups into which the unit can most effectively be divided to achieve this result.

Every man borne on the books of the ship or establishment will be entitled to vote for a representative on the Committee, but no one will vote for a representative of a mess or group not his own.

The officers appointed to the Committee will be those detailed by the Commanding Officer to be members of the Ship's Fund Committee. Additional officers may be appointed to the Welfare Committee provided that at no time the number of officers, exclusive of the ex-officio Chairman, exceeds one-third the number of men

on the Committee. The officers appointed to the Committee will not be eligible to vote at the meetings.

A suitable man will be selected to act as Secretary who may be paid for his services from the Ship's Fund.

The election procedure will be uniform throughout the Fleet and the following procedure will be observed:

1. Whenever an election is to take place adequate notice will be given and the information published on Notice Boards will include:

- (a) A list of all messes or groups for each of which a representative is to be elected.
- (b) Time and date to which nominations will be accepted.
- (c) Date of elections.
- (d) Name of the officer delegated by the Commanding Officer to accept nominations.

2. Upon the publication of the election notice any man in the ship's company may offer himself for election to

represent his mess or group. He will submit his name to the officer named to accept nominations.

3. Any mess or group may nominate a representative or representatives for election subject to acceptance of the nomination by the men concerned.

4. Names of all candidates will be published on the notice board for a reasonable period prior to the date of election.

5. Ballot papers will be prepared for each mess or group and will contain the names of all candidates for whom members of the mess or group may vote. The papers will not be marked in such a way that the voter can afterwards be identified.

6. Balloting will take place on a pay day, the voting papers being issued at the same time as pay. Adequate supervision will be instituted to ensure that the ballot is secret and takes place immediately after the issue of the ballot paper. No voting by proxy will be permitted.

7. Subsequent sorting and counting of votes will be carried out in the presence of an officer and representative men. The results will be published on notice boards immediately after.

8. Vacancies in the Committee will be filled as they occur by means of a by-election. The re-election of the whole committee will normally be every 12 months, unless there is good reason for an earlier change, such as altered conditions under which the ship is serving, or dissatisfaction on the part of the ship's company with its chosen representatives.

9. In newly commissioned ships, a fresh ballot will be held after the ship has been three to six months in commission.

Film Society Flattered

The RCN Film Society appears to be showing definite improvement. The Society recently received a bouquet, in the form of a letter from Captain H. F. Pullen, commanding officer of the "Ontario." He said, in part:

"... It is gratifying to note that the quality of films has improved tremendously in the last few months. This is due, without doubt, to the excellent scheme of paying a flat rate for films and the subsequent ensurance of a good supply for cruises.

"All officers and men are well satisfied with the films received. It is considered that other of His Majesty's Canadian Ships might well be advised to take part in this scheme, thus ensuring the continued existence of the RCN Film Society."

10. By-elections will be necessary when any elected member of the committee leaves the ship for any reason in excess of 28 days (except on leave). Should a committee member be sentenced to imprisonment or detention he will be removed from the committee and his place filled at a by-election. A committee member disgraced for misconduct or reverted for unsuitability will be removed but will not be barred from re-election at the consequent by-election. A mem-

The affairs of the Ship's Fund will be administered by the Welfare Committee or by a standing Sub-Committee appointed from among its members.

The institution of Welfare Committees will not in any way interfere with, or prejudice the right of an individual man to put forward suggestions through his Divisional Officer, or affect the responsibility of the Divisional Officer for looking after the interests of his men.



This photo, taken during the Hudson Bay cruise in 1948, shows members of the Ship's Fund and Welfare Committee of the destroyer "Haida" at one of their regular meetings. Each mess in the ship is represented and present, also, are the Executive and Supply Officers. (HA-58).

ber reduced to the second class for conduct will be removed and will not be eligible for election while so classed.

11. In order to avoid the necessity for frequent by-elections, representatives from men under training should be the class leaders.

Notice will be given to the Secretary of subjects it is proposed to raise at forthcoming meetings of the Committee and the agenda will be circulated to members beforehand. Time at each meeting will be allotted for general discussion to permit members to bring up subjects which are not on the agenda. Representatives will ascertain the views of groups whom they represent prior to the meeting.

RCN Publication Circulars

RCN Publication Circulars are being introduced for the purpose of promulgating instructions and information regarding publications (other than Communication Publications) and will be issued in two separate series:

Series "A" — Registered and Non-Registered Publications.

Series "B" — Restricted and Unclassified Publications.

Each series will contain two parts, Part I — Publications, and Part 2 — Amendments (Changes) to Publications.

These circulars will replace the information that is at present being published in General Orders.

General Orders Part III— Air Series

Non-Confidential Air Orders will in future be promulgated under a new series of General Orders known as General Orders Part III — Air Series. This new series will reduce the number of publications that contain Air Orders and restrict the distribution of the publications dealing with air matters of interest only to those persons directly concerned with aircraft.

General Orders Part III — Air Series are divided into sections as follows:

SECTION	
K	Administrative Orders
L	Air Gunnery
M	Air Maintenance
N	Airframes
O	Engines
P	Propellers
Q	Maintenance Schedules

Binoculars and Telescopes

Particular care should be taken by all those using binoculars and telescopes. These are delicate and valuable instruments which require great care in handling. The leather strap on binoculars should be inspected frequently to ensure that it is in good condition. When not in use, binoculars must be stowed in their cases and locked in a dry place.

When binoculars and telescopes are found to be defective DO NOT ATTEMPT TO REPAIR THEM. Repairs to these instruments are to be undertaken only in Armament Depots.

Supply Branch

It has been approved to modify the name of the "Supply and Secretariat Branch" to the "Supply Branch."

It is not intended that the scope of duties assumed by this Branch will in any way be altered by the change in name. Commencing immediately in all references to this Branch the new title shall be used, e.g.

1. The Supply and Secretariat Branch becomes "The Supply Branch."
2. Supply and Secretariat Personnel will be known as "Supply Personnel."
3. HMC Supply and Secretariat School becomes "HMC Supply School."

Officers and Men



LEADERSHIP COURSE FOR CHIEFS, POs

The first of a series of six-week courses in Leadership for chief and petty officers got under way at "Cornwallis" on November 14. Purpose of the course is "to inculcate a spirit of responsibility and self-reliance and to develop the leadership qualities of all chief and petty officers of all branches of the RCN".

Besides the normal naval subjects, the syllabus includes tactical and strategical games, demonstrations of important sea battles of the past two wars and lectures and discussions on current affairs.

Classes attending the course will consist of 24 candidates—12 from each coast. These in turn will be chosen from the various branches.

The names of chief and petty officers recommended for the courses will be forwarded by ships and estab-

lishments to their respective Flag Officers and from the lists thus obtained those who will attend each succeeding course will be selected.

SEVEN MEN QUALIFY AS PT INSTRUCTORS

Seven men recently completed successfully the 32nd Physical and Recreational Instructors' qualifying course at Halifax. The course, which is of 16 weeks' duration, was carried out in the RCN's modern P and RT School at "Stadacona."

Successful graduates were POs Albert Trepanier, Ottawa, M. R. Padget, Victoria, and Garnet Irwin, Winnipeg; Ldg. Sea. R. J. Evans, Edmonton, and Able Seamen James Jack, Calgary, and Kenneth Pollack and David Lawson, Vancouver.

PO Trepanier qualified for the first class rating while the remainder qualified for second class ratings.

TWO MEN SELECTED AS ERA CANDIDATES

Petty Officers Herbert E. Jones and Oliver J. Grenon, who led their class in a Petty Officer Stokers' course at the MTE in "Stadacona," have been provisionally selected as Engineerroom Artificer candidates.

The two men had top marks at the conclusion of the 19-week course which qualified graduates for the rating of PO First Class, and boosted their Trade Group to Grade II.

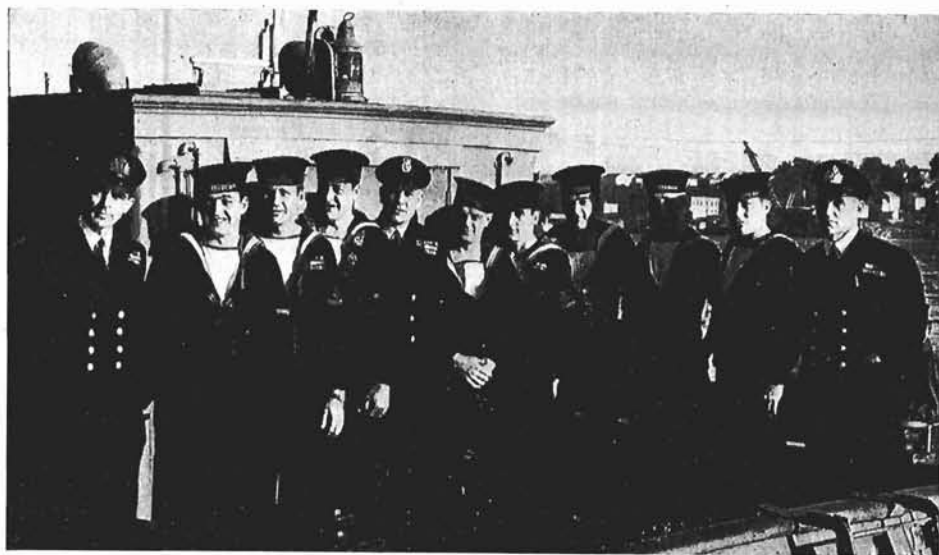
Besides Jones and Grenon, others who passed the course were POs Calum Murray, James Stevens, Arthur L. Luining, Gerald Coughlin, John F. MacDonald, Harold L. Gwyther, Kenneth J. Bathgate, William E. Bayers, Marcel A. Desaulniers, Edwin Weigand, Eugene J. Barnaby, William F. Lynch, Trevor E. Davies, James R. Whyte, Maurice E. Kanasevich, David R. MacCoubrey and John Evanson; Leading Seamen Vincent McCloy and Walter J. Willey and AB Roy C. Glenon.

GUNNERS GRADUATE FROM GTC, "NADEN"

Despite such distractions as the Pacific National Exhibition, Navy Week, and other functions in which personnel from the Gunnery Training Centre at "Naden" participated, training has progressed on schedule and a number of classes have been graduated recently.

Among these was an AA3 class in which the following qualified: Able Seamen R. Murray, J. LeBlanc, J. T. Ferrish, G. H. Lowrie, and C. Moore and Ord. Seamen C. Campbell, D. A. Davidson, H. Madland, F. Eggleston and A. Booth.

Two courses for second class ratings also were completed. New QR2s are POs R. Marshall, R. Shore, D. Cole and L. Farr; Leading Seamen J.



Personnel of the Diving School, Halifax, are shown above on the stern of their diving tender. In the photograph, from left to right, are Mr. J. W. Lane, Commissioned Bos'n, Halifax; AB Keith Power, Ottawa; Ldg. Sea. Gordon LeBlanc, Amherst, N.S.; Ord. Sea. Rheel Brunelle, Brownsburg, P.Q.; CPO John Brown, Halifax; AB Thomas Bingham, Saint John, N.B.; Ldg. Sea. Patrick O'Neill, Rockport, Ont.; AB Lorne Dailey, Huntsville, Ont.; AB Brendon (Andy) Anderson, Montreal; Ldg. Sea. Peter Nicholson, Midland, Ont., instructor, and Lieut.-Cdr. Archibald H. Baker, officer-in-charge of the school. (HS-8653).

Maybin, J. Simmonds, J. Ford, D. Morton, F. Williams, P. Hucaluc and J. Fitzsimmonds. Graduates of the AA2 course were POs F. Williams and K. Jackson, Ldg. Seamen S. Gibson, B. Wilkinson, J. Tyre and R. Jupp, and Able Seamen W. Caswell, D. Dodds, W. Patterson, R. Henderson, J. Andrews, R. Rathgaber and R. McGinnis.

CPO W. Eric Pickering has assumed the duties of Regulating Chief of the GTC. His predecessor, CPO Bert Booth, is now serving in the cruiser, "Ontario".

ELECTRICIANS' MATES FINISH LONG COURSE

Seventeen men recently completed a 28-week course at the Electrical School, Halifax, which qualified successful graduates for the non-substantive rating of Electricians' Mate.

Taking the course were Able Seamen Lloyd J. Renaud and Robert E. McKay, and Ordinary Seamen Armand Deryck, Donald W. Hamilton, David Purse, Jean Guy LaPlante, Ronald Chrzanecki, Paul deMoissac, Harry F. Bryan, Alex S. Nemeth, Donald A. Ross, James Howard, Gordon S. Champion, Morley Crawford, Harry D. Abbott, Allan McRae and Robert W. Foster.

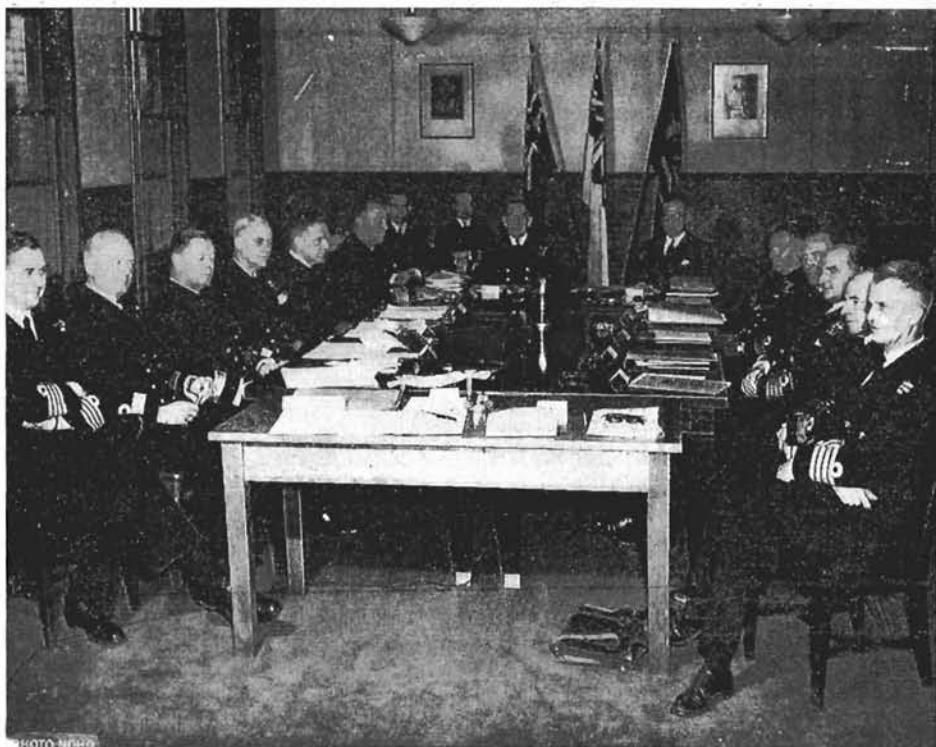
CREW CHANGES MADE IN "ANTIGONISH"

CPO Robert Dallin, now on pension leave, has been succeeded in the frigate "Antigonish" by CPO Donald Oxborough. The latter is well known to the ship's company of the "Swish," having served in the "Beacon Hill," which accompanied her sister frigate on several training cruises during the summer.

An addition to the ship's complement is a Shipwright, PO Wesley McKay. As "Antigonish" has not had a Shipwright aboard for some time, it looks as if PO McKay is in for a busy time.

NOAC DONATES TROPHY FOR "BEST SEAMAN"

In appreciation of the efforts of members of the Halifax Naval Divi-



Top administrative officers of the RCN met in Ottawa November 2, 3 and 4 for the annual Senior Officers' Conference. In the above photograph, taken just before the sessions opened, are, left to right, Captain O. C. S. Robertson, Naval Member of the Canadian Joint Staff, London; Commodore A. M. Hope, Commodore, RCN Barracks, Halifax; Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area; Commodore V. S. Godfrey, Commodore Newfoundland; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commander (S) V. W. Howland, Deputy Naval Secretary; Captain (S) C. J. Dillon, Naval Secretary; Rear Admiral F. L. Houghton, Vice-Chief of the Naval Staff; Defence Minister Brooke Claxton; Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, (obscured); Commodore W. B. Creery, Chief of Naval Personnel; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; Captain C. N. Lentaigne, Assistant Chief of the Naval Staff (Air); Commodore J. C. I. Edwards, Commodore, RCN Barracks, Esquimalt, and Captain A. P. Musgrave, Commanding Officer, HMCS "Cornwallis." Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who presided at the conference, was absent at the time the photo was taken. (O-1220-1)

sion during the Naval Officers' Association of Canada reunion in Halifax last summer, a trophy has been donated to "Scotian" by the local branch of the NOAC.

The trophy, a teak plaque on which a barometer is mounted on a ship's wheel, will be awarded annually to the man (including first year UNTD members) who is adjudged the best all-round seaman. Winners will receive engraved silver dirks for permanent possession.

Presented to the Halifax Division by J. E. Wilson, president of the Halifax Branch of the NOAC, the trophy was received by Cdr. W. E. S. Briggs, commanding officer of "Scotian." Cdr. F. W. T. Lucas, chief

of staff to the Flag Officer Atlantic Coast, was present for the occasion. —A.C.R.

PUBLISH WEEKLY PAPER AT "DISCOVERY"

A weekly newspaper, published every Tuesday in mimeographed form, has made its appearance at HMCS "Discovery," the Naval Division at Vancouver.

On the editorial staff of the new weekly are Mr. Edward MacFayden, Gunner; CPO "Doc" Myles, PO Roy Reeves, Ldg. Sea. Ted Shale, Able Seamen Edward Fairbairn and George L. Williamson, and Ord. Seamen Victor Stewart and George Pourier.

A contest is under way to choose a name for the paper.



Ordinary Seaman Keith Bolton of Toronto (left) appears to enjoy the antics of the clown (CPO Terry Temple, of Victoria) as much as the children during "Kids' Day" aboard the "Ontario" in Vancouver. (OC-180-7).

CRUISER HOLDS KIDS' CARNIVAL

"Step right up, kids! Hit the little man and win a balloon!"

This was one of the many attractions staged by the officers and men of the "Ontario" when the ship was turned into a carnival of fun for more than 200 underprivileged school children during a visit to Vancouver.

Chosen by the principals of several schools throughout the city, the children were given the run of the ship, and officers and men were on hand to look after the happy throng.

A canteen, supplying a constant flow of hot dogs and pop, was set up on the quarterdeck under a flag-bedecked canopy, while the after capstan was converted into a colorful merry-go-round.

Clowns roamed the decks to the delight of the youngsters. Up on the boat deck a full-fledged midway was in operation.

There were games and prizes, rides on the ship's crane which swung a bucketful of excited children up onto the superstructure, then a ride in a bosn's chair from the bridge to the fo'c'sle.

Mickey Mouse and other cartoon

films in the recreation space added another thrill.

To wind up the afternoon, the children had a big sing-song on the quarterdeck, with more refreshments and hot chocolate, and on leaving the ship each received a souvenir folder with a picture of the "Ontario" in it.

The party was under the capable supervision of Lieut. (P) J. G. (Larry) Robillard, and all hands joining in making it a real success.

MEDICAL ASSISTANTS CHANGE POSTS

Personnel changes in the Medical branch on the West Coast recently include the drafting of CPO Robert "Dusty" Miller for duty in the RCN Hospital at Esquimalt. CPO Miller formerly served as Medical Assistant in the "Rockcliffe." CPO D. Emberley takes over in the CMO's office.

PO Phillip Brown has returned to "Naden" after a Radiographers' course in Montreal. CPO H. Ward is now taking the same course.

Ord. Seamen Paul Godbout, "Russ" Volker and Murray Miner are presently attending the Central School

to complete Senior Matriculation and qualify for the University Training plan.

Another successful dance has been held by the Pacific Command Medical Assistants Club in the Club Sirocco, Victoria.

Credit for the popularity of the club's recent dances goes to PO S. R. (Wally) Wallace, who organizes the affairs.

"CARLETON" PETTY OFFICER RECEIVES LS & GC MEDAL

Petty Officer R. W. Richardson, of HMCS "Carleton," Ottawa, has been awarded the Reserve Long Service and Good Conduct Medal.

Presentation was made on November 3 by Cdr. T. G. Fuller, RCN(R), commanding officer of the division, during a ceremony in which Second World War medals were presented to the ship's company.

PO Richardson joined the RCNVR in Ottawa in November 1938 and was called to active service in September 1939. During the war he served in a number of ships and establishments, including the armed yacht "Moose," the minesweeper "Malpeque" and the frigate, "Port Colborne". Ashore he served in St. John's, Newfoundland, and at Naval Headquarters.

Discharged at "Carleton" in August, 1945, he re-joined the reserve there in January, 1948.



PO R. W. RICHARDSON

The Man of the Month

A MAN who has spent half his life in a Naval uniform, an athlete, organizer and general "answer man," Chief Petty Officer John Bretherton (Zip) Rimmer has been chosen by his shipmates of the frigate "Antigonish" as Man of the Month.

CPO Rimmer was born in Toronto on May 7, 1915. Seventeen years, five months and four days later Boy Seaman Rimmer, eager but a little apprehensive, entered his first naval establishment, HMCS "Naden," at Esquimalt.

Remembering his first few weeks in the RCN, "Zip" says he found it all a bit confusing. His father had warned him about the old hands who might tell him to paint the last post or get a can of red oil for the port lamp. It was no wonder, then, that when he fell in for the first time with the manual party and was told to arm himself with a "squeegee" and "squeegee" a patch of cement, young Rimmer replied quickly and definitely, "Uh, uh. Not me. My Dad told me about men like you."

Some hours later, while undergoing No. 16, Boy Seaman Rimmer paused at his task and pondered on the ways of the Service.

The following year he was advanced to Ordinary Seaman and was off to sea in the destroyer "Skeena." Rimmer was slowly becoming proficient at his trade and in November 1934 was rated Able Seaman.

Then followed five years of intensive training, years during which "Zip" acquired considerable experience in the ways of a seaman. He saw service in many ships and establishments, both RCN and Royal Navy. Between

1934 and 1939 the list included HMC Ships "Champlain," "Vancouver," "Naden," "Fraser," "Armentieres" and "Ottawa."

Rimmer climbed to the next rung of the advancement ladder shortly after the outbreak of war, when in November 1939 he became a Leading Seaman. For the next few years he he was to busy himself fighting the war and helping to train others to take their places in the rapidly expanding Canadian fleet.

His wartime service afloat included time in the Canadian destroyers "Saguenay" and "Kootenay," while ashore his experience was put to good use in "Naden," "Stadacona," "Avallon," "Cornwallis" and "Givenchy."



CPO JOHN B. RIMMER

Early in his career CPO Rimmer had decided to join the ranks of the gunners, and this line of endeavor led him, shortly after his advancement to Acting Petty Officer in December 1941, to the non-substantive rating of Gunner's Mate, complete with Mark I Star biceps and a love of gaiters.

In 1943 he qualified also as a Diver, second class, but later, feeling that his experience as a Gunner's Mate would be of little value under water, he relinquished this qualification. In the same year he put up his CPO's badge.

Following the war, Rimmer went to "Stadacona" for an Armourer's course, then in 1948 became "our" Chief Rimmer to the men in the "Antigonish" . . . the man with the answers, and virtual "sea daddy" of the ship.

His nickname — "Zip" — has been well and justly earned on the field of athletics. He is always ready to organize baseball, softball, boatwork, or other strenuous endeavor, and on the diamond, track or regatta course he can be counted on to play a leading part. However, having reached the age of 34, CPO Rimmer considers himself somewhat like his ship — not so very fast, but still pretty shifty.

Married in 1939, CPO Rimmer and his wife, Hazel, an Esquimalt girl, have two sons, Greg, nine, and Bruce, two.

After his retirement from the Navy, the Chief has plans for a cotton plantation in the south — Southern California, that is. One thing is certain, wherever the future may take him, "Zip" Rimmer can be assured that the best wishes of the ship's company of "Antigonish" go with him.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements 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.

ADAM, James B.LSFM1
 ADAMS, David C.LSFM2
 ADAMSKI, Stanley W.LSFM2
 ANDERSON, Hugh M.P2AAS
 ANDERSON, Joseph A.LSVS1
 ANDREWS, Michael V.P2AL2
 APPELYARD, Joseph D.LSVS1
 AQUANNO, Frank.LSAO2
 ATKINSON, Douglas.P1FM3
 AUGUSTINE, Joseph W. T.LSFM1

BAILEY, Donald.LSFM2
 BAKER, Brian L.LSSWS
 BAKER, Walter A.P2SM1
 BANNERMAN, Roy D.LSAA1
 BEAKLEY, George E.LSAO1
 BELL, Earl V.LSFM1
 BELL, Ronald V.LSAO1
 BELLIVEAU, Raymond J.LSFM2
 BENNETT, Allen G.LSCV1
 BENNETT, Ronald M.P1CW3
 BERMAN, John A.LSMA1
 BERTRAND, David.LSAO1
 BISHOP, Sydney A.P1AL2
 BLACK, Edward J.LSAO1
 BLACK, George H.C1MA3
 BLAINE, Ralph A.LSNS1
 BOUTILLIER, Myles G.LSNS1
 BRITTON, Peter W.P2AN2
 BROWN, Phillip L.P2RR2
 BUTLER, Wilfred B.LSMA1

CAMPBELL, Donald G.LSSWS
 CANE, Robert F.P2RP2
 CANN, Charles A.P2AL2
 CARSON, Harry H. S.C2T13
 CARTER, Harry.C2AO3
 CARTER, Richard S.P2RPS
 CAWLEY, Ross H.P2SM1
 CHATTERTON, Jack.LSEM1
 CHEATLEY, Eric.LSAO1
 CIZ, Michael.P1CV2
 COLEBOURN, Edgar H.P2RPS
 COLES, Joseph.P2TDS
 COOK, Leonard V.P2AC2
 CORBY, Leslie W.LSRPS
 CRANE, Albert T.LSAO1

DAVIS, Frederick W.LSSM1
 DAY, Owen E.LSSWS
 DEUTSCHER, Frederick J.LSSW1
 DEWLING, Francis W. G.C2VS3
 DONCASTER, Glenn M.LSCK1
 DONOHUE, Gerald R. L.P2SM1
 DOUGLAS, Bert M.LSAO2
 DRYSDALE, Roy B.P2AA1
 DUNN, Leonard W.LSCK1
 DUNN, William J.LSCK1

EDWARDS, Murray H.P2AA1
 ELLSON, Norman.P1FM3
 EMERY, Harvey L.P2SW1
 ENGLAND, Charles A. E.LSSM1
 ERVEN, Keith B.P2SM1
 EVANCIO, Jerry.LSEM1

FERRELL, John D.LSSW1
 FINTER, Frederick G.LSSWS
 FISHER, Eddis L.LSCO1
 FREDERICK, John P.LSEM1
 FRENETTE, Jean A.LSAO2

GAILER, Charles E.LSSWS
 GIRLING, Leonard L.P2AH2
 GODDING, Bertram C.LSEM1
 GODMAN, Robert W.LSSM1

GOWER, George H.LSVS1
 GRAHAM, Ross A.LSSWS
 GRAHAM, Thomas C.LSAL1
 GRANT, Sterling L.LSMA1
 GREGORASH, Paul T.LSNS1
 GRENIER, Joseph C. R.LSNS1
 GURNEY, Strang L.C2P13

HAAS, Eugene A.LSAAS
 HACKETT, Arthur.P2TD1
 HANSON, Frank A.LSSM1
 HARMAN, Eric G.LSSM1
 HARPER, Irvine L.LSCO1
 HAWE, Frederick M.LSAL1
 HAWKEY, Robert C.LSAW1
 HAWKINS, Albert E.C1CO3
 HINES, John L.C2RR4
 HOWARTH, William.P1CM3
 HUDDLESTON, Lorne.LSSM1
 HUDSON, William J. R.LSPW2
 HUGHES, Leslie J.C2LA4
 HUGHES, William A. L.C2CV3
 HUNTER, Alexander M.LSCK1
 HURDLE, James.LSSM1
 HURTUBISE, Albert J.P1AA1

IRELAND, Alexander D.P1CM2

JACKSON, Harold R.LSNS1
 JACKSON, John E.C2VS3
 JAMES, Henry.C2ET4
 JAMIESON, James R.LSCM1

KELLY, Charles H.P2AC2
 KELLY, Frederick.P2MA3
 KENNEDY, David.LSSM1
 KIERSTEAD, Ralph V.P2TD1
 KLOKEID, Ralph B.LSSWS
 KOLESAR, Leslie V.P2SM1
 KOZAK, Anthony.LSCM1
 KOWLER, John W.LSSM1

LAHARTY, John D.LSSWS
 LANDRY, Jacques.LSNS1
 LANE, John D.LSSW1
 LAY, Chester L.P2VS2
 LeBEL, Jacques.LSSM1
 LECKIE, Robert J.LSSM1
 LESOWAY, Peter.P2VS2
 LEVESQUE, Bernard J.LSCK2
 LUNING, Arthur L.P2SM1
 LYSNE, Jack N.LSSM1

MARLOW, Kenneth D.LSFM2
 MAW, Arnold F.LSVS1
 MEAD, Kenneth E.P2AN2
 MERRIMAN, William J.LSAA1
 MILLAR, Robert J.LSAO2
 MONTGOMERY, William J.LSFM1

MOORE, Harold C.P2CO2
 MORRISSEY, David H.P2AA1
 MUNDINGER, Gerhard G.LSAN1
 MURPHY, Edward A.LSCK2
 McARTHUR, Archie.LSEM1
 McCLOY, Vincent.P2SM1
 MacDONALD, Francis R.LSAW1
 McGEACHY, Maurice E.LSVS1
 McINTOSH, Garnet L.P2AA1
 McKAY, Donald H.LSSM1
 McMARTIN, Duncan R.P1RP2
 McNEVIN, Roland L.LSAN1
 MacRITCHIE, Murdo N.P2SM2

NELSON, John D.LSSM1
 NEWALL, Alastair.LSAO2

O'NEILL, Norman A.P2PW2

PAGET, Leonard J.P2RP1
 PELLETTIER, Joseph W. L.LSCO1
 PERRIN, Eugene L.LSFM1
 POORE, Gerald P.P1SW2
 PRITCHARD, William J.P2MA2
 PROKOPETZ, Walter.LSNS1

RAVEN, Donald P.LSPW2
 REIMER, Peter J.LSTDS
 RIGG, Roy T.LSSM1
 RIVA, John E.LSEM1
 ROCHON, Joseph F. V.P2RP1
 ROSS, Harold E.LSCK2
 RUDDY, Christopher K.LSMA1

SAMALACK, Frank.LSSWS
 SHANNON, Calvin L.LSCK1
 SKELLY, Bernard J.LSCK2
 SKINNER, Lorne C.P2QR1
 SKINNER, Reginald D.C2NS3
 SLUSARENKO, Joseph.P2LR1
 SMART, Robert K.LSSWS
 SMITH, Ralph C.LSMO1
 SMITH, Roy C.LSAN1
 SOKOLOWSKI, Roman.LSAO1
 SORRELL, William G.LSEM1
 SOUCY, Gerald.P2NS2
 SPITTAL, David A.LSCK1
 STEPHEN, Ronald O.LSAN1
 STEPHENS, Samuel R. B.P2RP1
 STIRLING, Robert A.LSCK1
 STORBO, Theodore O.P2FM2
 STRESMAN, Edwin A.LSMA1
 SULLIVAN, Edward D.LSRDS
 SUTHERLAND, John A.P1PW2
 SUTHERS, Roy F.LSAN1
 SWONNELL, Horace W.C1RT4

THORNE, Clinton R.P2AO2
 TOBIN, Bruce F.LSSWS
 TRASK, Donald R.LSRP1
 TURCOTTE, Reginald H.LSCK1

VANCE, Lawrence F.LSNS1
 VANDWATER, Vernon R.LSAO2
 VLIET, LeRoy M.LSCM1

WADLOW, Arthur C.LSSM1
 WATSON, Robert J.P1CW2
 WEBSTER, Harold A.LSAH1
 WELCH, John.LNS2
 WESSON, Albert W.LSAO1
 WHITE, Edward.P2AO2
 WHITWORTH, Derek.LSMA1
 WOOD, Archibald C.LSNS1
 WOOD, Charles W.LSVS1
 WORSFOLD, Michael.LSNS1
 WRATTEN, John G.LSSM1
 WRIGHT, James E.LSNS1
 WRIGHT, Leslie D.P2MA2

YORKO, John C.LSTDS
 YOUNG, George.LSAN1

Advancement by Mail

Correspondence courses, provided through the Department of Veterans' Affairs, are being issued to men at the RCN Barracks, Halifax, at the rate of more than 200 a month.

Most of the men are studying for additional credits on the advancement roster or to bring their academic standing up to the standard required for certain higher ratings.

"Stadacona's" library also reports a fairly heavy monthly business. During September the library issued 1,090 books.

HA! HA! MA ET PA!

"The difficulty experienced in the past by service personnel and civilians, alike, in readily recognizing the ratings held by men serving in certain branches of the Naval Service, will be eliminated by a new system of personnel nomenclature and abbreviation which is being introduced in the R.C.N. simultaneously with the new substantive rating structure." (The "Crow'snest" March 1949).

We have our GI's in the Navy,
AA's and PW's, too,
But they don't seem to mean what
they look like,
To prove it, we'll quote you a few.

NS doesn't mean Nursing Sister,
It denotes Naval Storesman, 'tis said,
A PC is not in the Commons,
He's known as Plane Captain, instead.

PM refers not to St. Laurent,
It's Pharmacist, so says the book.
CO (though you may not believe it)
Is the Navy's expression for Cook.

PA, we are told, isn't Father,
MA can't be Mother, that's sure.
CS? No, it's not Civil Service,
And MR's not Mister, what's more!

RC's can be Protestant Churchmen,
CA's do not audit the books,
When an MO makes weather
predictions,
Can an RR be just what it looks?

But things are now fixed up completely,
A chart you'll find printed below,
So take a few minutes and learn it,
You'll find it's a good thing to know.

ABBR'V'N—BRANCH OR TRADE Seaman Branch

GI	Gunnery Instructor
LR	Layer Rate
QR	Quarters Rate
AA	Anti-Aircraft Rate
RC	Radar Control Rate
PI	Plot and Radar Instructor
RP	Radar Plot Rate
TI	Torpedo/Anti-Submarine Instructor
TD	Torpedo Detector
PT	Physical and Recreational Training Instructor
QI	Quartermaster Instructor
QM	Quartermaster Rate
MO	Meteorological Observer
SL	Sailmaker
MR	Master-at-Arms
RG	Regulating Petty Officer
CM	Communicator
CV	Communicator (V)
CW	Communicator (W)

CS	Communicator (S)
CC	Communicator (C)
BD	Bandsman
PH	Photographer

Engine Room Branch

SM	Stoker Mechanic
ER	Engine Room Artificer
SH	Shipwright
PB	Plumber
BK	Blacksmith
PN	Painter
MM	Motor Mechanic

Armourer Branch

GA	Gunnery Armourer
TA	Torpedo Armourer
CA	Control Armourer

Electrical Branch

ET	Electrical Technician
RT	Radio Technician
RA	Radio Technician (Air)
EA	Electrical Technician (Air)
EM	Electrician's Mate

Medical Branch

MA	Medical Assistant
HA	Hygiene Assistant
LA	Laboratory Assistant
OR	Operating Room Assistant
PA	Physiotherapy Aide
PM	Pharmacist
RR	Radiographer

Supply Branch

PW	Pay Writer
AW	Administrative Writer
NS	Naval Storesman
VS	Victualling Storesman
CK	Cook (S)
CO	Cook (O)
SW	Steward

Air Branch

NA	Naval Airman
AC	Aircraft Controlman
SE	Safety Equipment Technician
AF	Air Fitter
AR	Air Rigger
PC	Plane Technician
AT	Air Artificer

SHIPS KEEP ACTIVE

(Continued from Page 3)

After three years of duty with the Naval Research Establishment, "New Liskeard" has been replaced by her sister-sweeper, the "Portage." The former has been paid off into reserve and will spend the winter being refitted. She will be back on the job in the spring, however, and "Portage" will resume her annual summer occupation as a Great Lakes training ship.

The weather ship "St. Stephen" pushed off on November 29 for Station Baker and a patrol that will keep her at sea until December 28.

The destroyer "Micmac" was com-

missioned on November 15, with her completion date set for December 1.

Out west, the cruiser "Ontario" was alongside for her annual refit, but the smaller units were on the go. "Cayuga," "Crescent" and "Antigonish" spent a week on anti-submarine exercises, after which the "Antigonish" made a short cruise to Ocean Falls and Port Alice. Early in December she will leave Esquimalt on an 18-day trip that will take her to Prince Rupert, then back by way of Alert Bay and Port Alberni, on Vancouver Island.

On November 30, "Crescent" paid off into reserve and most of her crew proceeded on annual leave. On their return they will join the destroyer "Sioux", now nearing the end of her refit and conversion.

After her short spell in the lime-light, the little "Cedarwood" was once more going quietly about her regular chores, making oceanographic surveys in B.C. coastal waters.

WEDDINGS

Lieut. G. W. S. Brooks, HMCS "Stadacona," to Miss Norah Patricia Grant, of Halifax.

PO James A. Pegg, HMCS "Magnificent," to Miss Eleanor M. White, of Liverpool, N.S.

PO Jack W. Palmer, HMCS "Magnificent," to Miss Una McWhirter, of Apple River, N.S.

PO Thomas R. Tremaine, HMCS "Magnificent," to Miss Margareta H. Enns, of Kitchener, Ont.

AB Joseph Schreuer, HMCS "Magnificent," to Miss Bernice Forgere, of Halifax.

AB Germain Litalien, HMCS "Magnificent," to Miss Sylvia Cote, of Windsor, Ont.

BIRTHS

To Cdr. D. G. King, HMCS "Naden," and Mrs. King, a son.

To Lieut.-Cdr. (P) G. D. Ollson, Joint Air Training Centre, Rivers, Man., and Mrs. Ollson, a son.

To Lieut. J. S. Hertzberg, HMCS "Cornwallis," and Mrs. Hertzberg, a daughter.

To Lieut. A. W. Ross, HMCS "Discovery," and Mrs. Ross, a daughter.

To Lieut. Hugh Cameron, HMCS "Discovery," and Mrs. Cameron, a son.

To PO Frank R. M. Andrews, HMCS "Discovery," and Mrs. Andrews, twins.

To PO R. J. McPherson, HMCS "Antigonish," and Mrs. McPherson, a daughter.

To PO T. W. Rayson, HMCS "Cornwallis," and Mrs. Rayson, a daughter.

To PO G. H. Allen, HMCS "Cornwallis," and Mrs. Allen, a son.

To PO Robert Stewart, HMCS "Naden," and Mrs. Stewart, a son.

To PO W. R. Mitchell, HMCS "Naden," and Mrs. Mitchell, a daughter.

To Ldg. Sea. B. L. Stinton, HMCS "Cornwallis," and Mrs. Stinton, a daughter.

To AB Charles Moore, HMCS "Naden," and Mrs. Moore, a son.

To AB R. W. Griffin, HMCS "Naden," and Mrs. Griffin, a daughter.

You're A Card, Sailor

by J.L.W.

Machines Produce Personnel Facts,
Figures From Perforated Pasteboards

THERE'S a set of machines at Naval Headquarters that completely knocks the spots off Gypsy palmists, teacup readers and crystal ball gazers when it comes to producing the dope on your past, present and future.

All they use is a perforated card, but these machines can answer an amazing number of questions with respect to naval personnel, individually and collectively.

These mechanical fortune-tellers are located in the Naval Section of the National Defence Personnel Machine Records Bureau. They are large, black, noisy affairs; about them is an air of crazed intelligence.

And well there might be, for, after being figuratively fed a sailor on the hoof, they transform him into a neatly punctured card $7\frac{1}{4}$ by $3\frac{1}{4}$ inches in size. By a reversal of the process, the machines can come up in double-quick time, not with the sailor himself, perhaps, but with pretty well all that needs to be known about him,

plus a fair amount of other useful information.

What Reserve officers are graduate lawyers or are studying law?

How many Eskimos have received treatment in the RCN Hospital at Halifax?

How many married men are serving in HMCS "Cedarwood"?

How many Second World War naval casualties from Port Arthur were of United Church denomination? (Give names, ranks or ratings, causes of death and dates).

Those are a few of the more unusual questions the machines have answered in the last year or so. They can tell you, too, how many officers and men have appendix scars, and whether there's anyone in the Navy from Kouchibouguac.

Personnel records — or keeping track of the bodies — and fleet accounting — or keeping track of the "lettuce" — are the section's big jobs, though there are a number of lesser commitments. This piece will deal mainly with the personnel side, for

the higher mathematics involved in the accounting end are slightly terrific.

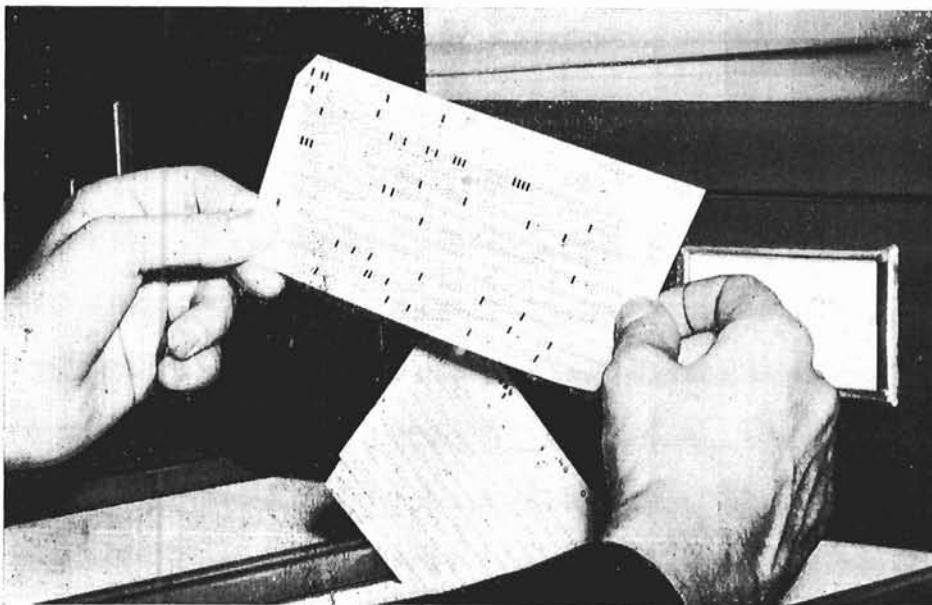
When an officer or man enters the Navy, his file is forwarded to the ND Personnel Machine Records (Navy) office. Two cards are made up — an enlistment card and a status card. The former remains unchanged until it is converted to a discharge card. The latter is an up-to-date record of his status within the service — branch pay grade, whereabouts, etc.

First the file goes to the "coding room," where an employee turns the information it contains into a numbered code, then passes the coded version and the original to a second operator. This one reverses the process, checking to see that the code corresponds with the original information.

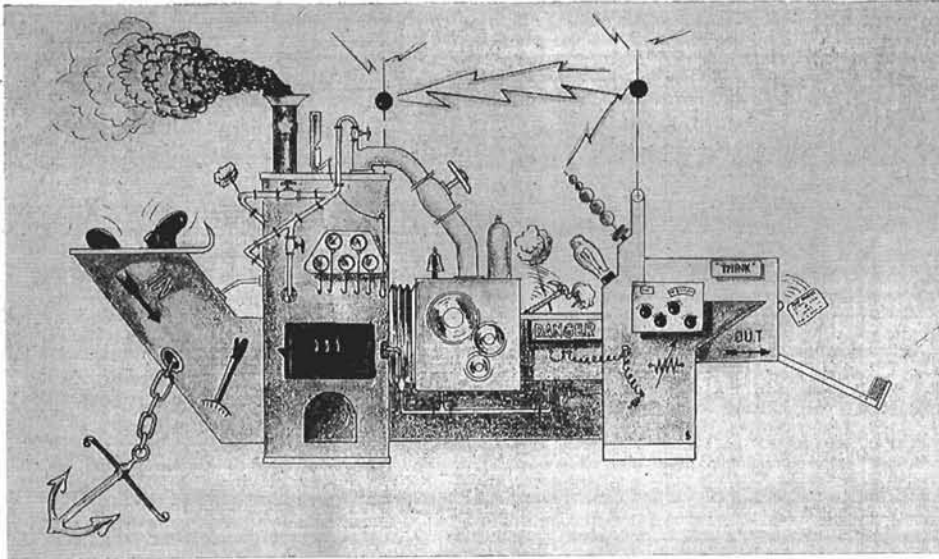
When this process is completed, the cards come into the picture. A third operator stationed at a black machine — which looks like a typewriter with big ideas — punches the appropriate keys and the coded version is transformed into $\frac{1}{8}$ th-inch oblong holes in the card.

Again, to guard against human error, there is a check. The punched card is put through a "verifier". This machine resembles the puncher, except that it's a little higher on the intelligence scale. The operator follows the same routine the first one did; she, too, reads the information and punches the appropriate keys. But if she punches a hole that isn't already there — that is, if an error has been made somewhere along the line — there is a great guffuffle.

The verifier emits a snort of rage, its one beady, red eye lights up malevolently and proceedings come to an abrupt halt. The card is hastily removed and sent back for a second run. The operator says sweet words to the verifier and, after soothing it, carries on with the next card.



It may look like a ticket on a modern version of the Chinese lottery, but this card constitutes a record of just about all the Navy needs to know about the seaman concerned. Machines transfer this information to the card in the form of perforations and, by reversing the process, can come up in quick time with a variety of vital statistics. (O-1205-1.)



After coding, checking, punching and verifying are done, the card is ready for use in the records. Across the top are printed the number, name, and rank or rating of the individual. The official number is the gimmick of the whole system. If an incorrect official number is given in documents or change sheets sent in by a ship (this does happen), the card system breaks down and the aspirins are broken out.

On the personnel side the section does a terrific number of jobs for almost every directorate in the service. How many men in the Navy were bank clerks in civilian life? How many members of each religious group are there? How many men are single? etc., etc. The machines will give these answers in a matter of minutes. This is provided, of course, that the right card-files are available, that a machine is free and that the manpower in the office isn't snowed under with work, as is often the case. If the card file is being used for another job or being brought up to date, the assignment is not as simple as it sounds. It's far from a "push-button" war in the machine records section.

Sometimes questions come up which are tactical problems in themselves. For instance, one directorate wanted the total number of men in the Navy under 23 who were married and the total number in this group who were discharged between July 1, 1948, and July 1, 1949.

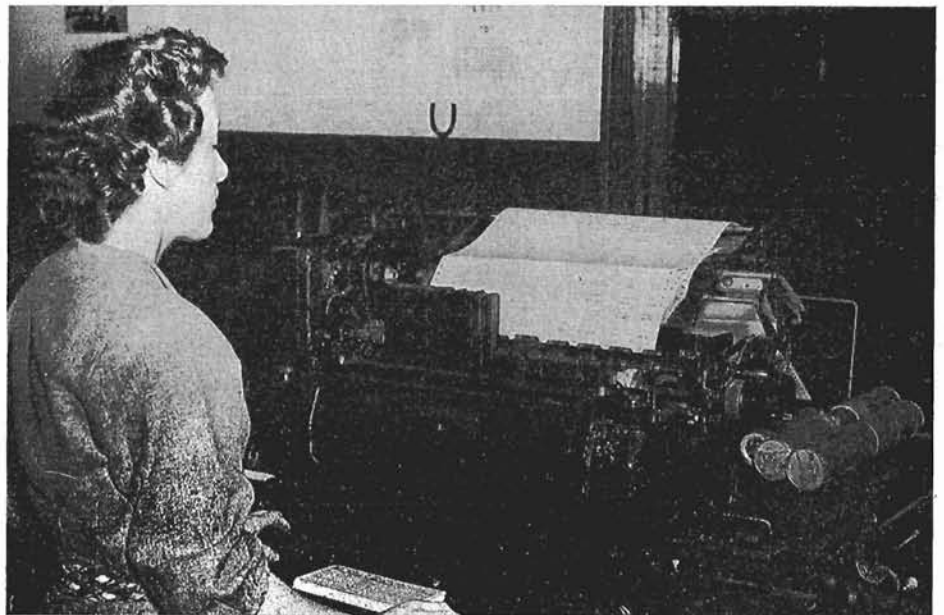
In this case the entire RCN file was sent through the sorter to "pull" or kick out the cards of all men having a date of birth in 1926 or later. Then this abstracted group of cards was sent through again set to pull the cards of those married. On the second question, the discharge file was run through for those with a 1926 birth date or later, then that group run through again to get those who were married. It seems a little complicated, but the whole job took no more than an hour (card files, machines and staff were immediately available).

A few years back, 20 or more clerks would have had to thumb through as

many files as there are officers and men in the Navy to find the answers to these kinds of questions. Today, the wear and tear on thumbs is reduced to a minimum and the required man-hours slashed. These machines (they'll probably take over the country some day) will sort cards at the rate of 400 to 500 per minute. Thus the entire complement of the Navy can be checked in less than half an hour.

The statistical process is carried a step further by the alphabetical accounting machines, or "tabulators". These are the darlings of the section and it is said that if they're in the mood they can speak four languages and dance the Irish jig. Pay lists, by rate and trade group, can be printed by the machine itself. If the Chaplain of the Fleet wanted an alphabetical list of all Church of England officers and men, he could have it within an hour. The "tabs" will print the names, numbers, ranks and ratings and whatever else is needed at the rate of 80 cards per minute.

It's probably safe to say that this system has revolutionized personnel records and fleet accounting. The motto of the company that manufactures the machines is "THINK!" —The machines do practically that!



Elizabeth Bates of Ottawa runs the almost-human tabulator which lists alphabetically any desired group of men and prints their ranks or rates, names and numbers at the rate of 80 per minute. (0-1205-3.)



PACIFIC COAST

With the conclusion of summer reserve training, the Command swung into action on the fall training program, with the ships carrying out a number of exercises as well as making courtesy visits to Vancouver and New Westminster. A US Submarine, USS "Pomfret," called at Esquimalt for a five-day courtesy visit and exercised with "Crescent" and "Antigonish" in local waters.

Ashore, 2,300 men passed through the doors of the RCN Hospital at "Naden" for their annual survey and TABT inoculations. Eye tests, and, in the case of the Executive branch, color vision tests, were carried out, X-rays taken, blood tests given and finally the little cards signifying they had passed through the survey were handed out.

Displays and lectures by the Navy's Fire Departments, under the direction

of the Command Fire Chief, Lieut.-Cdr. (SB) J. D. Crowther, featured Fire Prevention Week. The displays, held in the dockyard, pointed out various fire hazards, and showed fire-fighting and first-aid equipment. Half-hour lectures on fire prevention, which all departments in the dockyard and "Naden" attended, also were held. Special lectures were given in the ships by the Damage Control Training Centre and practical demonstrations in the use of ships' damage control and fire-fighting gear, as well as new methods of control and fire fighting, were arranged.

At the same time, the Command was campaigning for the Community Chest and uniform regulations were relaxed for the period of the campaign to allow naval personnel to wear the little red feather. A message from Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, stated simply that he hoped subscriptions to the

campaign would "uphold the position of honor we enjoy in the community."

ND Training Centre

A busy training program has been brought to a successful conclusion at the Centre. From April to September, some 225 Cadets, RCN(R), took Navigation Courses, Parts I and II. These were split into 13 separate classes of varying numbers.

In addition, two courses in navigation, one in Part I and one in Part II, and an Action Information course were given to Reserve officers.

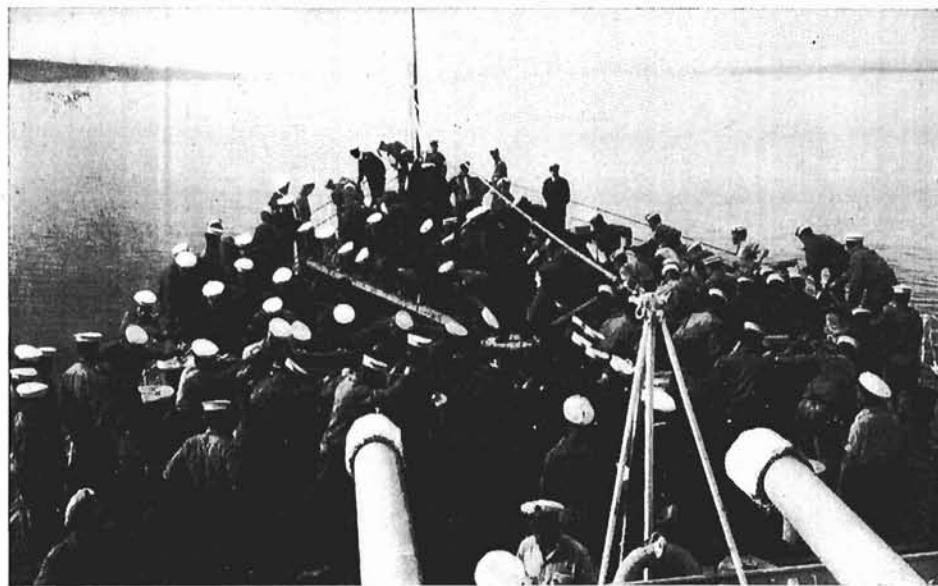
Training of Radar Plot ratings, 3rd class, continued during this period. A class of nine men completed a course on September 2, and a new class of 16 men commenced instruction in October.

The staff and classes at the Centre have participated fully in "Naden's" sports program, combining with the staff of the Communications Training Centre in most events.

HMCS "Crescent"

After spending ten days in harbor, during which time the Captain and First Lieutenant paid a flying visit to "Cornwallis" to observe new entry training, "Crescent" sailed with "Antigonish" for New Westminster.

The stay in the Royal City lasted six days and the citizenry certainly made it a very pleasant and entertaining one. To mention all those to whom the ship is indebted for hospitality would be well nigh impossible, but special mention should be made of the efforts of the Mayor, the City Council, the local branches of the Canadian Legion and the Army, Navy and Air Force Veterans, the managers of the city's theatres, and last, but by



Steam and electricity do the heavy "pushing" in today's warships, but it's necessary, all the same, to know how to employ "handraulic" power in case of damage or breakdowns. So we see men under training in the "Ontario" manning the capstan bars and weighing anchor by hand. The caption accompanying the photo failed to say whether they broke into any sea chanteys. (OC-158-1).

no means least, the friendly co-operation of the New Westminster City Police.

Following the visit, "Crescent" and "Antigonish" rendezvoused with "Ontario", proceeding to Nanoose Bay for a week's exercises. These included fueling at sea at 20 knots, which served to brush away any cobwebs which might have accumulated during the festive week on the lower mainland.

Friday, October 14, being the last occasion on which "Crescent" would enter her home port before paying off, a 786-foot paying-off pendant was flown on leaving Nanoose. All other craft cheered ship as "Crescent" led the formation out of harbor.

HMCS "Antigonish"

Early in October, "Antigonish", in company with the destroyer "Crescent", paid a six-day visit to New Westminster. Citizens of the "Royal City" arranged many social functions for the officers and men, including free admission to all theatres, two smokers and a dance by the Canadian Legion and the Army, Navy and Air Force Veterans, as well as numerous invitations to private homes for Sunday dinner.

"Visitors' Day" was held on a Sunday and for the three-hour period during which the ship was open it was almost impossible to move in any direction. Unfortunately, many visitors had to be turned back to avoid overcrowding the ship.

The warm welcome tendered by the people of New Westminster was much appreciated and the ship's company is looking forward to another visit soon. The trip to the Mainland also provided an opportunity to renew acquaintances made during "Operation Overflow" in the Spring of 1948.

On leaving New Westminster, "Antigonish" proceeded to Nanoose Bay for a week of exercises with "Ontario" and "Crescent" and the auxiliary vessel "Laymore".

Eighty wives of doctors attending the British Columbia Medical Associ-

ation Convention were taken for a four-hour cruise in the Esquimalt area in September. The visitors were shown through the ship and entertained at tea in the wardroom and in the Chiefs' and Petty Officers' messes.

Gunnery Training Centre

Lieut.-Cdr. John W. McDowall, formerly in "Ontario," is the new Gunnery Officer West Coast. He succeeds Lieut.-Cdr. E. S. MacDermid, who has left for the UK and a Dagger Gunnery Course. Lieut. Frederick



Red Cross Instructor Jean Burns puts Laurel Anne Barfield through her paces while a group of other members of the "Stadacona" swimming school looks on. The school is held for children of naval personnel stationed in Halifax and civil servants employed with the Navy there. Some 165 children attended the classes, with 32 of the older ones passing the Red Cross junior swimming test. In the left background is Petty Officer Victor Dougherty, Navy swimming instructor. (HS—8330).

Little has taken over as First Gunnery Officer of the Centre.

Lieut.-Cdr. McDowall is conducting a drive to inform younger seamen of the career opportunities in the gunnery branch.

A number of courses are now under way at the Centre. These include a QR1 course, the first to be held on this coast.

The installation of an Artificial Visual Training Unit, under the supervision of Lieut. Little, is expected to help in training LR and QR rates.

ATLANTIC COAST

Coverdale Radio Station

Coverdale Naval Radio Station is situated on the top of a hill on the south bank of the Pettitcodiac River, two miles from the city of Moncton, N.B. At present the station is engaged in Search and Rescue activities and the operational training of Communicator personnel.

Lieut. D. M. Waters is officer-in-charge of the station and other key personnel are Lieut. (S) J. P. Jordan, CPOs William C. Wilkinson and

Ronald R. Fenwick and PO John F. Savage.

Centre of relaxation in off-duty hours is the recently remodelled and pine-panelled Men's Recreation Room. Here dancing, cards, table tennis and other forms of entertainment are enjoyed by station personnel, and the frequent guest nights are becoming popular affairs. In addition, larger dances, with an orchestra, are held monthly.

Sixteen houses for married members of the staff have been completed and when the 50,000-gallon water tower is installed about December 1 the families will be able to move in. It is

expected the remaining 24 houses will be completed within the next few months.

HMCS "Haida"

Throughout the latter part of September and early October the ship was operating with US Fleet units out of Norfolk, Virginia, preparing for her part in Operation "Noramex," a large-scale amphibious exercise carried out by the US Navy on the coast of Labrador October 21.

Most of the time at Norfolk was spent in becoming familiar with USN bombardment procedure and methods of communication to be used in the exercise.

Firing was carried out at Bloodsworth Island, in Chesapeake Bay and the ship's gunnery and control personnel gained a good deal of useful experience in USN procedure.

While at Norfolk a number of the ship's company started growing beards. A five dollar prize was offered for the best beard and a consolation prize for the "scruffiest." At date of writing winners had not been named.

On October 13, "Haida" sailed with the Task Force for Labrador. Of the 45 ships comprising the force, "Haida" was the only "foreign" vessel. — E. McN.

HMCS "Cornwallis"

Married quarters, always a lively subject, is one of the main topics of conversation around this new entry training base these days. Each member of the ship's staff who considers himself qualified for one of the houses has been out to the site and has chosen the dwelling he hopes will soon be his. Although the final allocation of the units is still to be decided, one thing is certain — the completion of the "little city" on the hill is eagerly awaited by everyone.

"Cornwallis" was honored this fall by visits from the commanding officers of most of the ships of the East and West Coast fleets. The commanding officers, the majority accompanied by their executive officers, visited the establishment as part of a plan to acquaint them with the training procedure being carried out.

Communication School

A number of changes have taken place during the past few weeks in the personnel of the Communication School, Halifax.

A recent arrival is PO Len Murray, who has joined the instructional staff. PO Murray is one of the stalwarts of the "Stadacona" football team. Another addition to the school

staff is CPO Arthur Howard, who joined from "Magnificent" to take over the Message Centre.

Those who left the school recently include CPO Robert Campbell and PO Gilbert Howe, who have been drafted to sea; PO Ernest Sargeant, who has returned to "Naden," and Ord. Seamen Morley M. Ryder, Earle Greenfield, Edward S. Baily and Francis M. Watts, who will carry on with courses in other establishments.

With a complement of 164 men in ten classes, the Communication School is now working at full capacity. Apart from being somewhat crowded, all classes are progressing favorably. CR 24 will complete shortly at which time CR 32 will commence. — D.M.

NAVAL DIVISIONS

HMCS "Star"

(Hamilton)

With a good attendance each drill night, personnel of "Star" are looking forward to one of their most successful training seasons. Several courses have been added to the syllabus, of which the new Aircraft Maintenance course is proving particularly popular.

On the social side, all previous attendance figures were shattered in the Wardroom and the POs' Mess when the World Series on television proved an irresistible drawing card.

The drill deck was the scene of the ship's company Hallowe'en Dance on October 29.

On Sunday, November 6, a Church Parade was held to Christ Church Cathedral. The whole of the Ship's company turned out for the occasion. — C.S.J.L.

HMCS "Carleton"

(Ottawa)

Operation "Navarm," an ambitious assault landing operation on the shores of Dow's Lake, took place on October 13, with officers and men from the Division forming the attacking force and members of the Governor-General's Foot Guards and The Cameron Highlanders of Ottawa the defenders. Object of the assault was to destroy a "radar installation" on the shores of the lake. They did.



Air Vice-Marshal H. L. Campbell, Air Officer Commanding Northwest Air Command, inspects an Army Guard of Honor, commanded by Lieut. (P) G. H. Marlow, RCN, on his arrival at the Canadian Joint Air Training Centre, Rivers, for his annual administrative inspection.



Sailors from "Carleton" swarm ashore from their boats during a realistic mock assault landing on the shore of Dow's Lake, Ottawa, on October 13. Their objective was an "enemy radar installation" defended by personnel from the Governor-General's Foot Guards and the Cameron Highlanders of Ottawa. In the largest mock battle to be held in the Ottawa area since the end of the Second World War, the Navy men destroyed their objective within 35 minutes of the start of the attack. (Canadian Army photo: Z-5887-1).

"HC 311," used in the exercise, was brought to Ottawa from Kingston by a crew consisting of Lieut. T. E. Connors, staff officer of the Division, Lieut. R. F. Wood, Cadet W. Wood, CPO Claude Claude, PO D. C. Edgar, Ldg. Sea. L. M. Connors and AB C. Palmer, all of "Carleton." The same crew returned the vessel after the operation.

On October 29 the ship's company held its annual Hallowe'en Dance. About 150 Reservists and their friends were present.

Senior officers attending the annual conference at Headquarters, and Mr. L. W. Brockington, K.C., and Cdr. L. C. Audette, RCN (R), Ret'd, were guests of honor at a mess dinner held November 4 in "Carleton" by the Bytown Officers' Mess. Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, presided. — T.E.C.

HMCS "Donnacona" (Montreal)

The 1949-1950 training season at "Donnacona" is now well under way. With the UNTD training on Tuesday nights and the Active Reserve on Wednesdays, the problem of limited classroom space has been somewhat overcome.

The US training ship, "LSM 445", was an unofficial visitor to the port of Montreal during October, on her return from a summer training cruise on the Great Lakes.

"Donnacona" played host to the United Services Institute recently, the guest speaker of the evening being Marshal of the RAF, Lord Tedder.

The band, a guard and a party of men from "Donnacona" took part in the annual Trafalgar Day parade. Wreaths were laid by Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, Mr. R. W. Inch, representative of the Montreal Ex-Naval Men's Association, and Mr.



Minesweeping exercises have been a regular feature of training of "Malahat" reservists in the Victoria Division's headquarters ship, the minesweeper "Sault Ste. Marie". In the above photograph an Oropesa float is being readied by, left to right, CPO J. Wilson, Cox'n of the "Sault," PO Richard Penston and Ord. Sea. Gerald James.

C. K. McLeod, president of the Navy League of Canada, Montreal Division.

HMCS "Malahat" (Victoria)

Personnel of "Malahat" have completed their first summer of training in their headquarters and training vessel, the minesweeper "Sault Ste. Marie."

From June to October, Victoria reservists made ten weekend cruises and visited Port Alberni, Cowichan Bay and Ladysmith, on Vancouver Island; Bellingham, Everett, Fort Warden and Bremerton, Washington; Ganges, Salt Spring Island, and Vancouver. Included among these trips were visits to the US Navy Reserve unit at Everett, the USN dockyard at Bremerton and the US Army base at Fort Warden.

On each cruise the "Sault Ste. Marie" carried groups of Sea Cadets from RCSCC "Rainbow" and, occasionally, men under training in "Naden".

While the training program included instruction in a wide range of naval subjects and activities, the emphasis was on minesweeping and the use of minesweeping gear. — R.A.V.J.

HMCS "Hunter" (Windsor)

Training was in full swing at "Hunter" during October. An interesting syllabus has been drawn up, especially in the gunnery branch, where the emphasis is on the training of quarters rates.

The big social event of the month was the Trafalgar Ball held Friday, October 21, on the drill deck. Sponsored annually by the Windsor Branch of the Naval Officers' Association, the ball was attended by more than 600 persons.

Recruiting for the UNTD at Assumption College is progressing favourably. Reports brought back by cadets who took training at both coasts during the summer months have assisted in the effort.

Progress has been made in the formation of a service rifle club under the Dominion of Canada Rifle Association. Practices are being held on the range each Friday evening, with up to 20 men taking part. As soon as sufficient members are enrolled and officers elected, application will be made for affiliation with the DCRA. — R.G.

HMCS "Discovery" (Vancouver)

With the 1949-50 training season now well under way, recruiting at "Discovery" is progressing favorably. Lieut. William Davidson, recruiting officer, reports an average of five new applicants each drill night.

Lieut.-Cdr. A. A. Turner, RCN(R), has taken over as staff officer, relieving Lieut. A. H. M. Slater. Lieut. Lloyd Jones, RCN, a TAS specialist, has taken over the post of staff officer training.

HMCS "Chippawa" (Winnipeg)

Navy Week highlighted the month of October in the Winnipeg Division. Many visitors came aboard when the establishment held its annual "open house", and the Trafalgar Ball, under the auspices of the local branch of the Naval Officers' Association of Canada, was an outstanding success. On the Sunday following Trafalgar Day, the entire ship's company, including UNTD personnel and Sea Cadets, paraded to church to take part in



A musical link with Denmark was forged when the band from HMCS "Naden" recorded a special half hour program for the Danish State Radio. The program was arranged by Palle Bojesen, of Copenhagen, a producer for the DSR, through the International Service of the CBC in Vancouver. Recorded on wire at the band rehearsal studios in "Naden", the musical selections, portraying distinctive Canadian themes, were later transcribed at the CBC's Vancouver studios for transmission to Denmark. Above, Mr. Bojesen and Lieut.-Cdr. (SB) H. G. Cuthbert, Director of Music, go over the score before commencing recording. Mr. Bojesen is on a six-month tour of Canada (E-10336).

special services.

Recent visitors to "Chippawa" included Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, Captain Benjamin S. Custer, USN, Naval Attache at the US Embassy, Ottawa, and Commander J. C. Littler, DSC, RCN, Training Commander, West Coast.

HMCS "Scotian" (Halifax)

A reception was held recently in the wardroom in honor of Cdr. W. E. Simpson, RCN(R), Ret'd., who is leaving the city to take up residence in Boston. Cdr. Simpson has been a prominent and active member of the Halifax Branch of the Naval Officers' Association.

An interesting guest at the Sunday night "open house" a few weeks ago was John Fisher, well-known CBC commentator. About 125 persons, including members of the Halifax Branch of the Naval Officers' Association, were present to hear Mr. Fisher

describe his recent trip to Europe. — A.C.R.

HMCS "Catarqui" (Kingston)

Commander H. K. Hill, commanding officer of "Catarqui," took five of the Division's boats into "action" on October 30 when reserve personnel from the Navy, Army and Air Force combined to "capture" Northport, near Belleville, Ont., during a training exercise dubbed Operation "Pontypool."

"Catarqui" supplied water transport for the assault troops, while the RCAF provided air cover with Harvards from 412 Squadron.

Earlier the Division's Fairmile, "PTC 721," made one of its last training cruises of the season, to Rochester, N.Y.

A whaler has been placed on the parade deck for training in sails and rigging.

HMCS "Queen Charlotte" (Charlottetown)

A large and very successful dance, sponsored by the Naval Officers' Association and the wardroom officers, was held at the divisions on Trafalgar Day. Prior to the dance the Lieutenant-Governor of Prince Edward Island presented prizes to Sea Cadets of RCSCC "Kent."

On October 27, campaign stars and medals were presented to RCN(R) officers and men by the commanding officer, Captain J. J. Connolly.

Ship's company social evenings, featuring movies and dancing, have been instituted and are held once a month.

OTTAWA FOOTBALL CROWD APPLAUDS NAVY BAND

The visiting "Stadacona" band made a big hit with football fans attending the Ottawa Rough Rider-Hamilton Wildcat game at Ottawa's Lansdowne Park November 5.

The Halifax aggregation put on a half-time show that was rated "one of the treats of the season". Their marching and counter-marching and excellent musical program drew loud applause and an insistent "encore" from the crowd. The band got a big hand, too, when it executed, on the march, a "W" for the Wildcats and an "R" for the Rough Riders.

THE RCN IN NEWFOUNDLAND

NEWFOUNDLAND JOINT SERVICE HEADQUARTERS, ST. JOHN'S—This has been the first completely Joint Service Base to be established in Canada, and it has been a most interesting experiment. The three Services recruit in one building. The Commodore, the Area Commander (Army) and the Senior Air Force Officer, all have offices on the same floor of the same building in Buckmaster's Field. The three Services undertake various commitments on a joint services basis—for instance, the Army provides Motor Transport and is responsible for the management of accommodation, messes and certain stores; the Naval Service provides all general maintenance of buildings, removal of snow, communications centre, as well as mail and postage; the Air Force will shortly be operating Air-Sea Rescue.

To say that it was easy at first would be untruthful, as all have different ways of doing things, even to ordering the smallest stores item. However, it cannot be said that friendly co-operation was lacking by any of the three Services, and the education all derived has been sufficient value in itself.

The reception of the three Armed

Forces has been cordial to a degree. The RCN being an old friend in Newfoundland, it was a pleasant return for many of the Navy and gave them an opportunity to renew their acquaintanceship with St. John's citizens whose warm hospitality they had enjoyed during the war.

On September 20, HMCS "Cabot" was formally commissioned, marking the twenty-first milestone in Naval Division history. Commander C. H. Garrett, OBE, VRD, RCN(R), was formally attested by Commodore V. S. Godfrey, OBE, RCN, at Joint Services Headquarters on that date.

Commander Garrett's 25 years' experience will be of great value in starting off the new Division on the right foot.

The First Lieutenant of "Cabot" is Lieut. Fabian O'Dea, who served in the RCNVR throughout the war, was in destroyers, carriers and cruisers, and being a Lieutenant (T), held an appointment in the Torpedo School at "Stadacona".

The Division will have by no means an easy start as the amount of office accommodation and lecture rooms immediately available is limited, but the old drill hall of "Avalon" will be

available soon and the enthusiasm with which the Division has been received is of the kind that can easily overcome temporary inconveniences.

Since before the First World War, no naval training facilities have existed in Newfoundland, and the recruiting effort for permanent and reserve personnel has most certainly been enthusiastically received.

A large number of Chief Petty Officers, Petty Officers and Leading Seamen with war service are living in St. John's and many of them have announced their determination to see the younger generation brought up as good naval seamen.

The American bases in Newfoundland carry large complements of service personnel, and the friendliness between the two Nations is very strong.

Generally speaking, the Navy has got off to a good start, but we must build well and build carefully to achieve both excellence and permanence. — J.C.P.

OFFICERS ELECTED BY OTTAWA NOAC

The Ottawa Branch of the Naval Officers' Association of Canada elected Bertram Doherty president for the 1950 term at the annual meeting held in the "Bytown" mess in mid-November. Also named to the new slate of officers were Albert Blais, vice president, and Charles A. Gray, treasurer. The secretary of the organization, Charles G. Gale, will continue in office until a successor is named at the next regular meeting.

A report of the past year's activities was read by John H. McDonald, retiring president.

Captain Barry German, president of the Naval Officers' Association of Canada, presented a report on the activities of the national organization, outlining in particular the events of the annual meeting of the association at Halifax.



Commander C. H. Garrett, RCN(R), (left, Commanding Officer of HMCS "Cabot," is congratulated by Commodore V. S. Godfrey, Commodore Newfoundland, after being formally attested into the RCN (Reserve) at Joint Services Headquarters, St. John's.

DULL WINTER AHEAD? - - NOT AT "NADEN"

West Coast Enthusiasts Form Camera,
Stamp Clubs, Start Building Boats

It promises to be an active winter at HMCS "Naden." Four clubs lately have been organized for the purpose of fostering interest in hobbies, sports and other activities, and indications are that more are in the offing.

"Naden" Camera Club

Proposed and sparked by Lieut.-Cdr. T. S. R. Peacock, Officer-in-Charge of the Navigation Direction Training Centre, the "Naden" Camera Club now has about 10 members actively engaged in building up the organization. They propose to invite photographers and members of city camera clubs to speak during their weekly meeting periods and lecture on various phases of camera art. They also hope to form an association with camera clubs in Victoria.

Election of officers will take place when membership has become large enough to warrant it. Meanwhile the

club makes use of facilities which have been set up in the old laundry in "Naden". Their object is to provide a meeting place where those interested in photography can exchange ideas and know-how and where expensive equipment beyond the means of any one club member can be made available.

Pacific Coast Philatelic Society

Stamp collectors in the Pacific Command recently re-organized the old "Naden" Stamp Club into the Pacific Coast Philatelic Society. Now embracing all ships and establishments in Esquimalt, the Society promises to be a renewed bonanza for the Navy's stamp hunters.

Commander J. C. Reed, who fostered the old "Naden" club, was elected president of the new society. Affiliation with other philatelic clubs in the city and a mutual exchange of ideas and stamp information is the principal aim of the club.

Pacific Command Snipe Sailing Club

A Royal Canadian Navy Yacht Club, the first in Canada, has been organized in the Pacific Command, and there are now about two dozen members signed up and proceeding with the building of their own craft.

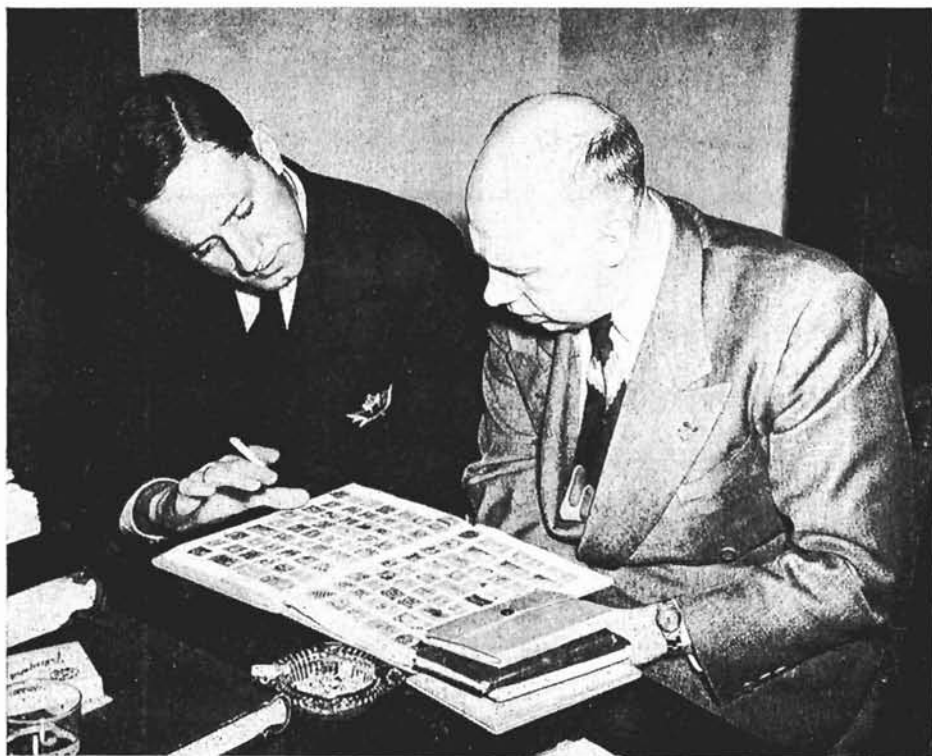
Temporary officers have been installed and will remain in office until the annual general meeting in the spring of 1950.

They are: Rear Admiral H. G. DeWolf, Honorary Commodore; Commander J. C. Reed, Commodore; CPO Peter Cox, Vice-Commodore, and CPO Peter Lovric, Secretary-Treasurer.

Prime mover in the formation of the club was Commander Reed, who said it was inspired largely by co-operation given the RCN by members of the Royal Victoria Yacht Club. Applications have already been made for affiliation with the RVYC and for associate membership in the Pacific International Yachting Association.

A scheme has been worked out whereby members are loaned sums from their canteen or wardroom, to be paid back at the rate of \$10 per month. Enough lumber has been purchased for 24 vessels and a good start has been made on them. As each boat comes off the assembly line, lots are drawn for it and the owner must then finish it off himself. At least 12 "Snipes" are expected to be ready for sailing by the spring.

Boat builders already in the club are Rear-Admiral DeWolf, Lieut.-Cdr. W. Bremner, Lieut.-Cdr. J. C. Annesley, Lieut.-Cdr. (S) P. H. Sinclair, Chaplain G. L. Gillard, Lieut. H. E. Taylor, Lieut. G. E. Godbout, Commissioned Bos'n F. H. Moist, Warrant Shipwright J. Downs, CPO Lovric, PO P. W. Lushington, PO C. F. Halfyard, PO D. Larkey, PO S. R. Wallace, PO G. H. Richdale, AB C. W. Coombs, PO J. A. Stoddart, PO C. I. Scott, PO W. C. Brown, Ldg. Sea. L. G. Buchanan, AB J. R.



Two members of the Pacific Coast Philatelic Society, Lieut.-Cdr. T. S. R. Peacock (left) and Instructor Lieut.-Cdr. G. C. E. Gray, discuss a stamp collection. (E-10337).

Unsworth, AB R. Cato, Ord. Sea. G. Gray and Ord. Sea. D. Healey.

The Boat Building Committee includes Mr. Downs, Mr. Moist and PO Brown. Measuring Committee members are Mr. Down, PO Lushington and PO Larkey, while the Racing Committee members are Lieut.-Cdr. Annesley, Lieut. Mills, Chaplain Gillard and CPO Cox.

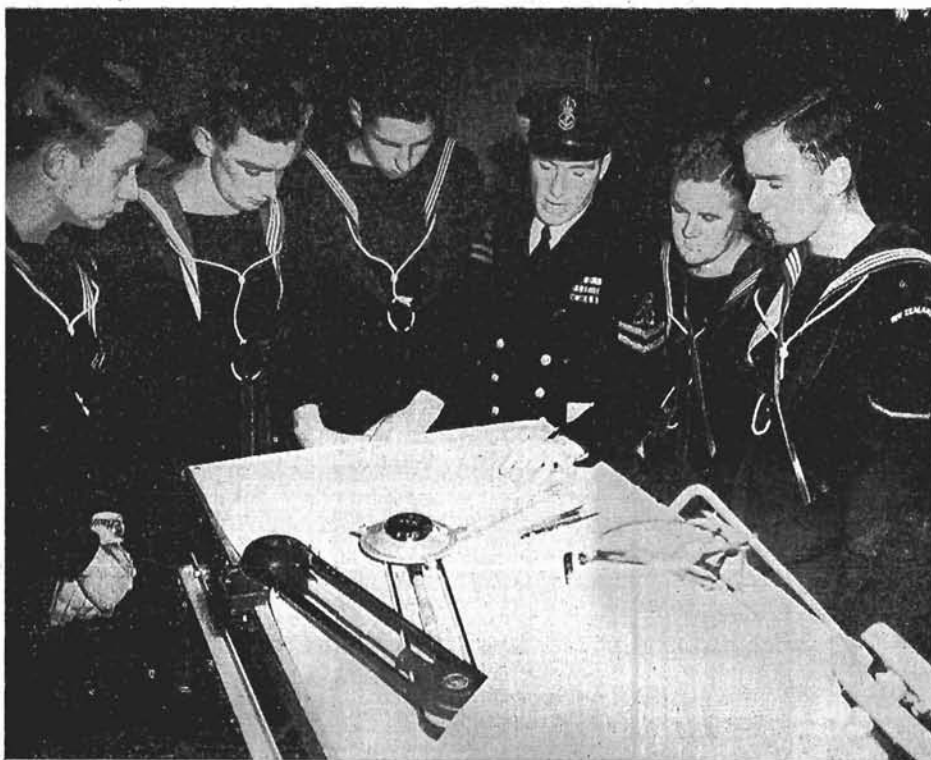
"Naden" Badminton Club

With 53 members already enrolled, the "Naden" Badminton Club appears to be in for one of its biggest seasons. Organized by Mr. Robert Dewhirst, Bos'n, RCN, and Instructor Commander J. D. Armstrong, the club will hold Wednesday evening sessions throughout the winter. The officers are: Honorary President, Commodore J. C. I. Edwards; Chairman, Instructor Commander Armstrong; Vice-Chairman, Chaplain B. A. Pegler; Secretary-Treasurer, Lieutenant (S) G. E. Godbout; Tournament Committee Chairman, Mr. Dewhirst; Membership Committee, PO A. Tassell; Catering Committee, Lieut.-Cdr. (S) P. H. Sinclair, Sub Lieutenant (NS) J. Robinson and Ord. Sea. C. E. McLeod; Entertainment Committee, Instructor Sub-Lieut. W. H. Northey and PO H. Mann. Bridge, darts and other games are played between matches and coffee and refreshments served.

WESTERN DIVISIONS INSPECTED BY DNR

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of the nine western naval divisions during November. It was his first complete circuit of the western divisions since being appointed DNR in early September. The tour began at HMCS "Griffon", Port Arthur, on October 31, went as far west as "Malahat", Victoria, and wound up at "Unicorn", Saskatoon, on December 1.

Accompanying Capt. Quinn were Cdr. W. A. Childs, RCN(R), Assistant Director of Naval Reserves, and Lieut.-Cdr. (E) A. H. Graham, Engineer Officer Naval Reserves.



A tour of RCN ships and establishments and the Canadian Services College took the greater part of a day when the New Zealand Sea Cadets visited Victoria. Five of the Cadets listen attentively as Petty Officer D. Rogers, of the Navigation Direction Training Centre, explains the workings of a plotting table to them. (E-10335.)

NEW ZEALAND CADETS TOUR PACIFIC BASE

Sixteen New Zealand Sea Cadets have returned to their homeland "down under" following a three-month tour of Canada and part of the Eastern United States.

The 16 Sea Cadets arrived in Canada on July 23. Their first stop was Choisy, Quebec, where they attended a ten-day International Sea Cadet Camp. After visiting Ottawa and Kingston, they spent a week at Toronto and while there took in the Canadian National Exhibition. A three-week stay at a Navy League Sea Cadet Camp on Georgian Bay, just north of Toronto, preceded three weeks of apple picking near Oakville, Ontario, to raise funds for a three-day trip to New York city. From New York the Cadets returned to Toronto and then began their return journey to the Pacific Coast. Enroute they stopped at Fort William, Port Arthur, Winnipeg, Regina, Saskatoon, Edmonton, Calgary, Banff and Vancouver. An event-packed four-day visit in Victoria climaxed their tour before

they embarked in MV "Aorangi" for home.

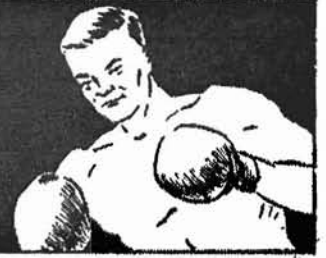
While in Victoria they were guests of the local branch of the Navy League of Canada, and stayed at Prince Robert House. Swimming at the Crystal Gardens, shows at Prince Robert House, tours of the Navy's ships and establishments, a dance by the Rainbow Sea Cadet Corps in their honor, a sightseeing tour by the Naval Officers' Association and a visit to the Dominion Observatory packed the last four days with thrills and memories for the Cadets.

"DISCOVERY" STAFF CHANGES

CPO Alexander J. K. (Sandy) MacPherson, a member of the ship's company of HMCS "Discovery" since August, 1947, has been drafted to "Naden".

Newcomers to the Vancouver Division include Mr. H. S. Lentz, Warrant Electrical Officer, CPO Charles R. McKenzie, Gunnery Instructor, CPO William Firman, CPO Ernest W. Clark and PO Allister L. Livingstone.

The Navy Plays



Coverdale Competing In Moncton Leagues

Coverdale Naval Radio Station has figured prominently in organized sports in Moncton, with entries in both softball and football leagues. Under the able coaching of Ldg. Sea. Ray Kergoat, the sailors landed a berth in the softball playoffs but bowed to the Air Force Veterans, who went on to the provincial finals.

Coverdale's football team has a record of one win and one loss in the Moncton and District loop. In addition to regular league play, the squad was scheduled to take on the "Stadacona" team in an exhibition game.

Further sports organization is under way. The radio station will be represented in the local industrial hockey league this winter, with PO John Purcell as playing coach. Work has already begun on getting the outdoor

rink into shape for practice sessions.

The gym enthusiasts are active. Part of the accommodation building has been turned over to them and an effort is being made to procure more equipment, including weights and boxing gear.

East Coast Teams Trade Soccer Victories

"Stadacona" suffered its first defeat of the season in the Halifax City Senior Soccer League in mid-October when an inspired eleven from "Shearwater" fought its way to a 1-0 victory in a contest that featured outstanding defensive play. The "Stadacona" men regained their winning stride in an exhibition game at HMCS "Cornwallis", when they edged out the Annapolis Valley sailors by a 1-0 score.

Naval Airmen Top Football Standings

On completion of the first four games of the schedule, HMCS "Shearwater" was showing the way in the Halifax Canadian Football League with a record of three wins and one loss. The lone set-back was suffered at the hands of the Wanderers Club, who edged out a 12-11 triumph over the naval airmen. In their other three games, the "Shearwater" gridmen took the measure of Dalhousie by 11-6 and 7-5 scores and defeated "Stadacona" 12-11.

"Shearwater" was faring equally well in the Halifax City Soccer League and possessed an undefeated record. The team defeated the School for the Deaf 3-2 and toppled highly regarded "Stadacona" 1-0. A game with Halifax Shipyards ended in a win by default for the airmen — A.J.C.

Supply Men Again Pace West Coast Competitions

The fall sports program at "Naden" is well under way, with the Supply branch again leading the pack in the race for the "Cock o' the Barracks" trophy.

In the inter-ship competitions, "Cayuga" is shaping up as the team to beat. Entered in the November competitions, which included soccer, basketball and volleyball, were "Ontario," "Crescent", "Antigonish", "Rockcliffe" and "Royal Roads."

The hockey season opened in Victoria November 1 when the City Commercial Hockey League played the first game of its schedule. "Naden" has entered a team in this loop and has its sights set on nothing less than the city championship. Action is taking place in the new Memorial Arena, which was completed this summer.



One of the mainstays of the "Shearwater" backfield, PO Johnny Sawatsky eludes a would-be tackler as he begins a lengthy gallop against Dalhousie University at the Wanderers Ground in Halifax. The naval airmen, who currently rule the roost in the Halifax City Football League, downed the Collegians 11 to 6. (DNS-1923.)

Basketball figures heavily in "Naden's" winter sports program and the base has an entry in the Senior "B" city loop. PO Dave Naysmith and CPO Fred Potts are coaching the Navy hoopsters.

The Port boxing championships are slated for the Bay Street Armouries in early December. Boxers from west coast ships and establishments will vie for various divisional titles in the competitions. Added feature of the fight card will be an exhibition bout between Ldg. Sea. Eddie Haddad, Canada's lightweight king, and an as yet unnamed opponent who will probably come from the US Forces.

Variety of Sports Featured at "Cornwallis"

At HMCS "Cornwallis" the fall sports program has featured soccer, boxing, rugger and bowling.

The soccer eleven broke even in a brace of games with their Halifax rivals. They trounced a visiting "Shearwater" team by 8 to 0 score but lost a thriller to "Stadacona" 1-0.

On the boxing front, two inter-divisional meets have been staged, with "Haida" and "Huron" divisions splitting top honors in the September slugfest, while "Iroquois" division eked out a narrow one-point win in the October duels.

Instructor Lieut. D. D. MacKenzie, who was the sparkplug of the "Cornwallis" soccer team, has turned to rugger and is organizing a team which is attracting a large number of soccer enthusiasts who want to try their hands at this closely related sport.

Bowling has made its bow at the training base and a 12-team mixed league is well underway. Organizing forces behind the bowling loop were the Chiefs and Petty Officers of the base.

Montreal Division In Football Playoff

HMCS "Donnacona's" grid team wound up the regular season in second place in the Quebec Intermediate Rugby Football Union and qualified to meet the league leading Lakeshore

Flyers in the playoffs for the provincial title. The Sailors suffered the only defeat of their 10-game schedule at the hands of the Flyers but it was the kind of game that could have gone either way. The final promises to be a tough tussle between the two evenly matched teams.

Other teams in the loop were Royal Montreal Regiment, Sherbrooke, Three Rivers and Eastward Fighters.

low net of 73. Other prizes for flight winners were donated by Halifax and Dartmouth merchants.

Sports Leagues Active on Board "Magnificent"

While at Saint John, "Magnificent" entered a team in the city soccer league and turned in a creditable record. The sailors fought their way into the finals of the four-team loop only to



Shown above are members of one of the foursomes which took part in the first annual Atlantic Command golf tournament October 12 at the Ashburn Golf and Country Club, Halifax. Left to right are Commander (L) H. G. Burchell, Rear-Admiral E. R. Mainguy, Chief Petty Officer "Pat" Patrick and Ordinary Seaman T. R. Charles. (HS-8943.)

CPO William Jamieson Wins Links Tourney

Forty-three divot-diggers turned out for the gala event of the season when the Atlantic Command held its first golf tournament at the Ashburn Golf Club. The entry list included Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, senior officers of the command, padres, nursing sisters, chief and petty officers and ordinary seamen.

Top honors went to CPO William Jamieson, of the "Magnificent", who carded a low gross of 76 to win the Oland and Keith trophy. PO Milton Kesluk, one of a visiting delegation from "Cornwallis", came home with a

bow to a more experienced aggregation from Saint John Drydock.

The good showing of this team created an enthusiasm for soccer throughout the ship and an inter-part league has been organized. Teams are entered from the Executive, Engine-room, Supply, Electrical and Miscellaneous branches.

Activities in the inter-part softball loop wound up in Saint John, with the favored Supply team coming through to win the championship in a two out of three series with the Engineroom department.

In basketball, the carrier men are staging a pre-season tournament in the ship's hangar, with five teams



It was an all-Navy show at pre-game ceremonies at Lansdowne Park when Ottawa Rough Riders and Hamilton Wildcats wound up the Big Four football schedule in the capital city. In the photo above, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, kicks off to open the game. Lieut. Don Loney, RCN(R), captain and star centre of the Rough Riders, held the ball. The "Stadacona" band provided musical entertainment and at the half-time intermission gave a display of precision marching. (Ottawa Journal photo.)

battling for honors. The ship's quintet took on the Saint John YMCA shortly before their departure, wound up on the short end of the score in two games but came through to win a third.

A volleyball league is well under way with no less than 12 teams competing. This game enjoys great popularity with officers and men of the "Magnificent" and large numbers turn out for the games. A ship's team has been formed and is eagerly awaiting any challenges.

"Star" Officers Score In Softball Opener

The Hamilton Garrison Officers' Indoor Softball League was opened in the best manner possible (from a Navy

standpoint) when the Wardroom team from "Star" stepped into the Army Combines and set them down with a resounding defeat, 16-11. The Combines are made up of officers from the Artillery, Engineers and RCEME. For the past two seasons they have led the league, but "Star" is determined to give them a different view of the race this year. The Navy battery consisted of Cadet R. W. Crofoot and Lieut. Garth Rowsome, both RCN(R).

"Shearwater" Planning Hockey, Hoop Teams

Basketball and hockey are coming into the sports picture at "Shearwater". Present plans are for teams to represent the air station in local leagues in both sports. Also included in the over-all sports activities is the

continuance of the inter-departmental leagues which enjoyed such success last winter.

A badminton club was formed recently with Cdr. E. E. Boak as president. Other officers elected included Lieut. (S) H. T. Cocks, secretary treasurer, and Sub-Lieut. (NS) M. C. Fitzgerald, social secretary.

Carrier Holds Tourney on Championship Course

Chief Petty Officer William Jamieson was the winner of a handicap golf tournament held by the officers and men of the "Magnificent" while the carrier was in Saint John. CPO Jamieson defeated Padre H. R. Pike 3 and 2 in the final match. In the consolation event, CPO John Murphy turned back CPO A. A. Campbell 4 and 3.

The tournament was played at the Riverside Golf and Country Club, scene of the 1949 Canadian amateur championships, and was officially opened when Commodore K. F. Adams walloped the first ball off the tee. Entries totalled 44.

When the dust had cleared, Padre Pike and Cdr. B. S. McEwen were in one semi-final bracket and CPO Jamieson and Bos'n J. A. Arnott in the other. Padre Pike won a close match on the 18th green and CPO Jamieson took the measure of Mr. Arnott 3 and 2.

The success of the tournament was largely due to the co-operation of Don Sinclair, Riverside club pro, and the Saint John Drydock Company, who made possible the use of the facilities of the club.

"Stadacona" to Enter Basketball League

"Stadacona's" intermediate basketball team, runner-up to Dalhousie Grads for the Halifax City championship last season, is rapidly rounding into shape for the winter schedule. A number of players who formed last year's squad are back in uniform and indications are that "Stad" will again be a strong contender for the title. Lieut. W. S. Lover has been named manager of the team.

Looking Astern



"A feat of seamanship worthy of the highest traditions of the Navy and the sea".

That was the signal which reached the old four-stacker, HMCS "Columbia," and the minesweeper "Wasaga" from the office of the Commanding Officer Atlantic Coast. It was in January 1943 and the story went this way:

Propellerless and rolling helplessly at the mercy of a rising winter gale, HMS "Caldwell", with several injured men aboard, was in serious plight when her distress signals were received at Halifax.

Thirty-six hours before the storm struck, the Royal Navy four-stacker had left St. John's in tow of the tug "Foundation Franklin," bound for Boston where she was to have her propellers fitted. They had run into difficulties when the tug, steaming into the rising wind and sea, had been unable to make stearage way. The strain of the wildly plunging destroyer at the end of the 300 fathoms of tow-line was too much for the tug's towing winch and it broke down.

It was then decided to run before the storm, but this only added to the tug's difficulties. To ease the strain on the "Foundation Franklin," the destroyer captain ordered a drogue

sea anchor streamed in an attempt to lessen the violent pitching of his ship. As a group of men went aft to carry out the task, the seas swept over the quarterdeck and engulfed the working party, seriously injuring one man. At the same time the heavy tow-line parted and the destroyer was left wallowing in the heavy seas while the tug disappeared in the snow squalls.

Inspired by the calm, capable way in which their captain handled the situation, the crew of the "Caldwell" worked like Trojans in an effort to prepare her to be taken in tow again and to maintain her seaworthiness.

THE Canadian minesweeper "Wasaga," commanded by Lieut. John Raine, RCNR, which had been acting as escort, attempted to close the stricken vessel and render assistance. The storm, however, increased to such intensity that she herself was compelled to heave to.

Although powerless to assist, the little minesweeper determinedly maintained her position and gave comfort, by her presence, to the crew of the destroyer.

As the day ended, the weather grew steadily worse. The night was a dark void of tumbling, white-capped seas

whipped by the bitterly cold winds, and the crews fought the crashing waters with all the skill and seamanship at their command.

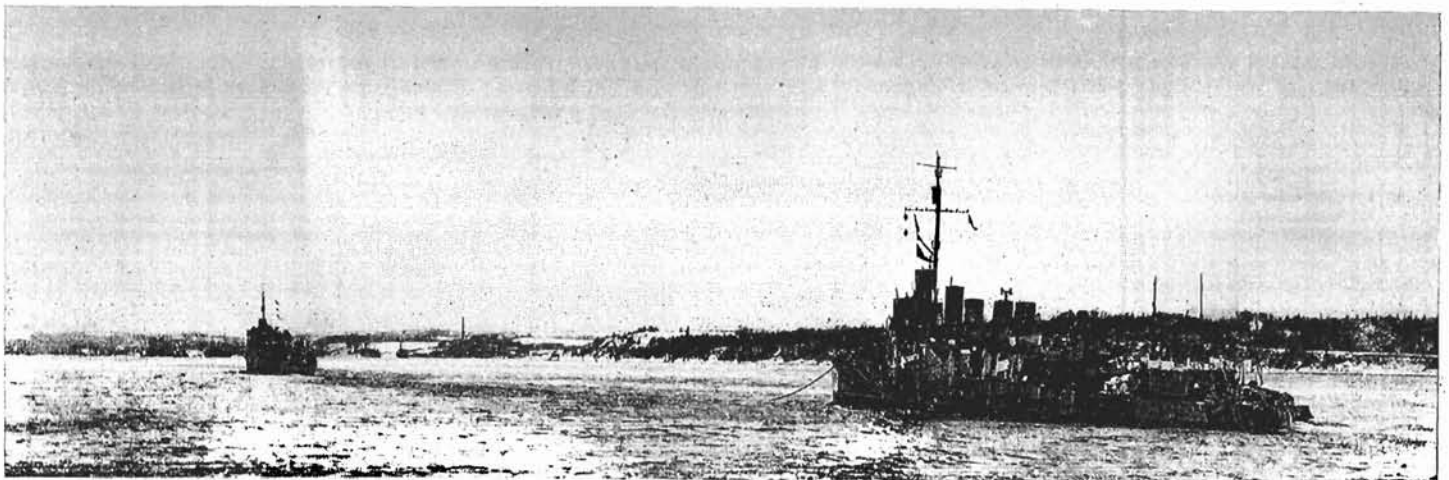
Throughout the night and the next day the same situation prevailed. But help was on the way. Thanks to the excellent position reckoning maintained by the commanding officer of the "Caldwell," the "Columbia" found them shortly after dawn on the following day. The seas had abated during the night, but had one final fling before giving in to the courage and seamanship of the crews.

First step of the manoeuvre was for the "Caldwell" to heave the tug's severed tow-line inboard. It couldn't be budged. Not even the combined efforts of "Caldwell's" ship's company of more than 150 men could move the line. So they went about the job of passing a tow-line from "Columbia." This was no easy task in the pitching seas, but to Lieut. Cdr. George H. Stephen, DSC, RCNR, commanding officer of "Columbia," it was "old hat." Already in the war he had supervised the salvage of a tanker and towed a merchant ship into port.

A rope messenger was picked up by the Canadian destroyer and attached to a wire hawser. "Caldwell" began

(Continued on page 32)

Rescued and rescuer make port to end one of the most difficult and stirring towing operations of the war. Both ships, the "Columbia," left, and particularly the "Caldwell," show evidence of the battering they sustained from the heavy seas, while the bleak, snow-covered shoreline in the background gives some idea of the bitterness of the weather which prevailed at the time. (H-6125).



Comrades in Arms



THE CANADIAN ARMY

Toys for Britain

Since the war's end, things have been getting tougher and tougher for the old gentleman with the beard who lives at the North Pole and makes his annual public appearance on Christmas Eve. During the war, there was a shortage of materials, and now, although that difficulty has been eased, he is still faced with rising prices and demands for wage increases and non-contributory pension plans by the Affiliated Gnome Workers' Union. In addition, Santa isn't as young as he used to be and finds it hard to cope with the pace of modern business methods and assembly line production. Yet the demand for Christmas toys and goodies by children the world over is greater than ever.

In order to ease this situation, Canadian Army personnel stationed in camps and military centres across

the country have, for the past four years, turned their unit hobby shops into sub-divisions of Santa's famous North Pole toy plant and spend their off-duty hours making toys. These toys are crated and shipped to the United Kingdom for distribution there among underprivileged children, thus helping Santa's production problem and also saving unnecessary wear and tear on reindeer.

This year, at least 66 cases of toys were manufactured by the troops for shipment overseas. These cases were produced at Fort Churchill, on the icy shores of Hudson Bay; at Whitehorse, Y.T., along the Northwest Highway System; at the RCEME School, Barriefield, Ont.; No. 26 Central Ordnance Depot, Ottawa; Royal Canadian School of Signals, Barriefield; the Royal Canadian Dragoons, Petawawa, Ont.; Royal Canadian School of Infantry, Camp Borden; No. 2 Company, RCEME, Malton, Ont.; No. 4 Personnel Depot, Mon-

treal; Headquarters British Columbia Area, Vancouver; No. 13 Company, RCEME, Calgary; Headquarters Saskatchewan Area, Regina; Royal Canadian School of Artillery, Shilo, Man.; Canadian Joint Air Training Centre, Rivers, Man., and Headquarters Prairie Command, Winnipeg.

The toys include almost every variety small enough to be easily crated and shipped. Standardized sets of plans are supplied all unit hobby shops suggesting the types of toys to make, but the troops also design toys of their own. In addition to the toys made, some military camps have also purchased toys to be included in their shipments.

Canadian soldiers started sending toys to underprivileged children in Britain four years ago and last year supplied 82 cases containing more than 3,000 toys. Shipping expenses were borne by the Canadian Red Cross. This year the Red Cross paid for all inland freight charges while the United Emergency Fund for Britain was responsible for shipping the toys overseas and for distribution.

The toys will reach Britain in plenty of time for Christmas and it won't make much difference to the kids whether they were made by Santa's gnomes or Canadian soldiers.

THE RCAF

"Operation Metropolis"

The six bombers, droning through heavy grey clouds, crossed the ragged coastline 6,000 feet below, and cut abruptly inland for the city. Their target: the largest mass of human beings on the North American continent, New York City.



In answer to an urgent call from old Kris Kringle, soldiers of the 7th Infantry Workshop Company, RCEME, got busy at their workshop in Ottawa to repair and paint toys which Santa will deliver on Christmas Eve. (Canadian Army photo — Z5612.)

Suddenly out of the overcast darted a flight of gleaming silver aircraft, jet-propelled Vampires of the RCAF's Montreal Reserve squadrons. The tiny jet-planes made a series of quick, accurate thrusts at the bombers, and plotters back at the control center at White Plains, N.Y., knew that the first joint RCAF Reserve-U.S. Air National Guard exercise was a success.

The success of "Operation Metropolis" must be credited to a great degree to the teamwork and resourcefulness of the members of Montreal's three Reserve units, 401 and 438 Fighter Squadrons, and No. 1 Radar and Communications Unit.

The radar men, from their temporary homes at Stewart Field, N.Y., and the Air Force Base at Mitchell Field, teamed with US radar elements to "pick up" the attacking bombers shortly after 2 p.m. Saturday, October 22.

Word of the air invasion was quickly passed to the intercept squadrons composed of US F-47 Thunderbolts and the Canadian Vampires. Within seconds, the defenders had been scrambled and were being guided to the bombers by the radar controllers.

Soon the radar blips of the intercept force merged with those of the attackers, and the first phase of the simulated air-raid on New York City was over.

Four times the invading bombers attempted to get in a bombing run over the city, and four times the defenders "blasted" them out of the sky.

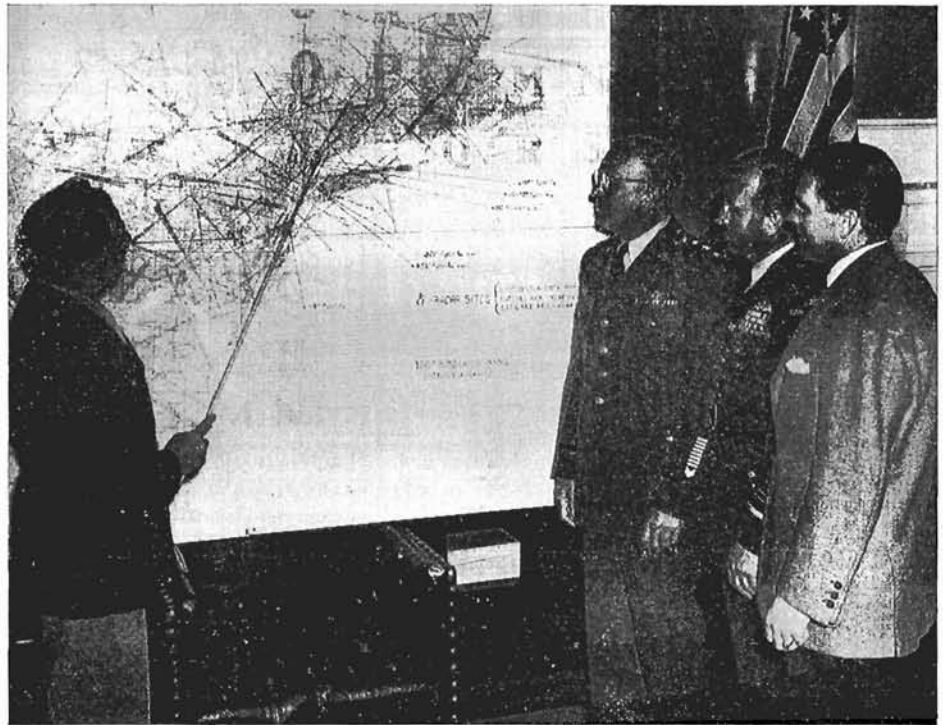
Watching the manoeuvres from the control centre at New York Air National Guard headquarters, White Plains, were high-ranking Canadian and US observers, including Air Marshal W. A. Curtis, Chief of the Air Staff, Lt. Gen. Ennis C. Whitehead, head of Continental Air Command, US Air Force; Harold C. Stuart, special consultant to the Secretary of the US Air Force, and Air Vice-Marshal C.R. Slemon, Air

Officer Commanding, Training Command.

At White Plains, too, were Brig.-Gen. Clyde H. Mitchell, overall commander of "Operation Metropolis"; Wing-Commander R. J. C. Hebert, commander of the Canadian forces

designed to dovetail forces of the two nations.

Needless to say, it was a happy and proud party of "weekend warriors" who boarded North Star transport planes for the return flight to Montreal after "Operation Metropolis."



Prior to the actual air operation of the Joint Royal Canadian Air Force Reserve — New York Air National Guard training manoeuvre known as "Operation Metropolis", the senior officer staff members of the RCAF and the USAF witnessing the manoeuvre were given a careful briefing of the predetermined situation. Brigadier General Clyde H. Mitchell, Commanding General, 52nd Fighter Wing, New York Air National Guard, pointer in hand, indicates the position of the various participating units in the White Plains, New York area. Looking on left to right are Lieut.-Gen. Ennis H. Whitehead, Commanding General, Continental Air Command, Air Marshal W. A. Curtis, Chief of Air Staff of the RCAF, and H. C. Stuart, Special Consultant to the Secretary of the US Air Force.

and commanding officer of 438 Fighter Squadron, and Wing Commander K. R. Patrick, head of the Montreal radar and communications unit. High over the city was Wing Commander J. W. Reid, commanding officer of 401 Fighter Squadron and leader of the Canadian intercept elements.

Commenting afterwards, W/C Patrick said that the commanders were "more than pleased" with the results of this first post-war test of the ability of the RCAF Reserve and the Air National Guard to work together.

Air Marshal Curtis stated that he believed the success of the operation was secondary to the experience gained and that it was hoped that it would be only one of many such operations

"COMRADES IN ARMS" BACK ON AIR-WAVES

The Armed Forces radio show, "Comrades in Arms", returned to the air-waves early in November. The program, which again alternates between Navy, Army and Air Force, features some of Canada's top flight musical talent. Included in the cast of the Navy's programs are Gisele, Edmund Hockridge, the Leslie Bell male chorus, and a first class orchestra under the direction of Howard Cable.

The Wednesday night show provides news and information about Canada's defence forces, sidelights on service activities and little known traditions of the Navy, Army and RCAF.

FISH (*ugh!*) STORY

Leo Kilbride, skipper of Yard Craft Number 3 at the Port of Halifax, has a fish story that's true.

It concerns a deep-sea fish (later identified by the Nova Scotia Museum as a Monk fish) that bit off more than it could chew.

Kilbride found the erring denison of the deep floating soggily off MacNab Island in Halifax harbor on the morning of October 14. In its capacious maw was a large seagull. The fish was dead — and so was the gull.

What had apparently happened, said Kilbride, was that the fish had grabbed the gull and submerged to swallow it. A great battle ensued and the adversaries both perished in the unique contest.

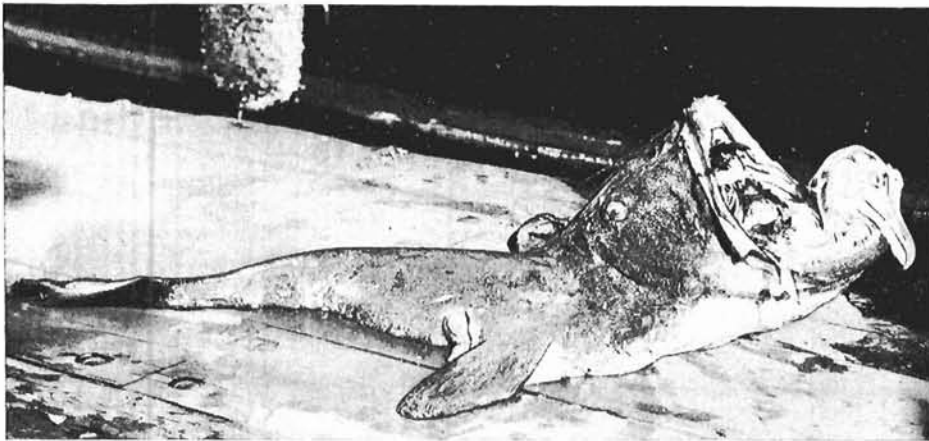
The gull must have been extremely tough, for Donald Crowdis, curator of the Museum, said the Monk fish has been known to gulp seven wild ducks at a sitting . . . or 75 herring . . . OR

21 flounder and a dogfish!

Scientific name of the "Monk" is "Iophius Piscatorius" and it is known in the vernacular as Monk, Goose, Angler, All-mouth, Bellows, Molligut and Fishing Frog Fishes. It eats everything from shell fish to eel grass and is in turn eaten by broad minded people in certain European countries.

It is by no means rare in comparatively shallow waters, and is found from the "Newfie" Bank to North Carolina and in deeps as far down as Barbadoes. On the European side it inhabits similar latitudes. Its jaw cants upward and it has flippers, indicating its natural habitat to be the bottom, but it obviously has terrific range of depth.

Kilbride's fish fact was two feet long, had an 18-inch beam and a mouth aperture of about 8½ inches. They do grow to four feet in length and may weigh as much as 70 pounds.



This is one Monk fish that bit off more than it could chew. It was found floating off MacNab Island in Halifax Harbour by Leo Kilbride, skipper of Yard Craft Number 3, with a dead gull lodged in its yawning jaws. (HS-8920).

LOOKING ASTERN

(Continued from Page 29)

to haul the cable on board. Just as all seemed working smoothly the messenger parted. The released wire slackened back into its coils and promptly wound around "Columbia's" propellers.

THEN the "Wasaga", which had almost been forgotten in the heat of the manoeuvre, moved in quickly and successfully passed a wire to the "Caldwell." This was

secured to the anchor cable and the two at last got under way. For three hours all went satisfactorily, then the tow parted at the second shackle of the "Caldwell's" cable. By this time the "Columbia" had moved into the picture once again. Within a short time lines were passed between the two destroyers and it was decided to use the remainder of the tug's towing line instead of "Caldwell's" cable. The arrangement worked very well and the "Columbia" covered the 370

miles to Halifax in 43 hours.

In summing up the manoeuvre, Lieut. Cdr. E. M. MacKay, RNR, commanding officer of "Caldwell," paid high tribute to the Canadian ships for "passing the tow under extremely difficult conditions" and for their determination and skilful handling that led to the successful completion of the task.

"DONNACONA" GRIDDERS WIN EXHIBITION GAME

HMCS "Donnacona" defeated the grid team from HMCS "Shearwater" by a 17-0 score in an exhibition tilt played at Montreal in late October. The "Donnaconas", who are in second spot in the Quebec Rugby Football Union, had too much weight and all-around polish for the visitors and coasted to an easy victory in what was unofficially billed as the "Eastern Canada Naval Football Championship." "Shearwater" holds down first place in the Halifax City Football League.

"NADEN" GYMNASIUM SCENE OF DANCE

More than 100 sailors, their wives and sweethearts attended an "All Ships' Companies" dance held in the gymnasium at "Naden." Music was supplied by Maurice Jackson and his all-girl orchestra from Port Arthur, Ontario.

The dance was sponsored by the "Naden" Ship's Fund Committee and admission was free, although limited to the capacity of the hall. Dance organizer was PO S. R. "Wally" Wallace, ably assisted by Ordinary Seamen R. Volker and C. Jessup. Recently refinished and sanded, the floor was reported ideal for dancing.

COMMUNICATORS' COURSE

The following men recently completed a 36-week course at the Communication School, HMCS "Stadacona," Halifax: Able Seamen Ronald H. Blake and Wilbert R. Stephens, and Ordinary Seamen Jack G. Harris, Gordon A. Matsell, Bernard J. Bowerbank, Robert J. Wilkins, John B. Stipkala and John L. Hebgin.



5



4



3



2



START!



6



7



8



9

These photos record the zany shenanigans of some 40 members of the Engineering, Medical and Supply branches at "Naden" during a team competition innocently labelled a Medley Marathon Relay Race. Each of the 14 events absorbed the energies of a separate group of competitors, as is befitting a relay, and no stunt could begin until the previous one had been completed to the satisfaction of the eagle-eyed officials.

- Beginning at the bottom of the page (left) and working clockwise, the photos show:
- (1) Start of the marathon with three swimmers paddling the length of the swimming pool, picking up a 25-cent piece from the bottom of the pool enroute.
 - (2) One oar's power transportation across the harbor.
 - (3) Fire a pre-determined number of rounds on the .22 range.
 - (4) Bowl five-pins until contestant records a strike.
 - (5) The wheelbarrow race.
 - (6) Sink a tennis ball into a golf cup using a hockey stick as a putter.
 - (7) Down the hatch.
 - (8) 100-yard sack race.
 - (9) Eat three dry crackers and whistle a recognizable tune.
 - (10) One of the few legitimate competitions of the marathon—a 440 dash.
 - (11) Dribble a rugby ball around the sports field.
 - (12) Bicycle slalom — no falls permitted.
 - (13) Dunking for apples.
 - (14) The final event — burst a toy balloon by puncturing it with a dart.
 - (15) The winner . . . Ord. Sea. C. E. McLeod beams proudly as he accepts the victors' spoils, a handsome cake, from Cdr. J. C. Reed, executive officer of "Naden", on behalf of his teammates of the Medical branch.



10



11



12



13



15



14

THE WINNER !!!



CROWSNEYS



Christmas 1949

*A Message
to
The Fleet*



It is more than twelve months since I last directed a message to the fleet through the medium of the "Crowsnest".

The Navy is stronger, in every way, than it was in November 1948 when the first issue of this magazine was distributed to the fleet. We have gained in numbers, in training facilities, and in experience. Above all, we have faced our difficulties squarely and in public.

In placing orders for new ships, foundations are being laid for the years to come.

Each officer and man will have his part to play and to this end a thorough understanding of the Navy's purpose is essential.

Our job, simply expressed, is to help guarantee the Freedom of the Seas, to be ready and able to play a man's part in preserving peace on earth and, if need be, to prevent by all means in our power the flames of war from touching Canadian homes. This is a large order, and a noble responsibility demanding the best that each individual has to give. Loyalty, physical fitness, a sense of duty, enthusiasm and teamwork have been the qualities of good seamen down the ages. The need for these qualities has not changed.

It is fitting that these matters should be emphasized at Christmas-time, for the spirit of goodwill and understanding which finds expression at this time of year is founded on those things which it is our duty and purpose to keep alive.

To all who have the honour of wearing the Naval uniform and to all others associated with us, I wish the merriest Christmas season and a Happy New Year.

A handwritten signature in dark ink, appearing to read 'H. T. W. Grant'. The signature is stylized and written in a cursive-like font.

*(H. T. W. Grant)
Vice-Admiral RCN*

The CROWSNEST

Vol. 2 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

Christmas, 1949

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Technically speaking, this is the January issue of The "Crowsnest." However, it was decided to try to produce, instead, a special Christmas number and have it in the hands of the Fleet before December 25.

This necessitated an advancement of the deadline date and a general speed-up in the collection of material and the processes of production. It also meant that special Yuletide features in the form of articles and illustrations had to be rounded up.

Thanks to the whole-hearted co-operation of all concerned—correspondents, feature writers, artists, engravers and printers—the issue was got together and came rolling off the press two weeks ahead of what would normally have been the publication date.

This, we hope, has allowed sufficient time for the Christmas "Crowsnest" to reach all ships and establishments ahead of the little old man with the long white beard.

To those whose efforts have made this possible, we wish to express our thanks.

To them and to all our readers go our very best wishes for a

MERRY CHRISTMAS

and a

HAPPY NEW YEAR

The Editors



The Christmas Cover — To Canadian sailors away from home, there is nothing more symbolic of Christmas than the tree. Often on board ship each mess has its own gaily-decorated evergreen, and it has become a universal custom for vessels in port to hoist trees at their mastheads. Here, while the captain and No. 1 look on, four seamen make a real job of festooning the mast and yard-arm of a Tribal Class destroyer.

Our Christmas cover was painted especially for The "Crowsnest" by Lieut.-Cdr. C. A. (Tony) Law, DSC, RCN. Lieut.-Cdr. Law distinguished himself during the Second World War while serving in motor torpedo boats in the English Channel, and became widely known, as well, as an official war artist who specialized in painting scenes involving MTBs.

Lieut.-Cdr. Law has continued to add to his reputation as an artist since the war and The "Crowsnest" considers itself both fortunate and flattered in having for its Christmas cover this product of his talented brush.

SUBSCRIPTION RATE

It is now possible to subscribe for personal copies of the "Crowsnest" at the rate of \$1 a year for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE KING'S PRINTER,
75 ST. PATRICK STREET
OTTAWA, ONT.

R.C.N. News Review

The Year in Review

The launching of Canada's largest peacetime naval ship-building program . . . the re-opening of "Cornwallis" as a new entry training centre . . . three rescue operations . . . the introduction of the new advancement structure and the sweeping changes it entailed . . . the investigations and report of the Mainguy Commission . . . cruises to the Arctic and semi-tropics . . . "Crescent's" dash to the Far East . . . an increase in the tempo of joint training and exercises with the USN. . . .

These were among the major highlights in the Royal Canadian Navy's diary for 1949.

The program to expand accommodation ashore went ahead at a good pace. Work was under way on the new barracks block at "Stadacona" and married quarters were springing up at Eastern Passage, "Cornwallis," Esquimalt and at smaller stations.

Attention was given, also, to accommodation afloat. The destroyer "Sioux," due to re-commission in January, has had a number of changes made in her living and eating spaces. These include the introduction of cafeteria messing, separate dining quarters and folding bunks. The "Sioux" will be the first destroyer, British or Canadian, to embody these systems and the experiments in her will be watched with considerable interest.

There were major changes in the personnel picture. The new rating structure, introducing two new rates — Chief Petty Officer 2/c and Petty Officer 2/c — and involving the advancement of large numbers of men, came into effect early in the year. It was followed by the reorganization of personnel administration, at Headquarters and in the Commands. Various branches also went through the process of reorganization, keeping

in step with changing conditions.

Changes in uniforms, aimed at improved comfort and appearance, were announced during the year. Summer khaki was approved for Petty Officers, first class and above, and changes were made in tropical rig and the style of seamen's blues.

Training in the Naval Divisions was placed on a specialized basis, with each of the 21 divisions being made responsible for a particular subject — naval aviation, gunnery, anti-submarine, etc.

On the sports front, outstanding were the performances of Petty Officer Eddie Haddad in retaining his Canadian lightweight boxing championship, the Navy team from Halifax in winning the Maritime intermediate hockey championship and HMCS "Donnacona," the Montreal Naval Division, in capturing the Eastern Canada intermediate football title.

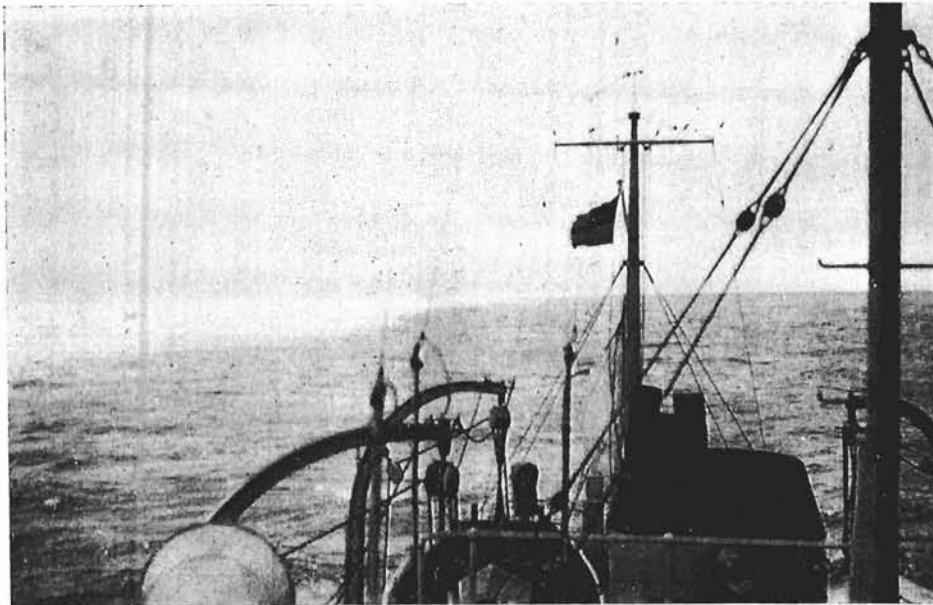
Here is a chronological run-down of the year's events:

January

HMCS "Magnificent" sailed from Halifax to the United Kingdom to embark new Firefly V aircraft for 825 Squadron . . . The most ambitious spring training cruise ever undertaken by the RCN began on January 28 when HMC Ships "Ontario," "Athabaskan" and "Antigonish" left Esquimalt. The cruise, which continued through February and March, saw the west coast ships being joined at the Canal Zone by the "Magnificent" and "Haida," from Halifax. The Canadian force then made a rendezvous with the Commander-in-Chief America and West Indies Squadron, in HMS "Glasgow," for intensive joint exercises in the Caribbean.

February

Twelve hours before she was due to sail on the spring cruise, HMCS



Ships and men of the Royal Canadian Navy sailed north during the autumn of 1949. On the Pacific side the little wooden survey vessel "Cedarwood" journeyed to the rim of the polar ice pack (above) during a two-and-a-half month oceanographic survey cruise which covered nearly 10,000 miles. On the Atlantic side, the frigate "Swansea" visited ports on the east coast of Baffin Land and called in at Godthaab, capital of Greenland.

"Crescent" had received new orders. Her destination: the Far East. Her mission: to assist, if required, in the evacuation of Canadian citizens. She sailed February 2 . . . "Antigonish" was detached from fleet exercises to take in tow the disabled Canadian motor vessel "Seekonk," drifting 80 miles south of Magdalena Bay, Mexico . . . Twelve RCN pilots and observers were at the San Diego Naval Air Station for a five week course in USN anti-submarine tactics . . . The new standard rating system was introduced . . . Naval aviation ground crews were reorganized into the Naval Airman Branch.

March

East and west coast ships joined forces at Colon . . . HMCS "Crescent" arrived at Nanking, then sailed to Hong Kong . . . Uniform changes were announced . . . The Communication branch was reorganized . . . Commodore R. I. Agnew, OBE, RCN, Senior Canadian Naval Liaison Officer (London), died March 22 . . . Halifax Navy won the Maritime intermediate hockey title.

April

The spring cruise was completed, east coast ships arriving in Halifax April 8 and the Pacific units reaching Esquimalt April 28 . . . They caught a quick breather before launching into another large-scale commitment, the 1949 reserve training program . . . HMCS "Portage," commissioned in mid-April and began work-ups . . . HMS "Tudor," a Royal Navy submarine on loan to the RCN for anti-submarine training, arrived at Halifax . . . Officers and men from "Crescent" paid tribute to Canadian war dead at Hong Kong.

May

HMCS "Cornwallis" re-opened on May 1 . . . An average of 74 recruits was expected to arrive every two weeks for the new entry course. . . The reserve training program got under way in the latter part of May, with most ships of both commands engaged in training cruises . . . Three ships were commissioned to assist in the



The Navy went south, too. Ships of the Atlantic and Pacific commands met in the Canal Zone in the spring to carry out combined exercises in Caribbean waters. One souvenir of the visits to tropical ports was the parakeet shown above with proud owner PO "Buster" Bowack on the quarterdeck of HMCS "Antigonish." (OC-138-13).

reserve program, the minesweeper "Sault Ste Marie" and the frigate "Beacon Hill" in the Pacific Command and "ML 121," slated for duty at Kingston, Ontario . . . HMCS "Portage" sailed for the Great Lakes . . . Authority was issued for all ships

to wear the maple leaf on their funnels.

June

"Crescent" returned from the Far East . . . The first contract in the RCN's anti-submarine escort ship-building program was awarded to Canadian Vickers Limited, Montreal . . . HMCS "Iroquois" returned to active sea duty on June 24 as a training ship for RCN(R) Cadets. "Iroquois" had been depot ship for the East Coast reserve fleet . . . The 19th Carrier Air Group flew west from "Shearwater" to the Joint Air Training Centre, Rivers, Manitoba, for training in ground support . . . HMCS "Cedarwood" left Esquimalt for an oceanographic survey cruise in the Northern Pacific and Arctic Oceans . . . The Naval Officers' Association of Canada held its first reunion, in Halifax.

July

Ships of the fleet called at ports on the East and West Coasts of Canada and the U.S. and went as far north as Alaska during reserve training cruises . . . Two squadrons of the 18th Carrier Air Group left Dartmouth for the US Naval Air Station at Quonset Point for two months of combined training with the USN . . . HMS "Tudor" returned to the United Kingdom and



"The little city on the hill" begins to take shape. This view shows a section of the new married quarters project at "Cornwallis," overlooking the training centre and Annapolis Basin. (DB-816-3).

was replaced by the "Tally Ho," another RN submarine . . . The RCN and RCAF figured prominently in saving the lives of two civilian divers seized with the "bends" — the Air Force furnishing speedy transportation and the Navy providing medical care and treatment in a recompression chamber.

August

August 8–13 was Navy Week on both coasts . . . During the month the Navy also went on show at the Canadian National Exhibition in Toronto, the Central Canada Exhibition at Ottawa and the Pacific North West Exhibition at Vancouver . . . The frigate "Swansea" left Halifax August 24 on a 6,350-mile cruise to ports on the east coast of Baffin Island, to Greenland and Labrador . . . Contracts for the construction of three anti-submarine vessels were awarded to Halifax Shipyards, Canadian Vickers Limited and Burrard Drydock Company, North Vancouver . . . Sea Cadets from five nations met at Camp Ewing, Choisy, P.Q., at the first British Empire camp in cadet history.

September

The destroyer "Cayuga" commissioned on September 15 at Esquimalt. She drew most of her crew from

"Athabaskan," which went into refit . . . "Iroquois" was placed in reserve . . . Five new ships were added to the construction program — four minesweepers and a gate vessel . . . Contracts for their construction were awarded to five different yards . . . "Swansea" completed the longest towing job in the history of the RCN when she went to the aid of the RCAF supply vessel "Malahat" and brought her safely to Goose Bay, Labrador . . . "Cedarwood" returned from the north completing a two-and-a-half month cruise . . . A new naval division, Canada's twenty-first, was commissioned HMCS "Cabot" at St. John's . . . The first class of new entries, 129 in all, graduated from "Cornwallis."

October

PO Eddie Haddad retained his Canadian lightweight boxing championship and won a berth on Canada's British Empire Games team . . . Commanding officers of Canada's 21 naval divisions met at Ottawa to discuss the reserve picture . . . "Haida" took part in an assault landing exercise on the Labrador coast with amphibious force units of the US Atlantic Fleet . . . Campaign stars and medals were distributed to Active Reserve and Permanent Force personnel . . . HMCS "St. Stephen" began her

third year of duty on weather station "Baker."

November

Senior officers of the RCN held their annual conference at Ottawa . . . The Mainguy Commission's report was tabled by Defence Minister Claxton in the House of Commons . . . "Magnificent" and "Haida" sailed from Halifax on a training cruise to the West Indies . . . Enroute, the ships were diverted to search for a missing US Air Force B-29 which had gone down in the Atlantic northeast of Bermuda . . . Led to the spot by an American search plane, "Haida" picked up 18 survivors of the crashed aircraft . . . The keel of the RCN's first icebreaker was laid at Sorel, P.Q., . . . Defence estimates tabled in the House of Commons earmarked \$70,000,000 for the Navy . . . "Crescent" was paid off into reserve . . . "Donnacona" won the Eastern Canada intermediate football championship.

December

All ships in the Atlantic and Pacific Commands, with the exception of the "St. Stephen," were alongside at Christmas. . . Special leave was granted, where possible, to naval personnel at either Christmas or New Year. . . "Magnificent" and "Haida" arrived in Halifax on December 6 from their cruise to the West Indies . . . "St. Stephen" returned to Halifax December 28 after a tour of duty on Station "Baker" . . . "Haida" paid off into reserve . . . "Micmac" carried out trials and work-ups prior to re-joining the Atlantic Coast fleet . . . The Naval Research Establishment, at Halifax, came up with a first in the scientific field when it announced the development of a method of protecting ships' hulls below the waterline from corrosion. The information was made public after the method had been tested and proven on RCN ships on the East Coast.

Strength of the Navy increased steadily during the year. In the first 10 months of 1949, the permanent force went from 7,575 to 9,010, the RCN (Reserve) from 3,044 to 3,494.



In 1949 the Royal Canadian Navy announced the largest ship-building program in her peacetime history. Heading the list of the nine new construction ships on order were three Canadian-designed anti-submarine escort vessels, one of which is shown in an artist's sketch above. The RCN had also ordered four minesweepers, a gate vessel and an icebreaker. (O-1185-1).

Christmas in the Navy

Children's Parties Feature Yuletide Programs at East, West Coast Bases

PACIFIC COMMAND

Dances and parties spark the Christmas season in the Pacific Command as ships and establishments swing into the spirit of "Old Saint Nick."

Late December is the usual time for this popular entertainment. HMCS "Ontario's" ship's company will crowd the Crystal Gardens in Victoria with about 250 couples for a special Christmas dance.

At the "Naden" Ship's Company dance, the Royal Canadian Navy Band will play to an expected capacity house, also in the Crystal Gardens.

Children's Christmas parties have been organized by committees from "Naden," "Ontario" and "Reserve Fleet and Ships Alongside."

The "Naden" children's party, held on December 20 in the Gymnasium, assumed the responsibility for children of men at sea or taking courses away from home, besides those of personnel serving in the barracks. More than 400 children, accompanied by their parents, shrieked to the antics of the clowns and stood spellbound before Santa Claus. Each received a present from Santa as well as all the candy fruit and nuts he could safely handle. Volunteers from among the single men in barracks relieved the mothers of their little charges periodically while refreshments were served.

A very active part in arranging the party was taken by Commander J. C. Reed, Executive Officer of "Naden," assisted by Petty Officer S. R. Wallace.

The "Ontario" children's party was held in the gymnasium on the 22nd and entertained more than 350 youngsters. "Santa Claus," in the person of PO "Butch" Adams, passed out the presents and made friends with all the kiddies. The committee was composed of Commander (S)

J. R. Anderson, CPO R. Crawford and PO H. Reinstein.

A similar event was staged by Reserve Fleet and Ships Alongside on December 23. A committee, made up of representatives from each ship and Reserve Fleet selected presents and arranged the entertainment.

Christmas trees in every ward, tiny editions in the cabins and a large one

in the main lobby give the Royal Canadian Navy Hospital at "Naden" a cheery and seasonable air. Colorful decorations add to the Christmas spirit in the hospital for the relatively few patients whose homes are too far away to make the trip or those who are bedridden. Certain up-patients, with homes or relatives in the city, have been given leave to coincide with normal barracks routine.



"Perhaps we'd better move the fire screen so it won't be in the way when Santa comes down the chimney." PO Bill Eastland, of Esquimalt, tells four year-old Bill Junior all about Santa Claus and his reindeer.

On Christmas Day, carol singing in the wards, with a four-piece section of the naval band in attendance, is expected to receive the usual spontaneous support from patients and others coming to join the carolling. Christmas stockings will be distributed by the Red Cross as usual.

For Christmas dinner there will be attractively decorated trays for the bed-patients, each with its cup of candy and nuts and the Christmas menu. A large table has been set up for the up-patients.

Individual place cards, candy and nut trays and Yuletide decorations have been provided and, of course, the traditional turkey and cranberry sauce.

ATLANTIC COMMAND

The Royal Canadian Navy's Atlantic Command took time out over Christmas to entertain its kiddies . . . so Santa appeared to more than 2,000 youngsters at "Stadacona," Albro Lake Radio Station, "Shearwater," "Cornwallis" and on board HMCS "Magnificent."

At "Stadacona"

Santa put in two appearances at the "Stad" gymnasium. He came down the stack December 20 to administer good cheer to more than 100 orphans from the Halifax area and returned two days later to ladle out entertainment to the small fry of officers and



CPO Sam (Santa) Short and Friend



A Children's Party for Ships Alongside and Reserve Fleet included HMCS "Cedarwood" and here, CPO S. K. Smith and Lieut. N. Langham give the toy counters a thorough check-over as they shop for presents that will be distributed by Santa Claus. (E-10438).

men serving in the establishment.

The "Stadacona" Christmas parties, attended by more than 850 kiddies, were organized by personnel of the Electrical School, under Cdr. (L) H. G. Burchell. The school came through with a first-class effort and worked up many innovations in the form of entertainment for the children. As at last year's parties, Santa was CPO Sam Short, of the Gunnery School.

At "Shearwater"

At the Dartmouth naval air station, more than 100 children gathered in the Clarence Park Rec. Hall for gifts, good things to eat and entertainment. Lieut. (P) Don Bethune of "Shearwater" headed the entertainment committee.

During the holiday, "Shearwater" observed the first anniversary of her commissioning. The occasion was marked by a ship's company dance in the Recreation Hall.

At Albro Lake

Some 45 youngsters were feted in the thriving community at Albro Lake Naval Radio Station, where the

festivities were laid on in the Recreation Centre. Santa on this occasion was Petty Officer William Carson, of Toronto. Lieut. Charles W. Fleming, Officer-in-Charge of the Station, coordinated the Christmas effort.

At "Cornwallis"

Sounds of Christmas frolickings also emanated from HMCS "Cornwallis"—the training centre near Digby, Nova Scotia, where last year chill winds held sway over a deserted village.

Here more than 100 families brought their youngsters to a special party in the Chief and POs' "galley," where Yuletide amenities were administered to the children in true naval tradition.

Earlier a "Klondyke Night" was held in order to raise funds for the children's party. The festivities were topped off with a joint ship's company dance in the galley on the 23rd for all personnel aboard.

In the Fleet

The quarterdeck and hangars of the "Magnificent," alongside at Halifax,

also resounded to the noise of fun-making kiddies of personnel serving in the various ships of the Command. Hundreds of youngsters and their parents were on hand for the party aboard the spacious carrier.



HEY, MOM!

LOOK AT THIS!

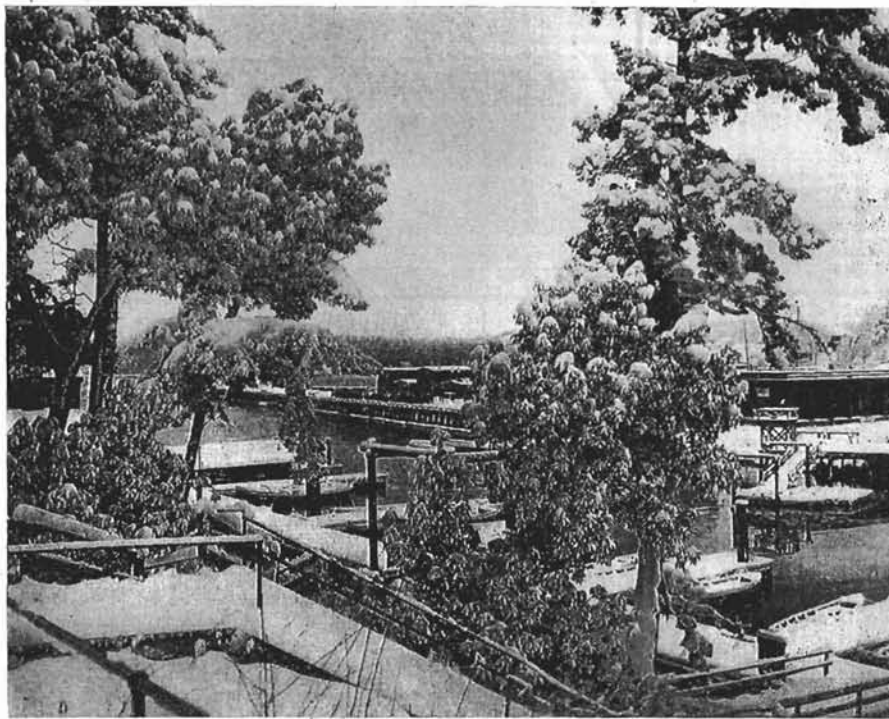
Some 3,000 members of the Navy, Army and Air Force in the Halifax area will push themselves slowly away from the table this Christmas heavier by about 9,000 pounds of turkey and trimmings.

The three Armed Services in the Halifax area, whose feeding is the responsibility of the Royal Canadian Navy, will have the normal ration per man increased to provide extra cheer December 25.

More than four-and-a-half tons of Christmas dinner ingredients are being provided by the Navy's Central Victualling Depot. This includes approximately a ton of turkey and more than a ton each of cakes and puddings.

The menu for Christmas dinner in "Stadacona," "Shearwater" and other service messes is as follows: Fruit cocktail (4 oz.), turkey (16 oz.), dressing (2 oz.), cranberries and sauce (4 oz.), plum pudding (8 oz.), cakes (6 oz.), mixed nuts (6 oz.), table raisins (3 oz.). This totals 49 ounces of "vittles," or three pounds and one ounce of dinner per man.

At the Naval Bakery, three men have been going full blast to prepare the three tons of pudding and Christmas cake, plus icing, for celebrating servicemen. The bakery men, under Mr. Ray Stenning, Warrant Cookery Officer, of Victoria, have worked since the middle of November on the project and used approximately the following amount of ingredients:



The Victoria Chamber of Commerce may not appreciate this photo, but we make haste to point out that it was taken a year ago, following the west coast city's heaviest snowfall in 14 years, and is being used solely because of its quality and because it is seasonable. Framed by snow-laden trees are the boat-floats and government jetty at "Naden." (E-8707.)

Christmas Cake:

- 250 pounds of brown sugar
- 200 pounds butter
- 50 pounds shortening
- 275 pounds nuts
- 250 pounds flour
- 250 pounds currants
- 400 pounds muscat raisins
- 420 pounds sultana raisins
- 150 pounds cherries
- 135 pounds peel
- 15 pounds spices
- 6 quarts of rum flavoring
- 100 pounds dates
- 6 gallons molasses
- 200 dozen eggs
- 5 pounds of salt.

Result:— 3,000-odd pounds of cake, topped off with 100 pounds of prepared almond paste and 150 pounds of icing sugar.

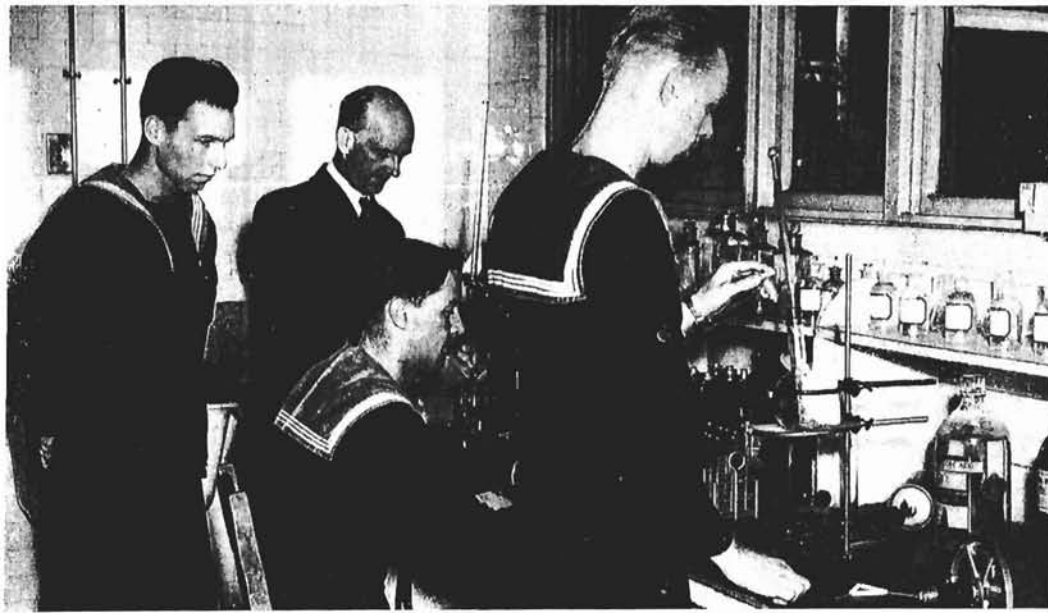
Xmas Pudding

- 350 pounds brown sugar
- 200 pounds flour
- 200 dozen eggs
- 200 pounds nuts
- 400 pounds raisins (sultana)
- 400 pounds raisins (muscat)
- 400 pounds currants
- 150 pounds cherries
- 135 pounds peel
- 10 pounds spice
- 400 pounds breadcrumbs
- 400 pounds suet
- 10 pounds salt.

Result:— About 3,000 pounds of Christmas pudding.

Bakers turning out this volume of cakes and pudding were Able Seaman Brian Kelly, Petty Officer Fred Scott and Chief Petty Officer Benoit Fouquet.— H.C.W.





Practical instruction for chemistry classes in the "Naden" Prep School is provided in a "jury" lab. A more extensive laboratory will be set up as soon as the final details have been worked out and more equipment is procured. Here Instr. Lieut.-Cdr. C. R. Gower, Senior Instructor Officer of the Prep School staff, demonstrates some practical experiments. Looking on is Petty Officer Peter Berakos, of Winnipeg. Seated is PO Marcel Desaulnier, of St. Paul, Alberta, and on the right is PO Jim Grace, of Calgary. (E-10395).

'Little Royal Roads'

Scheme Gives Potential Officers
Chance to Acquire Academic Credits

"Dear Old Golden Rule Days . . ."

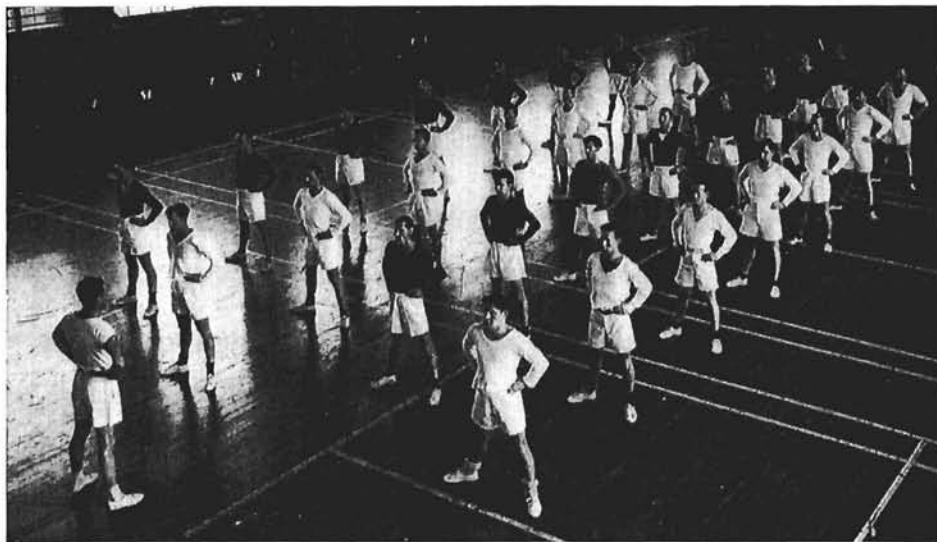
Autumn came again (as it so often does) and the kids went back to school. For some of the Navy's children in the Pacific Command, it didn't hurt quite as much as usual, because a few of the Dads started back, too — complete with satchels and apples.

In "Naden's" Central School a new Preparatory Course has been established for potential officers. It is designed to assist officer candidates from the "lower deck" in meeting educational requirements for commissioned rank.

Establishment of the school was announced in a memorandum from the office of the Flag Officer Pacific Coast, who stressed the desirability of drawing officers from the "lower deck." It added that not as many men had taken advantage of the various channels of promotion as might have because they lacked the necessary educational qualifications and did not have the proper time or facilities to acquire them.

To remedy this situation, the Preparatory School Course was estab-

lished on a one-year experimental basis. Its primary purpose is to provide an organized program of instruction through which men might quickly and efficiently obtain the necessary educational standards. Machinery was set up whereby men could be drafted to the school and there could concentrate on their various courses of studies, instead of



An important part of the Prep School course is a daily round of physical training to "sweep out the cobwebs" after a heavy session with the studies. Above, classes "A" and "B" start their warm-up for the more strenuous muscle conditioning to follow. (E-10392).

having to pound their textbooks during their spare time on board ship or in barracks.

Instruction is provided in Senior Matriculation Mathematics (Algebra, Geometry and Trigonometry), General Physics, Chemistry, English and French. Generally speaking, Junior Matriculation is a requisite to qualify for the course, but special consideration is given men who, though lacking in formal education, have demonstrated learning ability of a high order.

Classes start daily from Monday to Friday at 8:10 a.m. There are four 55-minute periods in the morning and three periods, from one to 4 o'clock, in the afternoon.

The men don't put aside their textbooks and pencils for the day when the bell rings at 1600. Each evening, Monday to Friday, they return to their desks for a two-hour period of supervised study. During this "homework" period, one of the instructor officers is on hand to help thresh out any problems.

One period a day is set aside for physical training and, in addition, the "students" take part in organized sports on Thursday afternoons. Great emphasis is placed on this section of the curriculum for it is considered

essential that the Prep School men be in top shape, both physically and mentally, in order to cope with their strenuous program and, eventually, to pass their officers' selection boards.

On Saturday mornings the Gunnery School takes over for a two-hour session. From 8 o'clock to 10 the "gentlemen in black gaiters" put the lads through their paces on the parade ground and, when weather permits, give instruction in boatwork and sailing. At 11 the Prep School contingent falls in for Divisions with "Naden's" ship's company. Finally, at noon the student-sailors get some well-earned leave and are on their own until 8:10 a.m. Monday.

The course was designed to last from mid-October to mid-July, with 10-day breaks at Christmas and Easter. A progress test in all subjects is held monthly and every subject must be passed. A single failure is enough to send a man back to general duty. The purpose of this is to ensure that there is no "lead-swinging" and that those taking the course have the necessary ability to learn.

Those attending the school — 40 in all — are divided into two groups, one consisting of senior rates and older hands, the other of younger men.



The Prep School classes have been divided into two groups, one consisting of senior rates and older hands and the other of younger men. Here class "A" checks over the syllabus. They are: Back row, left to right, PO V. E. Judson, AB P. Roggeveen, AB R. Dunlop. Third row, CPO R. MacPherson, CPO J. Ferguson, PO R. Eldridge, PO R. Davis, CPO J. R. Haight. Second row, Instr. Lt.-Cdr. G. C. E. Gray, CPO G. W. Peakman, CPO R. D. Sedger, CPO F. W. Bryan, CPO R. Meadows, PO N. Bryon. Front row, PO R. Thompson and CPO P. S. Cox. Missing from the photo is PO N. E. Sallis. (E—10393)

They include four kinds of officer candidates:

- (a) Men preparing for the Canadian Services Colleges, either Royal Roads or Royal Military College.
- (b) Men wishing to take advantage of the University Training Plan leading to commissions in the technical branches of the Service (Engineering, Ordnance, Electrical, etc.)

(c) C. W. candidates. These are men of the Executive, Supply and Engineering branches who will go on to special courses in naval schools, on the successful completion of which they will receive commissions.

(d) Candidates for commissioned ranks in all branches. These are mostly older men who are not eligible for the other three schemes but who are considered to be officer material.



"To provide an avenue of advancement for every ambitious seaman, regardless of rating" is the aim of the Senior Instructor Officers in the Pacific Command who sparked the Prep School idea. Instr. Cdr. J. D. Armstrong (centre), Command Education Officer, discusses the syllabus and sets up a timetable with Instr. Cdr. G. L. Amyot (right), Senior Instructor of the "Ontario", and Instr. Lieut.-Cdr. Gower. (E—10394).

The course is far from being a "soft number." It demands diligence and hard work on the part of those attending.

But, as more than one grizzled veteran of the struggle up from the lower deck to commissioned rank has remarked on learning of the scheme, "I would have given anything for a chance to attend a school like that when I was sweating away at CHETs to qualify for my warrant. I hope the boys in the school appreciate what they're getting."

Judging from the enthusiasm they have shown, they do. There is every indication that the new-born Prep School will fill successfully the need that prompted its establishment.

The Bulletin Board

Introduction of Branch Officers

Regulations governing conditions of service of men promoted from the lower deck have been approved. The principal changes consequent on the new regulations are as follows:

1. The present rank of Commissioned Officer from Warrant Rank is abolished.
2. A new rank of Commissioned Officer is introduced which carries the same pay and allowances as the present rank of Commissioned Officer from Warrant Rank. The uniform of this rank is the same as that for Sub-Lieutenant.
3. The present rank of warrant Officer will be allowed to die out, being perpetuated only for those present Acting Warrant Officers* who wish to retain their pension status as men.

4. The designation of Lieutenant* is adopted to distinguish Lieutenants who are not fully qualified.
5. All present Commissioned Officers from Warrant Rank are promoted to Lieutenant* retaining their present seniority.
6. With the exception of those Acting Warrant Officers* who wish to retain their pension status as men, all present Warrant Officers are transferred to the new rank of Commissioned Officer, retaining their present seniority.
7. Confirmed Warrant Officers and above who are now designated unqualified officers and who will be transferred or promoted to Lieutenant* or Commissioned Officer, will have the added designation of (NQ).

8. Selected men will in future be promoted to Commissioned Officer and from that rank may be promoted to either Lieutenant or Lieutenant*.
9. Promotions and transfers of officers who held their present ranks on August 31, 1949, are effective September 1, 1949.
10. Commissioned Officers and Lieutenants* will be known collectively as Branch Officers.
11. Recommendations for promotion of Branch Officers may be forwarded to reach Naval Headquarters before February 1 and August 1 of each year.
12. At any time between confirmation and attaining six years' seniority in the rank, including acting rank, Commissioned Officers may be recommended by their Commanding Officers as being suitable for promotion to Lieutenant. Those selected will undergo educational and technical courses for promotion to Lieutenant. On successful completion of the Education course, these officers will be promoted to Lieutenant* and on successful completion of the technical course will have the star removed and will be transferred to the list of fully qualified Lieutenants.
13. Commissioned Officers who are not selected to undergo the courses for promotion to Lieutenant, may, on attaining six years seniority in rank, be recommended for promotion to Lieutenant*. Officers not recommended on attaining six years seniority will be eligible for recommendation for a period of two years. Officers promoted to Lieutenant* will continue to serve in that rank until retire-



"ER . . . FELLAS . . . YOU FORGOT TO SAY GOOD NIGHT TO THE CHIEF."

(PO R. Emmerson)

ment. Commissioned Officers who are not promoted to Lieutenant* will continue to serve in the rank of Commissioned Officer until retirement.

14. All men now on the roster for promotion to Warrant Rank will be considered qualified for selection for promotion to Commissioned Officer.
15. To be eligible for promotion to Commissioned Officer a man must have completed 12 years service or have attained the age of 30 years, whichever is the earlier, hold the rating of CPO 1/c or CPO 2/c, passed professionally for CPO 1/c, have passed the educational and professional examinations for Commissioned Officer in his respective branch and completed the seetime qualifications in his particular branch for promotion to Commissioned Officer.

Granting of Permanent Commissions to Officers Holding Short Service RCN Appointments

Officers holding Short Service Commissions or Appointments who have not been granted Permanent Commissions by January 1, 1950, will not be considered for Permanent Commissions prior to entering the appropriate selection zone, which will be:

For officers holding seven-year Short Service Commissions or Appointments, between four and six years of service.

For officers holding five-year Short Service Commissions or Appointments, between two and four years of service.

On entering the selection zone, officers desiring to obtain Permanent Commissions must submit a written application.

Officers who are provisionally selected as suitable for Permanent Commissions during this period will be required to complete the Junior Officers' Technical Course before final selection is made.



Naval personnel on November 11 took part in Remembrance Day parades and ceremonies in many Canadian cities, as they paid tribute to fallen comrades. In Ottawa, HMCS "Bytown" provided personnel for the tri-service guard which was mounted at the National War Memorial. Shown above, resting on arms reversed while Prime Minister Louis St. Laurent lays a wreath at the foot of the monument, is AB Guy Chouinard. (O-1227-C).

Transportation by Private Car or Motorcycle

An officer or man travelling on duty by private car or motorcycle for his own convenience may be granted an amount equal to the costs of transportation, accommodation, travelling allowance and travelling expenses to which he would have been entitled if the journey had been made by rail, bus or steamship as applicable, over the most direct route.

An officer or man accompanied by his dependents on transfer from place

to place in Canada or the United States other than temporarily, or on release, may be granted in addition to the above an amount equal to the cost of transportation, accommodation, travelling allowance and travelling expenses authorized for dependents travelling by rail, bus or steamship as applicable.

An officer or man travelling as a passenger in a private car or motorcycle of another officer or man authorized to travel at public expense may be entitled only to the travelling allowance and incidental travelling expenses for the actual period of absence not exceeding the time which would have been required to make the journey by rail, bus or steamship, as applicable.

Gratuitous and Repayment Issues—Books of Reference

A man on entry or on transfer to another branch is issued gratuitously with instructional manuals required for his duties. Only those books authorized to be issued gratuitously may be obtained on repayment without prior Headquarters' approval. These books may be purchased through the Clothing Store.

National Defence Act Goes before Senate

The National Defence Act, which would make Canada's sailors, soldiers and airmen subject to the same law and would replace legislation some of which dates back to 1868, was placed before the Senate early in November. The 251-clause act, which would nullify eight separate Acts of Parliament, either Canadian or British, is another step towards unification and co-ordination of Canada's Armed Forces.

The proposed act represents more than two years of study by officers of the Defence Department and the three Services, as well as the Departments of Justice and Finance.

Snacks for Watchkeepers

Provision is being made whereby each officer and man going on or coming off the Middle and Morning Watches at sea, may be provided with a sandwich and a cup of tea, coffee or chocolate.

"Naden" Boosts Trust Fund Donations

At a recent meeting of the Ship's Fund Committee of HMCS "Naden," Esquimalt, it was unanimously decided to increase contributions to the RCN Benevolent Trust Fund to one per cent of gross sales in the "Naden" canteen.

Action was taken following an address to the committee by Lieut. (S) Harry McClymont, secretary-treasurer of the Fund, who made a tour of West Coast ships and establishments. Lieut. McClymont gave a detailed outline of the fund's principles, objectives and accomplishments.

Increased contributions commenced with the quarter beginning December 15.

Officers and Men



ALBRO RADIO STATION STAFF CHANGES

Among the recent changes in personnel of the Albro Lake Naval Radio Station was the departure of the following six men to the Communication School, Halifax: POs Charles E. Dixon, Robert E. Walker, James English, John T. McLaughlin, Russel A. Maynard and Robert T. W. Palmer.

PO Douglas A. Potter has gone to the destroyer "Micmac" and PO Warren S. Walker to the frigate "St. Stephen."

New faces at the radio station belong to PO Donald P. Campbell, from "Micmac," and PO Charles J. Scott, from "St. Stephen."

FORMER SIGNALMAN PRESENTED WITH DSM

S. Keith Shufelt, of Cowansville, P.Q., a Signalman with the RCNVR during The Second World War, was

presented with the Distinguished Service Medal at a ceremony at HMCS "Donnacona," Montreal, on November 6.

The presentation was made by Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, who also presented campaign medals and stars to the ship's company of "Donnacona."

Ex-Signalman Shufelt was a member of the crew of the minesweeper "Thunder" when she captured an armed German trawler. He was one of a 10-man boarding party which stayed aboard the trawler for three days under trying conditions.

ELECTRICIANS' MATES COMPLETE COURSE

Fifteen Able and Ordinary Seamen recently completed a 28-week course at the Electrical School in "Stadacona," Halifax. The course, which qualified graduates for the non-sub-

stantive rating of Electricians' Mate and Trade Group I, included study of electricity, mathematics, high and low power generators, electronics and the electrical set-up of aircraft.

Those who completed the course were Able Seamen Edwin L. Cain and James L. Kenny, and Ordinary Seamen John B. Rogers, G. Howard Wilson, Clifford R. Lemmerick, Stanley W. Hill, Jack B. MacCormack, Harold D. Kinney, Roy V. Sheppard, David J. Latimer, James F. Frost, Harris H. Hutt, Donald H. Bishop, Kenneth R. Bishop and Arthur W. Rummerfield.

J. S. WILSON HEADS HALIFAX NOAC

J. S. Wilson is the newly-elected president of the Halifax Branch of the Naval Officers' Association of Canada for 1950.

Other officers are A. D. M. Curry, vice-president; H. R. MacDonald, secretary; H. M. Romans, treasurer; W. R. Whitman, chairman house committee; D. G. Archibald, chairman sports committee; C. L. Waterhouse, chairman membership committee; E. G. Jarvis, chairman nominating committee; W. E. Harrison, chairman program committee, and G. W. Bridgehouse, chairman social committee.

Past president is Willard MacKenzie.

NOAC BRANCH FORMED AT KITCHENER, ONT.

R. J. G. Johnson has been elected president of the newly-formed Kitchener Branch of the Naval Officers' Association of Canada.

Other officers of the new group are J. R. Kirkpatrick, vice-president; A. McPhedran, secretary-treasurer, and G. W. Haslam and D. M. Morrison, directors.



Four men from HMCS "Griffon," Port Arthur, were presented with the Reserve Long Service and Good Conduct Medal at a ceremony on board October 31. Presentation was made by Captain H. L. Quinn, Director of Naval Reserves, who was in Port Arthur on an inspection trip of western Naval Divisions. Grouped together after the presentation are Petty Officer Roy Whitely, Port Arthur; CPO Harry Gothard, Fort William; Captain Quinn; CPO Harry Gill, Fort William; CPO Fred Jeacock, Port Arthur, and Cdr. E. O. Ormsby, commanding officer of "Griffon."

Retirements

Mr. Alfred E. Goodyer, Commissioned Cookery Officer

Age: 45
Address: 16 Kaye Street, Halifax.
Joined: December 1922, as an Assistant Cook.
Served In: HMS "Calcutta," HMCS "Guelph," "Patriot," "Stadacona," "Festubert," "Champlain," "St. Laurent," "Skeena," "Cornwallis," Naval Headquarters, "Niobe," and "Scotian."
Awards: British Empire Medal, January 1946. Long Service and Good Conduct Medal, December 1937.
Retired: December 12, 1949.

Chief Petty Officer Maurice Plourde

Rating: C1CW3
Age: 38
Address: 7560 Delanoudiere, Montreal.
Joined: November 1929, as an Ordinary Seaman.
Served In: HMS "Victory," "Hood," "Pembroke," "Dominion," "Kent," HMCS "Stadacona," "Champlain," "Saguenay," "Hepatica," Naval Headquarters Radio Station, "Venture," "St. Hyacinthe," "Niobe," "Scotian," "Ontario," Coverdale Naval Radio Station and "Donnacona."
Awards: Long Service and Good Conduct Medal, March 1945.
Retired: November 5, 1949.

Chief Petty Officer John G. Eaton

Rating: C1PN3
Age: 41
Address: 480 Swinford Road, Esquimalt.
Joined: October 1928, as an Ordinary Seaman.

Served In: HMS "Victory," "Warspite," "Excellent," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Stadacona," "Royal Roads," "Avalon," "Scotian," "Cornwallis" and "Ontario."

Awards: Long Service and Good Conduct Medal, November 1943.

Retired: October 23, 1949.

Chief Petty Officer David A. Williams

Rating: C1SM3
Age: 43
Address: 821 Hutchinson Street, Victoria.
Joined: December 1928, as a Stoker 2/c.
Served In: HMS "Fisgard," "Pembroke," "Victory," HMCS "Stadacona," "Champlain," "Saguenay," "Ypres," "Naden," "Skeena," "St. Laurent," "Ottawa," "Niagara," "Givenchy," "St. Catharines," "Avalon," "Crusader" and "Uganda."
Awards: Distinguished Service Medal January 1943. Mentioned in Despatches, January 1946. Long Service and Good Conduct Medal, October 1944.
Retired: December 10, 1949.



Awards for "Best All-round New Entry" in "Haida" and "Huron" Divisions, first two to graduate from "Cornwallis", are presented to Ord. Sea. Robert Olson (left) and Ord. Sea. Robert Caldwell by Captain A. P. Musgrave, Commanding Officer of the base. (HS-8548).

Petty Officer Clifford Paul Henze

Rating: P1GI3
Age: 38
Address: 1631 Pinewood Avenue, Victoria.
Joined: October 1929, as an Ordinary Seaman.
Served In: HMS "Victory," "Warspite," "Excellent," HMCS "Naden," "Skeena," "Vancouver," "Fraser," "St. Laurent," "Stadacona," "Ottawa," "Cornwallis," "Burrard," "Givenchy," "Prince Henry," "Peregrine" and "Ontario."
Awards: Long Service and Good Conduct Medal, January 1945.
Retired: October 17, 1949.

Chief Petty Officer George R. L. Banfield

Rating: C1CW3
Age: 41
Address: 1143 Dominion Road, Victoria.
Joined: October 1928, as an Ordinary Seaman.



Served In: HMS "Victory," "Nelson," "Champion," "Glory," "Hood," HMCS "Naden," "Vancouver," "Stadacona," "Skeena," "Armentieres," "St. Laurent," "Avalon," "Givenchy," "Chatham," "St. Hyacinthe," "Fort Ramsay," "Peregrine," "Niobe" and "Warrior."

Awards: Long Service and Good Conduct Medal, February 1944.

Retired: October 26, 1949.

Chief Petty Officer Charles P. Cue

Rating: C1SM3
Age: 42
Address: 2672 Scott St. Victoria,
Joined: January 1931, as a Stoker 2/c.
Served In: HMS "Victory," "Saker II," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Stadacona," "Cornwallis," "Hunter," "Givenchy," "Capitano," "Avalon," "Peregrine," "Ontario" and "Malahat."
Awards: Long Service and Good Conduct Medal, December 1944.
Retired: October 5, 1949.

Chief Petty Officer Charles W. Ball

Rating: C2SW2
Age: 38
Address: Boutilliers Point, Halifax.
Joined: November 1929, as a Steward 3/c.
Served In: HMCS "Naden," "Vancouver," "Skeena," "Fraser," "St. Laurent," "Stadacona," "Assiniboine," "Ottawa," "Royal Roads," "Kings," "Niobe," "Cornwallis," "Peregrine," "Warrior," "Iroquois" and "La Hullose."
Retired: November 25, 1949.

Chief Petty Officer Delamark Steven Lowe

Rating: C1SM3
Age: 41
Address: 1071 Colville Road, Esquimalt.
Joined: October 1928, as a Stoker 2/c.



Served In: HMS "Victory," "Comet," HMCS "Naden," "Thiepval," "Vancouver," "Skeena," "Restigouche," "Stadacona," "Cornwallis," "Niobe" and "Warrior."
Awards: British Empire Medal, June 1944. Mentioned in Despatches, June 1943. Long Service and Good Conduct Medal, November 1943.

Retired: October 14, 1949.

FOUR FINISH COURSE IN "FIXING FREEZERS"

Four Chief Petty Officers of the Engineroom Branch completed the Fifth Mechanical Refrigeration Course at the Mechanical Training Establishment, HMCS "Stadacona," Halifax, in mid-November.

After the eight-week course, graduates are qualified to carry out maintenance on all types of refrigeration machinery, from the smallest domestic "ice boxes" to the huge "walk-in" refrigerators installed in naval ships.

Those who completed the course were Chief Petty Officers Frank A. McGowan, Westmount, P.Q.; Wilfred G. Clarke, Victoria; Ralph J. McClinton, Victoria, and Edward J. Auby, Woodside, N.S.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements 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.

ADAMS, Byron E.....LSGA1
 ALDRICH, Arthur E.....P2AL2
 AMY, Ellwood G.....LSCS1
 ANGUS, Thomas D.....C1CA4
 ARNOLDI, Peter.....C2RA3
 ARROWSMITH, John H.....LSMA2
 BECKER, Anton.....LSFM2
 BELL, Walter E.....P1GA3
 BIGNELL, Verle L.....P2SM1
 BLACK, William N.....LSGA1
 BLACKWELL, George E.....P1FM2
 BOOTH, Douglas A.....LSAO1
 BOUCHARD, Germain.....LSMA1
 BOULTON, Douglas W.....LSAW1
 BRADSTOCK, Robert M.....P2AL2
 BRODIE, Charles A.....C2TA4
 BROWN, John R.....P2SM1
 BROWN, Robert.....LSSW1
 BRUCE, John P.....LSFM2
 BRYK, Yaraslow.....P2SM1
 BURBINE, Robert J.....P2SW1
 BUSCH, Frank K.....P1RA3
 CADWELL, Edward T.....P1FM3
 CALDWELL, Ralph L.....LSCK2
 CAMPBELL, Robert D.....P2AL2
 CAUDLE, Douglas A.....LSAL2
 CHADWICK, George H.....LSVS1
 CLARK, Harry J.....P2MA2
 CLEMENTS, Albert S.....P1QR1
 CONROY, Eldon J.....C2GA4
 COOPER, Tracy W.....LSVS1
 COTE, Roland J. P.....C2FM3
 COUTLER, John C.....LSAAS
 COURTENAY, Ralph V.....C1CA4
 CRACKNELL, Robert L.....LSAO1
 CROWTHER, John H.....P2AN2
 CUMBERS, John W.....LSMO1
 CURRIE, William G.....C2GA4
 DARLING, Frederick G.....LSAO2
 DEWELL, Wilfred A.....P2AN2
 DICKIE, George A.....LSVS1
 DILLON, Harold G.....P2AL2
 DREW, Colin A. E.....P1GA3
 DUNAE, Paul.....LSNS1
 DUNNE, William R.....LSAF1
 FINCH-FIELD, Reginald D.....P2CA3
 FLANDERS, Clayton E.....LSSM1
 FRASER, Edison C.....P1PT1
 GOOD, Raymond S.....LSCK2
 GRAHAME, John G.....C2GA4
 GRANT, Harold B.....LSEM1
 GREENE, William.....P1CA3
 GRIMLEY, William E.....LSSW1
 GRISDALE, Lionel E.....C1SW2
 GUISE, James A.....C2GA4
 HAMILTON, Alexander G.....LSFM1
 HEATH, John R.....P1GA3
 HEENEY, Thomas H. G. A.....C1CA4

HILLSDEN, George W.....LSSM1
 HOPKINS, Walter J.....LSCK2
 HORNOSTY, Joseph.....P1GA3
 INGLIS, Arthur T. R.....P1TA3
 IRONSIDE, Hugh A. J.....LSAO1
 JENKINS, Robert C.....P1OR3
 JENSEN, Robert M.....LSNS1
 JOHNSON, Douglas L.....LSSM1
 JOHNSTON, Lloyd A.....C2GA4
 JONES, David L. G.....LSCM1
 JUDD, Frank S. A.....LSSM1
 KERIEFF, Mike.....P2SM1
 KILGOUR, George A.....C2CA4
 KROGEL, William F.....C1RT4
 KVAMME, Glen E.....P2GA3
 LANGLOIS, Lucien E.....LSSM1
 LANGTON, Robert N.....C1CA4
 LAVENDER, Hugh M.....P2SM1 (NQ)
 LEE, Alfred R.....C2CA4
 LEGAULT, Edgar O.....LSGA1
 LOCKYER, Robert D.....LSCK2

WEDDINGS

Lieut. Alan T. Love, HMCS "Scotian," to Miss Pearl M. Scott, Reg. N., of Halifax.
 CPO John R. Davies, HMCS "Cayuga," to Miss Bernice E. Bradford, of Calgary.
 PO Alvin E. Farrell, HMC "PTC 724," to Miss Vera M. Walker, of Victoria.
 PO Gerald R. Donohue, HMCS "Stadacona," to Miss Laura G. Wheeler, of Halifax.
 Ldg. Sea. Leonard Mackey, HMCS "La Hullose," to Miss Lorraine M. Sydney, of Rockingham, N.S.
 AB Gilbert H. Shaw, HMCS "Micmac," to Miss Margaret M. MacNeil, of Christmas Island, Cape Breton.
 AB George Taylor, HMCS "Micmac," to Miss Esther Sullivan, of Herring Cove, N.S.
 AB Arnold Hall, HMCS "Sault Ste. Marie," to Miss Rose Marie Dirk, of Victoria.
 AB Gordon L. Kirkman, HMCS "Tecumseh," to Miss Elizabeth Ann (Betty) Paterson, of Calgary.
 AB Donald Nieman, HMCS "Ontario," to Miss Rosemary Pottinger, of Victoria.

BIRTHS

To Lieut.-Cdr. C. P. Nixon, Canadian Services College, Kingston, and Mrs. Nixon, a daughter.
 To Lieut. John Husher, Gunnery School, HMCS "Stadacona," and Mrs. Husher, a son.
 To Sub-Lieut. (L) Ralph G. Lindsey, HMCS "Stadacona," and Mrs. Lindsey, a daughter.
 To CPO Charles Keen, HMC "PTC 724", and Mrs. Keen a daughter.
 To PO Laurence Haywood, HMCS "Carleton," and Mrs. Haywood, twins, a boy and a girl.
 To PO Brian L. Cox, HMCS "Swansea," and Mrs. Cox, a son.
 To PO Osborne Hodgess, HMCS "Cornwallis," and Mrs. Hodgess, a son.
 To Ldg. Sea. Robert Rogers, HMCS "Micmac," and Mrs. Rogers, a daughter.
 To Ldg. Sea. Robert Laframboise, HMCS "Stadacona," and Mrs. Laframboise, twin girls.

LOWE, Francis H. M.....P1RP2
 LYNCH, Lawrence R.....LSEM1
 MacDONALD, Elwood J.....P1TA3
 MacLEAN, Hugh K.....C1GA4
 McCOWELL, Daniel L.....LSAO1
 McDONALD, Donald R.....P2SM1
 McLEAN, Dennis M. H.....LSCK2
 McNEIL, Cyril J.....C2GA4
 MAGILL, James.....C1AO3
 MARCEAU, Guy.....LSNS2
 MEIKLE, Murray A.....P1GA3
 MILLARD, Edward C.....LSVS1
 MIREHOUSE, George T.....LSEM1
 MISIURAK, William.....LSAL2
 MOEN, Arlo M.....C1RT4
 MONTGOMERY, William J.....P2AO2
 MOODIE, Edwin A.....LSSM1
 MORGETROYD, James.....P2GA3
 O'HARA, Charles A.....P2AN2
 OLIVER, William L H.....LSSM1
 PAGE, John W.....P1CA3
 PALY, William C.....LSCM1
 PAYEUR, George J.....LSPW1
 PENNEY, Charles C.....C1GA4
 PINKNEY, John W.....C2GA4
 PINKOS, William B.....P2GA3
 PIROS, Archibald.....LSSW1
 PITTS, John M.....P1GA3
 PORTER, Alfred M.....P2GA3
 PRATT, Donald E.....LSSM1
 PRYNE, Allan S.....LSFM2
 QUICK, Paul B.....LSNS1
 SANDERSON, William G.....P2TA3
 SCARLETT, Ralph M.....LSRPS
 SEMCZYSHYN, John.....LSCK2
 SEXAUER, James G.....P1NS2
 SHEMILT, Howard W.....P1RA3
 SHIRLEY, Robert A.....LSCK2
 SHOULTS, Mervyn J. K.....LSAN1
 SIMES, James O.....LSCM1
 SPEED, Ronald D.....P2RP1
 SPICER, Maurice W.....LSCK2
 STREET, Ronald L.....C2CA4
 SUTHERLAND, Robert D.....LSNS2
 SWANSON, George S.....LSPW1
 TETLOCK, Donald B.....P2AL2
 THOMAS, Roy A.....LSAL1
 THOMPSON, Norman H.....P2SM1 (NQ)
 TREBLE, Marshall E.....LSCK1
 TYROWSKI, Lawrence A.....LSCK1
 UNDERDOWN, John E.....C1CA4
 WALES, William D.....LSGA1
 WESTON, Robert S.....LSAO1
 WHEATLEY, Charles N. S.....P2GA3
 WHITE, Russell E.....P2CA2
 WHITTAKER, Allan B.....P2SM1
 WIGGINS, Donald W.....C2CA4
 WILKINS, John A.....LSSM1
 WILLIAMS, Richard.....C2CA4
 WILLIAMS, Russell J.....LSFM1
 WILSON, William J.....P2SM1 (NQ)
 WOOD, William.....P2GA3
 YAGER, Walter P.....LSPW1
 YOUNG, Wilfred E.....LSAO1
 ZABRICK, Metro.....LSCK2
 ZRUDLO, Edward.....P2SM1

Wartime Christmas

by C.T.

TWO days in Halifax and two days' Number 11 . . . what kind of a life is that? Now a dirty head sea smashing into the frigate's bows, tumbling over the foc'sle head and flying bridgewards in great clouds of spray. . . Everybody cold, wet, miserable, and Christmas only a day away . . . Migosh, Able Seaman Kiner thought, whatta life this is.

He made his way into the messdeck, weighted down with his soggy oilskin and the soggy clothing underneath.

The place was in confusion. The Christmas tree had fallen down again. They had altered course just before dark and the sea was rounding to the beam. The ship was rolling. Not an easy roll, where a seaman could pick the feel of the deck, but a lurching, pitching roll that whipped and threw you while the frames wracked and groaned.

The eager beavers were around the Christmas tree, pointing it to the deckhead with new lashings. Kiner could hear the crunch as they stamped in the mess of broken baubles. He peeled off his streaming oilskin and it fell in a heap about him. He shoved a cigarette between his lips and watched them trying to fix the tree. What a lot of baloney, celebrating Christmas out in this. That must be the hundredth time the tree has gone down and every time the fools put it up, lashing it with heaving lines. . . He sat on his locker, bracing his back to the bulkhead. He felt a little sick.

Later he lay in his hammock, listening to the seas slam against the steel only four feet from him. There were thumping and banging noises as odd boots and bits of gear jumped and slid with the moving deck. Someone was snoring . . . the guy should be shot.

Kiner got to thinking. . . What kind of a guy is the "Old Man," anyway? Only two days in Halifax and Number 11 slapped on you. . . He thought of the officers, of his messmates, and of the "Old Man" again. . . What a stinking steerage they were, picking on you one minute and putting up Christmas trees the next. Tomorrow the "Old Man" would go through the messdecks, saying "Merry Christmas" and shaking their hands . . . Baloney. The guys in the mess would chatter like a bunch of cream puffs about Christmas, their girls and their mothers; and any minute they might be blown to blazes, or smashed and broken by the sea. Exhausted, he fell to sleep and bitter dreams.

At dawn the Atlantic was roaring down from the Arctic pole, with shrieking wind and huge, racing seas. Low overhead, so low they seemed to join hands with the spray, grey clouds scudded before the blast. The ship was wild now, rearing up with each foam-laced wave crest and tumbling down, down into the following pit. She was working hard; each plate, each frame, twisting, turning, giving, holding.

Kiner wedged himself in the starboard bridge wing. Sometimes, through the half light, he could see ships of the convoy clawing and fighting their way in the seas. They were hove-to and Kiner knew the convoy would soon be scattered over miles of Atlantic. Christmas was nothing; this was a fight, and he had an hour of lookout duty. He glanced toward the centre of the bridge. The "Old Man" was standing there, one arm hugging the gyro compass, his face dirty, unshaven, his eyes, black and hollow, searching seaward. With a start Kiner realized the "Old Man" must have been standing there all night.

Kiner got to thinking. Pictures jumbled through his head while his eyes swept his lookout arc. It would be Christmas at home soon and he could see the tree in the living room, firm and steady and sparkling with lights and tinsel. The family would be gathering there . . . his father pretending to be unconcerned about it all . . . his mother excitedly handing out the presents to his two younger brothers and his sister. He could hear the rustle of the colored wrappings as they undid their gifts. . . He could hear his father muttering about the late breakfast and the sudden squeals from his little sister as she opened her presents. . . He could see the sizzling turkey in the oven and the work-worn hands of his mother basting it. . . He could see his father spiking the cider just a little bit more, then tasting it on his tongue and smacking his lips.

The neighbours would be dropping in, and there would be laughter inside the house and the snow would be white through the windows. There would be new skates and snowball fights in the garden, and his brothers would be like a couple of colts and wearing his mother out. . . And she would be smiling and loving every minute of it . . . Kiner realized he was smiling himself and he snapped it off his face. He was getting soft.

He looked to the bridge again, and the "Old Man" was smiling, too — the quiet smile of a man who has remembered something. Cheez, Kiner thought, the "Old Man" has a family . . . a heck of a good-looking wife and two small children. . . The "Old Man" must be thinking of his family, of his Christmases at home. . . Without knowing why, he felt a sudden affinity with the officer standing by the compass. Kiner felt warm and he should have been frozen and miserable.

His relief startled him, and he turned over the lookout. He reported to the officer of the watch and then started to make his way below. He stopped. Suddenly he knew it wasn't just another day.

Heck, he thought, those cream puffs in the messdeck don't know a thing about decorating a tree. It had probably fallen over again, but he had figured a way to make it stay put. . . Kiner glanced back at the "Old

Man" . . . Heck, that guy was a man . . . He'd been taking the seas and the dirt all night and he was still standing there . . . and the guy was smiling . . . He thought, I guess I did ask for that number 11 . . . Ask for it? I had it coming a mile away.

Kiner waited for the drunken reel of the bridge to subside for a moment. The ship rose to a sea, took it green over the port bow, then dived for the trough, steadying with a smash as the next one hit her.

He faced his captain.

"Merry Christmas, sir," he said. The "Old Man" held out his hand.

FIREFLIES TRY ROCKET TAKE-OFF GEAR

Firefly Mark V aircraft of 825 Squadron (18 Carrier Air Group) used rocket assisted take-off gear for the first time on November 9 at the RCN Air Station, Dartmouth, N.S.

"Ratog," as it is known to the airman, is used to get an aircraft airborne in the shortest time and with the shortest length of take-off run possible. Rockets are attached to either side of the fuselage in pairs in such a way that force is applied to the aircraft in a forward and upward direction.

Best performance reported was that of Lieut. (P) G. H. Johnson, with Lieut. (O) J. M. Steel in the rear cockpit, who gained 1,000 feet altitude within a very few seconds.

Further Ratog trials were conducted aboard the "Magnificent" as part of flying exercises during her recent cruise to the West Indies.

The rockets can be fired one on each side or two on each side, depending on the amount of thrust required. Both combinations were tried by a number of 825 Squadron pilots, with the conclusion that four rockets were the minimum required to obtain a suitable acceleration.—PO F.J.M.

HALIFAX SEES FIRST JET-ASSISTED TAKE-OFFS

Seven United States Navy Martin Mariner patrol bombers whooshed into the air above Halifax on the



afternoon of November 16, marking the first time aircraft had carried out jet-assisted take-offs from the harbour.

The Lieutenant Governor of Nova Scotia, Hon. J. A. D. McCurdy, who holds a number of firsts in the aviation world, was on board one of the bombers, as was Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

Mr. McCurdy flew the first heavier-than-air plane in the British Empire on February 23, 1909, at Baddeck, N.S. As guests of Captain E. M. Block, USN, Commanding Officer of the seaplane tender USS "Duxbury Bay," the Lieutenant Governor and Rear-Admiral Mainguy were on hand to watch the first jet-assisted take-off from the port, and later donned flying togs and climbed aboard a second

Seven United States Navy Martin Mariner seaplanes took off from Halifax harbor on the afternoon of November 16 with jet boosters, the first jet-assisted take-offs from the Port of Halifax. Among the passengers in one of the aircraft was Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia, who flew the first heavier-than-air plane in the British Empire in 1909 at Baddeck, N.S. Shown in flight togs as they are being briefed for their flight are, left to right: United States Consul-General H. Merrell Benninghoff; Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast; the Lieutenant Governor and Lieut. Peter Berry, Flag Lieutenant to Rear Admiral Mainguy. Giving them pre-flight instructions is Captain E. M. Block, USN, Commanding Officer of the seaplane tender USS "Duxbury Bay." (HS-8776.)

The photo at the left shows one of the Mariners shooting skyward. (HS-8778.)

Mariner seaplane for a "repeat performance."

The USN planes were in Halifax for the final phase of war games in the Atlantic. Besides the seven Mariners, which operated from the seaplane base at Eastern Passage, five Neptune coastal bombers made the nearby RCN Air Station their temporary home.

The USN aircraft operated from Eastern Passage early in November and as the US Task Force out at sea moved northward, they also shifted to bases further north. They returned November 14 and resumed support of USN submarines which were searching out ships of the Task Fleet making their way homeward down the Atlantic Coast.

The Man of the Month

THIS will be the second consecutive Christmas at sea for Petty Officer Donald C. Hughes, Coxswain of the frigate "St. Stephen."

To some people this may look like a pretty dismal prospect but to the good-natured Coxswain of the weather ship it doesn't merit a second thought — it's an accepted part of the sailor's life. As a matter of fact, although his more than two years' service in the weather ship makes him eligible for draft to another ship or to a shore job, Hughes says he would like to spend another year in the "St. Stephen," or at least stay with her until she next goes into refit.

"I guess being on board since she was commissioned has made her grow on me. If I were drafted off it would be like leaving home."

Born on September 20, 1919, in Saint John, N.B., PO Hughes always has had a high regard for the sea and ships. He joined the "Rodney" Division of the Sea Cadet Corps in 1931 and, as soon as he was old enough, became a member of the Royal Canadian Naval Volunteer Reserve.

On active service at the outbreak of war, he was drafted to "Stadacona" at Halifax on September 3, 1939, and on December 19 joined the destroyer "Restigouche." While serving in this ship, he was advanced, in August 1941 to the rating of Leading Seaman. A month later he transferred to the permanent force, and shortly afterwards came ashore for duty as an instructor in the training establishment, HMCS "Cornwallis," then located in Halifax.

From November 1941 until November 1943 he served in his home town division at Saint John where, as New Entry instructor, he taught scores of youthful sailors the basic principles of seamanship and discipline.

From "Brunswicker" he returned to "Stadacona," and in January 1944 was back at sea in the Bangor minesweeper "Transcona" on the "triangle run" — St. John's, Halifax and New York.



PETTY OFFICER DONALD HUGHES

His next ship was the frigate "Toronto," which he joined as Chief Bos'n's Mate in May 1944 and in which he received the "crossed hooks" of a Petty Officer on August 1, 1944. Leaving this ship after a year of service, he spent several weeks in "Peregrine," at Halifax, then, in the destroyer "Saskatchewan," served his first term as Coxswain. Three months later he was transferred to the Algerine minesweeper "Oshawa" in the same capacity, and travelled with the ship from Halifax to Esquimaux when she went around to the West Coast after the war to be paid off.

Short periods in "Stadacona" and "Haligonian," both in Halifax, were followed by three months as Coxswain of the wooden minesweeper "Lloyd

George." In September 1947 he was drafted to the Tribal class destroyer "Iroquois," and in the same month, at his own request, became Coxswain of the "St. Stephen." He is one of the handful of men still in the ship who were members of her commissioning crew in 1947.

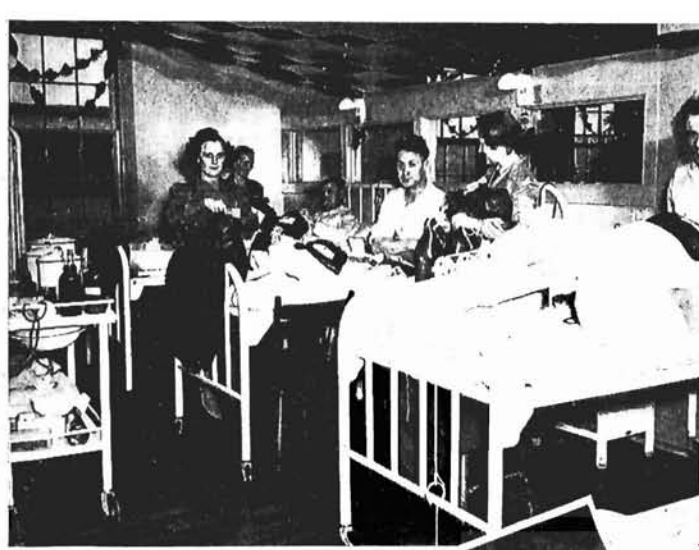
Like the majority of the crew members of the "St. Stephen," PO Hughes has a hobby. His is wood carving and model making. He is currently putting the finishing touches on a scale model, complete to the last stanchion, of the weather ship. He has plans also, for another model — a replica of the famous clipper ship "Cutty Sark," one-time holder of the record for the passage from England to Australia in the days of the tea-carrying sailing ships.

He plays a competent game of bridge and hence makes a welcome fourth when a table is being organized during off duty hours on station "Baker."

His shipmates regard him as an "all-round guy." He is, they say, a man "who doesn't let you forget he's Coxswain, but, at the same time, lets you know that he's pretty human and willing to give advice and help at any time."

PO Hughes lives at 49 Cork Street, Halifax, with his wife, the former Dorothy Nickerson of Halifax, and their two children, Doreen, aged eight and Donald, seven.

And while "Daddy" will be away for Christmas again this year, he will not miss the Yuletide celebrations in the Hughes home. His wife and children have promised to save the Christmas tree, the presents and the good cheer until his return to port on December 28.

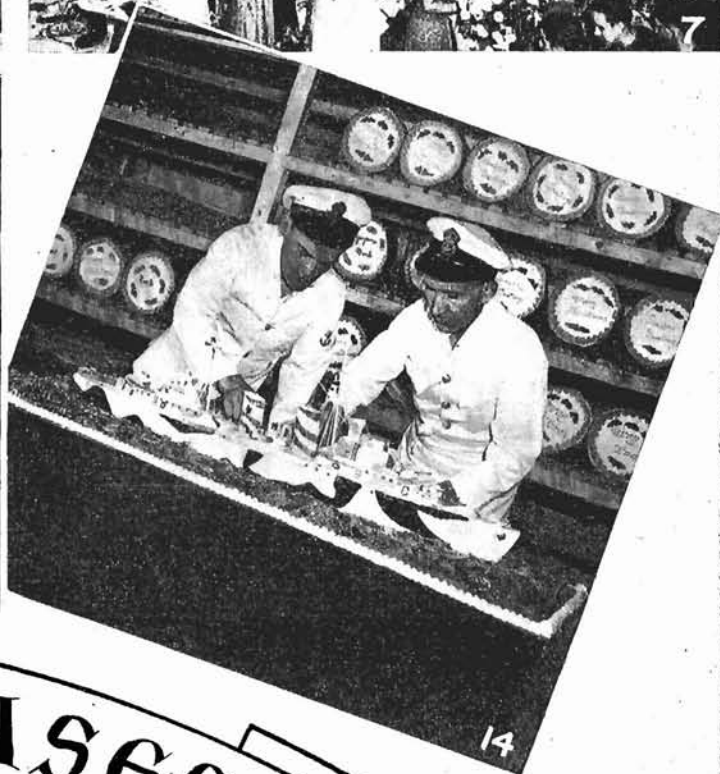


OTHER CHR 1939



The war didn't stop for Christmas. The conv often in some of the winter's dirtiest weather. ships fortunate enough to be in port, officers and hand and observed the Yuletide season in the ti those other Christmases.

1. Christmas dinner was a matter of great pride with the ship's cook and in many cases he produced results, such as this, that were well worth "writing home about." (0-1242-1).
2. A sailor in HMCS "Trillium" wonders when the time will come when he can wear the "civvie" tie he found among his gifts. (M-508).
3. Busy Wrens in the Fleet Mail Office, London. (F-127).
4. In the frigate "Kirkland Lake," the youngest seaman enjoys his role as "captain for the day." (A-1101).
5. The Red Cross, complete with ditty bags, calls on patients in the RCN Hospital at St. John's. (NF-3740-1).
6. Signs of winter show plainly on ships in St. John's harbor on Christmas Day, 1942. (NS-1490).



CHRISTMASSES

boys still sailed and the escorts went with them — However, in shore establishments and in those men looked up briefly from the stern business at the-honored fashion. Here are some scenes from

- 7. A Christmas buffet supper and dance at "Cornwallis." (H-5660).
- 8. Canadian Wrens play "Santa Claus" to children in London's East End. (HN-2119-1).
- 9. The First Lieutenant of HMCS "Wallaceburg" sweeps up the seamen's mess. (S-132-11).
- 10. Messdecks were crowded in the old four-stackers, but they still found space for Christmas trees. (H-5623).
- 11. In a frigate's messdeck, crew members compare gifts. (A-1096).
- 12. This corvette's mascot wasn't forgotten. (M-507).
- 13. Christmas dinner in HMCS "St. Thomas," 1944. (Z-952).
- 14. A Christmas cake at "Cornwallis." (DB-0604-1)





ATLANTIC COAST

Damage Control School

The Firefighting School on McNab's Island, in the approaches to Halifax Harbor, is now in operation and has been christened by a group of Aircraft Controlmen from "Shearwater," who started a week's firefighting course on November 21.

In establishing the school it was found necessary to have a tool crib. Accordingly, a cell in the building which formerly served as a detention barracks was set aside for this purpose and PO Jim Greig was installed as guardian of the spanners and wrenches. And in keeping with the original theme, an old cell door was used on the new "lock-up."

CPO Fred Evans, of Halifax, has left the school to take up new duties in the damage control headquarters in the aircraft carrier "Magnificent." Ldg. Sea. William Maguire, Toronto, and AB J. Lavoie, Montreal, also have left the school, both going to the destroyer "Micmac."

New additions to the staff are CPO Cecil Mason, of Halifax, PO Joseph Peters, of Saint John, N.B., Ldg. Sea. Douglas Graham, of Hopewell, N.S. and AB Pete Kanis, Halifax. — J. N.

HMCS "Cornwallis"

The first Leadership Course for Chief and Petty Officers started on November 14, with Lieut.-Cdr. J. C. O'Brien, of Montreal, in charge. Assisting him are Instr. Lieut.-Cdr. Craw-

ford Mahon, of Kitchener, Ont., Lieut. (S) A. F. Reade, of Ottawa, CPO Cecil Hancock, of Ottawa, and PO Richard L. Johnson, of Hamilton.

A further 125 men from "Athabaskan" and "Sioux" Divisions have been drafted and are now serving in ships and establishments of the fleet.

During October war service medals were presented by the Commanding Officer to officers and men of the ship's company.

Albro Lake Radio Station

As in other RCN establishments on both coasts, the main subject of conversation at Albro Lake these days, at least among married personnel, is married quarters.

Thirty houses are building at Albro Lake, with the first scheduled for completion early in December, and the remainder at 10-day intervals. The houses are attractively designed and well equipped, and it is little wonder that all concerned are anxiously watching the various stages of construction.

The Saturday night "get togethers" attended by off-duty men, their wives and friends, are becoming increasingly popular. Dancing and refreshments are featured.

Communication School

Two new classes, made up mainly of new entries from "Cornwallis," started during November at the Communication School. Instructors are CPO Claude Scott and PO Mike Ciz.

Graduates of CR 24 have left the school for various destinations. Ord. Sea. Terrence Hamilton has gone to



A highly successful masquerade dance was held in the Chief and Petty Officers Mess at "Cornwallis" on Hallowe'en. Shown above is a group of those who attended. (DB-822-1).

the destroyer "Micmac" and Ord. Seamen Thomas Schives and Donald Kennedy to the aircraft carrier "Magnificent."

PO Gilbert Howe also has left to join the "Magnificent," while CPO Charles Bourgeois, formerly of Aldergrove Naval Radio Station, has joined the school staff.

PACIFIC COAST

HMCS "Ontario"

A week's visit to Vancouver over, "Ontario" proceeded to Nanoose Bay where she carried out various exercises.

During a six-inch full calibre practice shoot on a target six and one-half miles distant, seven hits and four straddles were recorded — a good showing. In the torpedo shoot, five hits out of a full set of six "fish" gave the torpedo party no little thrill.

The exercise period over, "Ontario" returned to Esquimalt, shifted her crew into quarters in the Reserve Training Establishment and commenced her annual refit.

TAS Training Centre

TASTC had an unusually quiet time for a spell when most of her classes were embarked in "Crescent," "Cayuga," and "Antigonish" carrying out anti-submarine exercises.

Lieut.-Cdr. William Bremner, Officer-in-Charge of the TASTC, has been responsible for a number of changes in the centre. Meanwhile, Lieutenant R. L. Ellis, Staff Instructional Officer, is mapping out a program for Reserves for this coming winter.

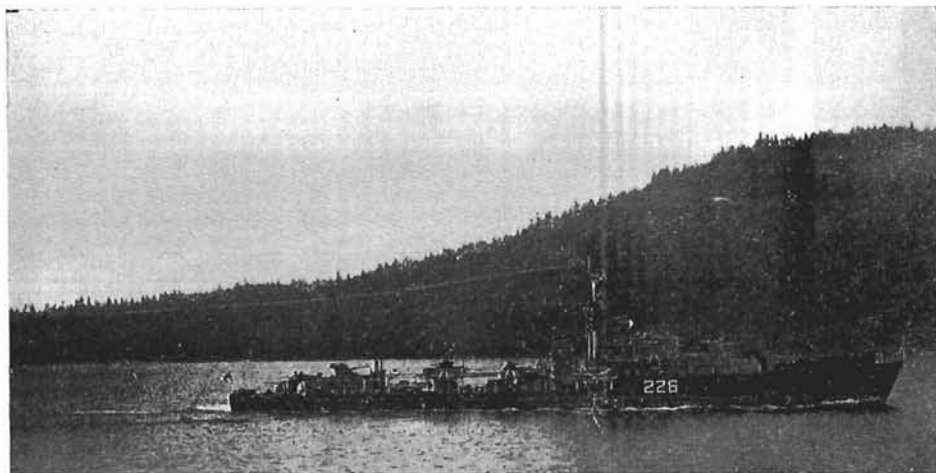
Mr. Len Corbett, Gunner (TAS), has joined the staff as Trials and Equipment Officer and has been kept busy. Mr. L. "Hoot" Gibson, Gunner (TAS), now rules the roost in the A/S Section.

HMC "PTC 724"

While "PTC 724" has been comparatively quiet in recent weeks, she did take part in exercises with HMCS "Cayuga", and also carried out a number of engine and other trials.

During the Christmas season "PTC 724" joined in with ships alongside and those in the Reserve Fleet to make an outstanding success of the annual children's Christmas party held in "Naden."

Messdecks in the ship will be decorated to achieve a festive look for Christmas dinner, which will be served several days in advance to enable all hands to be present.



Bound for Esquimalt on the completion of her final cruise before being paid off into reserve, HMCS "Crescent" flies her "paying-off pendant" from the foremast. (OC-184-7).

HMCS "Sault Ste. Marie"

Since last heard from, "Sault Ste. Marie" has made a number of trips to various American and Canadian ports. Among them were Bellingham, Everett and Bremerton, all in Washington, and Ganges, Ladysmith, Fort Warden and Vancouver, in British Columbia.

Recently, too, the ship carried out anti-submarine exercises in waters near Esquimalt.—R.A.V.J.

HMCS "Crescent"

A week of anti-submarine exercises in November resulted in valuable training for both TAS personnel of the ship and training classes embarked from "Naden."

The next two weeks were spent alongside at Esquimalt and final preparations were made for the annual inspection by Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast. Everything ran smoothly on the big day and "Crescent" was looking her best — better, that is, than any other

ship could possibly hope to look.

Twenty new entry seamen completed their examinations with the standard of marks attained being very high.

Approximately two-thirds of "Crescent's" ship's company is expected to commission HMCS "Sioux" and "buzzes" are flying thick and fast as to the identities of the fortunate ones.

NAVAL DIVISIONS

HMCS "York"

(Toronto)

Recent activities at the Toronto Naval Division were highlighted by the annual Trafalgar Ball, held in the establishment October 21. Among those present were Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, Commodore W. B. Creery, Chief of Naval Personnel, and Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington.

New presidents and committee members were elected by the various messes at "York" at a general meeting held on October 19.

The aviation department has completed the mounting of a Seafire MK XIV fuselage and tail assembly on the drill deck.

A meeting of the directors of the Toronto Naval Officers' Association was held in the wardroom October 11;

a Sea Cadet meeting took place on October 1, and on October 24 the "York" division of the Wren Association held a gathering in the wardroom. On October 26 the Staff Officer gave an interesting address to approximately 70 members of the Women's Naval Auxiliary.

HMCS "Chippawa"

(Winnipeg)

November saw a wide range of activity in "Chippawa" as conferences, a special parade, and even a Sadie Hawkins' Day dance, supplemented the regular training sessions.

In conjunction with his annual inspection of the Division, Captain Howard L. Quinn, Director of Naval Reserves, held an informal round table discussion of various phases of reserve activity at which representatives of all branches in the establishment were present.

In common with other Naval Divisions across Canada, "Chippawa" was represented at local Remembrance Day ceremonies. Despite the fact that

November 11 in Winnipeg was a normal working day, a remarkably good turnout of reservists was present.

The Ex-Wrens' Association provided one of the biggest social events of the season in the form of the now traditional Sadie Hawkins' Day dance for which more than 600 RCN and Reserve personnel and their friends crowded the parade deck.

The new dry canteen, sponsored by the Ex-Wrens, went into operation in December and, with its bright, two-tone blue color scheme, table tennis tables, coffee bar and Wren servers, is proving a popular feature.

HMCS "Donnacona"

(Montreal)

Fifty officers, 65 Chief and Petty Officers and 105 men were present November 6 when Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, presented war service medals and stars to the ship's company. Following the ceremony relatives and friends were entertained

in the Wardroom, the Chief and Petty Officers' Mess and the Seamen's Mess.

The Ladies' Auxiliary of "Donnacona" was hard at work during November and early December on arrangements for the now famous "Donnacona" Christmas Party. The organizing committee, under the capable chairmanship of Mrs. Hodge, wife of Lieut.-Cdr. (E) A. G. Hodge, put in many hours to ensure that this year's affair would be bigger and better than ever. — R.F.D.S.

HMCS "Queen"

(Regina)

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of "Queen" on November 7. Following the inspection, campaign medals and stars were presented to entitled members of the ship's company.

On November 8, John William Spicer, infant son of Commander W. W. Spicer, commanding officer of "Queen," and Mrs. Spicer, was christened in the wardroom by Chaplain J. W. Carter.

During the month, re-decoration of the wardroom and the Chief and Petty Officers' mess was undertaken by the ship's staff.

HMCS "Star"

(Hamilton)

The ship's company paraded to Christ Church Cathedral on November 6, accompanied by members of the UNTDs of McMaster University and the Ontario Agricultural College, and Sea Cadets from RCSCC "Lion." Commander S. F. Ross, commanding officer, took the salute at a march past.

Representatives from "Star" attended the funeral of Rev. Wilfred A. Henderson, former Protestant Chaplain of the Division, who died November 4 after a lengthy illness. He had served in "Star" from July 1944 until April 1949, when he was forced by ill health to retire from active work



A trophy, to be awarded annually to the best all-round seaman in HMCS "Scotian," has been donated to the Division by the Halifax Branch of the Naval Officers' Association. In the above picture, Commander W. E. S. Briggs, commanding officer of "Scotian," accepts the trophy from Mr. J. S. Wilson, president of the Halifax NOAC. (HS-8951).

The annual children's Christmas Party was held December 18. The Women's Auxiliary of "Star" had conducted a number of social functions prior to the party and the proceeds from these affairs ensured a good supply of gifts for the children of personnel of the Division.

As in previous years, the ship's company is planning to hold a New Year's Eve dance in the establishment. — C.S.J.L.

HMCS "Griffon"

(Port Arthur)

Four members of the ship's company have been awarded the Reserve Long Service and Good Conduct Medal. Presentation was made by Captain H. L. Quinn, Director of Naval Reserves, during his visit to "Griffon" in the course of an inspection tour of western Naval Divisions.

Those who received the medals were CPO Harry Gothard and CPO Harry Gill, Fort William, and CPO Frederick Jeacock and PO Roy Whiteley, of Port Arthur.

During his visit Captain Quinn announced that a Fairmile motor launch had been allocated permanently to the Division and would be placed in service at the Lakehead next summer.

Personnel from "Griffon," under their commanding officer, Commander E. O. Ormsby, took an active part in the recent search of Sibley Peninsula for a lost fisherman. The tug "Queensville" was utilized in landing search parties on the rugged coast of the "Sleeping Giant."

On the social side, the ship's company is making preparations for the annual Christmas Ball, one of the most ambitious efforts of the Lakehead winter social season.

HMCS "Chatham"

(Prince Rupert)

Lieut. (P) Thomas Scheer, RCN(R), has taken over the duties of Staff Officer of the Prince Rupert Naval Division. He succeeds Mr. Alex Gray, Gunner, RCN, who is returning to



Mr. Frederick Freeman, Commissioned Gunner, RCN, attending his last Divisions at "Cornwallis" before going on retirement leave, takes the salute at the march past. Mr. Freeman last fall completed a 30-year career of honorable service with the RCN. Behind him are Captain A. P. Musgrave, Commanding Officer, and Cdr. P. D. Budge, Executive Officer, of "Cornwallis." (DB-810-1).

"Naden" after almost a year at "Chatham."

During a recent stiff blow the naval tug made an emergency trip out into the harbor to stand by a commercial passenger plane which appeared to be in some difficulty after landing on the water. However, the plane managed to gain her berth unaided.

HMCS "Hunter"

(Windsor)

The medal presentation parade held in the establishment on November 14 was the highlight of the month. Four former commanding officers took part in the ceremony during which campaign medals and stars were presented to more than 100 officers and men.

The four former COs present were Cdr. Nigel Bruce, Lieut.-Cdr. Jordan H. Marshall, Lieut.-Cdr. A. M. Kirkpatrick and Lieut.-Cdr. John Loaring.

Cdr. W. A. Wilkinson, present commanding officer of "Hunter," took the salute at a march past which followed the medal presentation.

For the remainder of the drill period, normal training was carried out and relatives and friends who had been invited to witness the presen-

tation were taken on a tour of the establishment. A social hour in the various messes concluded the evening.

"PTC 762," the Fairmile allotted to "Hunter," arrived early in the month from Sorel in charge of a mixed crew of RCN and RCN (R) personnel under the command of Lieut.-Cdr. W. R. Aylwin, Staff Officer of the Division. The trip was completed in eight days. Immediately on arrival she was placed in winter storage at Amherstburg. — R.M.P.

HMCS "Discovery"

(Vancouver)

The month of November was one of the busiest for "Discovery" since the end of the war.

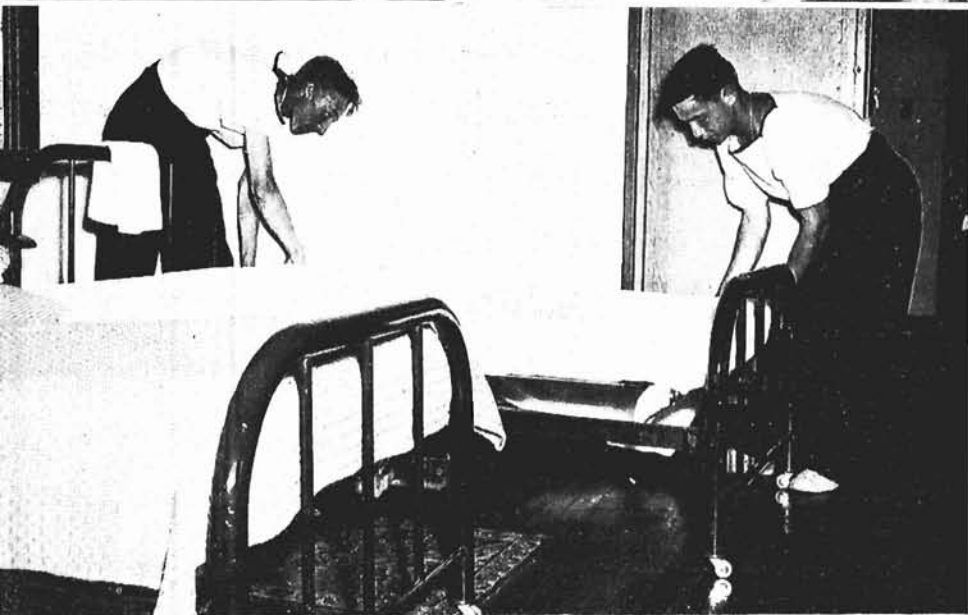
Early in the month the Division held its annual Church Parade and Captain's Inspection. The Church service was held on the main deck but the remainder of the ceremonies took place outdoors. In addition to reservists of the Division, the parade included three platoons from the University of B.C. UNTD, and a similar number of Sea Cadets from the Vancouver area with their drum and bugle band.

On Remembrance Day, the ship's company turned out in force for services in Vancouver's Victory Square. Again, UNTD Cadets were present for the ceremony at the Cenotaph and the march past.

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of the Division on November 15. After reviewing the ship's company, he complimented the Division on its physical appearance and the general well-being and training of its officers and men. He indicated that as far as he had travelled, "Discovery" had turned out the largest number of men to greet him.

The annual ship's company dance saw about 600 persons jamming the huge drill deck for the affair.

The big event for December will be the annual Christmas Party, staged for the underprivileged children of Vancouver. — W. J. H.



In the top photo, shown in their hammocks just before "out lights" is piped in "Seagull" Block, are (left to right) Ord. Sea. Kenneth Buck, Toronto; Peter Smith, Montreal; Harry Childs, Windsor; Fred Leslie, Kingston, and Kenneth Koyama, Kelowna, B.C. Contrast this with the lower photo, which shows Ord. Sea. Robert Thynne, Brighton, Ont., and Sidney Smith, St. Thomas, making their bunks in one of the roomy cubicles in which new entries live for all but two weeks of their "Cornwallis" training period. (DB 824-4 and O-1180-22).

Cleaning up for Saturday rounds in "Seagull" Block are Ord. Sea. David Robertson, Winnipeg; Douglas Jebson, Vancouver, and Bruce Meikle, Moose Jaw. (DB-824-2).



THE GOOD SHIP "SEAGULL"

When the new entry sailor finishes his training at HMCS "Cornwallis" and joins a sea-going ship, he is not completely a novice to the routine and living conditions that await him. Thanks to an ingenious scheme in operation at "Cornwallis," he becomes well-schooled in how to live in a ship's messdeck before ever setting foot off the shore.

Lying "at anchor" at the Annapolis Valley base is "Seagull" Block. Towards the end of their term, each class of new entries lives for two weeks in "Seagull," where shipboard conditions are duplicated as far as they possibly can be ashore. The men sleep in hammocks, live in confined quarters, carry their food 200 yards from the galley to the messables, get no leave. The following letter describes the experiences of a typical new entry during his fortnight in "Seagull" Block:

Seagull Block:
H.M.C.S. Cornwallis,
November 15, 1949.

DEAR MOM:

I'm duty watch tonight, so I'll take this opportunity to answer your latest letter, which arrived yesterday.

My duty this time is much different from the usual one, as we are down in "Seagull Block" for two weeks.

Our time here is done as part of our training to get us used to living more like the way we'll live when we go to sea.

The block itself is fixed up like a messdeck in a ship. Everything was cleaned out of the main dormitory, and it was divided into port and starboard sides by building a stowage rack for kit bags, cap boxes, attache cases and boots down the centre. As many articles of ship's gear have been put into it as possible. There are hatches, fans and fan trunks and small "dwarf" bulkheads that I've cracked my shins on a couple of times, as I keep forgetting they are there. Even the windows are blocked off, and instead we have small holes the same size as a ship's portholes.

They supply enough air during the day, when the doors are being used a lot, but in the mornings when we get up the air is pretty thick.

We sleep in hammocks while we live in Seagull Block. Most of us like them fine now that we're getting

used to them, though some of us had a struggle getting into them for the first time. In fact, my chum Larry fell out on his first try! I like my 'mick much better than my bunk and I'm going to miss sleeping in it when we move back to the other block. When we get all the hammocks slung it's sure crowded, but we're told that we have much more room here than we will in the ships, so I guess it must be really cramped at sea.

For eating we are divided up into groups of 10 to 12 and have our own table and benches. This is our mess. We take turns at being "cook of the mess" and while we are "cook" we are responsible for drawing and serving the food, washing the dishes, scrubbing the table and deck and generally keeping the mess shipshape. Sometimes the food gets a little cold before we get it, but I suppose this happens at sea, too. I like eating this way as I have more time to eat and can take a few minutes over a cup of coffee and a cigarette after the meal.

We all live out of our kit bags here, which is very much different from our nice big lockers up in the block. The thing you want always seems to be at the bottom of the bag and when half a dozen of the boys start dumping their gear around, hunting for something, we have quite a time rescuing our belongings when we restow the bags. It teaches us to stow our gear properly, however, and it's quite a trick to keep my good uniform, collar and silk from getting creased up.

There aren't as many heads and bathrooms here as we are used to, and once again we find it a bit crowded and rushed, but all in all, I think the whole thing is a fine idea. Besides giving us a good idea of what to expect at sea, it helps us to get used to living more closely together and teaches us to work and get along with one another better.

We all stand watches as quartermaster when we are on duty, and even when not duty we have to stay on board, leaving the block only to go to classes and some other musters. It's just as though we were at anchor in some out of the way harbor.

Well, Mom, the quartermaster has just piped "duty watch to muster," so I'll have to close now. 'Til next time then,

Your loving son,

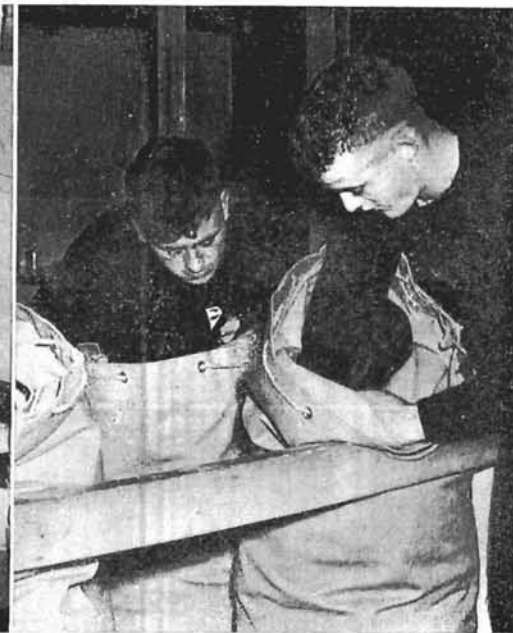
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Messing arrangements in "Seagull" are similar to those at sea. At dinner, above, are Crd. Sea. Edgar Keats, St. John's; Gordon Mullet, Cornerbrook, Nfld.; Jean Gravel, Montreal; Vinammy La Brecque, Three Rivers, Edward Brake, St. George's, Nfld., and Vernon Briskham, Mission City, B.C. (DB-824-5).

In the photo at left below, Ord. Sea. George Spicer, Edmonton, and PO Jack Roche, Hamilton, Vancouver, "dish up." (DB-824-1).



Locker space in "Seagull" is limited and a good deal of gear has to be stowed in kitbags, and properly. Working out their stowage problems, above right, are Ord. Sea. Edward Brake and Vernon Briskham, (DB-824-6). The men have to make their own recreation and, as at sea, cribbage is a popular pastime. The scene below, showing Ord. Sea. Patrick Sterling, Merritt, B.C.; Lawrence Miller, Lethbridge, Alberta; Briskham, Lakey and Garnet Bull, New Westminster, could well be duplicated on board ship. (DB-824-3).



Looking Astern



OLD "RUSTYGUTS" WINS A BATTLE

Many ships of Canada's wartime Navy knew what it was to feel the force of a full Atlantic gale. Destroyers, frigates, corvettes, minesweepers and other craft — all had occasion at one time or another to do battle with the elements. Seas that built up to awe-inspiring heights, then smashed at them with pile-driver force . . . shrieking winds so strong they plucked the crests from the waves and blew them along in clouds of stinging, smothering spray . . . sodden clothing . . . broken crockery . . . clammy messdecks a-slosh with salt water . . . these things, and more, combined to test to the limit the strength and endurance of our ships and the men who sailed them.

Out of the war's many stirring storm stories, one has been selected for the Christmas issue of The "Crownest." It has been chosen because it is appropriate to the season. This is it:

ON the morning of December 12, 1941, a group of seven ships sailed from Hvalfjord, Iceland, with orders to rendezvous with and take over escort of a convoy bound for North America.

The group consisted of the Canadian destroyer "Restigouche" (Senior Officer) the Canadian corvettes "Agassiz", "Amherst", "Bittersweet" "Chicoutimi" and "Orillia", and the British corvette "Celandine".

Spirits were high in "old Rustyguts", for Halifax was her ultimate destination, and for many of her crew that would mean leave and Christmas at home.

The wind was fresh, the temperature not far above freezing, and

occasionally a squall of snow swept over the line of ships; but there was little, other than the usual falling barometer, to indicate the state of things to come.

Early in the afternoon, the first real portent arrived in the form of a signal advising that the convoy had been slowed by bad weather and was considerably behind schedule. The "Restigouche" immediately went up to 22 knots and drove on ahead to search for the merchantmen.

She failed to find any trace of the convoy by dark, and so returned to the corvettes. Throughout the remainder of the night the ships proceeded, in line abreast, along the path it was calculated the convoy would follow.

Early in the morning of the 13th the barometer began to fall rapidly and the wind and seas to increase. By afternoon the glass was down to an unbelievably low 27.76 inches. Then the storm broke in all its fury.

Although contact with the convoy had by this time been established and its approximate position (some 30 miles distant) ascertained, there was to be no rendezvous.

A matter of greater concern than the relief of the escort now confronted the Senior Officer of the Canadian group: The little ships under his charge must be preserved from the onslaughts of what had developed into a full-fledged, raging hurricane.

Every Man for Himself

"Restigouche" ordered the corvettes to heave to, suggesting that they endeavor to make good as nearly as possible a course that would intercept the convoy. He himself did the

same. It was now every ship for herself.

It was still daylight but the wind-driven spray had reduced the visibility to zero. The seas were mountainous, the wind was a thing of incredible power.

The stubby corvettes bobbed up and over the seas. The thin-plated destroyer, with her long, narrow hull, knifed into them and was slugged unmercifully. Worse still was her tendency to fall off into the trough; the rudder was almost useless and only by using port and starboard propellers alternately was the "Restigouche" kept pointing into the weather.

Within half an hour from the time the storm broke, all the destroyer's canvas covers, splinter mats and carley floats had been ripped off or torn to shreds, and her boats reduced to matchwood. At 1700 the foremast split, with a tremendous crack, below the crownest. The upper section broke off and the steel lower section bent back until the stump rested against the fore-funnel. There it was secured.

To the eerie shrieking of the wind was added the wail of the ship's siren; arials and halliards from the mast had been borne down on the siren wires. This lasted for ten minutes, until the tangle had been cleared away.

The ship's wireless went with the mast, but the W/T department wasted no time in rigging a jury aerial. Within half an hour they had broadcast a test message and received an acknowledgment from Whitehall.

Carnage on the Quarterdeck

The seas were playing similar havoc on the quarterdeck. Depth charges, torn loose from their lash-

ings, were rolling wildly about, and the hatches to the tiller flat and stewards' flat had been broken off by a carley float washed aft from its stowage by the after funnel. The funnel itself was knocked 45 degrees to starboard.

With every roll, water cascaded into the two flats and it became imperative to cover the open hatches. This was undertaken by Sub.-Lieut. S. G. Moore, RCN, and the ship's Coxswain, Chief Petty Officer William Montgomery. They were successful, but not without cost. As they were completing the job, Sub-Lieut. Moore was thrown against a depth charge rail, breaking his leg.

There was four feet of water in the tiller flat and six feet in the stewards' flat. The former was pumped out during the night but no headway could be made in the latter, due to a clogged line.

There was danger that the pressure of water in the stewards' flat would force the bulkhead between the flat and the wardroom, so some of the damage control party undertook to shore the bulkhead from the wardroom side. They found the wardroom so full of fumes from calcium flares set off by water in adjoining compartment that they had to don Salvus breathing apparatus to avoid being overcome.

Meanwhile, up above on the quarter-deck, others were engaged in the dangerous task of corraling the stampeding depth charges and jettisoning them over the side.

Up forward, the situation steadily became worse. The forepart was taking a frightful pounding. The galley fires went out, to be replaced by a steam jet rigged by an ingenious engine room department. At 4 o'clock on the morning of the 14th the main steering system failed and for an hour the ship had to be steered by main engines. At 5 o'clock a sea struck with such violence that the starboard dynamo was knocked out of action and the ship thrown into darkness until repairs could be made. The gyro and steering engine alarms added their notes to the din.

Dawn brought a slight cessation of

the wind but no relief to the situation. It was, in fact, becoming increasingly grave. The forward magazine and shell room were found to be flooded to a depth of about seven feet and two oil fuel tanks were believed to have leaked salt water, pointing in both cases to the likelihood of sprung plates in the ship's bottom.

In these circumstances, it was decided to save the forepart of the ship from any further pounding by altering course so as to bring the wind and sea directly astern. There were some anxious moments while the "Restigouche" rolled dangerously in the trough; many remaining upper deck fittings were carried away as the seas struck her broadside on, but she gradually came around and nosed on to her new course.

This seemed like comparatively smooth sailing, but steering was every bit as difficult as before and the danger of broaching to persisted. However, the quartermasters quickly got on to the new technique and handled the wheel with skill.

The ship was in such a state that the captain considered it essential that he make port as soon as possible. Halifax was now out of the question, and at noon he decided to make for the Clyde. To him at about the same time came a signal advising him that the convoy he had set out to meet had been dispersed, in accordance with a suggestion made by him in an earlier message. This relieved him of his responsibilities in that connection.

Cold Water, Hot Jive

The next day, the 14th, was a Sunday, but there was no Sunday routine on board the "Restigouche." Throughout the day, officers and men toiled at repairing their ship or bailing out the flooded compartments.

Except in the case of the tiller flat, the ship's pumps had not been able to cope with the ingress of water, and in order to make any progress in reducing the level in the flooded compartments it had become necessary to organize "bucket brigades."

Through all this the ship's radio-speaker system continued to operate and the crew worked cheerfully at its various tasks to the accompani-

ment of the latest swing music. Jazz may have seemed incongruous at a time when the "Restigouche" was fighting for her life, but it definitely played a part in maintaining morale.

Her crew was still on the job when, on the afternoon of the 16th, the "Restigouche," with a decided list to port and evidence of her mauling all too plain, steamed at a triumphant 26 knots up the Clyde and made her way, at sunset, through the harbor gate at Greenock.

It was to be three months before "old Rustyguts" would be fit for sea again.

Like their ship, her officers and men were bruised, battered, exhausted; many had had articles of kit and other valuables destroyed or damaged; worst of all, the Christmas at home that so many of them had been joyfully anticipating a few days before was not to be.

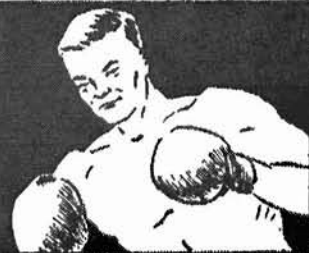
They had reason to look sourly on the world in general and destroyers in particular.

Instead, as their ship drew up to her berth, to be cheered like the heroine she was by a welcoming crowd of dockyard "mateys", there was pride in her men's bearing and humor in their eyes. They and their ship had fought a good fight—and won.

Summing up in his report of proceedings, the commanding officer of the "Restigouche", Lieut.-Cdr. (now Commander) D. W. Piers, RCN, stated:

"The behaviour of the entire ship's company, their incessant labours for over 48 hours, and their continued cheerfulness, were entirely in keeping with the highest traditions of the Service. There was not a dry stitch of clothing left in the ship. The only hot food available was that which could be prepared by using a steam jet. The steam heating and water supply had to be shut off. The decision to proceed to Greenock, as opposed to the long hoped-for Christmas at home in Halifax, was accepted cheerfully. Every man, regardless of rank, rating or branch, worked ceaselessly day and night for the good of the ship."

The Navy Plays



"Donnacona" Captures Intermediate Grid Title

HMCS "Donnacona" upset the highly-favored Dundas Blue Bombers, champions of Ontario, by a 9-0 score to win the Eastern Canada Intermediate football title at Montreal on November 26. The high-powered Bombers, undefeated and untied in 10 games, were considered to be too strong for the Montrealers, who had just managed a narrow 13-12 win in their QRFU play-off with Lakeshore Flyers.

However, the Sailors played heads-up football all the way, counting their nine points in the second quarter and then playing a stubborn defensive game that held off the repeated drives of the Ontario champions. The game was played on a

snow-covered field, with the temperature well below freezing point.

Spearheading the Navy attack were backfielders Jimmy Chambers and Eddie McLeod who, between them, accounted for all the points. Chambers tallied the lone touchdown of the game while McLeod kicked the convert and added a field goal. Bobby Pugh, Frank Fitzpatrick and Jimmy Simpson also turned in sterling efforts, while the whole of the line gave a superb display.

"Stadacona" Retains Football Championship

HMCS "Stadacona" won its third consecutive Halifax Canadian Football League championship by scoring a decisive 21 to 6 triumph over Halifax Wanderers in a sudden death final at the Wanderers Ground

November 26. The win gave the Navy team possession of the Purdy Trophy for another year.

CPO Ed McSweeney, "Stadacona's" all-round athlete, was the outstanding figure in the Navy victory. He scored one touchdown, kicked a singleton and played a smashing offensive and defensive game.

Wanderers had earned their way into the final by blanking "Shearwater" 13-0 in a semi-final playoff.

"Cornwallis" Swings Into Winter Sports

The approach of winter has moved most of "Cornwallis'" sports activities indoors but not before the soccer enthusiasts had their final fling of the season. The inter-divisional soccer loop wound up with "Skeena" division soundly trouncing "Huron" 5 to 0 to win the championship. In exhibition tilts the new entry training base broke even. The seniors lost a 3-1 decision to Acadia University but the junior eleven came through with a clear-cut 4-1 verdict over Digby High School.

The winter program is now well under way, with basketball, boxing and hockey drawing main interest. The latest of the monthly inter-divisional boxing meets proved the most thrilling to date. "Sioux" and "Algonquin" divisions staged a nip-and-tuck battle, with "Sioux" edging out a 14-13 triumph.

The "Cornwallis" basketball team opened the season by topping the RCAF quintet from Greenwood by a 28-23 count. The sailors staged a last-minute rally to rack up five points and break a 23-23 tie.

Hockey is being talked about more frequently now that work on the rink has begun. Plans are to organize an inter-divisional league as well as enter a base team in the Annapolis Valley League.



Three members of the Navy hockey team in the dressing room between periods of the opening game of the Victoria Commercial Hockey League. Left to right are Ldg. Sea. Cliff Coulter, Ord. Sea. Jacob Kramp and PO Norman Jones. The game was played at Victoria's new Memorial Arena. (E-10369).

Soccer Teams Deadlock In "Shearwater" Final

Inter-part competitions are dominating the sports scene at HMCS "Shearwater." A 12-team volleyball loop and an eight-team basketball league are well under way, while the inter-part soccer final ended in a "no contest" match between the Officers' and Chief and Petty Officers' elevens. The two teams clashed in what was to be the deciding game for the championship but wound up in a 2-2 tie, which neither team could break in overtime. The replay will take place when the weather permits.

Plans are going ahead for winter sports. "Shearwater" has entered three teams in the Command Inter-Part Hockey League. They are SNAM, CAGS and TAG, and Ship's Company.

The air station is also entering a basketball team in the Halifax City League. Lieut.-Cdr. (S) K. I. Malcolm has been named coach of the squad, while Instr. Lieut.-Cdr. W. F. McGown is manager. In addition to regular league competition, "Shearwater" plans a series of exhibition games with "Cornwallis", RCAF Greenwood and Acadia University.

Carrier's Volleyball Loop Has 29 Entries

A full bill of athletics featured HMCS "Magnificent's" sports activities during the cruise to the West Indies, with inter-divisional competitions holding the spotlight. At sea, volleyball and deck hockey have been the mainstays of the sports program.

The volleyball league consists of no less than 29 teams representing officers, chief and petty officers, and part-of-ship. Last year's title-holders, Air Headquarters, has again fielded a strong team and is currently favored to retain the championship.

In deck hockey, the Flight Deck squad is on top but is being hard pressed by the Gunroom aggregation. These are the two teams expected to line up for the play-offs.

When the carrier paid a brief six-hour visit to Quonset Point in November, her crew was treated royally by



CPO William Jamieson (left), of HMCS "Magnificent," receives the Oland and Keith Trophy from Donald Oland following his victory in the Atlantic Command Golf Tournament held at the Ashburn Golf Club, Halifax. CPO Jamieson carded a low gross of 76 to top an entry list of more than 40, which included Rear-Admiral E. R. Mainguy (right). It was his second major golfing triumph within a month. Earlier, while the carrier was at Saint John, he won top honors in the ship's handicap tourney. (HS-8945)

personnel of the US Naval Air Station, Thanks to the base recreation officer, the playing fields were all cleared and equipment was provided for more than 300 Canadians to play softball, soccer, basketball, tennis and golf. To top it all off, transportation was provided to and from the sports grounds.

CPO A. E. Sewell Cleans Up in Rifle Meet

Naval marksmen competed at Heals Range recently in the annual meet of the Pacific Command Rifle Association. Weather conditions were ideal, except on the latter part of the second day, when fog reduced the visibility of the targets at the longer ranges.

The competition was under the direction of Mr. A. Gray, Gunner, RCN, ably assisted by CPO A. E. Moore and PO P. G. Lecuyer.

The outstanding competitor was CPO A. E. Sewell. Besides winning the Grand Aggregate Trophy, he was top man in the Little and Taylor Match, King's Medal Practices 1, 2, 3 and 4, Service Conditions and All Comers Aggregate, and first

stage of the Lieutenant-Governor's Match. Other prize-winners were: Ord. Sea. G. Walsh, CPO T. Chandler, CPO D. Kennedy, Mr. J. M. Pinet, Commissioned Writer Officer, Ord. Sea. K. Morgan, PO A. Maynard, Ord. Sea. C. Moore, CPO H. Oliver, Sub-Lieut. (NS) Hazel Mullin and Ord. Sea. R. Leeming.

The Chief Petty Officers' team, consisting of CPO's Sewell, Kennedy, G. Keddle and Chandler, captured the Manufacturers Life Trophy for the best four-man team score.

Improved Form Shown By Rugged Team

The Navy entered the rugged picture in the Atlantic Command this season with an entry in the Halifax City Senior Rugged League. The team was defeated in all but one league game but showed great improvement as the season closed. Highlight of the Navy's play was the final game of the season in which they held the Acadia Axemen, provincial champions, to a scoreless draw.

The Halifax sailors wound up the season by trouncing the New Entries 12-0 at "Cornwallis".

Weekly "Sports Night" Held at "Chippawa"

With the winter training season well under way, HMCS "Chippawa" is devoting considerable attention to her sports program. Thursday night has been set aside as "sports night" and all officers and men of the Winnipeg Division turn out to use the facilities of the ship. Most popular sports are badminton, bowling and swimming, with both RCN and Reserve personnel taking part.

The shuttle enthusiasts are hard at work and hope to round up a strong team for the Inter-Service Badminton League, which opens this month.

"Stadacona" Team Tops Halifax Soccer League

HMCS "Stadacona", enjoying one of its best seasons in years, wound up the regular schedule at the top of the Halifax Senior Soccer League. The sailors, who lost only one game all season, received a bye into the

finals for the John Cox Soccer Shield. They will play the winner of a best-of-three semi-final series between the School for the Deaf and "Shearwater."

Cdr. Little Performs Unique Cricket Feat

Three Naval Headquarters officers figured prominently in cricket and golfing circles during the 1949 season. Statistics released by the Ottawa Valley Cricket Council showed that Instructor Cdr. C. H. Little, Staff Officer University Training, topped the circuit in bowling with an average of 5.32, which won him the Earl of Athlone trophy. While racking up his winning average, Cdr. Little performed a remarkable "hat trick" when he took five wickets with five successive balls; three were cleaned bowled, one was caught and one stumped.

Lieut. W. A. Edge, wound up in second place in the batting averages with a mark of 46.6.

Lieut. Edge recorded three of the seven centuries made in Ottawa during the season.

In golf, Lieut.-Cdr. (SB) G. E. Fenwick, Deputy Director (Administration) of Naval Communications, won the Naval Headquarters tournament for the second successive year, defeating Commodore W. B. Creery in the final of the handicap event. Earlier in the season Lieut.-Cdr. Fenwick captured the Rivermead Club championship.

PO Reg Thompson Albro Ice Coach

The young — and not so young — are turning out in full force to battle for positions on the Albro Lake Radio Station's entry in the "Stadacona" Inter-Part Hockey League. The team, coached by PO Reg Thompson, has shown lots of hustle in practice workouts and figures it may spring a surprise in the inter-part circuit.

Communicators Shine on "Stad" Alleys

Twenty nine teams are rolling them down the alleys in the "Stadacona" Inter-part Bowling League. Communication (A) leads the loop by a comfortable margin, with three teams tied for second place — Communication (B) and Electrical (A) and (C). Top single score thus far has been recorded by CPO Edward Moore of the MTE with 326, while the high gross went to CPO Jack Bottomley, also of the MTE.

Regina Division Enters New Hockey League

If the large and enthusiastic practice turn-outs are any indication, HMCS "Queen" should line up a strong team in Regina's Inter-Service Hockey League. The league, formed this year, includes teams from the Navy, Army and RCMP, who will compete for a handsome trophy donated by the United Services Institute.



"DEPTH CHARGE FIRINGS ON THE PACIFIC COAST WERE CANCELLED DURING THE SALMON RUN AT THE REQUEST OF THE DEPARTMENT OF FISHERIES" . . . (item from *Victoria paper*).

Comrades in Arms



THE RCAF

Northern Base

Almost 1,000 air miles northwest of Edmonton and within 400 miles of the Arctic circle, RCAF Station Whitehorse is one of the most vital links in a chain of airdromes that reaches from Edmonton to the Alaskan border. To many who have not visited Whitehorse the name may seem synonymous with ice and snow, Eskimos and igloos, but in actual fact the airdrome, seated high above the town of Whitehorse, services a thriving modern community known as the "Hub of the Yukon."

Whitehorse is mother station for four smaller units spaced along the North West Staging Route and has a service population of approximately 250, many of whom are married and have their families with them.

Unlike many other stations, there is no real housing problem at Whitehorse and this contributes much to the high morale. Until the latter part of 1949, married personnel lived in temporary apartments formerly occupied by wartime employees of the Standard Oil Company, about two miles from the station itself. However, in December the first families moved into spanking new homes on the station proper. These houses, the most modern north of Edmonton, are set in crescents in natural landscaping and are surrounded by tall jackpines, the setting having a toy village effect.

Primary purpose of the station is to provide facilities for transient aircraft, operation of the radio range and control tower and to act as a centre for search and rescue operations. Transport service flights are made regularly to the four detach-

ment units, Watson Lake, with its Winter Experimental Establishment, Teslin, Aishihik and Snag, reputed to be the coldest spot in Canada. During the summer months Whitehorse is one of the operational bases for the intensive RCAF aerial photographic coverage of northern Canada.

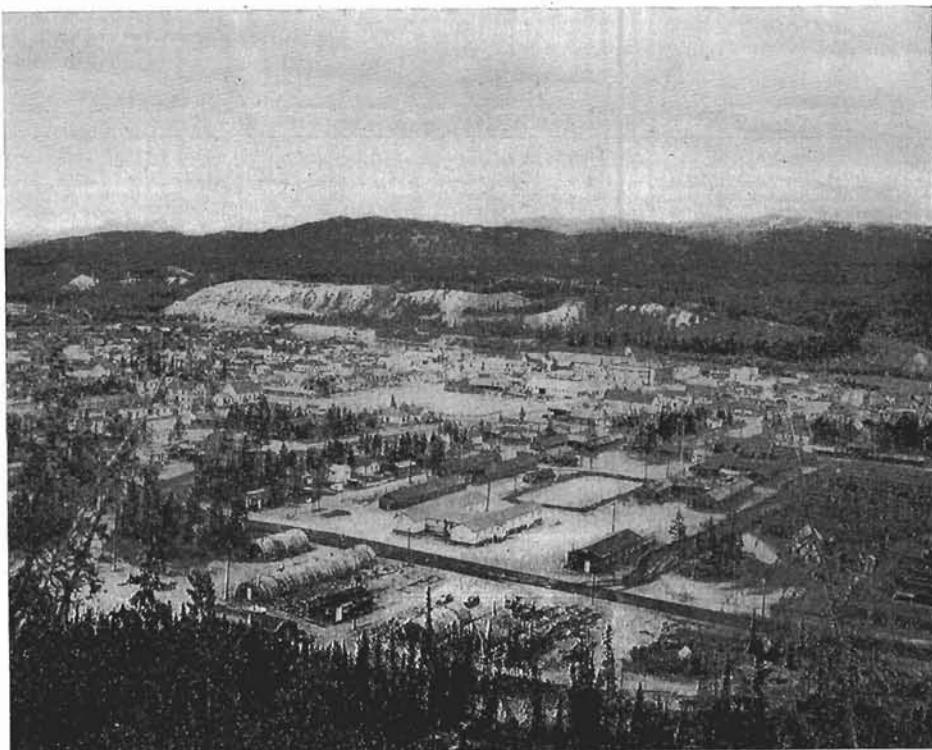
A further contributing cause for the high morale of station personnel is the excellent recreational program. For the outdoor man, Whitehorse is a paradise. Within easy range of the station is some of the finest rod and gun country in the world. Special after-duty trips are arranged for the men and the results are seen regularly on the tables of the messes and homes.

In winter, the life of the entire town revolves around the sports hangar on the station. It houses a

rink with an ice surface as wide and seven feet longer than Maple Leaf Gardens, and with accommodation for 1,000 spectators. The same hangar also contains a basketball court, two badminton courts and a boxing ring. The Air Force hockey team copped the local league championship last year and completed an exhibition tour of Alaska without a defeat.

For the ski enthusiast the RCAF Ski Club operates a ski jump and two well developed ski runs not more than a half mile from the station.

In addition, Whitehorse has a camera club, miniature rifle club and amateur radio group, all operating regularly. The canteens, lounges and station theatre help to fill in what spare time is left for other social events.



Whitehorse lies far below the RCAF airdrome, from the edge of which this view of the town was taken. The Canadian Army Camp is in the foreground. (RCAF Photo PL — 48012).

The whole station reflects the spirit of the Yukon, and public opinion pollsters would find that a high percentage of the station's personnel would like to remain at Whitehorse until the end of their service careers.

THE CANADIAN ARMY

Putting Canada on the Map

Although the mapping of Canada was begun early in the country's history by such notable explorers as Champlain, La Salle, Groseillier, Radisson and others, today only a fraction of the Dominion's territory has been adequately mapped from a military standpoint.

The responsibility for the production of maps lies with a number of government agencies but as this article is chiefly concerned with the making of military maps, its emphasis is on the Army Survey Establishment and the RCAF.

During the past fiscal year, the Army Survey Establishment, working in co-operation with the Bureau of Surveys and Mapping and other

agencies, completed to the fair drawing stage 69,850 square mile of medium and large scale mapping. Of this total, 23,400 square miles were produced by the Army Survey Establishment. Revision was made of 2,100 square miles of medium scale mapping and 8,600 square miles was converted from one inch to one mile to 1/50,000th.

Of various types of maps, 532,000 copies were produced and a total of 162,749 were distributed to the three services and, through the Department of Mines and Resources, to the general public.

It is the job of the Army Survey Establishment to produce the maps required by each of the three services for land operations, and to maintain stocks of such maps. This involves co-operation with the Bureau of Surveys and Mapping in both original mapping and the utilization of existing work in the publication of military maps. It is also responsible for the preparation of special maps required for training purposes.

In time of war, it must supply a nucleus of trained personnel for field

units, and is responsible for the training of reinforcements in survey trades. In war, it would also be the base map production unit for the three services.

In peacetime the Army Survey Establishment carries out military mapping at medium and large scales. This includes specifications for RCAF photography, field work, compilation, draughting and final printing. In this, it receives substantial assistance from the Bureau of Surveys and Mapping in that the larger part of the field work compilation and draughting coincides with civil requirements and is consequently carried out by that bureau.

The RCAF is responsible for the production of aerial photos for mapping purposes and supplies both the Bureau of Surveys and Mapping and the Army Survey Establishment. The former, however, obtains a part of its aerial photography from private air photography companies.

Map making is a long and arduous process requiring years of painstaking effort and, contrary to popular belief, the wide-spread use of air photography has by no means completely replaced the surveyor, who, with his instrument and tripod, makes measurements of the ground and collects other information essential to the production of good maps.

The big advantage of aerial photography is that it permits the surveyors to confine their efforts to the fixing of a relatively small number of control points, but the field work required to fix these control points, correctly identify features and to obtain all necessary local information, such as geographic names, is still carried out by parties operating on the ground. In some cases their work has been facilitated by modern transportation methods—the airplane, snowmobile or tractor in barren areas, trucks and cars in settled areas, and even by helicopter. However, the time honored use of pack horses, canoes, dog teams and, chiefly, the surveyor's own two feet, still form the only means of transportation in the larger part of the country still to be mapped.



Corporal M. A. Brodsky of London, Ontario, and Ottawa, is pictured plane tabling during a survey on the Hudson Hope Road at the Peace River and Half Way River, 36 miles west of the Alaska Highway at Fort St. John. (Canadian Army Photo WC-634.)

GREETINGS

WHEREAS, It has been brought to the attention of the nominating committee that

The Officers and Crew of the Destroyer "Haida"

have been outstanding in *their* field for many years and rescued the shipwrecked crew of a B-29 Plane whose Co-Pilot was a Texan, and

WHEREAS, *they* would likely bring further honors to the State of Texas, *they* are hereby made

HONORARY TEXANS

This entitles *them* to wear cowboy boots, a ten-gallon hat and to generally conduct *themselves* as Texans. No bronc riding test is necessary at this time in order to conserve horsepower

Date, Nov. 21, 1949

Jay B. Plangman
Top Hand—Corral Boss

JAY B. PLANGMAN, 308 W. BROADWAY
FORT WORTH, TEXAS

(Neg. O-1239-1)

Howdy, Tex!

Following their Atlantic rescue on November 19 of 18 members of the crew of an American B-29, the commanding officer, Lieut.-Cdr. E. T. G. Madgwick, and the crew of the destroyer "Haida" have been the recipients of numerous congratulatory messages, have had columns of acclaim written about them in Canadian and United States newspapers, and have even been made "Honorary Texans."

This last distinction, one of no mean proportions when one considers the very high regard in which every Texan holds his home state, came to the ship's company from the Technical High School, Fort Worth, Texas, "as a note of thanks in recognition of the crew's heroic work." (See scroll above).

United States Defence Secretary Louis Johnson sent the following message to Defence Minister Brooke Claxton: "Permit me to express our profound gratitude to the men of the Canadian armed forces whose tireless effort in behalf of their fellow Americans has climaxed one of the most brilliant air-sea rescue operations in peace-time history.

"The destroyer 'Haida's' rescue of 18 United States airmen symbolizes the highest tradition of mutual co-

operation and helpfulness between our services and makes us more than ever proud of the many endeavors in which we have been associated.

"Please convey to all concerned as well as Commander Madgwick and his officers and men of the 'Haida,' this expression of heartfelt thanks and appreciation for outstanding performance of duty."

In similar vein was the message from General Hoyt S. Vandenberg, Chief of Staff, United States Air Force, to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. He expressed "appreciation to the personnel of the Royal Canadian Navy for their assistance in the search" and added, "We are especially grateful for the work of the men of the 'Haida' and 'Magnificent' who accomplished the rescue despite heavy seas and consequent difficult conditions."

Minister of Reconstruction and Supply Robert H. Winters, who hails from Lunenburg, Nova Scotia, added his commendation. His message, sent to the Commanding Officer of the "Haida," stated: "Warmest congratulations to you and all officers and men serving in HMCS 'Haida' for the magnificent sea rescue effected Saturday afternoon. Your action has reflec-

ted much credit on the Royal Canadian Navy."

The story of the rescue operation was related in the December "Crow'snest" and was covered extensively by the press. Here, however, is an on-the-spot account that has since come in from the "Crow'snest" correspondent in the "Haida," PO Ernest McNutt, which we feel will be of interest:

At 1444 on November 19, while the "Haida" was doing plane guard duties on "Magnificent's" quarter, Sub-Lieut. Robert Murray, of Saint John, N.B., who was on the bridge, spotted a B-17, which was cruising off the port bow, drop a parachute. The "Haida" was dispatched to the position where the B-17 could be seen circling. Despite heavy seas, speed was increased to 26 knots and at 1525 two rafts were sighted, both containing survivors. Both rafts had apparently been lashed together, but had been separated in order to reach a boat which had been parachuted from the B-17. By the time the "Haida" arrived, all the men had transferred from the rafts to the boat, but were unable to start the engine to make way toward the ship.

The "Haida" hove to and lowered her seaboat. The boat's crew showed fine seamanship in getting their boat away and reaching the survivors, despite the heavy seas. Added difficulties were encountered as there was nothing in the rescue boat to secure a line to, and the survivors were too weak to hold on. Quickly sizing up the situation, PO Jim Callighen, of Toronto, the seaboat's coxswain, ordered the crew to grapple the boat and hang on. At the same time, "Haida's" captain, Lieut.-Cdr. E. T. G. Madgwick, manoeuvred the ship so that the swells carried both boats to the ship's side. Once alongside, two seamen, AB Clifford Shillington, of Bath, Ontario, and Ord. Sea. Bruce Cook, of Westmount, P.Q., jumped down into the survivors' boat and handled from bow and stern the lines passed down from the ship. The boat was then manoeuvred to a scramble net over the "Haida's" stern.

The survivors, too exhausted from their ordeal to climb the net, were

helped aboard by AB Rod Clergy, of Halifax, who clambered down the net into the boat to assist them.

The Executive Officer, Lieut. Jack Panabaker, of Windsor, Ontario, AB Howard Knox, of Saint John, and AB Edward Merchant, of Montreal, were hanging on the scramble net, pulling the men up to the guard rails, while on deck CPO James McIntyre of Morrisburg, Ontario, CPO William Roberts of Montreal, and PO George Broome, of Montreal, helped them inboard.



The canvas lifeboat carrying the 18 survivors of the United States B-29 which crashed in the Atlantic on November 16 is shown being brought alongside the "Haida." The boat was dropped to the survivors by another American plane on November 19, shortly before the men were picked up by the destroyer. Standing in the stern of the lifeboat is AB Clifford T. Shillington, one of the "Haida's" crew members, who jumped into the boat to assist in bringing it alongside and to help the airmen up to the destroyer's deck.

Other crewmen took the survivors to the wardroom, where PO Norman Harding, of Milton, Nova Scotia, the only medical man aboard, made the airmen comfortable until Surgeon Commander Lee of Saskatoon, and Ldg. Sea. Robert Breakell, of Oshawa, were transferred from the "Magnificent." Quickly getting things organized, PO Harding had the survivors stripped of all their wet clothing, wrapped in warm blankets and those more seriously affected by their ordeal put to bed.

Those survivors who were capable of sitting up were given soup, coffee and cigarettes. Crew members of the "Haida" were asked to donate

clothing, and the response was terrific..

Lieut.-Cdr. Madgwick has nothing but praise for the crew and the seamanlike manner in which they handled the situation. All branches worked together as a well-organized team . . . the men in the engine room had the steam up and gave us the speed when we needed it; the plot crews and communications men, who worked long hours at their posts, were ever vigilant; the stewards and cooks who

Cape Breton, and PO Melvin Wright, London, Ontario.

The following men manned the sea boat: Coxswain, PO Jim Callighen, Toronto; stroke, Ldg. Sea. Michael Longueay, Windsor, Ont.; 2nd stroke, AB Thomas Scratch, Windsor; 2nd bows, AB Gordon Hayes, Ottawa; Bow, Ldg. Sea. Gordon Munro, Toronto; midships, AB Robert Pugh, Verdun, P.Q.

ANNUAL DINNER HELD BY "BYTOWN" STAFF

More than 60 officers and men, their wives and friends, attended HMCS "Bytown's" annual dinner party held recently. Corsages were presented to each lady attending.

A tasty turkey supper highlighted a full evening of dancing and other entertainment. Lieut. J. L. Quinn, commanding officer, delivered a brief address following the supper.

In charge of arrangements for the affair were PO Jack White and PO T. F. R. Lovekin.

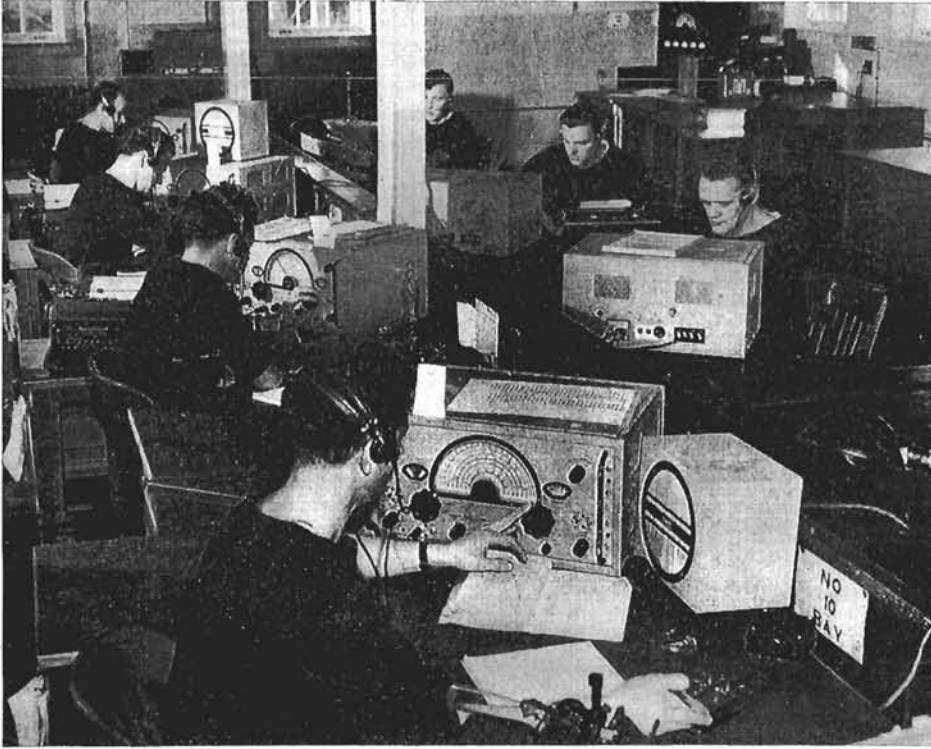
Volunteer Fire-Fighters

Officers and men of the yacht "Oriole," a former Sea Cadet craft on loan to the RCN from the Navy League, were publicly thanked by Mayor W. Fred Reynolds, of Brockville, Ontario, for their assistance during the November 26 fire which destroyed a large portion of Brockville's business district.

The "Oriole," under the command of Lieut. Herman Baker, RCN (R), was en route from HMCS "York," the Toronto Naval Division, to Halifax and had stopped in Brockville overnight. When the fire broke out, officers and men from the yacht joined with firemen and other voluntary workers in fighting the blaze.

Also commended for their work during the fire were the personnel of the Brockville division of HMCS "Cataraqui," the Kingston Naval Division.

The "Oriole" has been loaned to the RCN to be used as a training craft at "Cornwallis." She was met at Quebec City by the minesweeper "Portage," which escorted her the rest of the way to Halifax.



A general view of the main receiving room at the naval radio station, Aldergrove, B.C. Hundreds of messages are handled daily by the station's staff of Communicators, who keep the sets manned 24 hours out of 24. (F-5149.)

Aldergrove Calling

by L.W.T.

Naval Radio Station Is Vital Link
in Pacific Communications System

PICTURE a Pacific Ocean area bounded on the west by the International Date Line, on the north by the Arctic ice pack and on the south by the Equator, then tack on extensions westward to Australia and New Zealand and eastward to Ottawa and Halifax, and you will have some idea of the territory covered by the Royal Canadian Naval Radio Station at Aldergrove, B.C.

Aldergrove broadcasts to and receives from all Canadian and British ships, and sometimes others, that are in its allotted portion of the Pacific; carries on a routine exchange of messages with Australia and New Zealand, and handles traffic with the inland Naval Divisions, Naval Headquarters at Ottawa and, occasionally, with its "opposite number" on the East Coast, the Naval Radio Station at Albro Lake, N.S.

The receivers and transmitters at Aldergrove and its nearby transmitting station at Matsqui, B.C., are never silent. Theirs is a vital job and in the performance of it they are manned 24 hours of the day. At Aldergrove are about 36 men, under the direction of Lieut. John S. Hall, RCN, while Matsqui has a staff of 12 electricians. Outgoing messages are "keyed" at Aldergrove, and from there are transmitted automatically and at high speed over the air.

Aldergrove, situated in the Fraser Valley, some 40 miles southeast of Vancouver, could not be mistaken for anything but a radio station; wireless masts and antennae are spread about in great profusion.

Nor, in the opinion of the staff, could it be mistaken for anything but a naval establishment. They take a

particular pride in keeping the station shipshape — paint work sparkling, decks highly polished, and everything spotlessly clean.

One building houses the "office," while the remainder consist of barracks, fire hall and motor transport garage. A half-mile from the station, set in a grove of evergreens, are 18 new houses laid out in the form of a small village. Built to three standard designs, the houses serve as quarters for the station's married personnel. They are completely modern, have refrigerators, electric stoves and automatic furnaces. Friendly but keen competition is staged between their occupants in the cultivation of lawns and gardens.

A baby clinic, operated by the B.C. Department of Health, keeps a monthly check on all children below school age. This takes in all of the 17 children on the station but two. These two go to school at Aldergrove, about a mile distant.

The station is more or less isolated and the principal problem is keeping everyone occupied and happy when off duty. This is accomplished by sports and other activities. The station has a softball diamond and a tennis court is nearing completion. Horseshoe-pitching and table tennis are popular and during the winter it



Lieut. John Hall (sitting), officer-in-charge of the naval radio station at Aldergrove, his "No. 1," CPO Clifford Watt, and that essential part of the communicator's equipment, the signal log.



In the living room of their new home at Aldergrove radio station, Petty Officer and Mrs. Robert Howell scan a magazine for ideas on landscaping and decorating. The married quarters at Aldergrove are all bungalows and consist of two bedrooms, living room, utility room, kitchen and bath.

is expected the men will play a lot of basketball. On the social side there are movies on Saturday nights and occasionally other functions.

A canteen on the station carries staple foods and merchandise, in addition to the usual canteen goods. To round out their shopping, the wives are taken to Mission City once a week on a Transport run.

Life at the station revolves around the main building, in the huge receiving room of which Communications Branch men are on watch at all times.

Maintenance of the radio equipment is the responsibility of Petty Officer Robert (Tiny) Hamilton, a radio technician, while three electrician's mates, Ldg. Sea. Malcolm MacDonald and ABs William Sorrell and Charles Barnes, assist him in the electrical field.

Two cooks well versed in keeping the inner man satisfied feed the non-married personnel. They are Petty Officer Vincent Fernquist and AB Glenn Doncaster. They draw their supplies from AB Robert Sears, the station's storesman.

Lieut. Hall is the only officer on the station. His "No. 1" and right-hand man is Chief Petty Officer Clifford Watt, who handles administration and

discipline. The technical side of things comes under the charge of CPO Charles Bourgeois.

"We have a good crowd of men here," says CPO Watt. "They know that it takes teamwork and harmony to make a happy and efficient station, and everyone thinks and works with that in mind. Needless to say, they're all capable men professionally; otherwise they wouldn't be here."

BOOK REVIEW

THE BLUE CIRCLE GANG
by Frank Houghton

About the most important requirement in a book for boys is that it should be exciting. It helps — so far as we Canadians are concerned — if the book is set in our own country, or on the seas around it, and is written from a real first-hand knowledge of the locale, with a lively imagination and a sure sense of the small important things which hold the interest of young and not-so-young alike.

An author called Frank Houghton has written just such a book. It is called "The Blue Circle Gang" and is packed with a succession of adventures taking place aboard yachts, in small boats, and from time to time ashore, in the general vicinity of 51° N and 128° West.

The book opens on the bridge of

H.M.C.S. "Quadra" and closes in circumstances of high drama which this reviewer is not prepared to disclose. It would be fair neither to the author nor to his readers.

Seeing that this is a "first" by this author, it would be unreasonable to accuse him of working to a formula. However, if one were seeking a sure-fire formula, it would certainly include the RCN and the RCMP. One would be tempted, too, to insert a touch of Hollywood film background somewhere, and to build the story on the business of tracking down a very bad gang of people by a pretty attractive group of young Canadians. If this were to constitute a formula, it would certainly be an excellent one, and worthy of that imitation which is the sincerest form of flattery.

However, the author is less concerned with producing a formula than with writing a first-class yarn. This he has certainly done. The book is as well written as it is exciting, and the plot is worked out with the exactness of a carefully planned tactical exercise.

It is good humoured, full of surprises and will certainly take a well-deserved place in the rather thin ranks of Canadian books for young Canadians. (*Published by Collins*).



LADY OF THE MONTH

It seems appropriate that The "Crow's-nest" should salute this month the frigate HMCS "St. Stephen," which for the second year in succession will be spending Christmas at sea.

The "St. Stephen" left Halifax November 29 for her latest tour of duty on Station Baker and is due to be relieved on Christmas Eve. A turkey dinner will be served but otherwise there will be no extensive celebration of Christmas on December 25; that will come when the ship arrives in Halifax on the 28th.

On board the "St. Stephen" for her current voyage is Father James Noonan, Chaplain (RC), who is celebrating Mass each day for Roman Catholic members of the crew and will lead the ship's company in their spiritual observance of Christmas.



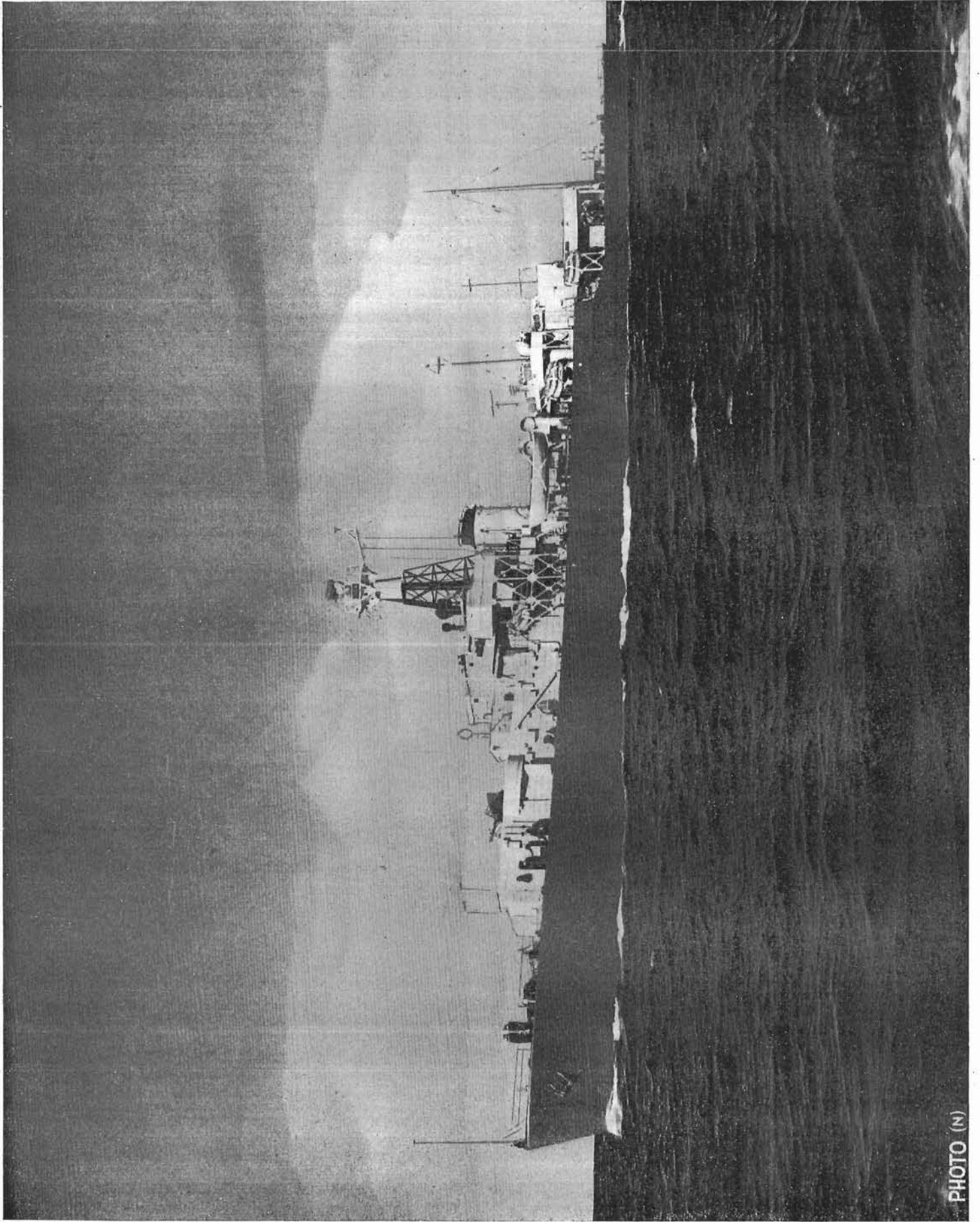


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