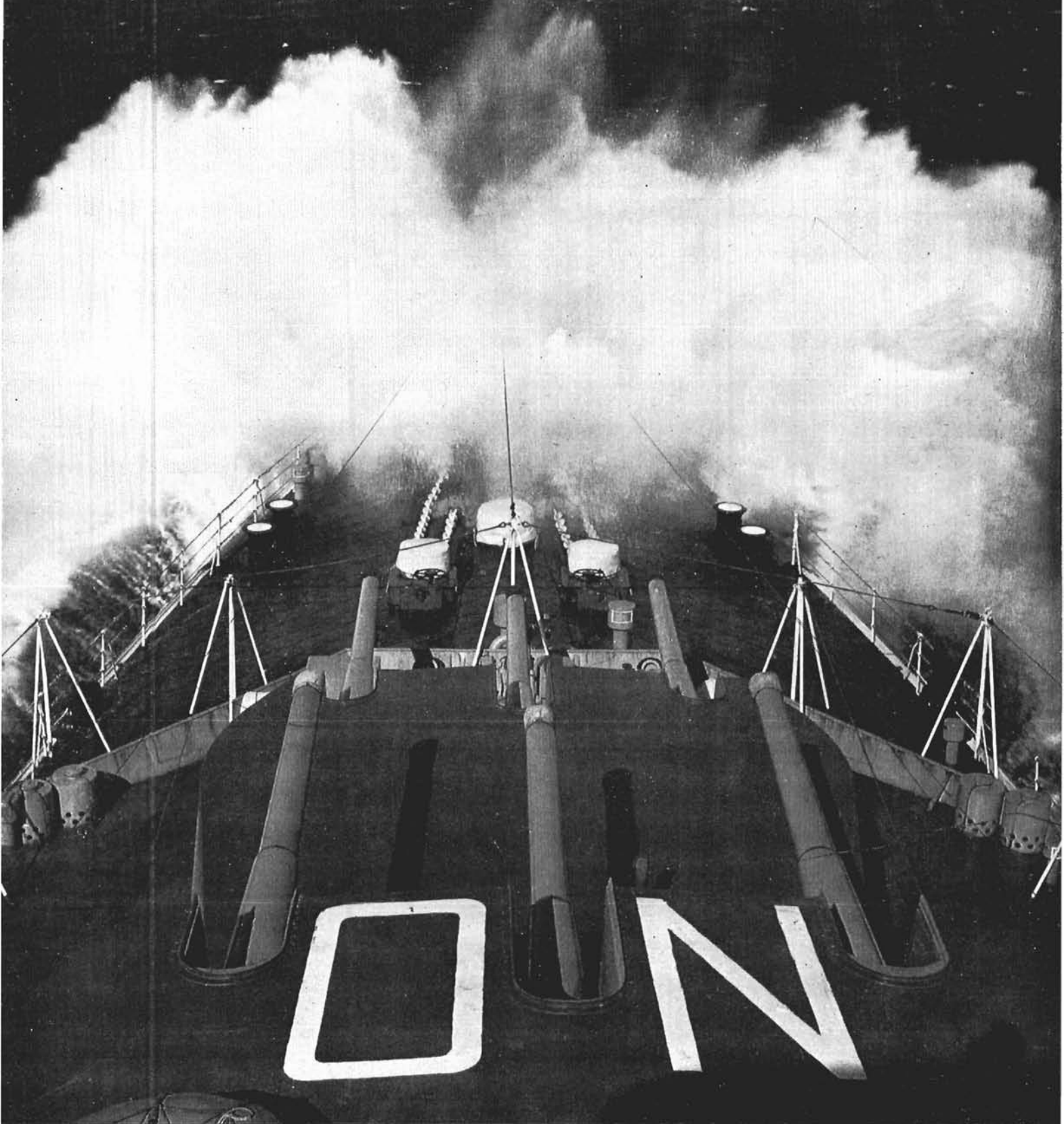
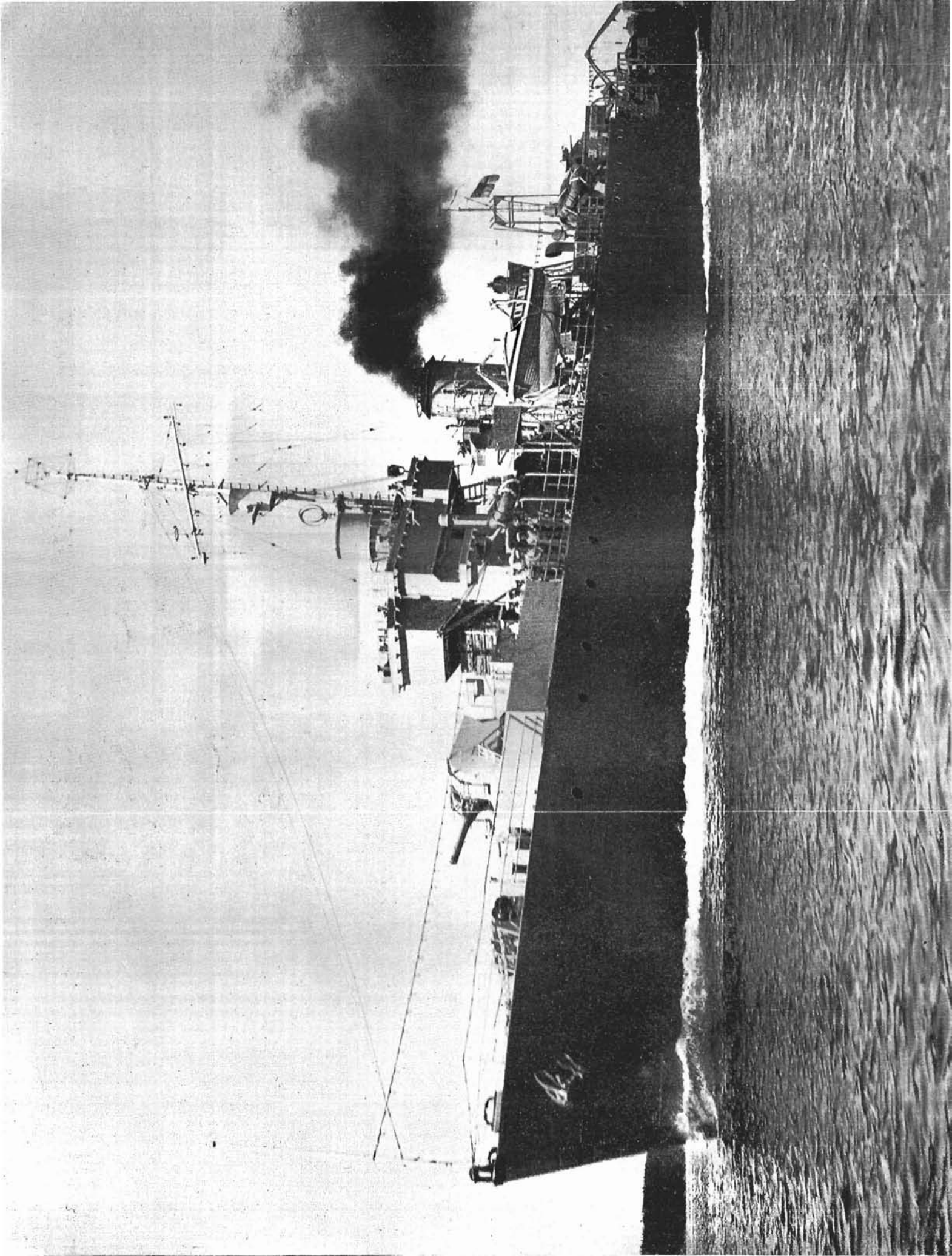


# *The* CROWSNEST



Vol. 2 No. 9

July, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

July, 1950

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### LADY OF THE MONTH

We are tempted to nominate Miss Anne Neves, Hawaiian hula dancer (below), who qualifies in our book strictly on the strength of her excellent taste in reading material, but custom dictates that we stick to the lady on the opposite page, HMCS "SAULT STE. MARIE," depot and training ship for the Victoria naval division, HMCS "Malahat". (E-9830.)



Miss Neves was one of a troupe of dancers who greeted HMCS "Ontario" on the ship's arrival at Pearl Harbor. She is shown on the cruiser's quarterdeck with Ord. Sea. Ken Crooker, RCN, of Hamilton, PO George Baker, USN, and a copy of the "Crowsnest". (OC-268-1.)



Another favorite of ours is Joe the Crow, No. 1 mascot at "Cornwallis". Joe is reported to be so fond of the "Crowsnest" that he devours every copy he can get in his clutches. Here, however, he has condescended to share one with PO John Quinn. Joe, by the way, is a Navy Crow; all other crows are Civvy Crows. (DB-884-3.)

The Editors

Page one

*Cover Photo* — A cloud of spray breaks over HMCS "Ontario's" bow as the cruiser turns on the steam during speed trials in Hawaiian waters. The "Ontario," her forecastle glistening with a fresh coat of paint, was mid-way through her training cruise to Hawaii when this photo was taken. Her speed? In the neighborhood of 32 knots.

The letters ON on "B" gun turret were put there for the benefit of the fly-boys, just to make sure they would know the "Big O" when they saw her. (RCN photo by PO Norman Keziere. Neg. OC-259-2).

# R.C.N. News Review

## **Navy Day, Battle of the Atlantic Sunday**

The first Saturday in October has been designated as Navy Day and the day following as Battle of the Atlantic Sunday.

On Navy Day, which this year falls on October 7, ships and establishments of the Royal Canadian Navy will hold "open house" to the general public and the citizens of Canada will be given the opportunity to become better acquainted with their Navy.

Displays and demonstrations will be staged as part of the "open house" program.

On Battle of the Atlantic Sunday, naval church parades will be held in the various localities in which there are naval bases, training establishments and divisions. It is hoped that special services will be conducted in churches across Canada in commemoration of the part played by the Royal Canadian Navy and by Canada's Merchant Navy in the struggle to preserve the vital ocean lifeline to Great Britain, and that tribute will be paid to the naval and merchant seamen who lost their lives in the war at sea.

## **West Coast Destroyers Sail July 11 for Halifax**

Officially, the European cruise does not start until late in August but for three West Coast destroyers — "Cayuga," "Sioux" and "Athabaskan" — it begins on Tuesday, July 11. That is the date on which they sail from Esquimalt to join, a month later in Halifax, the other three ships — "Magnificent," "Huron" and "Micmac" — of the Canadian Special Service Squadron.

The squadron is scheduled to leave Halifax August 23 for Londonderry, where for two weeks the Canadian ships and carrier-borne aircraft will carry out intensive exercises at the Joint Anti-Submarine Training School.

While the ships are at Derry, Rear-Admiral E. R. Mainguy will hoist his flag in the "Magnificent" to command the squadron as Flag Officer for the balance of the cruise.

The commanding officer of the "Magnificent", Commodore K. F. Adams, will assume the additional post of Chief of Staff to the Flag Officer

Commanding. As such he will continue to exercise tactical command of the squadron and deal with administrative matters affecting the six ships.

Rosyth is the first stop after Derry, then the Canadian Ships begin a "grand tour" that will take them to six continental countries — Norway, Denmark, The Netherlands, Belgium, France and Portugal, all of them member-nations of the North Atlantic alliance.

The program calls for them to visit nine different ports, from Oslo in the north to Gibraltar in the south. In between these will be Copenhagen, Rotterdam, Amsterdam, Antwerp, Portsmouth, Cherbourg and Lisbon. Gibraltar will be the last stop before heading westward for Bermuda. There the squadron will spend three days before east and west coast ships part company and set course for their respective bases.

The "Magnificent," "Huron" and "Micmac" are due back in Halifax on November 26; the "Cayuga," "Sioux" and "Athabaskan" get home December 18, more than five months and 22,000 miles after their departure from Esquimalt.

## **Naval Board Flag Flown At Sea For First Time**

The flag of the Naval Board of Canada was worn at sea May 30 for the first time since the Board was established, back in 1942.

The Board flag was broken out at the masthead of HMCS "Magnificent," displacing the Commodore's broad pendant, prior to the carrier's departure for "Operation Neverfail" and it remained there throughout the day.

The occasion was the official presence in the ship of three members of the Naval Board, Vice-Admiral H. T. W. Grant, Rear-Admiral F. L. Houghton and Commodore C. N. Lentaigne, as observers of the exercise. Custom dictates that the Board flag is to be worn if two or more Board members are embarked in an official capacity. This was the first time in eight years that such an occasion had arisen.

The Naval Board flag consists of an Admiralty anchor in gold placed horizontally in the centre of a flag of red and blue bisected diagonally, the blue portion being nearest the staff and the red portion uppermost.

## **Fog Puts Crimp in Anti-Sub Show**

"Operation Neverfail," originally planned as a large-scale, one-day demonstration of anti-submarine warfare and involving six ships, three air squadrons and a submarine, had to be modified considerably when fog moved in on the proceedings off Halifax May 30.

It was disappointing for those who had planned the exercise program and for the officers and men in the ships and air squadrons scheduled to take part, but they had the consolation of knowing that the curtailed show they did put on made a favorable impression on a distinguished observer.

General A. G. L. McNaughton, chairman of the Canadian section of the Canada-U.S. Permanent Joint Board on Defence, termed what he had seen "very satisfactory . . . The mission that has been assigned to the Royal Canadian Navy is being accomplished with great success."

General McNaughton and other members of the PJBD, who were meeting in Halifax at the time, went to sea in the "Magnificent" to witness the exercises. Other observers included Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Dr. O. M. Solandt, chairman of the Defence Research Board; C. M. Drury, Deputy Minister of National Defence; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commodore C. N. Lentaigne, Assistant Chief of Naval Staff (Air), and members of the RCAF Staff College course from Toronto, who were in Halifax for a period of instruction in naval warfare.

## **CNS Makes Annual East Coast Inspection**

Vice-Admiral Harold T. W. Grant, Chief of the Naval Staff, made his annual inspection of ships and establishments in the Atlantic Command from May 30 to June 1.

Admiral Grant embarked in HMCS "Magnificent" on May 30 to observe flying and anti-submarine exercises carried out by ships and aircraft of the RCN. The next day he inspected the Dockyard and HMCS "Stada-

cona" and on June 1 visited ships of the command and the RCN Air Station.

Following his tour of inspection, Admiral Grant sent the following message to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast:

"I have much enjoyed the opportunity of walking around the Dockyard, HMCS Stadacona, Magnificent, Shearwater, Swansea, St. Stephen, Dundalk and Riverton, and meeting so many officers and men of your command. It was a pleasure to note the growing sense of pride in the Navy evidenced by the appearance of ships and personnel and to feel that officers and men appreciate their responsibilities as citizens of a country ready to defend its freedom."

### **Senior Appointment Changes Announced**

New appointments for three senior officers of the RCN and the retirement of a fourth were announced in June.

Rear-Admiral Harry G. DeWolf, at present Flag Officer Pacific Coast, will become Vice Chief of the Naval Staff on September 11. He will succeed Rear-Admiral Frank L. Houghton, who proceeds on retirement leave early in September.

Succeeding Rear-Admiral DeWolf as Flag Officer Pacific Coast will be Rear-Admiral Wallace B. Creery, who has been Chief of Naval Personnel since August, 1948. He will take up his new duties on August 30.

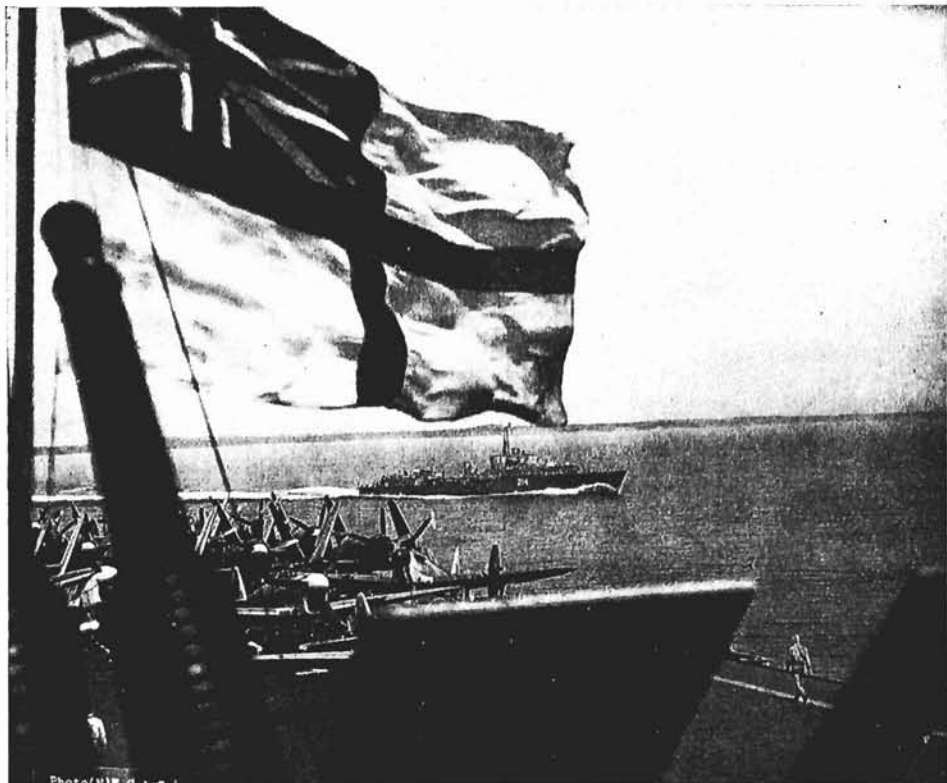
New Chief of Naval Personnel will be Captain James C. Hibbard, currently taking advanced staff courses. He will be promoted to the acting rank of commodore when he assumes the appointment of CNP on August 5.

In their new appointments, both Rear-Admiral DeWolf and Captain Hibbard will serve as members of the Naval Board.

### **"New Liskeard" Joins in Gulf Stream Survey**

HMCS "New Liskeard" joined five United States research vessels early in June to carry out a multiple ship survey of the Gulf Stream. The main purpose of the survey — named Operation Cabot — was to obtain information on the behavior of the stream over a large area during a given period.

The complex pattern of the Gulf Stream has long puzzled oceanographers, who have found it impossible to obtain a plot of the ocean circulation with only one or two observing vessels. However, with six ships, all fitted with special scientific instruments developed during the past few years, the scientists hoped to



With Firefly and Sea Fury aircraft ranged on her flight deck, HMCS "Magnificent" proceeds to sea to take part in a demonstration of anti-submarine warfare off Halifax. On her port quarter is HMCS "Micmac," the carrier's plane guard. Fog forced a curtailment of the exercise but General A. G. L. McNaughton, one of a number of distinguished observers, expressed himself as being very satisfied with what he saw. (HS-11166.)

gather a maximum amount of information regarding the location, speed and behavior of the Gulf Stream. Headquarters ship of the operation was the USS San Pablo.

The survey, lasting approximately three weeks, was a co-operative project between the Woods Hole Oceanographic Institution, the Hydrographic Office of the U.S. Navy, the Canadian Naval Research Establishment, the Atlantic Oceanographic Group of Canada, the U.S. Fish and Wildlife Service, and the Scripps Institution of Oceanography.

### **"St. Stephen" Making Last Atlantic Patrol**

After more than two and a half years in the North Atlantic weather reporting service, HMCS "St. Stephen" will shift her activities to the Pacific Coast. With two other wartime frigates, the "Stonetown" and "St. Catharines," now under conversion at Sorel, P.Q., she will patrol Station Peter, 800 miles west of Victoria. All three ships will be completely manned by Department of Transport personnel and will alternate on the station.

Following her return from Station Baker on July 5, the "St. Stephen" will remain at Halifax for 12 days

before sailing for Esquimalt on her last voyage with an RCN crew. On the trip down the east coast she will make a single stop, at Charleston, S.C. On the Pacific side, she will put into Acapulco and Long Beach before arriving at Esquimalt on August 15.

### **Avengers Arriving At RCN Air Station**

Delivery of the RCN's new anti-submarine aircraft — the Grumman Avenger — was well under way by the end of June. More than 25 Avengers had been flown into the RCN Air Station, with more to follow at the rate of about eight a week. In an agreement with the United States government, from whom the planes were purchased, the Avengers are delivered to Quonset Point, R.I., from where aircrew personnel of 826 Squadron take over and fly them to Dartmouth.

The planes are to be taken in hand by Canadian aircraft plants to be fitted with additional anti-submarine equipment. In the meantime, personnel of 826 Squadron, which will be the first to be armed with the new aircraft, have begun acquaintanceship training and are flying the Avengers from HMCS "Shearwater."



# OPERATION REDRAMP

by L. B. McL.

OPERATION "Redramp" is over, and with its conclusion the Winnipeg naval division, HMCS "Chippawa," "pipes down" from one of the biggest combined operations in Canada's peacetime history. It was a combined operation in the fullest sense of the word, for in the long-drawn battle with the Red, everyone, civilian and serviceman, was on the front line, fighting on the one, big team.

Co-operation prevailed throughout the operation. In the Navy's case, this involved not only working in concert with the civilian authorities and with the Army and the Air Force, but co-operating within itself.

"Redramp" brought together almost everyone in Winnipeg who has ever had some interest in the sea and naval affairs. In the beginning, the Navy's flood-fighting crew consisted of active reserves, UNTDs and members of the permanent force staff from "Chippawa." But as the threat of disastrous flooding developed, the naval effort rapidly expanded to include RCN personnel from the coasts, permanent force staffs and reserve volunteers from other divisions, members of the Naval Officers' Association, retired officers, Emergency List men, members of the WRCNS Association, Sea Cadet officers and ratings, members of the Navy League, members of the women's auxiliaries attached to "Chippawa" and the man and woman in the street who wanted to pitch in and help the Navy.

In the initial stages, during the third week of April and some time before military control was established, some members of the Reserve felt the

impact of a flash flood. To their aid came shipmates with pumps and sandbags, under the direction of Lieut. S. H. (Barney) Oldfield, RCN(R).

This first party included Sub-Lieut. Bill Wilson, RCN(R), CPOs Myron Arsenych, Al Care, Charles Gilraine and Joseph Onysko, POs Stanley Griffon, James Allen, Charles Brown, Francis Gilraine, C. Butler, Ian Barron and James Borthwick, Ldg. Seamen James Cowie and Howard Williams, Able Seamen George Taylor and Donald Henneberg and Ord. Seamen Joseph E. Cormack, Eugene Guilbault, Joseph Hamel and Clifford Marse.

The effort grew, and moved into Elm Park, a part of the suburb of St. Vital soon to be hardest hit by the flood. Naval headquarters was set up in a garage, with two-way radio communications to the St. Vital police station.

Working for days on end without sleep, and living on sandwiches and soft drinks, the "Chippawa" men spearheaded the fight to save at least part of this beautiful residential area. Eut the rapidly rising Red overcame the best efforts that could be put forward and eventually the Elm Park

crew had to be pulled out, many of them working over their waists in water to salvage the precious pumps. This first round had been a heart-breaking one . . . and it went to the Red River.

Up to this time the principal effort had been on diking and pumping duties. Then, with the evacuation of flood stricken towns in southern Manitoba, "Chippawa" was called upon for an additional task. Within an hour after an appeal had been broadcast by the local radio stations, almost the entire ship's company came aboard on the night of May 4 to set up sleeping and living accommodation for refugees due to arrive overnight by train.

The various ladies' auxiliaries and members of the Wrens' Association took in hand the task of making up the beds which were put together by reserve and retired officers and reserve ratings of the division. Members of the NOAC who had come aboard to discuss plans for their spring dance promptly cancelled it and pitched in to make the spaces they planned as cloakrooms and sitting rooms into dormitories for the homeless. For almost a week the ship was "home" to evacuees, who at times totalled 400 men, women and children.

By this time it was apparent that help on a volunteer basis would be inadequate and the commanding officer, Cdr. L. D. G. Main, RCN(R), in consultation with Naval Headquarters, called on all reserve and retired personnel in the Winnipeg area for full-time duty.

The response was instantaneous and complete. Not only were reserve officers and men prompt in appearing on the scene, but many whose last active connection with the Navy was

### From 18 to 700

The amount of organizational and administrative work which had to be done in "Chippawa" during the flood emergency can more readily be appreciated when it is realized that prior to the crisis period the total permanent force staff at the Winnipeg division was 18, while at the height of operations there were almost 700 officers and men on "Chippawa's" books.

This total does not include about 200 civilians working in "Chippawa" or under the control of the Navy in Winnipeg.

about five years ago turned up, asked for, and were given a job to do. It frequently turned out that the specialized knowledge of some of these retired officers and men was of great value in the type of operation which the Navy had by this time undertaken.

From their work on dikes and individual pumping duties, naval personnel turned to the job of rescue and evacuation by small boats, a task which was to be under their exclusive control. In general charge of the organization of "Boats" was Lieut.-Cdr. Henry Dadson, RCN(R), Ret'd. With everything from canoes to naval diesel cutters coming into the boat pool, and arriving from such points as the Lakehead and Portage la Prairie — and including a splendid contribution of boats and fishermen from the fishing town of Gimli — the boat pool at one time came to more than 150 small craft.

During the period between May 5, date of the major break in the Winnipeg dikes, and May 10, organizational changes had to be made to meet the rapidly developing situation. On May 10 a necessarily complex, but smooth-working organization went into effect under the orders of the commanding officer, "Chippawa," as Naval Officer-in-Charge, Winnipeg, perhaps the first time such a title has been given in a completely landlocked city.



A weary dike worker, Ord. Sea. G. Dickson, of Winnipeg, amuses Donald Cameron, youthful evacuee from St. Boniface, during a brief rest period at "Chippawa." (O-1408-13)

Lieut.-Cdr. W. G. Brockie, RCN(R), executive officer of the division, was placed in direct control of the ship's activities and routine, Lieut. E. J.

Hyman, RCN, the staff officer, became Chief of Staff to NOIC and Lieut.-Cdr. Eric Pinfold, RCN(R), went to Flood Control Headquarters as permanent naval liaison officer. This latter position developed into a direct liaison, as well, with "Pumps" and "Boats" as reports and requests for aid came to Flood Control Headquarters through the flood area distress officer.

At about this time "Pumps," under the command of Lieut.-Cdr. (E) W. P. Dean, RCN(R), moved its maintenance shop from "Chippawa," where it had been working night and day on the repair and servicing of outboard motors and pumps, to the Provincial garage, where greater facilities were available.

With reserve motor mechanics and ERA's working side by side with volunteer civilian mechanics and the staff of the garage, somewhere in the neighborhood of 150 pumps, with capacities varying from 10,000 to 250,000 gallons per hour, were kept in operation. Although the Navy's main pumping effort was in the badly flooded areas, white caps and blues could be seen in many parts of town as solitary seamen and stokers manned pumps at strategic subways.

Reinforcements by now were pouring in from neighboring divisions and from the coasts. The Senior Officer of the Reserve Fleet, Halifax,



Working with a suction pump behind a dike in one of the flooded areas of Winnipeg are Lieut. K. A. Laidlaw, RCN(R), Ret'd., PO James Harris and Lieut. D. A. MacDonald, RCN(R), all of HMCS "Chippawa." (O-1408-31)

Cdr. R. A. Webber, DSC, RCN, arrived to place his experience at the disposal of boat and amphibious craft operation. Cdr. Webber was Chief of Staff to the Flag Officer Pacific Coast at the time of the 1948 Fraser Valley flood and was responsible for much of the staff work in connection with the Navy's participation in Operation Overflow.

At the same time, a shallow water diving team, led by Lieut.-Cdr. (P) H. J. G. Bird, RCN, came fully equipped to assist in rescue and salvage work. It was a common, if somewhat unusual, sight to see a Navy amphib. and diving team working at a downtown manhole in an attempt to restore or preserve electrical services.

By this time, too, the Navy had been assigned control and manning of DUKWs and other amphib. In some cases Army drivers and signalers remained with the vehicles to give invaluable help. In other cases, naval drivers were given a hasty course in their operation and took over. All but one of the craft were commanded by naval officers, the exception being a Sea Cadet officer. One of the finest drivers was Petty Officer Bill Smith, RCN(R), who had never before driven such a craft.

The DUKWs chalked up two particular feats, which are selected as only being among many worthy of recognition. One was the splendidly organized and swiftly carried out

evacuation of a stranded refugee train. Within five hours more than 550 people had been successfully transferred by five DUKWs to a place of safety. These included more than 45 babies under one year of age.

The other operation involved the delicate task of bringing out from an isolation hospital two paralysis patients and their 600-pound iron lungs. In spite of a swift current flowing in water ten feet deep, the entire operation was carried out without a hitch.

**Sub-commands** had been set up, each with the general title of "Naval Area." These areas took in eight of the badly flooded districts and each had its quota of power and rowboats, manned by civilians and servicemen under the charge of the local naval officer. The reason for establishing these areas was to allow the constant patrol of flooded homes, to assist in evacuation and to work closely with municipal authorities as required. Some of the areas, notably No. 1 in St. Vital, under Lieut.-Cdr. William Mason, RCN(R), and No. 3 in Fort Garry, under Lieut.-Cdr. Colin Angus, RCN(R), had as additional tasks the rescuing or feeding of stranded livestock.

To back up this front line operation there were various vital departments in "Chippawa." The Communications branch was in the thick of the fight from the beginning and was almost swamped by the volume of work and by its initial lack of equipment, plus the fact that Emergency List communicators were not, at first, well versed in new procedures. They trained with experience and with the aid of RCN personnel from the coasts and other divisions. With wholehearted co-operation from Army Signals, the messages "got through."

Victualling presented a major problem and in the first stages of the operation was handled by WRCNS personnel from their dry canteen. Working in the face of the odds imposed by having only two electric plates, the Wrens did a splendid job in keeping wet and hungry men well fed.

With the arrival of large drafts from outside points, it became apparent that a larger victualling system must be set up. This was accomplished under the direction of Lieut. (S) Jack McBurney, RCN, at a few hours' notice. Lieut. (S) R. A. Fee, RCN, opened up the old ship's galley and within 24 hours it was operating on a short order, round-the-clock basis, serving between 1,500 and 1,600 meals a day.



Two Navy-manned DUKWs evacuated all patients, including two iron lung patients, from the King George Hospital. The photograph shows the first DUKW moving away from the hospital with a 600-pound iron lung secured amidships. The patient, who can live outside the lung for about 10 hours, may be seen just aft of the iron lung. (O-1408-52.)





Amphibious DUKWs rescued more than 550 men women and children from a flood marooned special train six miles south of Winnipeg. The flood refugees, who had been driven from their homes by rising water, were transferred to another train which took them to Dauphin, Man. Five DUKWs, under the command of Lieut.-Cdr. (P) H. J. G. Bird, RCN, took part in the five-hour operation. (*Canadian Army photo PC-2499.*)

Besides this, the "Chippawa" galley was the "manufacturing centre" for coffee and sandwiches which were sent out to working areas all over town. This was a major undertaking in itself.

**Holding the fort** and keeping "Chippawa" from putting to sea in the flood which reached the south wall to a depth of three feet was a vital task involving at first the Engine Room branch and then all those not engaged in outside duty. Engine room personnel closed off sewer outlets and improvised washing and sanitary facilities, at the same time putting the immediate stock of pumps to work.

Outside, working parties built at top speed one of the best dikes in the whole area. Composed entirely of sandbags, it finally was holding back over three feet of water. Lieut. J. Currie McMillan, RCN(R), Ret'd, president of the Naval Officers' Association, was O-i-C "Chippawa" dike and was ably assisted in his job by Lieut. Earl Grant, RCN, and CPO J. Freeman, RCN(R).

One effort which should not go unnoticed was the work carried on by the women's personnel office. Wives of "Chippawa" officers and

men took on the problem of organizing teams of volunteer women workers



The WRCNS Association's dry canteen in "Chippawa" was a busy place. Flood workers, in their short off-duty periods, were given free soup, sandwiches, cakes, milk, coffee, etc., by the hard-working staff of former Wrens. (O-1408-3)

and of training them in the intricacies of naval procedure. Working with a total of 205 women, this office was an indispensable part of the entire operation.

The work done by any one department would make a story in itself. The Electrical branch, for example, refitted an air conditioning system which had not operated for four years . . . placed sterilizers in the sick bay . . . installed an inter-office communication system . . . and was out in the field with portable floodlights strung up under hazardous and difficult conditions. CPO J. Steele, AB A. Rostick, AB R. Kerr and AB A. Thompson were the original members of this hard-working party. During the period when flooding of the ship itself was expected, the electrical personnel set up a complete auxiliary lighting system.

Something like 6,000 TABT inoculations were given to servicemen and civilians by the Medical branch, under the direction of Surgeon Lieut.-Cdr. R. W. MacNeil, RCN(R). The "docs" and nurses coped with everything from running a baby nursery to ordering over-fatigued workers to bed. The greatest period of stress on the medical staff came during the

(Continued on Page 31)

# NO HOUSING PROBLEMS HERE

*'Cornwallis' Married Personnel All Settled in New Homes*

Married personnel serving in HMCS "Cornwallis" are sitting pretty as far as housing problems are concerned.

With the completion this spring of 110 new housing units at the training centre every married officer and man on the establishment's staff had been allotted a house by May 1, one year after the base re-commissioned.

Built on a hillside overlooking Annapolis Basin, the new homes range from one-storey cottages to three- and four-bedroom houses and duplexes. Each housing unit is equipped with refrigerator, electric stove, hot water heating unit and oil furnace.

The first houses to be completed were allocated according to a point system which allowed 10 points for each child and four points for each year of service. House No. 38 was the first to be occupied, the keys being handed over to CPO B. N. Inglis and Mrs. Inglis last December 25, shortly

Kitchens in the 110 new housing units at "Cornwallis" are bright, compact and conveniently planned. This one, the kitchen of CPO and Mrs. B. N. Inglis, is a typical example. (DB-884-7.)



The first family to move into the new married quarters at HMCS "Cornwallis" was that of CPO Brian Inglis. Twin sons Brian, left, and Arthur, who arrived December 6, boosted their father's name to the head of the list of those awaiting houses. The photo was taken in a corner of the Inglis's living-room. (DB-884-6.)

after the arrival of twin sons raised them to the top of the list.

Other allocations followed early in the year and by the time the last

dwelling was ready for occupancy all housing requirements had been met.

"It is just like a little town in itself and we get around the absence of bright lights by making our own entertainment," said one naval wife in describing the new housing site.

The contractors are now busily landscaping the property. While lawns and gardens can hardly be expected to amount to much this year, the residents of this all-naval community believe that by next summer they will have a model village that will be a real showplace.

## "Cornwallis's" Birthday

HMCS "Cornwallis" completed on April 30 its first year as a peacetime naval training establishment. On the ship's birthday, May 1, Captain A. P. Musgrave, the commanding officer, cleared lower deck, reviewed the past year's progress and urged on all hands an even greater effort in the 12 months ahead.

In the evening, a birthday dance and social was held in the recreation centre for members of the staff and guests.

In the year since commissioning, nearly 1,500 men arrived at "Cornwallis" for training. Of these, 977 completed their courses and were drafted to various ships and establishments, while more than 400 are still under training.

## 'DISCOVERY' CHOOSES 'DOC' MYLES

On St. Patrick's Day, 1930, a tall, raw-boned, blonde young man joined HMCS "Naden," the Esquimalt naval barracks, as a new entry ordinary seaman.

This embryo sailor had once been a drugstore errand boy and it was as a result of this experience that he acquired early fame among his mess-mates and a nickname he has carried throughout his naval career.

Soon after his joining, a chum complained of a sore throat, but balked at visiting the sick bay. The ex-drugstore runner told him not to worry but to gargle with "this." "This" turned out to be permanganate of potash, for which the M.O. has quite a few uses, none connected with gargling. But it cured the sore throat in a matter of seconds and hung on the former errand boy the enduring nickname of "Doc."

On his documents you'll find his name listed as Ronald Albin Myles, Chief Petty Officer First Class, and at present he is in charge of the RCN recruiting office at HMCS "Discovery," the Vancouver naval division and headquarters on the lower B.C. Mainland for the Royal Canadian Navy (Reserve). In "Discovery," where he has been serving since February 2, 1947, "Doc" Myles is regarded by his shipmates as guide, mentor and all-around friend.

Ronald Albin Myles was born in Vancouver on December 7, 1910. He received his early education at Henry Hudson and Kitsilano schools, both of which overlook the waters of the Gulf of Georgia, with its constantly changing picture of ships, of all sizes and nations, plying in and out of the port of Vancouver. In those days, "Doc" and his chums would often nip down to the beach, lie in the sand and dream of far-away places. Young Myles did not suspect then, though, that in a few years the sea would call him to a full-time career.

Later he entered Vancouver Technical School, but left before finishing his course in order to go to work. His first job was with the drugstore; then for four years he was a butcher.

His spare time he devoted to sports and as a youngster Myles acquired quite a reputation as an athlete. He was named king of the kid baseball pitchers in Vancouver in 1922, and in 1928 he won the junior championship of the Marine Drive golf club.

But slicing meat didn't appeal to him and sports headlines couldn't be converted into cash, so Myles, with his eye on the future, began to look around for work that combined attractiveness and permanency.

He settled on the Navy, which offered not only an interesting career but security in troublesome economic times.

Myles took his new entry training at "Naden," then went to the destroyer "Vancouver" for a three-year stretch. After a short break ashore, he was off to sea again, this time in the "Skeena," where he remained for two years.



CPO RONALD A. MYLES

In 1937 "Doc" went to England, being drafted to HMS "Pembroke," at Chatham, to commission the newly-acquired destroyer, HMCS "Fraser," as chief quartermaster.

In May 1938 he found himself theoretically aboard that illustrious ship, HMS "Victory," awaiting a Seaman Gunner's course at Whale Island. On completing the course, he was named as one of the commissioning party of HMCS "Ottawa" but an infected foot kept him in hospital and he missed his ship.

So back to "Naden" went Myles and it was not until January 1939 that he finally joined the "Ottawa." He left her in May 1940, picked up his leading seaman's hook in the same month and spent the next year drilling and instructing recruits at

"Naden."

From there he went to HMCS "Prince Robert," and stayed in her until February 1942, meanwhile getting his petty officer's rate. In March 1942 he was drafted to Halifax, and eight months later proceeded overseas, with the buttons of a chief petty officer on his sleeves.

He served short terms in the cruiser "Arethusa" and battleship "Malaya" and took a three-month course in HMS "Excellent" before reporting, in July 1944, to HMCS "Iroquois".

Into the month that followed was crammed enough excitement and action to last "Doc" Myles for the rest of his career, naval and otherwise.

On the night of August 5/6, in company with HM Ships "Bellona," "Ashanti" and "Tartar" and HMCS "Haida," the "Iroquois" participated in two separate engagements in the Bay of Biscay. Six enemy ships were sunk, two by the "Iroquois," and several others damaged.

On August 15, the "Iroquois" teamed with HM Ships "Mauritius" and "Ursa" in a patrol off La Pallice, during which one German destroyer was damaged, a merchant ship and two minesweepers were driven ashore and a minesweeper and tanker were sunk.

On August 23, the same combination destroyed eight enemy ships in Baie d'Audierne.

Most of these actions occurred close enough to the land for enemy shore batteries to add their voices to the din, and "Doc" recalls some of their shots coming a little too close for comfort.

After the war ended, Myles went back to the Pacific Coast, and in April 1946 joined HMCS "Uganda." The following February he was drafted to "Discovery" and there he has been ever since.

In the peacetime years, "Doc" has devoted most of his spare time to his family — a wife and three children — and his home — a five-roomed house in picturesque Lynn Valley, on Vancouver's North Shore. He likes to garden and to fish and a trout stream running through the rear of his property makes the latter a most convenient hobby.

He also takes an interest in community affairs in Lynn Valley. He serves as a director on the Lynn Creek Community Centre board, and has

*(Continued on Page 32)*



# OFFICERS and MEN



## **New Appointments Are Announced**

The following are among appointment changes for RCN officers announced recently:

Capt. J. V. Brock to HMCS "Cayuga" in command and as Commander, Canadian Destroyer Division (Pacific). Formerly Director of Naval Plans and Operations at Headquarters.

Capt. M. A. Medland to "Bytown" for courses. Formerly commanding officer, "Cayuga", and CANCOM-DESPAC.

Cdr. D. W. Piers to Headquarters as Director of Naval Plans and Operations. Formerly Deputy/DNPO.

Cdr. E. E. G. Boak to staff course. Formerly executive officer, HMCS "Shearwater".

Cdr. P. D. Taylor to HMCS "Sioux" in command. Formerly on staff course.

Cdr. D. W. Groos to "Shearwater" as executive officer. Formerly commanding officer, "Sioux".

Cdr. (L) J. C. Gray to "Niobe" as Staff Electrical Officer on the staff of the Naval Member of the Canadian Joint Staff, London. Formerly Staff Officer-Electrical Personnel at Headquarters.

Cdr. (L) H. D. McCormick to HMCS "Ontario" as Electrical Officer. Formerly Staff Electrical Officer on the staff of NMCS, London.

Lieut.-Cdr. (L) S. H. Galloway to "Bytown" as Electrical Overseer on the staff of the Principal Overseer for Montreal area. Formerly Electrical Officer, "Ontario".

Lieut.-Cdr. (L) S. E. Paddon to Headquarters on staff of the Chief of Naval Personnel as Staff Officer Electrical Personnel. Formerly Senior Instructional Staff Officer at the Electrical School, HMCS "Stadacona."

Lieut.-Cdr. (L) R. M. Battles, to "Stadacona" as Senior Instructional Staff Officer of the Electrical School. Formerly on the staff of the Electrical Engineer-in-Chief at Headquarters.

Lieut. (S) William Woodward to Headquarters on staff of the Chief of Naval Personnel as secretary-treasurer of the Canadian Naval Service Benevolent Trust Fund. Formerly on staff of the Supply School, "Naden".

Lieut. (S) Harry McClymont to Headquarters for special duty on staff of the Chief of Naval Personnel. Formerly secretary-treasurer of the Canadian Naval Service Benevolent Trust Fund.

## **UNTD COs Hold First Conference**

The first conference of commanding officers of the 25 University Naval Training Divisions of the Royal Canadian Navy (Reserve) was held in Ottawa on May 29 and 30.

Officers from every province in Canada, representing more than 35 universities and colleges, attended.

Delegates were addressed by Defence Minister Brooke Claxton, Rear Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, Capt. K. L. Dyer, Deputy Chief of Naval Personnel, and Capt. H. L. Quinn, Director of Naval Reserves. Instr. Cdr. C. H. Little, Staff Officer University Naval Training Divisions, was chairman.

All phases of the University naval training program, including training facilities and training generally, selection boards, recruiting, pay and allowances, clothing, administration and discipline, were discussed.

## **Supply Branch Men Pass for Commissions**

Twelve men of the Supply branch recently passed a qualifying course for commissioned rank at the Supply School, HMCS "Naden."

Those who qualified for the rank of Commissioned Writer Officer were CPOs Norman Boot, Roland J. Edwards, Robert J. Burgess, George Harvey, Harold Passmore and Harold Smith. CPOs Adrian Michaud, Lloyd Harding, Harold Buck, Thomas S. Williams and Frank Dewling and PO Peter E. Fane qualified for the rank of Commissioned Stores Officer.

## **"Star" Seamen's Mess Elects New Officers**

Petty Officer R. E. Bromley was elected president of the seamen's mess at HMCS "Star," Hamilton; at the annual meeting recently. PO R. Laidlaw was elected secretary and AB Donald Blaind and Ordinary Seamen Stanley Gamelin and Jack Lee were named executive members.



A Long Service and Good Conduct Medal and various sports trophies were presented by Commodore A. M. Hope, Commodore of the RCN Barracks, Halifax, at a ceremony held recently in the establishment. Shown above, left to right, are AB James W. Hardy, coach of the TAS School team which won the "Stadacona" inter-part hockey championship; CPO Ellis Parker, who was presented with the LS and GC Medal; CPO Leslie Paige, captain of the winning Gunnery school team in the inter-part rifle competitions; CPO William H. McCartney, whose shooting showed the most improvement in the inter-part league; CPO Kenneth Neal, captain of the third place Electrical school rifle team, and CPO Jack Wolfe, whose Regulating branch team took second honors in inter-part rifle competitions. (HS-10731.)

### **Appointments, Drafts Change Supply School Staff**

Recent appointments and drafts have caused several changes in the staff of the Supply School at "Naden."

Lieutenant (S) Percy Sands has joined from the "Cayuga" as senior divisional officer, relieving Lieut. (S) W. Woodward, who has gone to "Bytown" as secretary of the Canadian Naval Service Benevolent Trust Fund.

PO W. Ona, one of the first from the school to undergo the leadership course at "Cornwallis," has returned full of praise for the course. Due back shortly from the same course is CPO Gordon Dark.

PO R. Bonoyer, meats and dietetic instructor for the past 14 months, has gone to sea in the "Ontario," while CPO Pete Loveric, from "Naden," has joined the staff.

### **Communicators Complete Course at Halifax**

Nine men of the Communications branch recently completed a qualifying course at the Communication School, Halifax, for Trade Group 1 under the instruction of CPO George McCue.

Those taking the course were Ordinary Seamen Roy Hobbs, Timmins, Ont.; John Jewell, Brandon, Man.; Clayton Moran, Grandview, Man.; George Ching, Brampton, Ont.; Fred Fraser, Fredericton, N.B.; Gerald Callaher, Edmonton; John Malfair, Carrot River, Sask.; William Smith, Calgary, and Anthony Veinpel, Mimico, Ont.

### **Personnel Changes at Albro Lake Station**

Among recent newcomers to Albro Lake Naval Radio Station are CPO Edward Jackson, PO Gordon D. Lothian, Ldg. Sea. Clifford Latham and AB F. L. Mattatal.

CPO Melvin F. Davis, PO H. W. Cooper and Ldg. Sea. J. J. Hemphill are among those who have left the station within the past few weeks. All three have been drafted to sea.

### **Awards Presented to "Prevost" UNTD**

Awards for outstanding achievement in the University Naval Training Division of HMCS "Prevost," London, were presented at a ceremony attended by more than 150 guests.

Cadet H. Kennedy, Toronto, won the First Year Proficiency Award; Cadet J. G. Wilson, London, Second Year Proficiency Award; Cadet K. Wrong, London, Marksmanship Award; Cadet R. A. Evans, London,

General Efficiency Award, and Cadet D. Arscott, London, Cock of the Walk Award.

Instr. Cdr. C. H. Little, Staff Officer UNTD, from Naval Headquarters, presented certificates of promotion to the rank of cadet to 33 first year men. Eight cadets were promoted to the rank of acting sub-lieutenant.

Following the ceremony, Campbell Calder, MLA, addressed the gathering. Later, Mrs. Hart, wife of Cdr. N. C. Hart, commanding officer of the "Prevost" UNTD, and Mrs. W. H. Shuttleworth presided at tea in the wardroom.

### **Former Seaman Gets High Marks at Royal Roads**

Cadet Jerome M. Vivian, of Drumheller, Alta., who joined the RCN as an ordinary seaman in December 1948, has completed his first academic term at the Canadian Services College, Royal Roads, with an excellent record. Cadet Vivian stood eighth in a class of 85 in his final examinations, just missing first class honors.

A resident of Drumheller prior to joining the Navy at HMCS "Tecumseh," Calgary, Cadet Vivian was serving in HMCS "Naden," when he was selected to attend Royal Roads.



Five serving and former Admirals of the Royal Canadian Navy were photographed together during graduation ceremonies at the Canadian Services College, Royal Roads, on April 29. Left to right are Rear-Admiral V. G. Brodeur, CB, CBE, RCN, Ret'd; 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; Admiral P. W. Nelles, CB, LLD, RCN, Ret'd., and Rear-Admiral H. G. DeWolf, CBE, DSO, DSC, RCN, Flag Officer Pacific Coast. (Photo by courtesy of Bill Halkett, Victoria Daily Times.)

### **Weddings**

Lieut. P. F. L. Wilson, HMCS "Magnificent", to Miss Margaret O. Cameron, of Halifax and Boston.

CPO Eric Nurse, HMCS "Athabaskan," to Miss Marjorie Sweet, of Edmonton.

PO Edward Haddad, HMCS "Naden", to Miss Rosemarie Austin.

Ldg. Sea. John W. Cumbers, HMCS "Cedarwood," to Miss Ruth S. Beckett, of Vancouver.

### **Births**

To Lieut. W. J. Magee, HMCS "Cornwallis," and Mrs. Magee, a daughter.

To Mr. William F. Krogel, Comm'd. Radio Officer, HMCS "Shearwater", and Mrs. Krogel, a daughter.

To CPO A. P. Allen, HMCS "Cornwallis," and Mrs. Allen, a daughter.

To PO Kenneth Potter, HMCS "Antigonish", and Mrs. Potter, a daughter.

To PO D. Pritchard, HMCS "Rockcliffe", and Mrs. Pritchard, a son.

To Ldg. Sea. D. Morton, HMCS "Rockcliffe", and Mrs. Morton, a son.

To AB Bruce Timmons, HMCS "Discovery", and Mrs. Timmons, a son.

To AB S. Slater, HMCS "Rockcliffe," and Mrs. Slater, a son.

To AB H. I. Picken, HMCS "Portage", and Mrs. Picken, a son.

To AB Melvin A. McDonald, HMCS "Rockcliffe," and Mrs. McDonald, a son.

## PREP SCHOOL GRADUATES FIRST CLASS

The RCN Preparatory School at HMCS "Naden" graduated its first class early this Summer and 32 men, from chief petty officer to ordinary seaman, returned to general duty with their history sheets marked "Qualified educationally for commissioned rank".

The Prep School came into being last fall (See "Crow'snest," Christmas 1949). Its purpose was to provide selected personnel from the "lower deck" with the opportunity to acquire educational qualifications either for promotion to commissioned rank or advancement to higher rating.

At a short graduation ceremony held at the Central School in "Naden", Commodore G. R. Miles, Commodore of the RCN Barracks, paid tribute to the hard work of both the instructor officers and the students. He pointed out that there was always room for good men at the top, and cited as examples two RCN admirals who had come from the "lower deck".

The Prep School academic course consisted of Senior Matriculation mathematics (algebra, geometry and trigonometry), physics, chemistry, English and French.

Outstanding student was Petty Officer John W. Page, of Victoria, with an average of 93 per cent. Others passing with honors were Chief Petty

Officers Fred W. Bryan, Winnipeg, and Peter S. Cox, Victoria; Petty Officer Walter E. Bell, Victoria, Ord. Sea. Paul Godbout, Sherbrooke, P.Q., and Ldg. Sea. Thomas A. Deakin, Victoria.

Others passing the Prep School course were: PO William O. Bates, Ladner, B.C.; PO Peter F. Berakos, Fort William; Ord. Sea. Victor H. Fast, Langley Prairie, B.C.; PO Harold J. Grace, Victoria; PO Oliver J. Grenon, Winnipeg; PO Ernest K. Lukemeyer, Esquimalt; Ord. Sea. John F. Thurmeier, Southey, Sask.; AB John R. Cook, Hanna, Alberta; Ord. Sea. William R. Vallevand, Demaine, Sask.; PO Vernon E. Judson, Victoria; AB Roy B. Dunlop, Saskatoon; AB Paul A. Roggevean, Edmonton; PO Norman E. Sallis, Vancouver; AB Peter Alekson, Vancouver; PO Norman E. Bryon, Langford, B.C.; PO Roy S. Davis, Victoria; Ldg. Sea. George Dickie, Esquimalt; PO Richard A. Eldridge, Maple Creek, Sask.; CPO James A. Ferguson, Kamloops, B.C.; CPO John R. Haight, Victoria; CPO Roderick G. McPherson, Victoria; CPO Richard Meadows, Victoria; CPO George W. Peakman, Esquimalt; CPO Ronald D. Sedger, Victoria; PO Ross E. Thompson, Victoria, and Ord. Sea. Russell J. Volker, Whonock, B.C.

## Lieut. (L) D. V. Carroll on Retirement Leave

Lieut. (L) Douglas V. Carroll, 41, one of the RCN's top radio engineers, proceeds on retirement leave on July 18 after 25 years' service. He later will take up an engineering position in the radio industry.



Lieut. Carroll has figured prominently in many advances in communications in the RCN. He was in charge of the construction of the transmitting station at Newport Corner, N.S., and the installation of its equipment. More recently, he supervised the installation of the Navy's extensive radio teletype and microwave control systems.

Born in London, England, Lieut. Carroll came to Canada in 1917. He joined the RCN as a boy telegraphist in 1925, subsequently serving in a number of RCN and Royal Navy ships and establishments.

Promoted to warrant rank in 1941, he subsequently held several appointments ashore, among them those of Port Wireless Officer and officer-in-charge of the Naval Radio Station, Halifax.

He came to Headquarters in November 1945 as officer-in-charge of the radio engineering section on the staff of the Electrical Engineer-in-Chief.

For his work in the construction of the Newport Corner station, Lieut. Carroll was appointed a Member of the Order of the British Empire. Active in civilian engineering organizations, he is a member of the Institute of Radio Engineers and the Engineering Institute of Canada.



The three men who topped the class at the conclusion of the first RCN Preparatory School course are shown above with the Pacific Command Education Officer, Commander J. D. Armstrong, of Regina, one of the proponents of the Preparatory School scheme. Left to right are CPO Fred W. Bryan, of Winnipeg, who had an average of 89.5 per cent; Ord. Sea. Paul Godbout, Sherbrooke, P.Q., whose average was 85.3, and PO John W. Page, Victoria, who was high man with an average of 93 per cent. (E-11305)

## Pacific Command Commended

Following his annual inspection this spring of West Coast ships and establishments, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, sent the following message to the Flag Officer Pacific Coast, Rear-Admiral H. G. DeWolf:

"It is evident that officers and men of the Pacific Command, afloat and ashore, have developed a pride of service and sense of responsibility essential to the efficiency and happiness of the Navy and the welfare of Canada. Please convey my appreciation to commanding officers and dockyard officials for the smart appearance of ships, establishments and personnel."

# 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 shown opposite his name:

ALLEN, Norman J.....LSMO1

BALL, Donald.....LSMO2  
 BALL, Francis G.....LSSM1(NQ)  
 BALL, Wendelin J.....PIAN3(NQ)  
 BELL, Albert E.....LSCM1  
 BELL, Gordon E.....LSAN2(NQ)  
 BENNETT, Albert.....P2CO3  
 BERAKOS, Peter F.....PIER4  
 BERMAN, John A.....P2MA2(NQ)  
 BONNER, Leonard R.....LSSM1  
 BOUTCHER, Raymond E.....LSCM1(NQ)  
 BOYLE, James.....CIET4(NQ)  
 BREAKELL, Robert G.....P2LA3(NQ)  
 BRIENEN, Bernard H.....LSSM1(NQ)  
 BRUER, Gerald C.....LSCM1(NQ)  
 BRYDGES, Wallis K.....LSAAS(NQ)  
 BUCKLAND, John R. E.....P1TA3  
 BULMER, Peter E.....P2VS2  
 BURROUGHSFORD, Bruce L.P2LA2

CAMERON, Donald H.....LSBD1(NQ)  
 CAREY, Ivor F.....LSFM2(NQ)  
 CARLSON, Gordon C.....LSSM1(NQ)  
 CHALMERS, Alexander D.....C2CM3  
 CHAMBERLAIN, James K.....LSCM1(NQ)  
 CLEMETT, Glenn H.....LSRC1(NQ)  
 COOPER, Gordon O.....LSCM1(NQ)  
 COUSINS, Robert J.....LSAA1(NQ)  
 COYLE, George J.....LSCM1  
 CURSON, Frank W.....P1SH4

DALE, Donald A.....LSCM1  
 DALE, Percy H.....LSSM1(NQ)  
 DENNIS, Ronald G.....LSCM1  
 DINNEY, Ronald C.....LSFM1(NQ)  
 DUNCAN, Edward G.....LSCM1(NQ)  
 DUKE, John H.....LSAL2  
 DYMCHUK, George.....LSCO2(NQ)

EASTLAND, William H.....P1TA3  
 EVANS, Richard J.....P2PT1  
 EVANS, Thomas H.....C1ER4

GILBERT, William L.....LSFM2(NQ)  
 GRANT, Sterling L.....P2MA2  
 GRIFFON, Richard W.....LSRC1  
 GRIMARD, Joseph J. L.....LSRP1

HAINES, Harold J.....LSCM1(NQ)  
 HALL, Kenneth G.....LSAN1  
 HAYES, Harold P.....C2ER4  
 HILL, Ian A.....LSFM1

JACKSON, Donald H.....P1GA3  
 JACKSON, Edward.....C2CM3  
 JACKSON, Kenneth.....LSLA2  
 JENKINSON, William L.....LSAAS(NQ)  
 JENSEN, Kurt J.....LSCS1(NQ)  
 JOINER, Leo N.....LSSM1(NQ)  
 JONES, William G.....P1SW2  
 JULSON, Mervin M.....LSVS1

KINSEY, Robert.....C2MA3  
 KIRBY, Joseph J.....LSCM1

LAPORTE, Arthur L.....LSSM1(NQ)  
 LATHAM, Gordon J.....LSRC1(NQ)  
 LeBLANC, Joseph G. A.....LSAAS(NQ)  
 LEGAULT, Edgar O.....P1GA3  
 LINDSAY, John P.....C2ER4

McGOWAN, James D.....LSCM1(NQ)

McKENZIE, Ian D.....C2ER4  
 McMILLAN, Harry T.....P1CK2  
 MANN, Reginald W.....LSCM1(NQ)  
 MARQUIS, Henri P.....LSCO1(NQ)  
 MARTIN, Russell M.....LSAAS(NQ)  
 MITCHELL, George W.....LSAL2(NQ)  
 MOHNS, Boyd.....LSTD1  
 MOORE, Charles L.....LSAAS(NQ)  
 MORGETROYD, James.....P1GA3  
 MORRISON, John C.....P2SM3  
 MOSLIN, Edward S.....P2SW1  
 MOSS, Cameron.....C2AT4(NQ)  
 MURRAY, Robert G.....LSAAS(NQ)

NAPIER, Chester A.....P1MA2  
 NEWTON, Douglas S.....P2PW2  
 NICHOLSON, John.....LSAL2(NQ)

ORTON, Lawrence A.....P1TA3  
 OSBORNE, James C.....C2ET4  
 OSCROFT, David.....LSNS1(NQ)

PATRY, Robert.....LSCM1  
 PAYETTE, Joseph R.....LSTD5(NQ)  
 PENDLEBURY, Roger J.....LSCM1  
 POLLOCK, Kenneth.....LSPT1  
 PSUTKA, Eugene.....C2RT4

RAUDMAN, Robert M.....LSCM1(NQ)  
 ROSE, Percy G.....LSTD5  
 RUDDY, Christopher K.....P2MA2(NQ)  
 RUXTON, James.....LSMA2

SANDERSON, William G.....P1TA3  
 SEEDHOUSE, Stanley E.....LSSM1  
 SHAW, Gilbert H.....LSAAS(NQ)  
 STEINBURG, Noel.....PIER4  
 STENSRUD, Wallace M.....LSPT1  
 STEVENS, Bernard.....P1CK2(NQ)  
 SWINDALL, Ronald N.....LSVS1(NQ)

TATE, Herbert H.....C2CM3  
 TAYLOR, Walter E.....LSRPS(NQ)  
 TEEPELLE, Clarence L.....P2MA2(NQ)  
 TEMPLETON, Alan.....LSCO1(NQ)  
 THOMAS, David.....C2SL2

TIFFIN, Russell.....LSCS1  
 TOLL, Keith A.....C1ER4  
 TROUGHTON, Gordon.....LSAF2

WATCHORN, George C.....P2OR3(NQ)  
 WATTERS, Frederick A.....C1CV3  
 WAY, Clifford J.....C2SW2  
 WHEATLEY, Gordon H.....LSQRS(NQ)  
 WHITE, Richmond F.....LSAAS(NQ)  
 WHITWORTH, Derek.....P2MA2  
 WILSON, Charles W.....LSAAS(NQ)  
 WOOD, William.....P1GA3

YOUNG, Thomas J.....LSSM1

## TAS Training Centre Graduates TD3 Class

Twelve men qualified for the non-substantive rating of Toronto Detector, third class, at the Torpedo Anti-Submarine Training Centre, Esquimalt, early in May.

Graduates were Ldg. Sea. G. Barnes, Able Seaman G. Innes and Ord. Seamen D. Storey, K. Wright, D. Campbell, R. Dunlop, J. Hoffman, J. Cassler, P. G. Mulholland, A. Remphrey, S. Wythe and W. Lord.

Regulating duties at the TASTC have been taken over by CPO W. Fernie. CPO R. Malin and PO D. R. Ingram, recently returned from the leadership course at "Cornwallis," have rejoined the instructional staff.

The first of 16 RCN(R) cadet classes got under way in mid-May. These will continue until the end of August.



Shown above with their instructors are the members of the fourth chief and petty officers leadership course to be completed at HMCS "Cornwallis." Front row, left to right, are: PO J. H. Jones, PO J. Goucher, PO R. L. Johnson, (Instructor), Cd. Bos'n H. J. Andrews, (Instructor), Lieut.-Cdr. J. C. O'Brien, (Officer-in-Charge), CPO C. Hancock, (Instructor), PO F. E. Mason, PO G. A. Baker.  
 Centre row: PO E. S. Shepard, PO R. C. Sallis, PO S. Case, CPO F. A. Jones, PO I. W. Turner, CPO F. Dennis, CPO A. P. Allen, PO N. Ellison, PO W. F. Lynch, PO B. A. Clarke.  
 Rear row: CPO A. C. Geizer, PO W. T. Lockhart, PO D. K. Hayward, CPO R. S. Johnson, PO R. E. Utley, CPO R. Fraser, PO R. R. Peel, PO C. Decandido, PO D. R. Ingram. (DB872-1)

# Conditional Advancement

## *To Take or Not to Take, That Is the Question*

ONE of the tougher decisions a man in the Navy has to make—and nearly every one has to, sooner or later—is whether or not to accept an offer of conditional advancement.

Acceptance brings a boost in rank, more pay and earlier advancement to the next highest rating. It also means the transfer of home port division from Halifax to Esquimalt, or vice-versa, and, in most cases, the uprooting of family, the finding of a new home and the settling of children in new schools, with all the accompanying problems.

In some instances the offer is made when a man is at sea and he is faced with the added difficulty of having to make up his mind on the question without getting a chance to talk it over with his wife.

He is a wise man, therefore, who gives serious thought to conditional advancement beforehand, so as to be able to come to a quick and certain decision when the offer lands in his lap.

To help in this, rosters for each branch are being published in Naval General Orders, showing each man's position and the number of points he has gained. This enables him to calculate his chances of advancement with respect to other men in his rating and branch and to make a reasonably good estimate as to when he may be offered advancement.

Why, in the first place, is there such a thing as conditional advancement?

The straightforward answer is: To balance the numbers in each port division with that division's requirements.

This balance is actually achieved in three different ways:

By drafting men for service out of their home port division;

By voluntary change of home port division, and

By conditional advancement.

Here we are dealing only with conditional advancement, which takes the following form: Suppose there is a continuing requirement in the Esquimalt port division for a chief petty officer 2nd class in a certain

branch, and the petty officer 1st class who heads the list of those eligible for the vacancy is in the Halifax division. Then that man is offered advancement to chief petty officer 2nd class on the condition that he transfer to the Esquimalt port division.

If he refuses, the next man in line automatically becomes eligible for the job. If he is a Halifax man, the conditional advancement routine is gone through again.

What can happen if conditional advancement is turned down? A recent case serves as an illustration.

A petty officer was offered a conditional advancement. He refused. It was offered to another petty officer, who accepted. Later there was a requirement for two men to serve out of their home port divisions and the two men—the latter now a chief petty officer, the former still a PO—boarded the same train en route to their new duties. Obviously the petty officer who had accepted conditional advancement had made the better deal. (In this case the drafts were unavoidable and the circumstances occurred through no fault of the RCN Depot).

Another way of examining the problem is to check the roster. Today's roster may show several men with the same number of points, yet it is quite possible for them to be widely separated on the next one, as a result of advancement recommendations received in the interval. In other words, there is no guarantee that a man's relative position on his roster will remain constant.

There is a further angle to consider. A man who is not at the head of a roster may be offered conditional advancement because those who have more points than he has do not happen to be fully qualified. If he refuses, and if those above him should subsequently attain the required standards, then they will be given priority on the next offer that comes around, and in any case will receive normal advancement ahead of him. Thus, a leading seaman standing seventh on the roster, who refuses conditional advancement to petty officer 2nd class, may find

eventually that he has to wait for the six men ahead of him to be advanced before he gets his chance.

One of the reasons why some men refuse a conditional advancement is because they are receiving the pay of the higher rate which they are being offered. They get this "difference of pay", as it is called, because they are carrying out duties which would normally be performed by men with more highly paid ratings.

Financially, it would appear as though the advancement would be of little or no benefit to them. However, the conditions which result in men being credited with difference of pay are only temporary. As each advancement is made and the number of fully qualified men increases, the number of those getting difference of pay is reduced.

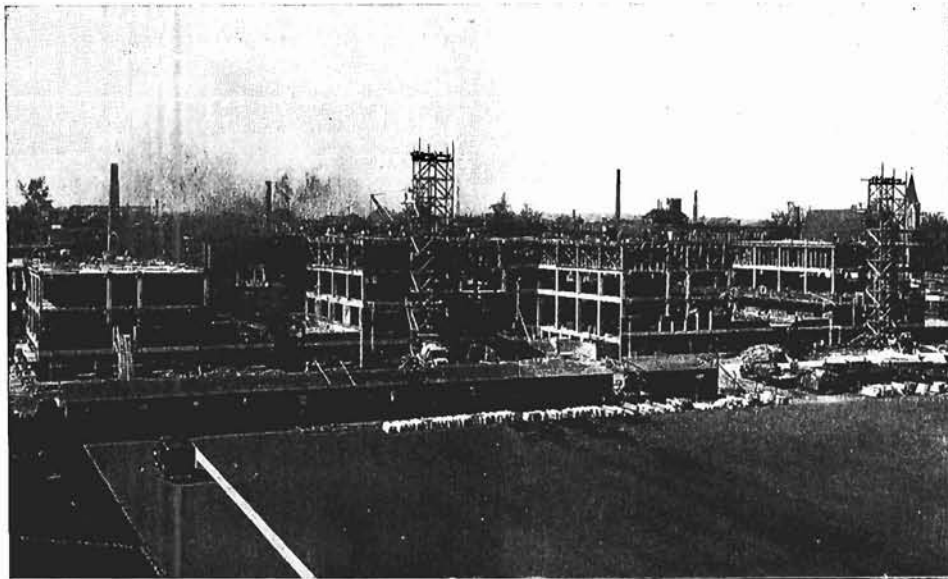
The advancement system is highly competitive, with many factors contributing to each individual's point total. To be offered a conditional advancement means a man is out in front in the race, but it would be well for him to remember that the race isn't over until the advancement has been accepted and made. He should remember, too, that acceptance will qualify him that much sooner for the next step upward, while a refusal may represent, in consequence, a substantial loss of money when reckoned over a long period.

Each individual has his own private problems to consider, and in this day and age these are of considerable complexity. That there are sound, legitimate reasons for refusing a conditional advancement is conceded.

However, it is strongly recommended that each and every man who expects, in the course of events, to receive an offer of conditional advancement discuss this matter thoroughly at home, in the mess and with his divisional officer, and review it from time to time, so that when the offer comes he will be prepared to give a well-considered answer.

Some who refuse too hastily may regret the decision later, when they find they are being left behind on the lower rungs of the career ladder.





The new men's accommodation building, now under construction at HMCS "Stadacona," Halifax, as it looked in the latter part of May. (HS-11119.)

## NEW BARRACKS 'LAUNCHED'

Rear-Admiral Taylor Performs  
Ceremony at 'Stadacona'

The new men's accommodation building at HMCS "Stadacona," Halifax, received its cornerstone with due ceremony on Friday, May 12.

Rear-Admiral C. R. H. Taylor, CBE, RCN, Ret'd., who started the wheels rolling on the building project during his term of office as Flag Officer Atlantic Coast, officially sealed the stone in place and, with a tap of his silver-engraved trowel, declared the cornerstone "well and truly laid."

Opening the ceremony, Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, said it was most fitting that Admiral Taylor should be the one to lay the cornerstone, for to him went much of the credit for the construction of the building. Admiral Mainguy pointed out that shortly after Admiral Taylor became FOAC, the latter began a vigorous campaign to improve the accommodation and facilities for men serving in the Command, and the new barracks block attested to the success of his efforts.

Commodore A. M. Hope, Commodore of the RCN Barracks, told those present that a sealed leaden box would be enclosed in the cornerstone. Its contents would include copies of current publications, "Stadacona" daily orders, the barracks menu for the day, a weather report for May 12 and a photograph of Admiral Taylor.

In keeping with ancient custom, a

silver coin was placed on top of the cornerstone. This practice dates from

the early days of sail, when a silver coin was put at the foot of a ship's mast to ensure good fortune for her company.

After the lead box had been placed in its cavity, Admiral Taylor sealed it over and the stone was moved into place.

During the ceremony, Chaplain (P) Horatio Todd conducted prayers for the well-being of the men who would dwell in the building and Chaplain (RC) J. W. Noonan bestowed the blessing on the block.

Among those present were Lieut.-Gov. J. A. D. McCurdy of Nova Scotia, Mayor Gordon S. Kinley of Halifax, Major General H. W. Foster, General Officer Commanding Eastern Command, and Air Commodore R. C. Gordon, Maritime Group Commander RCAF.

The building is being erected on the site of the former Wellington barracks, and the contractors estimate it will be entirely finished by early summer of 1951. Of brick, concrete and steel construction, it will be a fire-proof structure consisting of a basement and three decks. On the first deck will be cafeterias, galleys, lounges and a few cabins. The other two decks will be entirely taken up with cabins and washrooms.



With a tap of his engraved silver trowel, Rear-Admiral C. R. H. Taylor, CBE, RCN, Ret'd., declared the cornerstone of the new "Stadacona" men's accommodation building "well and truly laid." Admiral Taylor campaigned vigorously for the new building during his term of office as Flag Officer Atlantic Coast and it was largely through his efforts that the project was undertaken. (HS-10916.)

# Afloat and Ashore

## PACIFIC COAST

While the weatherman frowned on the Pacific Coast for the greater part of May, he did not curtail the usual activities, nor did he interfere with the commencement of the reserve training program.

As the month rolled on, RCN(R) cadets arrived at the Reserve Training Establishment in ever-increasing numbers. The Pacific Training Force, composed of the frigates "Antigonish" and "Beacon Hill," embarked 50 cadets each for a month-long period of training and sailed for their favorite training grounds — or waters — at Bedwell Harbor. Both ships visited Nanaimo to land a parade for the May 24 celebrations in that city.

Meanwhile, back at "Naden" other cadets, both RCN(R) and those from Royal Roads, continued their naval education on the parade ground and at various schools while awaiting their turns in the frigates.

Following her return from the Hawaiian Islands, the cruiser "Ontario," spruced up for the May 24 holiday and began in earnest to train boats' crews. The ship's company also went to work building an entry for the fancy boats parade at the Gorge Regatta. This effort, a replica of a Hudson's Bay Co. ship, took first prize.

In the destroyers, boats' crews could be seen getting into top shape, while the frequent workouts by platoons entered in the parade proved their worth by producing one of the smartest naval units ever to be landed on the west coast. The destroyers, too, spent a short two days at three US cities. HMCS "Sioux" participated in Armed Forces Day ceremonies at Bremerton, Washington, the "Cayuga" went to Seattle and the "Athabaskan" represented the RCN at Tacoma.

At "Naden," the tempo of activities increased as the May 24 holiday neared, and two old favorites were popularized once more — the sunset ceremony and the naval band. Three times during the week of the 24th the sunset ceremony was staged and three times the turnout was terrific, testifying to its popularity. In addition, the ceremony was conducted earlier in the month in Esquimalt, during Esquimalt Day celebrations.

The grand parade on May 24 was adjudged the "best ever," particularly the naval entries. Hundreds of bluejackets, representing all ships and establishments, headed by the band and a color party parading the Ensign, led the gigantic two-hour show through the streets of Victoria. Also in the parade were two trucks carrying torpedo and anti-submarine

equipment in actual operation.

Once the parade was over, all the paraders had to do was return to their respective ships, eat and get ready for their part in the Gorge Regatta, or to participate in the many sports or other events slated for the afternoon.

Little wonder that May 25 was comparatively quiet throughout the Pacific Command.

## Gunnery Training Centre

Almost all classes from the Gunnery Training Centre at HMCS "Naden" were among those volunteering to go to Winnipeg for flood fighting duties. The men were flown to the Manitoba capital early in May by the RCAF.

UNTD cadets replaced the flood fighters at the GTC and were put through divisional courses as well as a gunnery course.

As with the other departments in "Naden", May was a busy month for the GTC. The Navy takes a prominent part in Victoria's observance of the May 24 holiday and this year the celebrations were bigger and better than ever. Parades, band concerts, sunset ceremonies and other commitments were carried out, with most of the work of training and preparation falling to the Gunnery branch.

Mr. E. A. McFayden, Commissioned Gunner, formerly on the staff of HMCS "Discovery", has joined the Gunnery Training Centre.

## HMCS "Rockcliffe"

Back from flood fighting duties at Winnipeg are PO R. Marshall, AB T. Bowie, AB S. Giles, AB R. Wilson and AB M. Doherty. They did a fine job wherever they were required and assisted materially during the emergency.

His shipmates in HMCS "Rockcliffe" bade farewell recently to AB James Scullion, who was drafted to the "Cayuga".

On the sports side "Rockcliffe's" softball team beat "Sault Ste. Marie", 11-6, while "Naden" defeated the soccer team in the Command soccer finals to take the trophy.



Crew members from the submarine USS "Ronquil" visited their opposite numbers in HMCS "Cayuga" during the latter ship's courtesy visit to Seattle on U.S. Armed Forces Day. Here sailors from the two ships spin yarns over coffee in the "Cayuga's" messdeck. (E-11496.)

## HMCS "Athabaskan"

Manoeuvres and exercises with other units of the fleet and with ships of the United States Navy have kept the "Athabaskan" active since her commissioning. Now she is busily preparing for the "big cruise" to Halifax and points east.

Classes have started in the ship for those interested in qualifying for petty officer second class. At the same time, several men have passed their provisional swimming test at the "Naden" pool and now are waiting to pass their deep sea test.

A two-day visit to the US Naval Base at Tacoma, Washington, provided the highlight of the late Spring when the "Athabaskan" participated in US Armed Forces Day and shared honors with a US destroyer escort and an oiler in the celebrations. Visitors during the "open gangway" periods were high in their praises of the ship.

Hardly had the "Athabaskan" returned to her home port when she was in the midst of the May 24 celebrations in Victoria. Three platoons were landed under the command of Lieut-Cdr. T. S. R. Peacock, executive officer, and took part in the gigantic two-hour parade through the city.

Later in the day the "Athabaskan" showed her mettle in the annual regatta at the Gorge when she took three second prizes.

## HMCS "Cedarwood"

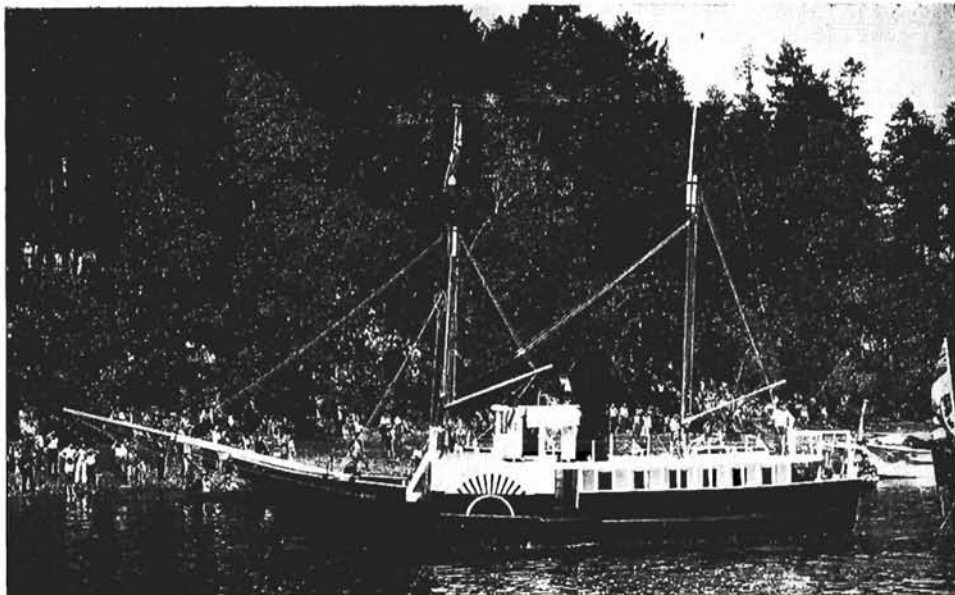
HMCS "Cedarwood" is now back on her oceanographic duties and crew members are displaying souvenirs and mementoes of her latest cruise to Phillips Arm. Fishing was one of the main off-duty pastimes and catches included everything up to a 40-pound skate.

CPO M. B. Pearse, after 20 months in the "Cedarwood," has gone to the "Rockcliffe" for duty with the Reserve Fleet. He was in charge of the engine room aboard the ship. His relief is PO J. E. (Duke) Elliott, formerly of the "Rockcliffe."

## HMC "PTC 724"

"PTC 724", having undergone an extensive refit, is again assisting with the reserve training program along with the frigates "Antigonish" and "Beacon Hill".

After six months in "724," AB Keith Botwood returned to his division, HMCS "Tecumseh", Calgary, while POs Kenneth Potter, John Stacey and Russell McKay and Ldg. Sea. Roy Bannerman have joined the ship.

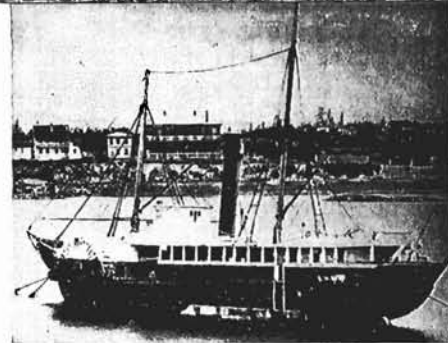


A scale model of the Hudson's Bay Company's old freighter, the S.S. "Beaver," won for HMCS "Ontario" first prize in the fancy boat contest at the regatta on Gorge Inlet, Victoria, on Victoria Day.

The original "Beaver," (right), first steam vessel to sail out of Vancouver harbor, was built in England for the HBC in 1835. A crew of 12 sailed her across the Atlantic and around Cape Horn to Fort Vancouver in 225 days.

She was built to a design which would enable her to enter rivers and creeks inaccessible to rival trading companies. The vessel was 101 feet long, had a beam of 33 feet at the paddle boxes, drew 11½ feet and grossed 187 tons. Two 35 horsepower engines drove her paddles. She had five 9-pounder guns as armament.

On July 26, 1888, the "Beaver" ran aground at the entrance to Vancouver harbor



and her 53 years of service came to an end. A house flag donated by the HBC helped to add a touch of realism to the scale model built and manned by the crew of the cruiser. (E-11503 and 11561.)

## Communications Training Centre

During May more than 50 RCN(R) Cadets and a dozen Reserve officers took courses and training at the CTC. Mr. F. M. Skinner, Commissioned Communications Officer, AB H. Bird and AB W. Charles were among those who flew to Winnipeg to help in flood control. They assisted in setting up radio communication in the area.

After finishing up his work at Winnipeg, Mr. Skinner took up a new appointment in Ottawa. He was relieved at the CTC by Mr. Roy Clark, Commissioned Communications Officer, formerly Naval Distributing Authority, HMC Dockyard.

Conversion and communications courses at Halifax have taken their toll among west coasters in the communications branch. About 20 candidates have left for the east, causing many shifts to fill the vacancies.

A dance and social evening for all communications officers and men in the Pacific Command, held late in May, was a large success.

## HMCS "Sioux"

The ship paid an official call at Bremerton over the weekend of May 20-21 and landed 100 men to form part of a huge Armed Forces Day parade in the Washington city.

On returning to Esquimalt, the ship's company made preparations for a month's leave period, on completion of which the "Sioux" will sail with the "Cayuga" and "Athabaskan" for Halifax.

In mid-May the ship participated in combined exercises with the "Cayuga," "Athabaskan," units of the US Navy and RCAF aircraft.

Earlier, the "Sioux" embarked Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, at Vancouver and took him and his party to Esquimalt for an inspection tour of Pacific Command ships and establishments.

The ship's company was pleased to hear that the seriously ill Greek seaman who was taken from his ship 400 miles out at sea by the "Sioux" late in April, had completely recovered

and rejoined his ship at Vancouver. The destroyer made an emergency run to rendezvous with the Greek merchantman 400 miles west of Vancouver Island on April 29. The seaman was transferred to the destroyer by boat and taken to the RCN Hospital at Esquimalt.

## ATLANTIC COAST

### Chief and Petty Officers' Mess

Once again the chief and petty officers' mess is back where it belongs—in its own home in "S" Block. For the past three months the mess has

been undergoing a complete renovation and the change is well worth the inconvenience. New furniture has been provided in addition to the general "refit" of the mess itself.

There have been other changes. CPO Thomas Dicks has taken over officially as president with the following committee: PO A. L. Bonner, secretary-treasurer; CPO F. T. Trottier, first executive member, and CPO D. K. Dorrington, second executive member.

A mess levee was held May 11 when more than 200 members atten-

ded and paid their respects to the retiring president, CPO Leslie A. C. Paige. The levee also marked the re-opening of the chief and petty officers' block following its re-decoration. Special guests at the function were Cdr. J. C. Littler, executive officer of "Stadacona," and the officers-in-charge of the various schools in the establishment.

During the evening Cdr. Littler, who also is honorary president of the mess, presented gifts to CPOs Paige and Trottier in appreciation of their services during their terms in office.

### HMCS "Portage"

After a 10-day work-up period and a week-end visit to New London, Conn., the "Portage" carried out four days of intensive exercises in Gardiner Bay, Long Island, early in May.

Although the area around the bay is private property, permission was obtained to land sports and recreational parties in off duty hours. A softball diamond was built and hiking and boating were popular with the ship's company.

Two "old-timers" in the ship, Lieut. (S) J. A. March and Sub-Lieut. C. Court, left the "Portage" recently to take up new appointments elsewhere.

### Albro Lake Radio Station

A 200-foot steel tower has just been completed near the main building on the station. To the many curious questions concerning the tower, the reply has been that it is to be used in conjunction with the new microwave radio equipment now being installed.

Equipped with four red lights at the 100-foot level and a beacon at the top, the tower can be seen for many miles around.

Seven of the 25 units in the Albro Lake married quarters project are now occupied. After completion of the pump house, the balance will be ready for occupancy in the near future.

### Damage Control School

A new damage control compartment mock-up has been completed at the Damage Control and Firefighting School. With a number of openings to admit water—to simulate actual conditions at sea—the mock-up will provide an efficient means of demonstrating leak stopping and shoring under varying conditions.

Approximately 300 UNTD Cadets as well as the normal training classes are expected to make use of the mock-up during the summer.



Two platoons from HMCS "Cayuga" marched in the U.S. Armed Forces Day parade at Seattle May 20, and received a warm reception from the thousands of persons lining the route. In the above photo, Lieut. W. M. Kidd is shown leading the Canadian naval party. (E-11492.) Below is a certificate presented to the "Cayuga" to commemorate the occasion.

The Firefighting School on McNab's Island is not yet in full operation, but a great deal of work has been done in the construction line by the school's staff. Lieut. (SB) Neil Duval, of Victoria, has joined the school from the "Magnificent" as Firefighting Officer.

CPO Cecil Mason and PO Joseph Peters have returned from Philadelphia where they took a six-week course in damage control. PO W. L. Howie, who has been with the school for the past 15 months, has been drafted to the "Magnificent." His relief is PO Gabriel Canuel.

### HMCS "New Liskeard"

CPO Douglas (Dusty) Miller, CPO Frederick W. Trottier and AB D. S. (Sammy) Goodwin left HMCS "New Liskeard" recently for new duties or courses in "Stadacona".

CPO Miller had been Chief Bos'n's Mate in the "New Liskeard" and the "Portage". AB Goodwin, after completing two periods of service in the ship, is now undergoing courses in "Stad".

A preliminary meeting of the ship's Welfare Committee was held recently. Present were Lieut. R. T. McNulty, executive officer; Lieut. (P) J. G. Wright, welfare officer; PO H. W. Foreman, PO C. Smylie, Ldg. Sea. F. R. MacDonald, Ldg. Sea. E. A. Tinline and AB E. Bastarache.

## NAVAL DIVISIONS

### HMCS "Unicorn"

(Saskatoon)

Five officers and 13 men from HMCS "Unicorn" answered a request May 9 for volunteers to assist in fighting the Winnipeg flood.

The men, each of whom is experienced in the handling of small boats, were under the charge of Lieut. C. W. O'Connor. Some of the party travelled to Winnipeg by train, while the rest were flown in a Mitchell bomber of the City of Saskatoon Reserve Squadron, RCAF.

### HMCS "Star"

(Hamilton)

United States Ships "Egret" and "Seagull" paid a visit to the division on the week-end of May 27-28. While the two ships were alongside, all messes in the establishment were open to the visitors. The United States consul in Hamilton entertained at a reception in honor of the officers of the vessels.

On Sunday, May 14, reserve air maintenance personnel from "Star"

and "York" visited the US Naval Air Base (Reserve), at Niagara Falls, N.Y. The Canadians were conducted on a tour of the base and inspected training and air maintenance facilities there.

Approximately 80 UNTD Cadets from McMaster University and the Ontario Agricultural College have left "Star" for annual summer training at Halifax or Esquimalt. — C.S.J.L.

### HMCS "Donnacona"

(Montreal)

Approximately 150 officers and men from "Donnacona" took part in a combined operation at Oka on the week-end of May 13-14. More than 1,000 Reserve personnel from the three Services in the Montreal area were involved in the exercise, which was under the overall command of Brigadier G. Gauvreau. Serving



Training facilities at the U.S. Navy base at Pearl Harbor were made available to HMCS "Ontario" during the cruiser's visit this spring. Here a plotting team from the "Ontario" practices in the Combat Information Centre. Left to right are Lieut. A. L. Collier, AB Robert Banka, AB William Hume and Lieut. T. L. Hebbert. (US Navy photo.)

### HMCS "Scotian"

(Halifax)

Prizes and awards were presented at a special parade which marked the end of training season in HMCS "Scotian."

Among those who received prizes were Lieut. D. I. Darling, captain of the officers' rifle team, who was presented with the inter-part rifle trophy by Capt. W. E. S. Briggs, commanding officer of the division; PO A. A. MacGillivray, who received the Halifax Naval Officers' Association award for the "best all around rating" from J. S. Wilson, Halifax NOAC president; Cadet Robert Warnell, the medal for the "best all around UNTD Cadet;" Ord. Sea. V. M. Spurr, medal for the "best new entry," and Ord. Sea. G. R. Bradley, winner of the field training trophy.

with the offensive group, the Reserve Navy men manned landing craft and established a beach head for the attacking force.

Less than 24 hours after a radio appeal for aid in the flood areas at Winnipeg, four officers and 16 men from HMCS "Donnacona" were on their way to the Manitoba capital. The party was commanded by Lieut.-Cdr. R. G. Bell, RCN(R), and was flown to Winnipeg by RCAF transport.

Towards the end of April a reception was held in the wardroom in honor of the many people of Montreal who, during the past year, had given their time and support to the "behind the scenes" activities of the division.

At present "Donnacona" is being de-stored preparatory to remodelling the building. When the division re-opens in the Fall it will have greatly increased training facilities.—R.F.D.S.



Four ordinary seamen under training in HMCS "Ontario" received some instruction that wasn't on their syllabus when the cruiser arrived in Pearl Harbor. Three dancers who greeted the Canadian ship in the traditional Hawaiian manner endeavored to teach the hula to, left to right, Ord. Seamen Lloyd Hartman, Kingston; Matthew Penny, St. John's, Nfld., Lawrence Hurtubise, Quebec, and Conrad Boufard, Montreal. (OC-268-4.)

Ord. Sea. David Dundas, of Saskatoon, watched the proceedings with interest and later did his own interpretation of the hula for his messmates (below). Musical accompaniment was provided by Ord. Sea. Jack Deakin, of Montreal, on the accordion, and PO Tom Plume, of Victoria, on the guitar. (OC-273-1.)



### HMCS "Discovery" (Vancouver)

A token donation of \$200 was sent to HMCS "Chippawa" to assist in the relief of Manitoba flood victims. The money was voted on an equal basis from the ship's fund and from the wardroom. Even while this fund was being raised in "Discovery," the division was preparing to swing into action in the event of a repetition in British Columbia of the disastrous summer floods of 1948.

If arrangements can be worked out, personnel of "Discovery" will be

invited to join those of HMCS "Malahat" on week-end cruises in HMCS "Sault Ste. Marie." The ship is scheduled to visit a number of B.C. and United States ports on training cruises throughout the summer.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, visited "Discovery" early in May and spoke briefly at a luncheon given in his honor by wardroom officers and members of the Naval Officers' Association. Captain Sir Robert Stirling-Hamilton and Lady Stirling-Hamilton, in the West on a final tour before returning

to Great Britain, also visited the establishment. Cdr. J. S. Davis, Senior Officer, Reserve Fleet, at Esquimalt, called at the division during the course of an inspection tour of Sea Cadets in the Lower Mainland area. Premier Joseph Smallwood, of Newfoundland, was another visitor. —W.J.H.

### HMCS "Hunter" (Windsor)

Activity at HMCS "Hunter" during the early part of May centred around the preparation of boats for summer training. Both permanent force men and reserves have been busy preparing "PTC 762." The deck and superstructure have been scraped and refinished and the wardroom and seamen's mess have been scrubbed and cleaned.

The RCN staff, under Lieut.-Cdr. D. Lloyd Davies, Staff Officer, has the motor cutter ready for the water, while the harbor craft is back in service after being repaired by civilian contract.

Cdr. W. A. Wilkinson, commanding officer of "Hunter," was the inspecting officer when RCSCC "Agamemnon" paraded for annual inspection under its commanding officer, Lieut. Stuart Kelly, on April 25. Lieut.-Cdr. Kenneth Grant, Deputy Director of Sea Cadets, from Headquarters, attended the inspection and spoke briefly.

A Naval Officers' Association party in the wardroom on April 22 and a chief and petty officers' dance on May 19 rounded out the social activities for the month.

### HMCS "Catarqui" (Kingston)

The division's Fairmile motor launch, HMC "PTC 721", returned to "Catarqui" on May 11 after spending the winter in storage. The vessel is now being painted inside and out prior to commencing summer training duties.

Capt. A. H. G. Storrs, Naval Member of the Directing Staff, National Defence College, Kingston, was inspecting officer at the annual inspection of RCSCC "St. Lawrence" at HMCS "Catarqui" on May 18.

A football club has been formed at the division and has become decidedly popular. In its first two starts the team won one game and lost the other. Approximately 300 persons attended a boxing meet held on board on May 5 and were treated to an action-packed show.

## HMCS "Prevost"

(London)

On May 20, Lieut.-Cdr. T. F. Owen, commanding officer, Lieut.-Cdr. (E) F. A. L. Block-Hansen, engineer officer, and Lieut. L. J. C. Walker, staff officer, went by car to Sarnia where they took delivery of "Prevost's" harbor craft, which had been in winter storage, and brought the vessel back to its home base at Port Stanley. They made the return trip from Sarnia to Port Stanley, a little more than 200 miles, in 19 hours, including a stop-over in Windsor.

The division's Fairmile motor launch has also been put back in operation, after spending the winter in storage. Last-minute touches were applied by a working party consisting of CPOs David Henderson and Andrew Halwerda, PO Aldwyn West and Ldg. Sea. Gordon Latham.

The ship's company carried out a combined operation with the Army and RCAF at Port Stanley and Port Bruce on June 3-4. Lieut. (S) J. S. Richardson was given the task of procuring a 40-foot hulk which was to be destroyed during the exercises.

During the recent recruiting drive throughout Western Ontario, the staff officer, Lieut. Walker, addressed prospective recruits in various schools in nine different cities.

### "Unicorn" Seamen Rescue Woman From River

Two men from HMCS "Unicorn," the Saskatoon naval division, on May 5 rescued from the South Saskatchewan River a young woman who had fallen from Saskatoon's 25th Street Bridge.

Able Seamen David Brooks, RCN, and David Early, RCN(R), went to the woman's rescue in a small dinghy, but had to abandon ship when the boat, which had been out of the water for some time, sank just after they had pulled the woman aboard.

As the boat went down, Brooks, a poor swimmer, wrapped his lifebelt around the woman, then struck out for shore. Early, a non-swimmer, took hold of the girl, relying on his life-jacket to keep him afloat. At the same time, his foot caught in a rope from the dinghy, and he made his way to the river's edge with both the young woman and the boat. When he was within a few feet of safety, two men dived in and helped him the rest of the way to shore.

AB Brooks, a member of the permanent force staff at "Unicorn," set out on another rescue operation four days later. He was one of a party of men from the Saskatoon division who went to Winnipeg to assist in evacuation and flood control duties.

## HMCS "Carleton"

(Ottawa)

Full use is being made of the two new jetties constructed this spring at HMCS "Carleton". One of the jetties, built by members of the Naval Headquarters Sailing Club, now accommodates eight 14-foot Admiralty-type sailing dinghies. It is hoped that in the near future two more boats may be acquired. The other jetty, 75 feet in length, is used to berth a 46-foot harbor craft, two motor cutters and two whalers.

Lieut.-Cdr. Jacques Bonneau, commanding officer of "Carleton's" University Naval Training Divisions, was host at a reception on board May 30 for UNTD commanding officers attending their annual conference in Ottawa.

## NOAC News

### DOMINION COUNCIL MEETS IN B.C.

The annual meeting of the Dominion Council of the Naval Officers' Association of Canada was held on the West Coast June 8 to 10.

The first two days were spent in session at HMCS "Discovery," Vancouver, and the final day's program featured a trip to Esquimalt and informal visits to ships and establishments of the Pacific Command.

Entertainment included a reception and a dance at which the Naval Officers' Association of B.C. was host and a reception given by the Victoria Branch of the NOAC in the ward-room at HMCS "Naden".

Capt. P. B. German, RCN, Ret'd., president of the Dominion Council, was chairman of the conference.

### LAKEHEAD NOAC MAKES DONATIONS

The Lakehead Branch of the Naval Officers' Association voted to donate \$25 to the Manitoba flood relief fund at a recent meeting in HMCS "Griffon", Port Arthur.

This brought to \$135 the donations made by the Lakehead Branch during the past three months. Other gifts went to the Canadian Legion Disaster Fund, \$25; Fort William Red Cross, \$15; Port Arthur Red Cross, \$15; Cancer Society, \$5; Fort William Legion Fund, \$30; Easter Seal Fund, \$20, and Ex-Naval Men's Association, \$25.

## HMCS "Tecumseh"

(Calgary)

The division's amateur radio club has now been operating for some weeks and a good start has been made on a collection of QSL cards. Routine W/T schedules are being carried on with "Malahat", Victoria; "Discovery", Vancouver, and "Queen", Regina. Several attempts have been made to contact "Chippawa", in Winnipeg, without success.

Work is continuing on the machine shop at "Tecumseh".

Among distinguished visitors to the division during the latter part of April were Vice-Admiral H. T. W. Grant, who made an informal call at "Tecumseh" on the 24th, and Capt. Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, who visited the division, accompanied by Lady Stirling-Hamilton, the following day.

The Lakehead Branch was represented at the Dominion Council meeting in Vancouver by C. H. Hindle.

### BRUNSWICKER BRANCH HOLDS ANNUAL MEETING

The Brunswicker Branch of the Naval Officers' Association held its annual meeting in Saint John, N.B., early in May. Rear Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest speaker.

Visiting officers were entertained at HMCS "Brunswicker," the Saint John naval division, during their stay in the city.

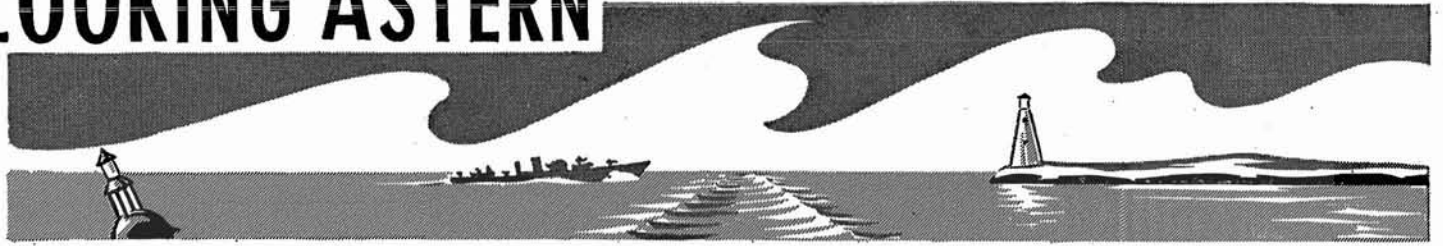
Lieut.-Cdr. Fred K. Fowler was in charge of reservations and Kenneth D. McAlpine was in charge of general arrangements.

### DAVID HUNTER ELECTED CALGARY NOAC PRESIDENT

David Hunter was elected president of the Calgary Branch of the Naval Officers' Association at the annual meeting held recently in HMCS "Tecumseh."

Other officers elected were T.B. Hewitt, a former officer of the US Naval Reserve, vice-president; Bill Moreland, secretary-treasurer; Don Clarke, chairman, membership committee; A. M. S. Brown, convener of the Trafalgar Day Ball, and James Dowler, Greg MacDonell and J. R. Shouldice, executive members.

# LOOKING ASTERN



**D**URING the late months of 1940 there was growing concern both at the Admiralty in London and Naval Service Headquarters in Ottawa over the presence of German merchantmen in neutral ports to the south. The Chief of the Naval Staff, Vice-Admiral Percy W. Nelles, had noted that "there have been signs of restlessness amongst the German ships laid up in western ports of North and South America".

As reinforcement for the British blockading ships, the RCN sent HMCS "Prince Robert". It was the "Prince Robert's" maiden voyage as a warship, and it was an eventful one. The newly commissioned auxiliary cruiser sailed from Esquimalt on September 12, 1940. Thirteen days later she captured the German motorship "Weser" off Manzanillo, Mexico, for the RCN's first prize of the war.

After the "Prince Robert's" success, the Commander in Chief, America and West Indies Station, expressed a desire to maintain an auxiliary

cruiser on patrol on the west coast of South America. A sister ship of the "Robert", HMCS "Prince Henry", which was under conversion at Montreal, was nominated for the duty. C in C AWI agreed to the proposal, and suggested that the ship be based at Jamaica.

The "Prince Henry" was completed at Halifax in January 1941 and proceeded to Bermuda for a one-month working-up program. On February 21, she sailed on her first tour of operational duty. She passed through the Panama Canal and arrived at a rendezvous with HMS "Diomedé" near the equator on March 1.

The "Henry" took over the patrol from the RN cruiser and proceeded south to Callao, Peru. Four German merchant vessels were in the Peruvian port and gave evidence of an intention to sail. The "Prince Henry" established her patrol about 50 miles

off shore. Then suddenly the plans were temporarily changed.

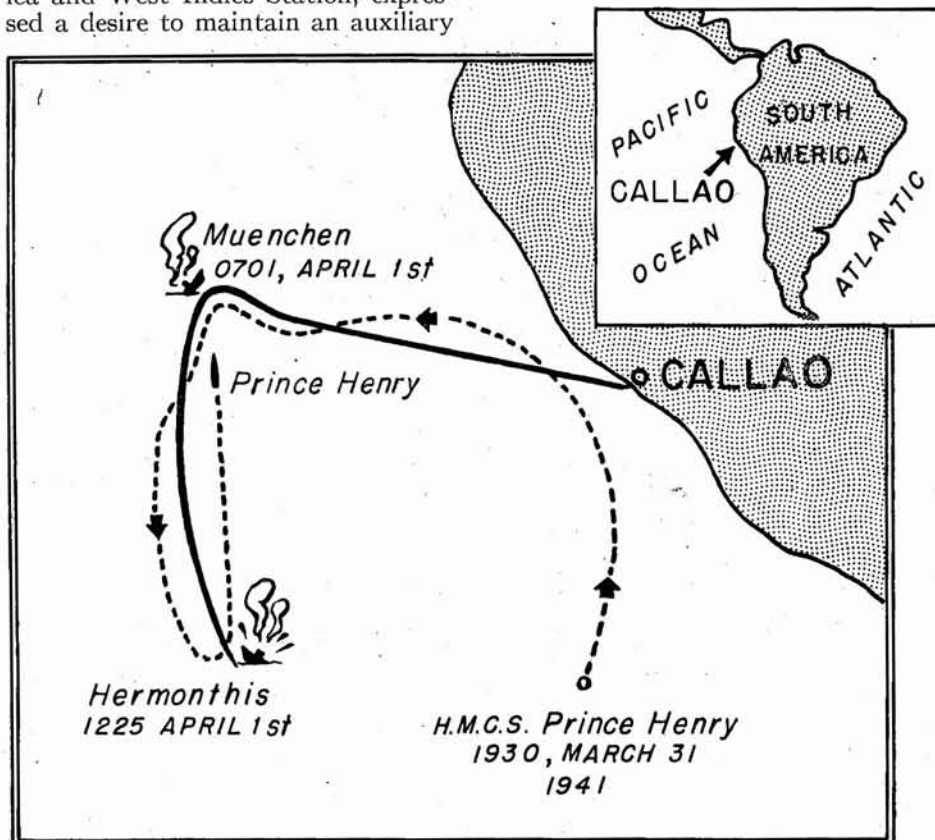
The "Diomedé" had been diverted to Costa Rica, where an Italian ship was showing signs of activity, and the "Prince Henry" was instructed to rendezvous with the "Diomedé" off the coast of the Central American republic. She left the Callao patrol, which had been without incident, met the British cruiser and together they carried out a patrol 60 miles off Punta Arenas. The "Prince Henry" remained on patrol until March 21, with nothing untoward developing.

Then the Canadian cruiser was ordered to proceed south again to Callao, where there had been further indications that the German ships might attempt to break out. The "Prince Henry" entered Callao on March 24 and gained some information regarding the Germans. It was believed by British Intelligence that all four ships had sufficient fuel to attempt a get-away; they had also been wired for firing and demolition. The condition of their hulls indicated that they might make good a maximum speed of eleven knots.

The "Prince Henry's" commanding officer, Commander Ronald I. Agnew, RCN, estimated that two of the four ships would try to make a break. Accordingly, the "Henry" sailed to a patrol position some 50 miles off shore. A reporting agent in Callao would give warning of the imminent departure of the ships.

By standing well out to sea and by avoiding passing ships, the "Prince Henry" was able to keep her presence in the area a secret. Just how effective this strategy proved was established later from statements made by the chief officer of one of the German ships, the "Hermonthis". He stated that, in the lack of information to the contrary, the Germans had believed, prior to sailing, that no warship was in the vicinity of Callao.

Actually, the "Prince Henry" had been outside the harbor for six days before the attempted break came. On March 31 she was informed that the "Hermonthis" and "Muenchen" had asked permission to sail at 1930.





Shortly afterwards came word that the Germans had left.

The "Prince Henry" was 60 miles from Callao. She headed towards the port, working up to her full speed of 20 knots. At 2130, about 23 miles south-southwest of Callao, the "Henry" began a line of curve search to northward, allowing the Germans a speed of 11 knots. At 0400 the commanding officer revised his estimate, reckoning the speed of the fleeing merchantmen to be only 10 knots, and adjusted his course accordingly.

At 0622 a ship was sighted 15 miles away in a position about 125 miles northwest of Callao. It was one of the fugitives. The "Prince Henry" began the pursuit, making the international signal, "Stop instantly or I will open fire". She repeated it continuously on her signal projector for 15 minutes.

At 0700 the range had decreased to 12,000 yards and the "Henry" fired a practice round to drop ahead of the enemy. The effect was immediate. A small cloud of smoke burst from the superstructure of the vessel and it soon became shrouded in dense black smoke. The Germans began abandoning ship.

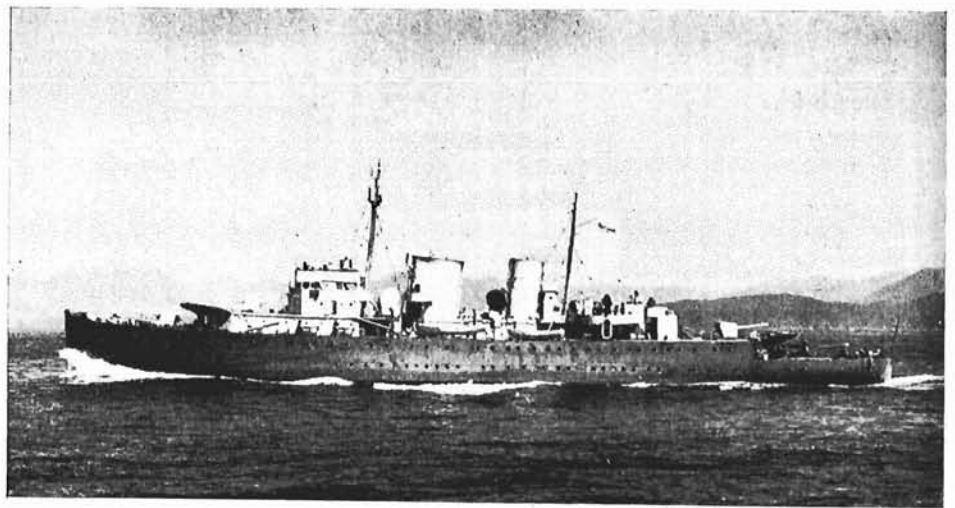
At 0730 the "Prince Henry" passed close to the burning merchantman and identified it as the "Muenchen". By this time the fire was so well advanced that salvage was out of the question, so the cruiser departed immediately to hunt for the "Hermonthis". The search was begun to southward.

Five hours later, at 1225, a ship was sighted on the horizon. It was the "Hermonthis". The fleeing vessel turned away almost immediately and, as she turned, the "Prince Henry" could see that the merchantman was on fire. The "Hermonthis" boats were swung out and her crew began to abandon ship at 1300. At 1337 the "Prince Henry" stopped alongside one of the boats, about a half mile from the burning ship.

The cruiser mustered the members of a boarding party, with instructions to board the "Hermonthis", taking the German boat's crew with them. By 1400 the boarding party and their captives had reached the "Hermonthis". The engine room party was able to close the sea cocks to prevent the ship from taking more water. The generators, however, had already been submerged and no pressure could be obtained on the bilge pumps or the fire main. Meanwhile,

the personnel on the upper deck were unable to control the fire in the holds and asked the "Prince Henry" for help.

The cruiser was secured on the merchantman's weather side at 1540 and hoses were rigged. For more than an hour the Canadian sailors tried to subdue the fires, but to no avail. In the meantime, the "Prince Henry" had been taking a bad pounding from the "Hermonthis", which had a 20-degree list to starboard. As nothing could be done to check the fires, the boarding party and the Germans were withdrawn at 1710 and the "Prince Henry" went in search of the other lifeboat which had been seen earlier under sail, making for the coast.



HMCS "PRINCE HENRY", PHOTOGRAPHED OFF THE B.C. COAST IN 1941. (F-1000.)

The boat, which contained the remainder of the German crew, was overtaken two hours later. The cruiser then returned to the "Hermonthis" and decided to sink the blazing ship with gunfire. She fired 35 rounds, scoring 33 hits. The "Hermonthis" sank at 0341 the following morning in a position about 180 miles west of Callao.

The "Prince Henry" then retraced her course to return to the "Muenchen". She closed the estimated position but could not locate the German vessel. She continued the search and at 1145 came upon the Peruvian cruiser "Almirante Grau." The latter informed the Canadians that she had sunk the "Muenchen" at 0955 that morning, and inquired about the "Hermonthis". The two German ships had made an unauthorized departure from Callao and the "Almirante Grau" had been sent in pursuit. The other two German

ships, the "Monserrate" and "Leipzig", had also attempted to escape and, on being forced to turn back into harbor by the cruiser "Coronel Bolognesi", had set themselves afire.

The "Prince Henry" parted company with the Peruvian ship and set out to locate the "Muenchen's" lifeboats. However, the search was broken off three hours later when the Canadian cruiser received orders to proceed to a new patrol. Later that afternoon the British oiler "Bishopdale" located the "Muenchen's" crew in two lifeboats. The Germans refused to be picked up and the "Bishopdale" was unable to effect a capture as she carried no armament. She stood by until the Germans reached shore at

Casna, Peru, where they were arrested.

### International Trade

There seems to be no reason to fear that today's sailor is any less resourceful than his predecessor. For instance...

When the "Magnificent," "Micmac" and "Swansea" visited New York this spring, their crews had to contend, like other Canadians who have gone to Gotham, with currency regulations that set a limit on their supply of U.S. dollars.

But some of the visiting sailors weren't long in finding an answer to the problem. Just about the time their funds were running low, they learned that blood donor clinics were offering a reward of \$5, American, for each donation of blood.

From that time on there were frequent exchanges of good Canadian corpuscles for highly negotiable American banknotes.

# SHE KNEW BETTER DAYS

*HMS 'Pelican', one of Early  
Steam-Sail Warships, Now  
Sydney Harbor Hulk*

A link with the days when ships of war were propelled by sail — and probably the only relic of its kind in Canada — is due for the scrap heap some time this year.

Now lying alongside a jetty in Sydney harbor, not far south of the wartime naval establishment, "Protector II", the sorry-looking, half-submerged hulk of a once-proud warship is to be removed and broken up in order to clear the way for traffic at

15 feet 9 inches, had a displacement of 1100 tons. Her best speed was 12 knots, while at 10 knots she had a cruising range of 1,120–1,480 miles. Her armament consisted of two 6-inch and four 5-inch guns, one boat or field-gun and four machine guns. Her normal complement was 140.

She first served on the Pacific Station, then joined the North America and West Indies Station.

drew after a one-and-a-half hour fight.

The "Pelican's" days as an operating ship really ended in 1922. Age and the accumulation of damage sustained in bucking the northern ice finally reached the point where she was no longer considered serviceable, and she was sold as scrap to Froim Bannikhin, of St. John's, Newfoundland, for \$1,500.

Instead of being scrapped, she was reduced to the status of a barge. In November 1922, filled with scrap and under tow for Sydney, she parted her hawser off Flat Point.

Wind and current carried her southward, out to sea. Then, as if drawn by a magnet, she drifted toward the "Graveyard of the Atlantic", Sable Island.

On November 19 the "Pelican" grounded near the Sable Island life-saving station. The tug "Ocean Eagle" was dispatched to haul her off, but in the meantime the superintendent of the life-saving station was able to put out the "Pelican's" anchors.

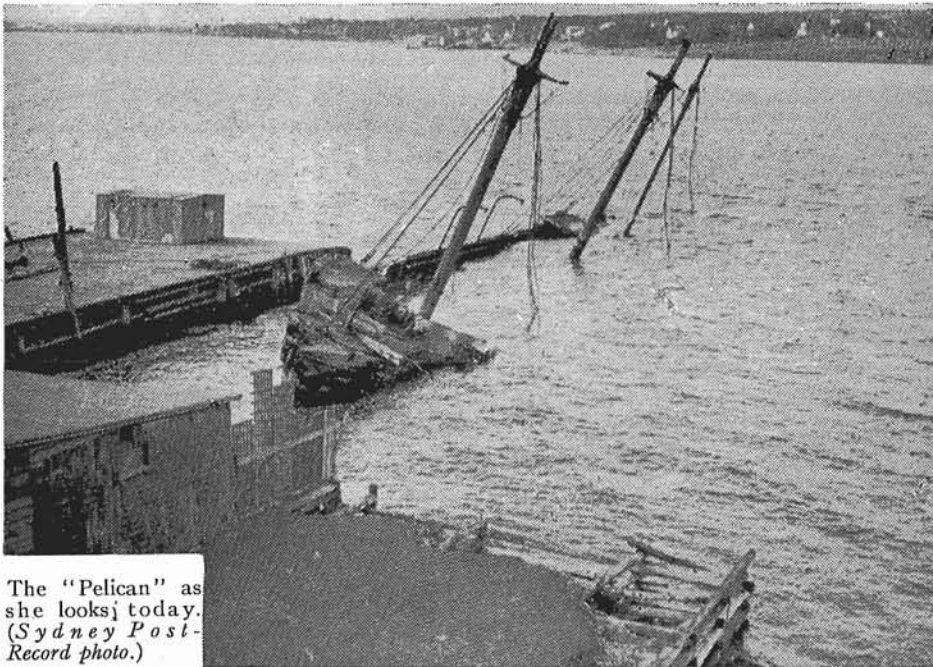
This led to a dispute over salvage claims and lengthy proceedings in Admiralty Court.

Finally, the poor old "Pelican" was towed by the "Ocean Eagle" to Sydney. There she grounded again, losing her anchor in a gale and winding up on South Bar, in the harbor. She was hauled off by tugs belonging to W. N. MacDonald and berthed at Ingram's wharf.

Over a period of time, vandals stripped the ship of all her metal, and eventually opened her sea-cocks. The "Pelican" settled to the floor of the harbor, and there she has remained for 23 years, only her masts, fore-castle and port gunwales showing, a decided list adding to her disreputable appearance.

The City of Sydney at one time considered setting up the "Pelican" in Wentworth Park, but the project was abandoned because of the heavy expense involved.

Now comes the announcement that this "eyesore" is to be removed from the Sydney waterfront and disposed of once and for all. Perhaps it is just as well.



The "Pelican" as she looks today. (Sydney Post-Record photo.)

the jetty and eliminate a waterfront "eyesore".

The hulk is that of HMS "Pelican", a composite steam and sail ship which sailed in and out of ports on Canada's East Coast for more than 30 years. A Bird Class Sloop, she, like her sister ships, proved herself highly useful in a variety of duties. (See Looking Astern, "Crownsnest," September 1949).

The hulk was a familiar sight to thousands of sailors who served in or out of Sydney during the war. Few, however, were aware of what this crumbling carcass once had been, of her long record of faithful service.

HMS "Pelican", sloop, composite screw and barque-rigged, was commissioned at Devonport, England, on November 29, 1877. She was 170 feet in length, had a 36-foot beam, drew

Later she served in the Newfoundland Fishery Patrol and became a frequent visitor to Sydney.

The "Pelican" achieved particular prominence in Sydney in 1891, when she rescued the Dominion Coal Company's SS "Cape Breton" from the rocks at Cape Race.

In 1901, after 27 years of service under the White Ensign, she was sold to the Hudson's Bay Company, to be used as a northern supply ship.

During the First World War she was pressed into service as a cargo carrying vessel and, according to the records, proved that she still retained her qualities as a fighting ship. While on her way to Russia with a load of munitions, she was engaged by a surfaced U-boat, but put up such a good scrap that the submarine with-

# The Bulletin Board

## Half Yearly Return of Assessments

The regulations governing the forwarding of half yearly assessments as to suitability for advancement have been altered to eliminate the necessity for men to have qualified professionally for a higher rate in all respects before a recommendation for advancement could be forwarded. In the future, when a man has one year's seniority in his rating, an assessment as to his suitability for advancement will be forwarded each half year.

## New Nomenclature for Branch Officers

The introduction of the new Branch Officer ranks was explained in the Christmas issue of the "Crow'snest." Officers designated as "Star" prior to August 31, 1949, were designated as (NQ) when they became Branch Officers. However, this designation has again been changed and these officers now have (AQ) after their rank. This abbreviation for "Abridged Qualification" is a better description of their status in the Navy.

## Travelling Allowances, Officers and Men

The conditions under which travelling allowance is payable and the rates applicable have been altered to meet the changing conditions of public travel and are summarized below.

Officers and men will not be entitled to travelling allowances during any period of transportation provided at public expense by rail, ship or commercial air lines.

When travelling by rail or ship, officers and men will be reimbursed for meals at the following rates:

Breakfast.....	1.50
Lunch.....	1.75
Dinner.....	2.00

When travelling or when necessarily detained en route for a period

## The Official Naval Tie



Above is a reproduction of the design which has been adopted as the official Royal Canadian Navy tie. It may be worn with plain clothes by serving and former members of the naval forces. These ties will not be stocked in naval clothing stores but will be available through normal retail outlets in due course. The design features red maple leaves and gold crowns on a dark blue background.

not in excess of 30 days in one place, the new daily rates of allowances are:

	Accommodation and Meals not provided	Accommodation provided, meals not provided	Meals provided, accommodation not provided
Captain and above.....	10.50	5.00	5.50
Commander and Lieut.-Cdr.....	9.50	4.50	5.00
Other Officers.....	8.50	4.00	4.50
CPO 1/c.....	7.50	4.00	3.50
Other men.....	7.00	4.00	3.00

## Compulsory Leave—RCN Personnel Serving with the Royal Navy

Officers and men who are serving with the Royal Navy in an establishment that is closing down for the purpose of granting annual leave may find themselves compelled to proceed on leave.

The leave taken in these circumstances will be considered as normal annual leave and will be recorded in the same manner as if the leave had been taken in Canada.

Should an officer or man not wish to take leave under these circumstances and he submits valid reasons for not doing so, he will be appointed or drafted to HMCS "Niobe," where he will be employed during the leave period.

## Overseas Flights with the RCAF

Flights to the United Kingdom by the RCAF are itinerant and at irregular intervals. Passage on such flights may be arranged for Service personnel on duty or on leave, if approved by Air Force Headquarters.

There is no guarantee of return flight and personnel who are given the privilege of a flight to the United Kingdom while on leave must make their own arrangements for the return journey by surface craft when return flight is not available.

Dependents of Service personnel may be carried for compassionate reasons when approved by Air Force Headquarters.

## Branch Officers' Retirement Age

The retirement age of Lieutenants and Commissioned Officers has been altered from "45 years of age or 25 years service, whichever is the later," to "45 years of age" without the length of service consideration. Officers at present serving who held the rank of Warrant Officer, Warrant Officer\*, Commissioned Officer from Warrant Rank and Commissioned Officer\* from Warrant Rank on August 31, 1949, will not be retired on account of age until they reach the age of 50 years.



# The Navy Plays



## Thrilling Finish Marks "Naden" Sports Competition

There was a story book finish to the Cock of the Barracks competitions at HMCS "Naden." Going into the final day of the inter-part sports schedule, the Supply team was in top place and was favored to retain the coveted trophy. There was just one event between Supply and the championship — the badminton matches with the second place Band and Manual team.

Band and Manual had dogged the leaders during most of the season and had held first place for a time during the closing months of the schedule. And in the final competition they came through to win, upsetting the Supply squad and capturing the Cock of the Barracks Trophy for the first time. The final point totals were: Band and Manual 104½; Supply 101.

Supply School "B" finished strongly to take over third place. Communications and ND, Supply School "A," Gunnery, TAS and Electrical, and Medical teams followed in that order.

The Cock of the Barracks schedule extended over more than eight months and included 72 soccer matches, 72 basketball games, 72 volleyball games, 36 rifle shoots, eight swimming meets, a cross country run, a bayonet tourney, bowling knock-outs, and squash and badminton tournaments.

## "Stadacona" Boxers Win McDonald Memorial Trophy

HMCS "Stadacona" won the Charles McDonald Memorial Trophy by scoring decisive triumph over four teams of boxers representing east coast ships and establishments in the Atlantic Command boxing championships. Teams from "Stadacona," "Shearwater," "Scotian," "Cornwallis," and East Coast Ships took part in the two-day tourney held in the "Stadacona" gymnasium.

The well-conditioned "Stad" fighters, coached by AB Donald McElroy, copped three titles and were in the runner-up spot three times to rack up a nine-point total. "Cornwallis" and Ships tied for second place with five points each, while "Shearwater" scored three points and "Scotian" two.

The 24-bout tourney was witnessed by a large and appreciative crowd. Particularly outstanding were the finals in the lightweight and heavy-weight divisions. Ord. Sea. Taylor Gordon, "Cornwallis," earned a split decision over Ldg. Sea. Joseph LeBlanc, "Stadacona," in the light-weight final that was packed with action all the way.

But the heavyweights provided the most thrills. Ldg. Sea. John Friis, "Stadacona," and Ord. Sea. Robert Edgett, "Cornwallis," staged a slugfest that brought the crowd to its feet several times. Friis had the upper hand in the first two rounds and scored a knockdown in the second. Edgett came back strongly in the third and final round but it was not enough to erase Friis' early lead.

Following is a complete list of the finals in each of the weight divisions:

### Heavyweight

Ldg. Sea. John Friis ("Stadacona") defeated Ord. Sea. Robert Edgett ("Cornwallis") by decision.

### Light-heavyweight

Ldg. Sea. Ronald Fallahay ("Stadacona") defeated Ord. Sea. Charles Milks ("Stadacona") by KO in 2nd round.

### Middleweight

AB Norman Sangster ("Shearwater") defeated AB Harold Holloway ("Magnificent") by decision.

### Welterweight

Ldg. Sea. William Merriman ("Stadacona") defeated AB Ralph Wanner ("Shearwater") by default.

### Lightweight

Ord. Sea. Taylor Gordon ("Cornwallis") defeated Ldg. Sea. Joseph LeBlanc ("Stadacona") by decision.

### Featherweight

Ord. Sea. Raymond Shanks ("Cornwallis") defeated Ord. Sea. James Calnan ("Micmac") by decision.

### Bantamweight

AB Vernon Frankton ("Magnificent") defeated Ord. Sea. Donald Wheeler ("Cornwallis") by decision.

### Flyweight

Ord. Sea. Gerald Boucher ("Scotian") defeated Ord. Sea. Joseph Fortin ("Magnificent") by decision.

## West Coast Athletes Guests at Function

The ship's company of HMCS "Naden" was host to the members of several West Coast naval representative teams at a smoker held recently in the barracks in appreciation of the contributions made to sport in Victoria by the Navy athletes. Approximately 100 guests were present, including the secretaries and presidents of the leagues in which Navy teams were entered.

The master-of-ceremonies, ex-CPO George Cole, an ardent booster of sports in Victoria, introduced the speakers, among them Captain H. F. Pullen, commanding officer of HMCS "Ontario;" Cdr. D. W. Groos, HMCS "Sioux;" Commander J. C. Reed, executive officer of "Naden;" Lieut. H. E. Taylor, "Naden's" sports officer; Instr. Lieut.-Cdr. G. L. Connor, coach of the Navy senior hockey team, and many officials of the city leagues.



AB Donald McElroy, boxing instructor at HMCS "Stadacona," receives the Charles McDonald Memorial Trophy from Commodore A. M. Hope, Commodore of the RCN Barracks, after a team coached and trained by the former won top honors in the Atlantic Command Boxing Championships. (HS-10757).

The speakers remarked on the part Navy men had played in city and provincial sport during the past years and expressed the hope the enthusiastic competition would continue.

On display were various cups and trophies won during the past year. These included the Brock Whitney Army and Navy Tug-O-War Trophy, the Kenton Trophy for the port soccer championship, the Premier Tolmie Cup (Saanich and Suburban Senior "B" basketball championship), the Cross Cup (Victoria Commercial Hockey League championship) and the Navy Cup (Victoria Junior Hockey League championship.)

### Officers' Hoop Team Scores at "Cornwallis"

Summer sports are under way at HMCS "Cornwallis," with inter-part leagues operating in baseball, softball and soccer. The ship's soccer team has also swung into action and scored a 4-1 victory over RCAF Greenwood in the opening fixture.

The inter-part basketball playoffs provided a thrilling climax to the Spring sports schedule. In a closely-fought final, the officers took the measure of the chiefs and petty officers by a 30-29 count, scoring the winning basket in the final 30 seconds of play.

"Cornwallis" came through with two wins and a runner-up in the Atlantic Command Boxing Championships staged at Halifax. Ord. Sea. Raymond Shanks punched his way to the featherweight crown and Ord. Sea. Taylor Gordon won top honors in the lightweight division. Ord. Sea. Donald Wheeler qualified for the finals for the bantamweight championship but dropped the deciding bout by a close decision. Despite a small entry of four fighters, "Cornwallis" placed second in the team totals.

### "Naden" Captures Third Straight Soccer Title

For the third consecutive season, HMCS "Naden" captured the Kenton Trophy, emblematic of the port soccer championship. The "Naden" eleven took the measure of a surprisingly strong team from HMCS "Rockcliffe" by a 4-1 count. Both teams had equal scoring opportunities, but "Naden's" superior goal tending and defensive work proved the deciding factors in the spirited contest.

A Sports Control Board has been formed at "Naden" to encourage and co-ordinate sports activities in order to provide maximum recreation and



Ord. Sea. Ted Audette, of HMCS "Athabaskan," voted by his fellow members of the Navy junior hockey team as the squad's most valuable player, receives the A. C. Murdoch trophy from Dick Gerard, of Jack Davis, Limited, of Victoria, donors of the award. After the junior team had completed its schedule, Audette went up to the Navy seniors and played outstanding hockey as they won the Victoria Commercial League championship. The presentation took place on the "Athabaskan's" quarterdeck. Looking on are Lieut. R. C. Hesketh, RCN(R), left, and Lieut. (P) G. L. Ollson, RCN. (E-11532.)

entertainment. Names for the executive committee were submitted by various departments and the following were elected by the Welfare Committee: Chairman, Instr. Lieut.-Cdr. G. L. Connor; members, Lieut. H. E. Taylor, CPO Herbert Nelson, PO David Sadler and AB Arthur Dieroff.

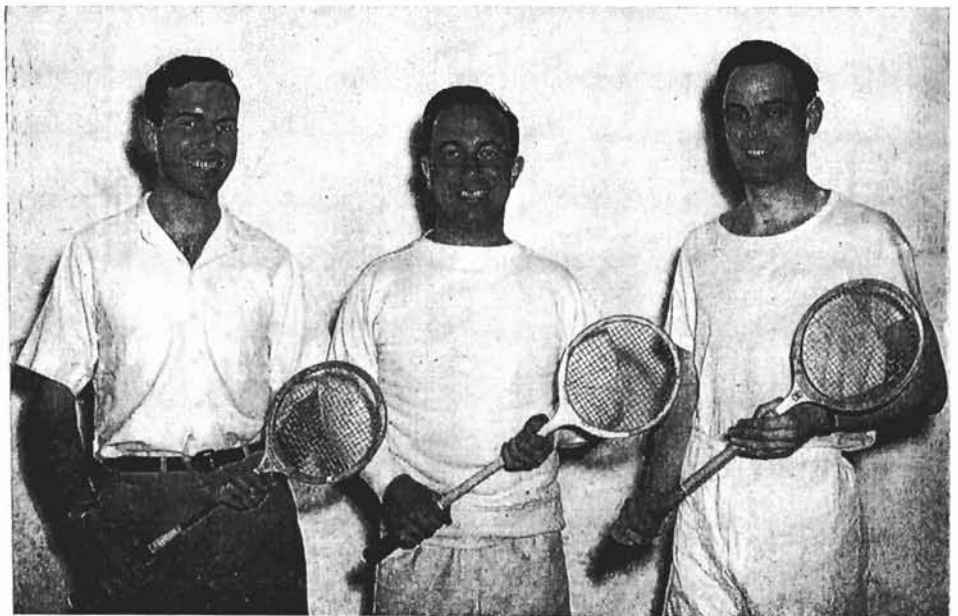
"Naden's" Senior B softball team got off to a flying start in defence of the Victoria City Softball League championship. The sailors, who boast the hardest hitting team in the loop, won their first four games. CPO Ches Padgett has been the big gun for "Naden," clouting four home runs in four games. Another standout figure has been PO George Kinch, a southpaw hurler who pitched 22 innings without having a single earned run scored against him.

### Tri-Service Boxing Card Staged by "Carleton"

HMCS "Carleton" staged a tri-service boxing show in May, with servicemen from Ottawa and district, Trenton and Montreal taking part. Nine bouts were presented before a large and appreciative crowd.

Ord. Sea. Ronnie Lacelle, RCN(R) of "Carleton," met Mac Plouffe in the five-round main event. Lacelle out-classed the plucky Gatineau Mills fighter and scored a technical knock-out in the fifth round. It was his fifth consecutive triumph this spring.

Boxing activities have been suspended for the summer at the Dow's Lake naval division, but plans are already being formulated for a fall boxing show. "Carleton" invites neighbouring naval divisions interested in taking part in these fight cards to contact the sports officer, Lieut. D. J. Loney, RCN(R).



Three naval officers serving in the Atlantic Command won squash titles this year in tournaments played at the "Stadacona" gymnasium. Left to right are Sub-Lieut. John S. Ker, Port of Halifax intermediate champion; Lieut.-Cdr. J. D. McCormick, Maritime senior singles champion, and Instr. Lieut. D. A. Robertson, Port of Halifax novice champion. (HS-10880.)

## Supply School Athletes Vie for New Trophy

The Supply School at HMCS "Naden" has organized an inter-divisional softball league with teams representing officers and instructors, cooks and stewards, and stores and writers. The winner of this loop will receive the Supply School Challenge Trophy, presented for competition by Lieut. (S) W. G. Powell, former sports officer at the school.

With the winter schedule over in the Cock of the Barracks competitions the Supply School A and B teams are turning to the summer program. CPO Frank Elston, coach of the A team, and PO Arthur Cuthbert, coach of the B team, have been whipping their squads into shape with apparent success, both aggregations having won all their softball games to date.

Prominent among the instructors who volunteer for sports duties at the Supply School is CPO Neil McLeod, assistant to the sports officer, who is always on hand to organize or referee any game.

## "Stad" Trackmen Compete In Invitation Meet

A nine-man team from HMCS "Stadacona" journeyed to Wolfville, N.S., to take part in a pre-season invitation track and field meet. Other teams competing were from Mount Allison University, Halifax Wanderers Athletic Club and Acadia University, the host. Competition was keen in most events but the Acadia Axemen proved too powerful for the visitors and copped first place by a comfortable margin. Navy finished third.

Representing "Stadacona" at the meet were PO Melville Lumley, AB Kenneth Weir, AB Frank Eggleton and Ordinary Seamen James Parks, Joseph Denault, Robert Hobbs, Thomas Richardson, George Manly and Albert Saxon.

## Rifle Shooting Club Formed at "Discovery"

A rifle shooting club has been formed at HMCS "Discovery," the Vancouver naval division, under the direction of Lieut. Ralph Newstead. The club meets every Monday to shoot with either .22 rifles or revolvers at the range of the Irish Fusiliers. Some 50 officers and men are on the roster.

## HQ Bowling League Prizes are Presented

Trophies and prizes were presented at the annual banquet and dance of



Surgeon Captain Archie McCallum, left, Medical Director General of the RCN, is presented by Lieut.-Cdr. (SB) W. J. Simpkin, president of the Naval Headquarters Junior Bowling League, with a certificate naming him honorary president of the league, at the annual prize-giving and banquet. (O-1421-4.)

the Naval Headquarters Junior Bowling League May 17.

In recognition of the keen interest which he had taken in the league, Surgeon Captain Archie McCallum, Medical Director General of the RCN, was presented by Lieut.-Cdr. (SB) W. J. Simpkin, league president, with a scroll appointing him honorary president of the circuit.

The newly-donated McCallum trophy was presented by Captain McCallum to Bill Warwick, captain of the league champion "Cayuga" team. The winning squad, whose other members were Joe Vincent, Betty Skiffington, Mary Ellen Chalfour and Dorothy Cook, also received individual prizes.

A second award, the Naval Headquarters Sports Association trophy, was presented by K. Rupert, president of the Association, to Commissioned Stores Officer Frank Bentley, captain of a Junior Bowling League team which won the Naval Headquarters inter-league championship. Other members of the team were Bill Warwick, Rollie Bourque, Connie Gratton, Olive Gorman and Muriel Montpetit.

Mr. Bentley was the night's big prize-winner, receiving additional awards for rolling the men's high average (218) and high cross (825) and for leading his team, "Crescent," to victory in playoff "A." Others on his team were "Si" Paquette, Lois Hodgins, Marion Davis and Ruth Nugent.

"Rockcliffe," captained by Lieut.-Cdr. (SB) Peter Laurie, won the playoff "B" awards. His team members were Tony Lecompte, Nita Smith, Margo Schryer and Mrs. Mary Selley.

The ladies' high average prize went to Connie Gratton, who was tops with 191, while Mrs. G. E. Fenwick's 803 was good for the high cross and Olive Gorman's 305 was the ladies' single.

Robert Stead's 328 earned him the men's high single award.

Other prize-winners were Cdr. George Dawson, Orma Johnston, Hugh Stewart, John Pinhey, Thelma Saunders, Olive Gorman and Mrs. Lorrene Wyttsma.

## East Coast Badminton Club Holds Closing Tourney

A two-day tournament in April concluded one of the most successful seasons the Atlantic Command Badminton Club has enjoyed since its inception.

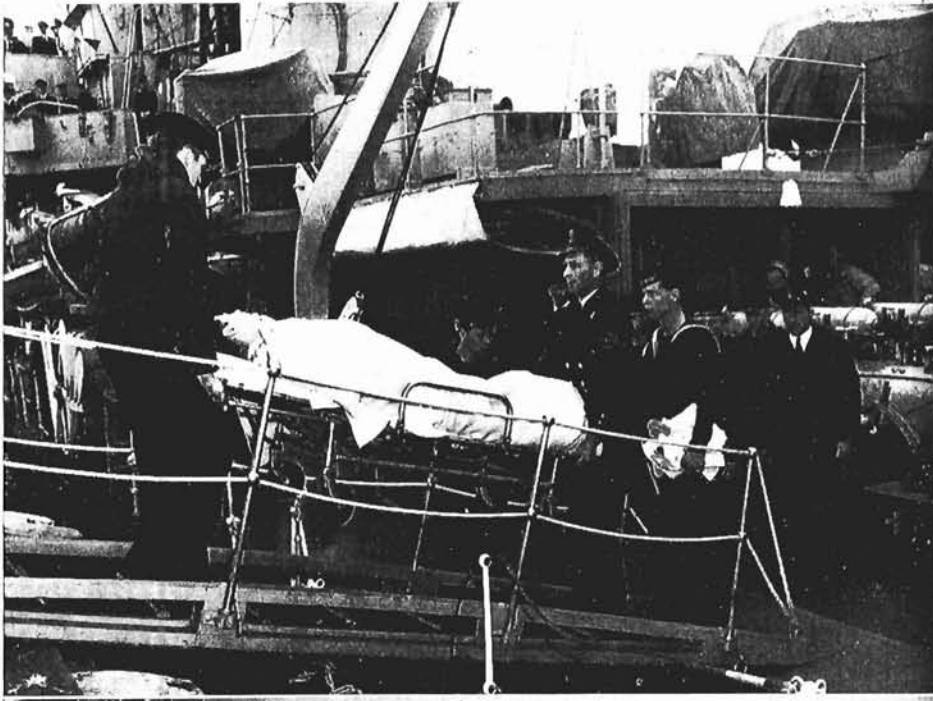
Lieut. Del Gibson became a triple titlist when he won the mens' singles, partnered with Lieut. Ross Stuart to win the men's doubles, and teamed with Mrs. Barbara Jackson in taking the mixed doubles. Mrs. Margaret Korning was the ladies' singles winner while Mrs. Jackson and Mrs. Betty Boden captured the ladies' doubles title.

## Electrical Officers Win Bowling Playoffs

Twelve teams of the HMCS "Stadacona" Interpart Bowling League rang down the curtain on a successful season with some rousing competition in the playoffs for the league championship. The Electrical Officers, who had finished well down in the standings, suddenly caught fire and scored convincing victories over the Instructor Officers, Electrical "C", MTE "B" and Sub Depot teams to win the title.

The RCN Hospital team rolled the highest score of the playoffs, a 3,081, in downing Electrical "A" but couldn't maintain the pace and later bowed to MTE "B".

Another inter-part champion was crowned when the Gunnery School defeated the Electrical School in the best of three finals for the inter-part water polo championship. The Gunners edged out a victory in the third and deciding match.



## Obituary

**MR. PERCY A. BROWNELL,  
GUNNER (T) RCN, RET'D**

Funeral services for Mr. Percy A. Brownell, Gunner (T), RCN, Ret'd, were held with full naval honors on May 20 at Halifax. Burial took place in Fort Massey cemetery. Mr. Brownell died in Camp Hill Hospital May 17 after an illness of several months.

The naval Guard of Honor of 40 men was under the command of Lieut. C. E. Coles while the 12-man firing party was in the charge of Mr. J. K. Crotty, Commissioned Gunner.

Mr. Brownell, who joined the Royal Canadian Navy as a boy seaman in 1921, was promoted to the rank of Gunner (T) in 1942. He retired in 1946 after more than 25 years' service.

## LETTER TO THE EDITOR

Sir:

Read with considerable relish "The Unwanted Nail," page 35 of the May issue of the *Crowsnest*. Well-written and pithy, your story sank me in a flood of nostalgia . . .

I was the officer responsible for the installation, reporting to Cdr. Archie Hodge (now Electrical Commander in HMCS "Donnacona"). But the bouquets should be reserved for the installing officer on the job at that particular yard, Lieut. (L) W. H. J. (Bill) Kitchen. Bill it was who computed by resistance measurements from dome compartment to "hut" the location of the short. The screw nail was an inch or two away from the estimated position — pretty good navigating for an electrical johnny even under the pressure of Navy and managerial "brass" at an acceptance! What the yard manager said was comparatively mild. It is what Bill Kitchen said that should be reproduced for Naval posterity!

Bill was manager of an electrical construction job in Ontario at last reports. It is unlikely that he will see this, since it isn't the mathematical treatise that he dotes on. Therefore, if any of your correspondents who may have knowledge of his whereabouts would care to signal the undersigned, I would greatly appreciate it.

John J. Thomson,  
Lieut.-Cdr. (L), RCN (R), Ret'd.,  
Publications Supervisor,  
Advertising Dept. 85-5,  
General Sales Division,  
Northern Electric Co. Ltd.,  
1600 Notre Dame St. W.,  
Montreal.

Less than a month after being the principal figure in an 800-mile mission of mercy by HMCS "Sioux" George Maladrís, wireless operator of the Greek freighter "Maria G. Culucundis," was released from the RCN Hospital at Esquimalt and allowed to return to his ship.

The "Sioux" steamed to rendezvous with the Greek ship on April 29 after the latter had radioed for medical aid. Maladrís was transferred to the destroyer some 400 miles at sea and was taken to Esquimalt, where he was placed in hospital and operated on. In the upper photo he is shown being carried ashore from the "Sioux."

In the lower photo, surrounded by fellow patients, he smiles happily at the prospect of rejoining his ship. In the group are, left to right, AB L. D. Kelly, LAC H. C. Badgley, AB D. Hamilton, Ldg. Sea. D. Chadwick, Maladrís, WO2 A. Catt, AB A. Cathcart, PO J. Knight and AB J. Robinson (in wheelchair).

Later, in a letter to the Flag Officer Pacific Coast, D. Syrmas, master of the S.S. "Maria G. Culucundis," stated that the action of the "Sioux" was "the effective means of saving Mr. Maladrís's life, as medical attention was vital.

"I wish, on behalf of Mr. Maladrís and my owners, to thank you, the officers and men of HMCS 'Sioux' and His Majesty's Royal Canadian Naval Hospital, for their prompt and humane action," the captain said. (E-11250 and 11458.)

# Comrades in Arms

**THE CANADIAN ARMY** has two phases, theoretical and practical.

## *Canadian Officers Training Corps*

Cadets from two new university contingents of the Canadian Officers' Training Corps are included in the total of approximately 2,400 COTC members now engaged in the practical phase of their training at various Canadian Army Active Force establishments across the country. The two additions are the Memorial University Contingent, St. John's, Newfoundland, and the Carleton College Contingent, Ottawa. Both contingents were formed last year.

The cadets, representing 28 Canadian universities, including the Canadian Services Colleges, Royal Roads, and the Royal Military College, began reporting to the Army Corps schools and other Active Force establishments early in May.

The course of training offered all candidates in the COTC is spread over a three-year period, each year having

The theoretical training takes place during the academic year at the colleges and universities and covers academic subjects of military interest, while the practical training consists of periods of up to 16 weeks during the summer months with the Active Force.

In order to qualify for a lieutenant's commission in the Reserve Force, a cadet must complete two theoretical and two practical training phases. If he completes the full course, he becomes qualified for an Active Force lieutenant's commission or a captain's commission in the Reserve Force. In order to hold an Active Force commission, however, it is also necessary to be a college graduate and to attend a seven-week course at RMC in common-to-all-arms subjects.

Candidates need not have completed their final year at university prior to being commissioned and appointed to the Active Force. They

may apply for appointments upon the successful completion of the third practical phase of the COTC training program. Those selected are commissioned as 2nd lieutenants, then granted leave of absence without pay and allowances until they graduate, following which they are posted for full-time duty with the Canadian Army.

During the summer periods of training, the cadets have the status and receive the pay of 2nd lieutenants. Married cadets, separated from their families, receive \$40.00 a month extra. They wear badges of rank — one star on each shoulder — of the corps with which they are undergoing training.

The 16-week practical phases with pay during vacation time have proved a great incentive to enrolment in COTC. Since room, board, medical care, uniforms and expenses to and from the corps schools are provided at government expense, a frugal cadet is able to apply most of his summer's earnings towards the cost of his education.

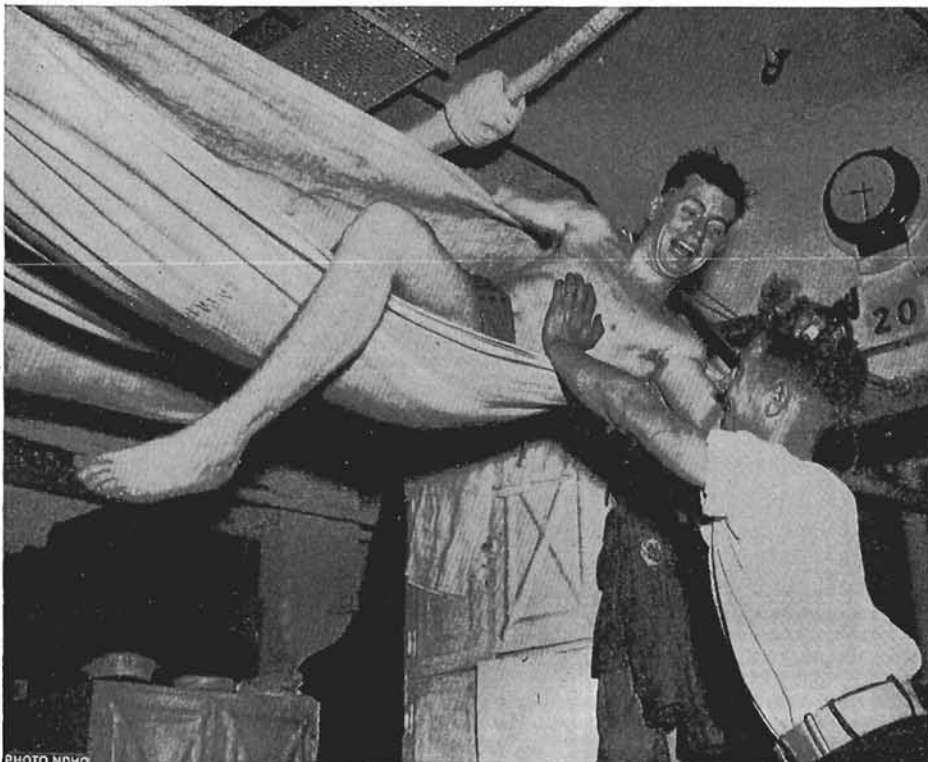
## **RCAF STAFF COURSE STUDIES NAVAL WARFARE**

The staff and students of the Royal Canadian Air Force Staff College, Armour Heights, Toronto, shifted their classrooms to Halifax at the end of May for an eleven-day study of naval warfare.

The members of the RCAF Staff College group were guests of the Royal Canadian Navy and were accommodated at the RCN Air Station, Dartmouth, throughout their stay.

The sojourn with the RCN started off on Monday morning, May 29, with an introductory talk by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. There followed a well-planned program which included lectures by senior naval officers and naval demonstrations.

On Tuesday May 30, the group went to sea to witness an anti-submarine exercise involving ships and aircraft of the RCN and a Royal Navy submarine.



Sapper James Middleton, RCE, of Winnipeg, one of 54 Army personnel who joined HMCS "Ontario" for her Pearl Harbor cruise, found there was quite a trick to climbing into a hammock. Here he gets a hand from AB Art Beamish, of Moose Jaw. (OC-244-5.)



# WHO WORKS THE HARDEST?

*Job Analysis Program Seeking  
Full Details of Service Trades*

The Canadian armed forces now have a common pay scale, divided into pay of rank or rating, trades pay, marriage allowance, and separated family allowance or subsistence. It is evident that a common standard of assessment for each of these items of pay is required, especially in the first two, so that the pay of men in the Services is fair to all.

At present, the principal difference between the Services is in the assessment of trades pay. To a great extent trades pay has been set by the relative trade requirements within a Service, and not on an all-Services basis, as it should be. In the Navy, the artificer ratings receive Trade Group 4 when fully trained and competent to perform their duties, and the trade group given to other trades is assessed relative to these men, roughly in proportion to the time it takes to train them.

The Job Analysis Program now under way in the armed forces is an attempt to evaluate trades on a tri-Service basis. From this analysis, it is hoped to establish common standards by which to assess the trades pay for all Service personnel.

The method used in analysing jobs is to have men of the various trades in a Service fill out a questionnaire, known as a job inventory pamphlet, on the duties, knowledge and skills, manual or otherwise, required to perform their tasks efficiently at their particular level in a trade. The total of these for all the different tasks they are required to perform is the job requirement for a particular trade group of men.

For example, an ABSM (Able Seaman Stoker Mechanic) has to be able to perform a number of tasks—evaporator, refrigeration, steering gear, etc., watchkeeping; tending fires and water in the boiler room and assisting in various kinds of maintenance, overhaul and repair work on different machines. Each of these is a task, and the total of these tasks gives the job qualifications required for an ABSM.

The success of the program depends largely on the individual man who fills out the job analysis inventory. As it is the job analysis only that is required, no names are shown in the form. What *is* required is a full and

clear statement of the tasks each man performs in his present employment. The sum of all these employments gives the assessing staff the overall picture of the job requirements for a particular class of men in the Navy.

Lieut.-Cdr. (E) L. E. Simms has been appointed to take charge of the Job Analysis Program in the RCN and officers are being selected to conduct the filling out of the pamphlets in ships and establishments, being given a short course before they start work. As a preliminary, one or two "dummy runs" will be conducted on small groups of men to see whether the pamphlet needs any revision and to gain experience in conducting the survey. After that, the main work can proceed.

The present objective is a common standard for assessing trades pay in all three Services. When the survey is completed, and job specifications and standards are set up for the selection of men in the different fields of work, it will tie in the Services requirement for skilled men in time of war with that of civilian industry, and show where these can be obtained without too great disturbance of the national skilled working force.

It was often evident in the last war that many men in the Services would have made a greater contribution to the national effort had they been permitted to remain in civilian industry. Nowadays, the whole nation's effort, not just that of the armed forces, is required to win a war, and direction of skilled men to the place where they can be of greatest value is essential.

In any case, at long last men are being given the opportunity to show, in writing, just how hard they do work—and settle a lot of outstanding arguments about who works the hardest in the Navy!

## EDUCATION POINTS FOR ADVANCEMENT

The May issue of the "Crow'snest" gave a new table showing a revised number of credit points to be awarded for educational qualifications for men on advancement rosters. The details are unchanged but the effective date should have been stated as June 16, 1950, instead of March 2.

## OPERATION REDRAMP (Continued from Page 7)

evacuation period, when so many women and children were aboard, but it was successfully dealt with and no danger of disease was ever apparent.

Two operations in particular were handed over to this branch—one the 'iron lung' evacuation, the other the rescue by small boat of the skipper of the Winnipeg Canoe Club, isolated by flood water and ill with bronchial pneumonia.

As a factor in keeping up the morale of all concerned in the field operations and in maintaining close contact with civilian agencies, the Navy-Civilian Liaison Office played a most important part. Under the general direction of Instr. Lieut.-Cdr. Larry Bennett, RCN(R), small comforts were made available to all ranks and ratings and postal facilities and motion picture shows were provided at all hours of the day and night for off duty men. As the operation drew to a conclusion, the main effort in this office consisted of gathering and correlating information regarding flood losses to naval personnel, with a view to eventual aid.

As this report is being written, Operation "Redramp" is almost history and so, to a great extent, is "Chippawa's" part in it. But for some time yet, specialists will be working at the hundred and one tasks that remain.

When they are done and rehabilitation is complete, there'll be another story to be told . . . of how the Navy can clean up the "bits and pieces" equally as well as it carried through the job just finished.

## GATE VESSEL'S KEEL LAID AT LAUZON

Construction of the second unit of the RCN's nine-ship building program got under way in mid-May when the keel of a trawler-type gate vessel was laid at the shipyards of George T. Davie & Sons, Ltd., Lauzon, P.Q. Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, represented Naval Headquarters at the brief ceremony and declared the keel "well and truly laid."

Other Navy officials present at the ceremony were Constr. Cdr. Frank Freeborn, RCN, Principal Overseer, Montreal Area, and Captain E. F. Noel, OBE, Adc, RCN(R), commanding officer of HMCS "Montcalm". Mr. Andre Delagrave was present on behalf of George T. Davie & Sons, Ltd.

The first keel to be laid in the current ship-building program was that of the icebreaker, in November 1949 at Marine Industries Limited, Sorel, P.Q.

## MAN OF THE MONTH

(Continued from page 9)

just completed a group leadership course at his local community centre.

When "Doc" showed up at the Esquimalt Day regatta this year as coxswain of the permanent force staff whaler's crew from "Discovery," old-timers recalled that he used to be some shakes as an oarsman from 1930 until 1939. He was quite a marksman, too, and in his earlier days won numerous awards with his skill on the ranges. He still engages actively in football, softball and basketball.

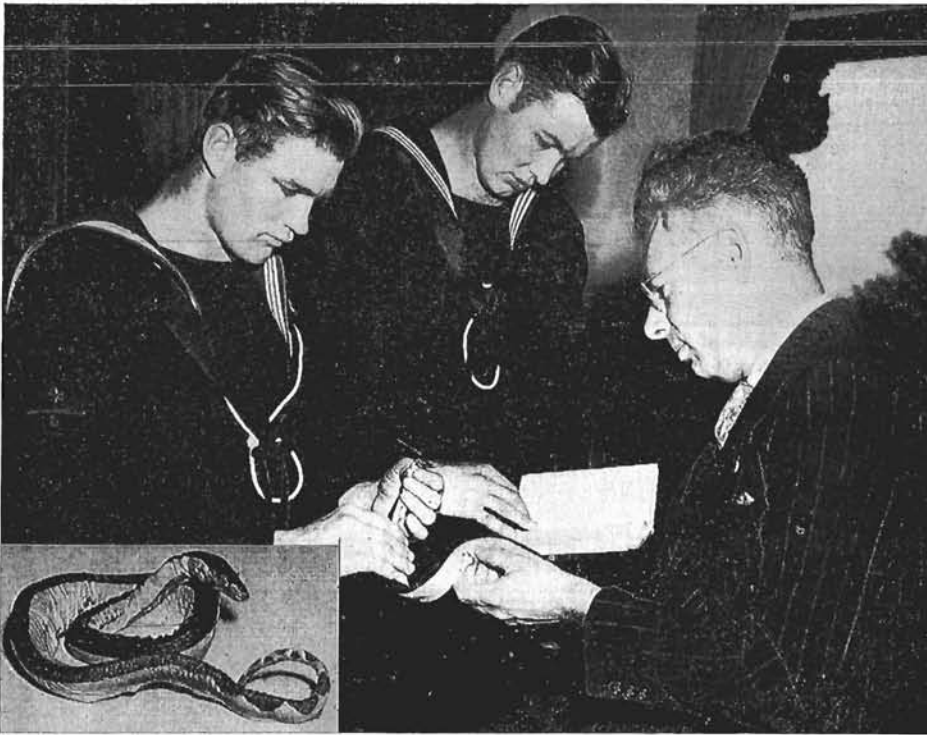
Asked to name the three incidents remembered most vividly from a 20-year career, aside from wartime actions, Myles listed:

*A revolution in San Salvador, in 1932, during which the "Vancouver," in which he was then serving, stood by to protect British lives and property. (See The Salvador Affair, "Crownsnest," June 1949);*

*17 days in Magdalena Bay, living mainly on bully beef and hard tack, during his first long cruise, in 1931; and*

*Operation Kingdom, in May 1945, in which the "Iroquois" sailed into Oslo as part of a force escorting Crown Prince Olaf of Norway home from exile, and was included in the royal welcome accorded the prince.*

CPO Myles latterly has branched out as a columnist, authoring an item entitled "Doc Myles' Scrapbook" in "Discovery's" Weekly Newsletter, in which he waxes philosophic on man's present day condition, pulls the troops apart for laxity in certain of their duties, gives them advice on how to get on in the Navy, and generally lives up to the reputation that earned him a unanimous vote as "Discovery's" Man of the Month.—W.J.H.



Dr. G. Clifford Carl, director of the B.C. Provincial Museum at Victoria, examines "Herman," the Pelamis, as AB John L. Maybin, of Saskatoon, reads up on the facts about sea-snakes. On the left is AB James Nicholson, of Moose Jaw, who found the snake (inset) in HMCS "Cayuga's" motor cutter. (E-11452 and E-11453.)

## POISONOUS PASSENGER

An unusual and deadly type of stowaway came to light recently in the destroyer "Cayuga."

The stowaway, a "Pelamis," or Parti-Colored Sea-Snake, was found when Able Seaman James Nicholson, of Moose Jaw, was cleaning the bilges of the ship's motor boat. Lifting out what he thought to be an oil-soaked rope's end, he was about to toss it over the side when he noticed that it felt rather soft. Closer investigation proved it to be a dead reptile.

When no one aboard ship was able to identify it, other than it had poison fangs, "Herman," as the snake was promptly dubbed, was taken to Dr. G. Clifford Carl, director of the

Provincial Museum at Victoria. Dr. Carl established that it was a Pelamis, and said that, while not usually fatal, its bite had been known to cause death.

Its usual habitat is from Madagascar to Malaya, north to Siberia and across the Pacific to Panama.

How "Herman" got into the motor boat remains a puzzle, but it is known that he stowed away during the training cruise to southern waters in March.

Cleaned and preserved, "Herman" is now on exhibition at the Provincial Museum beside a small card which says, "Presented to the Museum by HMCS 'Cayuga.'"

## Retirements

### Chief Petty Officer Luther S. Bayer

Rating: C2CK3  
Age: 47  
Address: 38 Chappell Street, Dartmouth, N.S.  
Joined: May, 1929, as an Assistant Cook.  
Served In: HMCS "Stadacona," "Champlain," "Saguenay," "Venture," "Fundy," "Avalon," "Restigouche," "Preserver," "Cornwallis," "Uganda," "Iroquois," "Haida," "Warrior," "Magnificent" and "La Hullose."  
Retired: June 28, 1950.

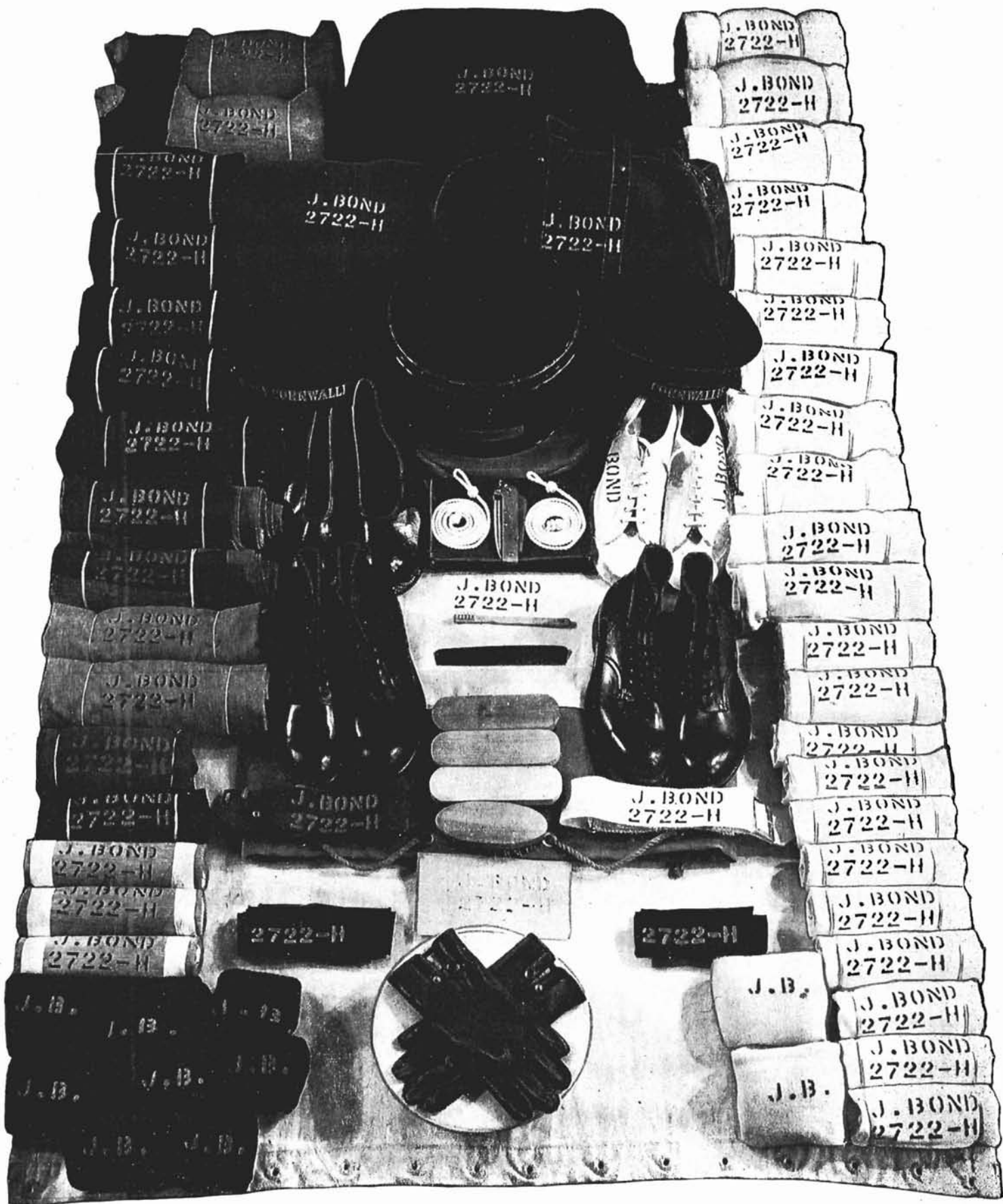
### Petty Officer R. Robert B. Farley

Rating: P1SM2  
Age: 38  
Joined: February, 1929, as a Boy Seaman.  
Served In: HMS "Crusader," HMCS "Stadacona," "Festubert," "Champlain," "Ypres," "Saguenay," "Ottawa," "Venture," "Cornwallis," "Dunvegan," "Avalon," "Scotian," "Peregrine," "St. Pierre," "Provider," "Haida" and "Hunter."  
Awards: Long Service and Good Conduct Medal, January, 1945.  
Retired: June 23, 1950.

Post this on your messdeck notice-board or handy to your locker and, next time there is a kit muster or inspection, see how close you can come to matching it.

It shows how a sailor's kit should be laid out on his hammock for inspection, with everything neat, clean and compact and no Irish pendants.

This particular kit belongs to a new entry ordinary seaman under training at "Cornwallis." It consists of 70-odd items (count them) issued to him gratuitously on his arrival at the establishment, and includes practically everything, from toothbrush and "pusser's dirk" to kit bag and oilskin coat, that he will need in the pursuit of his naval career, ashore and afloat. (DB-861-2).



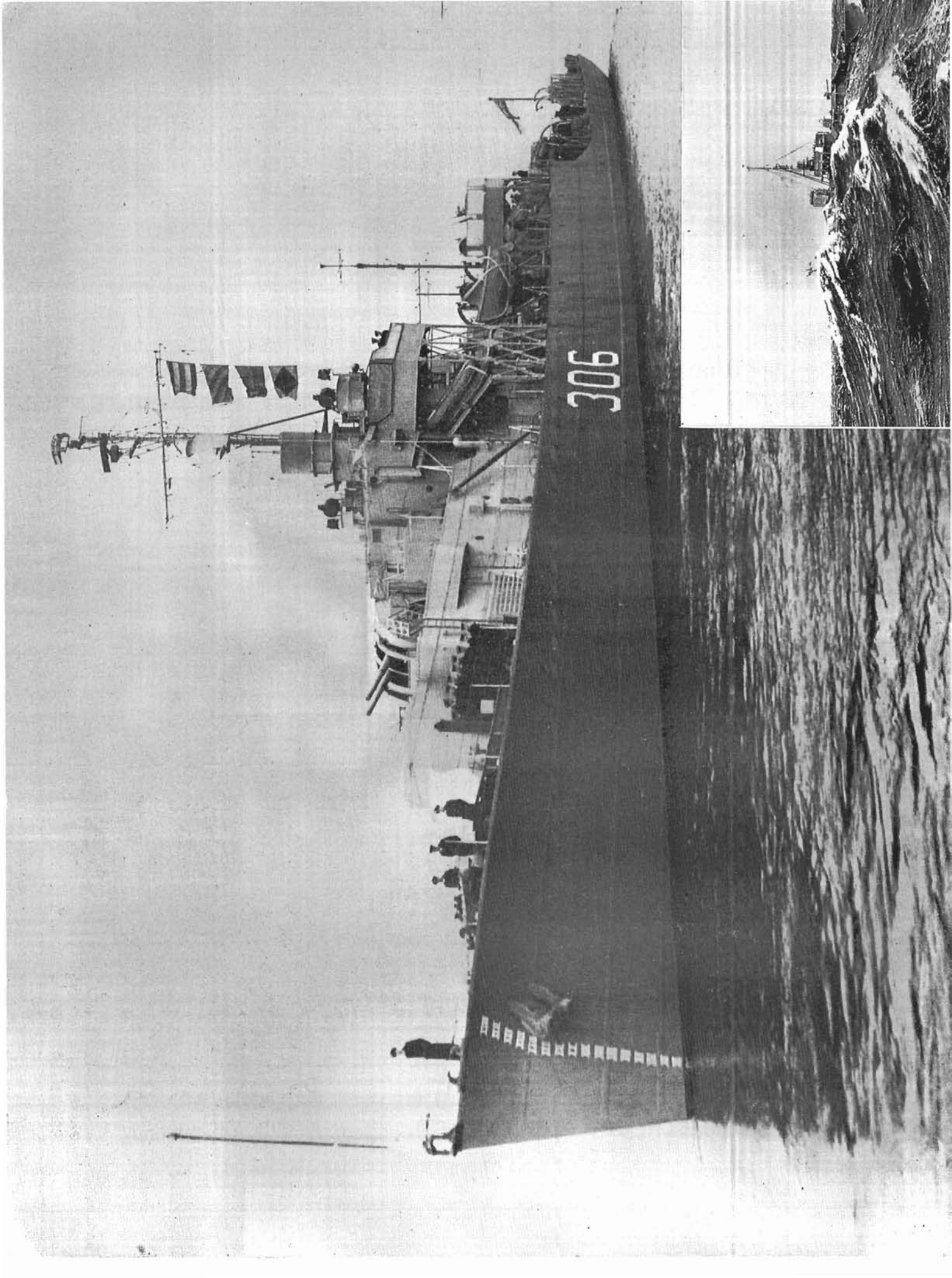


# *The* CROWSNEST



Vol. 2 No. 10

August, 1950



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# The CROWSNEST

Vol. 2 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

August, 1950

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### COVER PHOTO

Four Sea Furies from HMCS "Shearwater" fly in formation over Halifax harbor. It wasn't so long ago that the appearance of naval aircraft in the sky above Halifax and Dartmouth caused all heads to crane upwards. Now the sight and sound of the Navy's planes are so commonplace that the groundlings scarcely give them a glance. That's North Dartmouth down below, with the Naval Armament Depot jetty in the centre foreground and the French Cable Wharf at the left. (DNS-2725.)

### LADY OF THE MONTH

HMCS "SWANSEA", Halifax-based training frigate busily engaged this summer in providing cadets and reserves with practical sea experience, is a Second World War veteran with a distinguished record to her credit. Inset is a 1944 photo of the "Swansea", one of the most widely-published of all those taken during the war. (HS-10398 and GM-1144.)

Last month's "Crowsnest" blissfully reported that the West Coast Destroyer Division would be leaving Esquimalt on July 11 for Halifax and ultimately would take part in the European cruise.

The report, needless to say, was in error. On July 11 the "Cayuga," "Sioux" and "Athabaskan" were one day's steaming from Pearl Harbor and awaiting instructions that would send them further eastward in the Pacific—a long way from any European cruise.

The error was the result of what might be called "occupational hazard." At the time the report was written, it was fully intended that the West Coast destroyers take part in the European cruise. The same condition prevailed when the magazine was "put to bed". In fact, the Korean fighting had not even started.

By the time the ships' original schedule was cancelled and they were dispatched, instead, to Pearl, the "Crowsnest" was off the press. The choice then lay between releasing the magazine "as was" or publishing a completely new issue. The latter would have involved high costs and taken a lot of time, so the former course was adopted.

All we can say is: It happens even to the best regulated magazines. Presumably this error puts us in that company!

★ ★ ★

The photo below was forwarded by PO Norman Keziere, photographer in HMCS "Ontario", who titled it,

"Sunday Divisions in a Rolling Sea."

It was intended to publish the photo exactly as received, but an argument developed as to whether the picture shouldn't show the men standing upright and the Ensign staff a-tilt. In a show of hands, those favoring the latter prevailed. Their version appears on the inside of the back cover.



# R.C.N. News Review

## *With the United Nations*

The Government announced on July 12 that three Canadian destroyers, HMC Ships "Cayuga" (Capt. J. V. Brock), "Sioux" (Cdr. P. D. Taylor) and "Athabaskan" (Cdr. R. P. Welland), had been made available to the United Nations and that action was being taken to place them at once under the operational control of General Douglas MacArthur, Commander of the forces of the United Nations for the defence of Korea.

Almost at the same time that the announcement was being made, the three ships were berthing at Pearl Harbor. Thenceforth they were to come under the orders of General MacArthur and it was not known at press time (July 13) what their instructions would be. It was considered likely, however, that they would carry on to Korean waters, making fuelling stops at Kwajalein and Guam on the way.

The division, which is under the command of Capt. Brock, was originally scheduled to leave Esquimalt July 11 for Halifax.

Instead, on June 30 they received orders to get themselves in full operational readiness as quickly as possible. Five days later, with hundreds of relatives, friends and well-wishers on hand to wave them God-speed, they steamed out of Esquimalt harbor and headed towards Hawaii.

"Ontario" accompanied them for the first two days of the journey, then turned 180 degrees and set course for Esquimalt. As the destroyers passed her in line ahead, the cruiser's ship's company, massed on her forecastle, gun turrets and bridge decks, gave each of them three rousing cheers.

Those cheers were echoed, in spirit, by the rest of their naval comrades, from the Pacific to the Atlantic — were repeated, indeed, by all of Canada.

## *Three Going to Europe*

The diversion of the West Coast Destroyer Division reduced by three the number of ships scheduled to take part in the European cruise but otherwise had little effect on the program. At press time, it was the intention that the cruise go ahead as planned — with the provision that subsequent developments might cause either alteration or cancellation of the program.

The Canadian Special Service Squadron, consisting of the aircraft carrier "Magnificent" (Commodore K. F. Adams) and destroyers "Huron" (Lieut.-Cdr. E. T. G. Madgwick) and "Micmac" (Lieut.-Cdr. F. C. Frewer), is due to leave Halifax August 23.

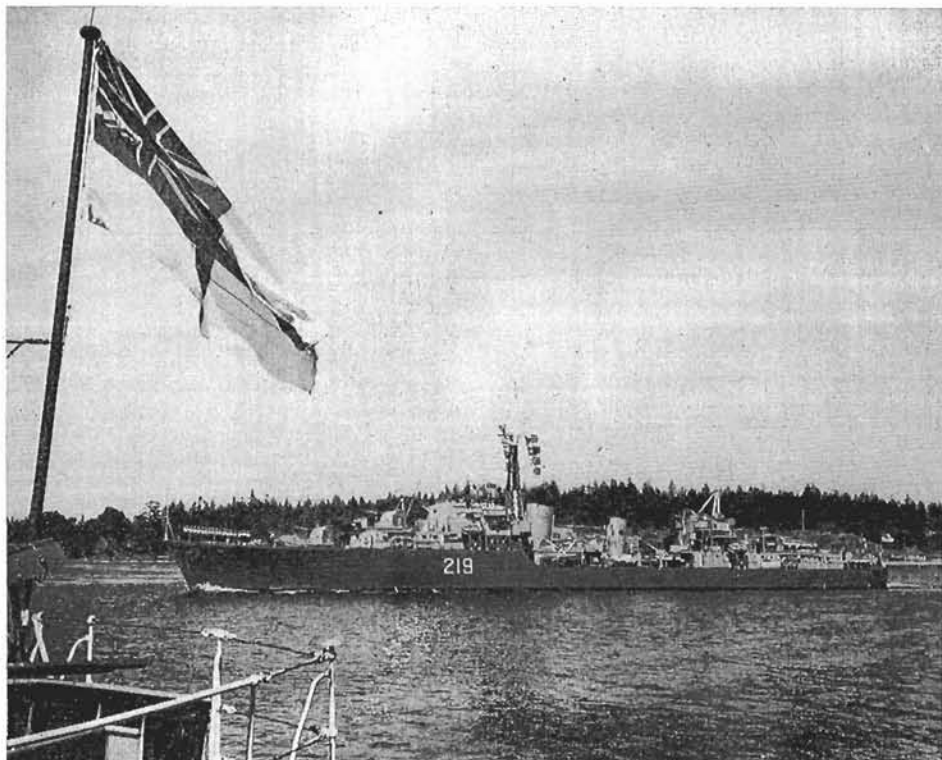
They go first to Londonderry, for two weeks' training at the Joint Anti-Submarine Training School. There Rear-Admiral E. R. Mainguy will board the "Magnificent" and assume the post of Flag Officer Commanding the squadron. Then the three ships begin a series of visits to ports on the continent and in the British Isles.

The entire squadron is scheduled to call at Rosyth (Scotland), Oslo (Norway), Gothenburg, (Sweden), Copenhagen (Denmark), Cherbourg (France), Lisbon (Portugal) and Gibraltar, while the "Magnificent" pays additional visits to Rotterdam (Netherlands) and Portsmouth (England) and the destroyers go to Amsterdam (Netherlands) and Antwerp (Belgium).

*While on passage from Cherbourg to Lisbon, the destroyers will detach and proceed to the area off Ile de Vierge where the original HMCS "Athabaskan" was sunk in action April 29, 1944. There they will hold a ceremony of remembrance and lay a wreath on the water in honor of the 129 officers and men who lost their lives when the "Athabaskan" went down.*

The homeward journey starts from Gibraltar on November 9 and, after a three-day stop at Bermuda, ends at Halifax November 26.

Primarily, the cruise will be a training venture. At Londonderry the carrier, her three air squadrons (803, 883 and 825) and the two destroyers will obtain valuable training in anti-



HMCS "Athabaskan" steams out of Esquimalt harbor to form up with the "Cayuga" and "Sioux" for their journey to Pearl Harbor. The three ships sailed July 5 and reached Hawaii a week later. (E-11855).



submarine operations, and throughout the cruise the ships and aircraft will carry out exercises and manoeuvres whenever circumstances permit.

In addition, in paying formal calls to eight European nations, seven of which are signatories to the North Atlantic Treaty, the RCN squadron will perform a diplomatic mission expected to cement still further the relations between Canada and those countries.

### **A Busy Summer**

Activity reached a high peak on the two coasts during July.

At Esquimalt, dockyard and other staffs worked overtime and at top speed in order to have the three destroyers ready to sail on schedule July 5. They were completely successful and, promptly at the appointed hour, the "Cayuga", "Sioux" and "Athabaskan" slipped and proceeded to sea.

After accompanying the destroyers for the first 48 hours of their journey, the "Ontario" turned back towards home and carried on with her sea training program.

The two Pacific Coast training frigates, "Antigonish" and "Beacon Hill", made a series of cruises to Bedwell Harbor before sailing July 24 for another visit to the popular port of Portland, Oregon.

Manned largely by reserve personnel, the Victoria naval division's training ship, HMCS "Sault Ste. Marie", made her big cruise of the season during July. Leaving Esquimalt June 30, she went as far south as San Diego and called also at San Pedro and San Francisco before returning home on the 16th.

At Halifax, the three ships of the Special Service Squadron were in port for leave periods and preparations for the European cruise.

The frigates "La Hullose" and "Swansea", like their opposite numbers on the West Coast, were busily occupied with training cruises for cadets and reserves. In late June, "La Hullose" got a taste of winter when she sailed north to Station Baker at the entrance to Davis Strait, to deliver mail and supplies to the weather ship "St. Stephen". Icebergs and chill breezes made it seem more like March than June.

Later "La Hullose" made a rendezvous with the "Swansea" and the two ships proceeded to St. John's, Nfld., where they participated in Newfoundland Day celebrations. During July the training frigates sailed together on cruises that took them to Pictou, N.S., Murray Bay, Que.,

### **Mail For Destroyers**

Arrangements have been made to forward mail to personnel serving in the destroyers "Cayuga," "Sioux" and "Athabaskan," wherever their duties may take them.

Personal mail for officers and men serving in the three ships should be addressed in the following manner:

1. Rank or rating
2. Name and official number
3. HMCS (Name of ship)
4. c/o HMC Dockyard, Esquimalt, Victoria, B.C.

From Esquimalt the mail will be sent onward by the Fleet Mail Office.

Shelburne, N.S., Bar Harbor, Maine, St. Mary's Bay, N.S., and Saint John, N.B.

The wooden minesweeper "Llewellyn", training vessel attached to the Halifax naval division, HMCS "Scotian", put to sea July 4 on a nine-day cruise that would take her to ports in Newfoundland, Quebec and Nova Scotia.

On July 3 the "St. Stephen" arrived in Halifax, completing her final tour of duty as a North Atlantic weather reporting ship. Fourteen days later she sailed for Esquimalt, to be turned over there in mid-August to the Department of Transport.

On the Great Lakes, the Algerine minesweeper "Portage" was slowly working her way eastward as she carried out a training program begun at Port Arthur early in July. Between the 12th and 24th, she was scheduled to stop successively at Goderich, Midland, Sarnia and Windsor.

### **"The Far Distant Ships"**

"The Far Distant Ships," the official account of Canadian naval operations in the Second World War, made its appearance in bookstores across Canada early this summer and was greeted with unanimous praise by the critics.

The term "official" might suggest that the book is written in the dry, ponderous form usually associated with official documents. "The Far Distant Ships" is anything but that. The author, Lieut.-Cdr. (SB) Joseph Schull, RCN(R), Ret'd., has produced a volume rich in all those qualities that go into the making of a good book—in this case a distinguished one.

Lieut.-Cdr. Schull writes with dignity and restraint, letting the men, the ships and the events tell their own dramatic story. In easy, fluent style, he traces the fortunes of the Royal Canadian Navy from September 1939

through to the demobilization days of 1945.

In so doing he establishes a perspective in which the extent of Canada's naval effort may be viewed, for the first time, in its entirety. Even to those most closely involved with the direction of this effort and most closely acquainted with the over-all picture, this first complete account of Canada's naval operations must come as a revelation.

The thousands of men and women who served in the naval forces of Canada during the war wrote a notable page in our nation's history. "The Far Distant Ships" ensures that the traditions they established will not be forgotten.

### **Guests of the Navy**

Ten young Canadians, five boys and five girls, have returned to their homes after spending a week as guests of the Royal Canadian Navy. They were provincial winners in the Navy League of Canada's National Essay Contest and, besides winning medals, were awarded a week's visit to the Fleet. Most of them were accompanied by their school principals or teachers and the rest by their parents.

Seven of the students, four girls and three boys, visited the ships and establishments of the Atlantic Command between July 9 and 16, while two boys and a girl spent their time at Esquimalt from July 10 to 15.

On the East Coast the visitors were conducted on inspection tours of the RCN Air station at Dartmouth, the new entry training establishment, H.M.C.S. "Cornwallis," the naval dockyard, technical training schools and the ships in harbor at Halifax. In addition there were special functions arranged for their entertainment by the Navy League and the RCN.

Similar activities took place on the West Coast.

At both Halifax and Esquimalt arrangements were made for the visitors to spend a day at sea in a Canadian warship.

### **"Astute" Goes Home**

HM Submarine "Astute", completing all 11-week period of training with Canadian naval and air forces, sailed from Halifax on July 7 for the United Kingdom.

The "Astute", latest in a series of British submarines loaned to Canada for anti-submarine training, exercised with ships and planes of the Atlantic Command and aircraft from the RCAF's Maritime Operational Training Unit at Greenwood, N.S., during her stay on the East Coast.

# ✓ Polar Patients

*RCN Hospital at Halifax  
Treats Eskimos  
from Eastern Arctic*

"BUTCH" has left the Royal Canadian Naval Hospital at Halifax — gone back at last to his home in the Arctic — but the memory of this cheerful, courageous Eskimo child is still very much alive in the big brick building in which he spent half of his first three years on earth.

"Butch" came out of the Arctic in 1948, in a Search and Rescue aircraft of the RCAF. He was 18 months old then and he was suffering from severe burns to more than two-thirds of his body.

For a time it was doubtful whether he would survive but naval medical officers — and his own stubborn courage — brought him through the dark hours. There was still, however, a long and tedious road to recovery ahead, and it was not until a year-and-a-half later that the Eskimo boy was declared fit and ready to return to his home.

By then he had become practically an institution in the hospital, known to everyone, staff and patients, as "Butch." (The name was given to him by one of the medical officers because nobody could find out, when he entered the hospital, whether he had any other.) When it came time for "Butch" to go, it was with regret that his friends in RCNH said good-bye to the little fellow who had won his way into their hearts.

"Butch" is one of about 125 Eskimos from the Eastern Arctic who have been treated at the naval hospital in Halifax over the past three years, or ever since an agreement was made with the Department of Indian Affairs whereby RCNH would undertake the treatment of Eskimo patients in addition to its primary function — the care of members of the three Services in the East Coast area.

The number of Eskimos in the hospital varies, but as a rule the total seldom exceeds 15. They range in age from one to 87.

The RCAF flies to Halifax all Eskimos destined for RCNH, on what generally prove to be "mercy missions." Sometimes case histories are scanty and if the patient is well enough to be interviewed an interpreter from the RCMP assists the



Life is a lot of fun for Oalak, an Eskimo boy recovering in the RCN Hospital, Halifax, from a badly frozen right foot. Oalak is one of about 15 Eskimos of varying ages who are receiving treatment in the naval hospital. (HS-11381).



Occupational therapy helps fill the time for Eskimo women convalescing in the RCN Hospital at Halifax. Under the guidance of Sub-Lieut. M. L. Thompson, Louise and Mary Adaluk make garments and other articles that will be of use to them when they return to their homes. Susie Berthe is the youthful spectator. (HS-5716).



Sub-Lieut. (NS) Hazel Mullin shows Eskimo girls in the RCN Hospital how to fold bandages. Left to right are Peetolassie, Secaya and Kaona. (HS-11346).

They don't complain but, rather, accept their lot philosophically and cheerfully. However, homesickness is common to all the Eskimos, except perhaps the little tots, and it is a happy day when the medical officer gives them a final check and flaps his arms up and down to indicate they are ready to be flown home. This message always brings a smile of sufficient width and warmth to say, "Thanks for everything."

medical officers in obtaining such information as is required for full diagnosis of the case.

The Eskimos' ills are no different from those of the other patients, except that such things as frozen limbs are more frequent during the winter months. (Eskimos with mental illnesses or TB are treated elsewhere).

The Eskimo, whether man, woman or child, is an ideal patient, says Surgeon Captain Eric H. Lee, Atlantic Command Medical Officer. They surrender themselves to whatever treatment "the big boss" prescribes and follow the doctor's orders religiously. They are good-natured and they get used to the hospital routine very quickly.

Accustomed to eating whenever they are hungry, the Eskimos at first find the Navy's regular meal hours a nuisance. However, they make the best of the white man's diet and peculiar eating habits.

As a special treat, the Navy occasionally arranges to have seal flippers flown in from Newfoundland on a "sked" run, and when this delicacy is placed before them the Eskimos' joy knows no bounds.

Hospital life is made as pleasant as possible, particularly for the older ones, who have more difficulty adjusting themselves to the new environment. Those who are well enough to be up are permitted to mingle with other "up patients." They love games and have proven themselves sharp checker players. The women during convalescence help out the hospital staff by making dressings or engaging in occupational therapy.

Thanks to the work of missionaries in the Northland, the Eskimos are very religious and read their Bibles regularly.

They are observant and it is not long before the men, for instance, can be found standing at attention by their beds during rounds, the same as the sailors in the other wards.

The Chief of the Naval Staff gets a broad smile from Peetolassie, a little Eskimo girl, in return for a chocolate bar he brought her while making a tour of the RCN Hospital on his annual East Coast inspection. (HS-11259).



# R. W. UNDERHILL HEADS NOAC

*National Officers Elected  
At West Coast Meeting*

Richard W. Underhill, of Vancouver, was elected president of the Dominion Council of the Naval Officers' Association of Canada at the annual general meeting held in Vancouver June 8-10.

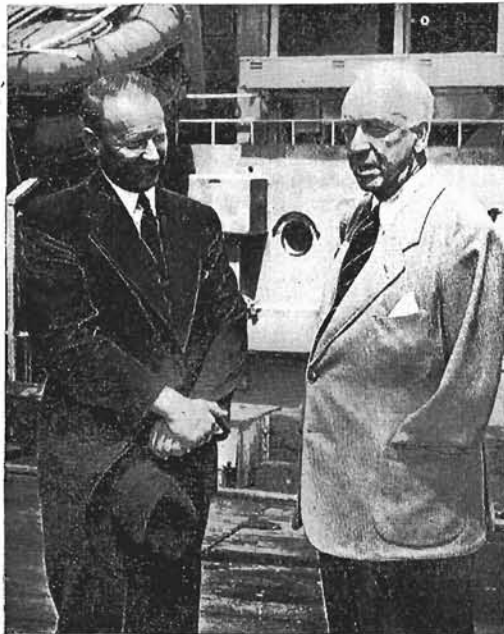
He succeeds Barry German, of Ottawa, who was elected honorary president.

Vice-presidents elected were V. G. Brodeur, Vancouver, (West Coast); J. M. Dowler, Calgary, (Prairies); F. C. Aggett Toronto, (Ontario); R. B. Warwick, Montreal, (Quebec), and Willard MacKenzie, Halifax (Maritimes).

Z. R. B. Lash, of Toronto, was elected honorary counsel and Harry McClymont, of Ottawa, secretary-treasurer.

The first two days' sessions were held in HMCS "Discovery," the Vancouver naval division, and were opened with addresses by Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, and Rear-Admiral Brodeur, president of the Naval Officers' Association of British Columbia.

On June 10 delegates boarded the destroyer "Athabaskan" for the cruise to Victoria. On arrival, they walked around the dockyard, HMCS "Naden" and HMCS "Ontario" and later visited the Canadian Services College, Royal Roads.



Past and newly elected presidents of the Naval Officers Association of Canada are shown on the jetty at Esquimalt shortly after disembarking from HMCS "Athabaskan." Dick Underhill, of Vancouver, the new president, is at the left, and Barry German is on the right. (E-11682).

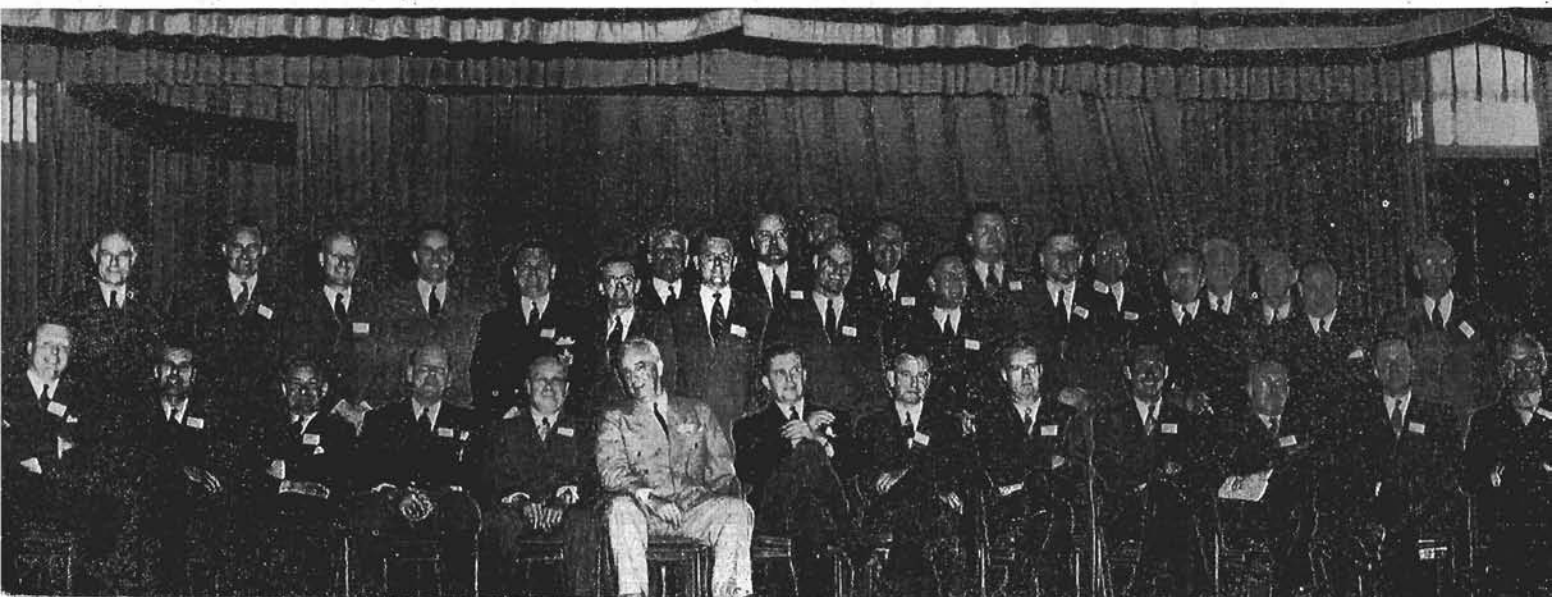
During the meeting a souvenir convention program was issued containing messages from Defence Minister Brooke Claxton; Vice-Admiral

H. T. W. Grant, Chief of the Naval Staff; Capt. German, retiring president; Rear-Admiral DeWolf and Rear-Admiral Brodeur and a complete roster of the Association's members from coast to coast.

Various functions were held in honor of the visiting delegates by the Naval Officers' Associations of B.C. and of Victoria and by HMCS "Discovery."

Following is a list of the convention delegates: B. L. Johnson, Vancouver; Barry German, Ottawa; R. W. Underhill, Vancouver; Willard MacKenzie, G. A. Rotherham and Fergus Cross, Halifax; G. F. Crosby, Saint John, N.B.; J. C. Finlay, Sydney, N.S.; W. F. Duffy, Charlottetown; H. R. Payson, Quebec; Pierre Dessaulles and F. C. Hutchings, Montreal; Burton Doherty, Ottawa; F. C. Aggett, Z. R. B. Lash, O. B. Mabee and W. Tennent, Toronto; Arthur Pedder, Kingston; St. Clair Balfour, Jr., Hamilton; W. J. Curry, Windsor; Barry Kelly, London; A. McPhedran, Kitchener, Ont.; Carl Hindle, Fort William; C. R. Frayer, D. C. Lennox and W. A. Johnson, Winnipeg; J. B. Wedge, Saskatoon; M. J. McPhee, Regina; J. M. Dowler, Calgary; Dick Edwards, Edmonton; Gordon Southam and V. G. Brodeur, Vancouver, and G. V. Greathed and J. R. Genge, Victoria.

Delegates to the annual convention of the Dominion Council of the Naval Officers' Association of Canada, held in Vancouver June 8-10, are shown above. Front row, left to right, are: J. M. Dowler, Calgary; J. R. Genge, Victoria; F. G. Hutchings, Montreal; F. C. Aggett, Toronto; V. G. Brodeur, Vancouver; Barry German, Ottawa; G. F. Crosby, Saint John, N.B.; W. J. Curry, Windsor; Carl Hindle, Fort William; D. C. Lennox, Winnipeg; C. R. Frayer, Winnipeg; W. A. Johnson, Winnipeg and St. Clair Balfour, Hamilton. Second Row, G. V. Greathed, Victoria; G. A. Rotherham, Halifax; R. M. Edwards, Edmonton; J. McPhedran, Kitchener; O. B. Mabee, Toronto; H. McClymont, Ottawa; J. C. Finlay, Sydney, N.S.; P. Dessaulles, Montreal; Willard MacKenzie, Halifax; J. B. Wedge, Saskatoon; R. W. Underhill, Vancouver; W. Tennent, Toronto and M. J. McPhee, Regina. Back row, Fred Crickard, Vancouver; Burton Doherty, Ottawa; Z. R. B. Lash, Toronto; Gordon Southam, Vancouver; Fergus Cross, Halifax; H. R. Payson, Quebec; W. J. Duffy, Charlottetown, and A. R. Pedder, Kingston. (Vancouver Daily Province photo).



## THEY FAVOR THE HAND THAT FEEDS THEM

*'Magnificent's' Chiefs and POs Choose Their Cook, Petty Officer Joseph Bucci*

*("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.)*

**N**APOLEON'S most frequently quoted saying might be given a nautical twist to include, "A ship's company works on its stomach."

Now, if you were to take a careful look at the chief and petty officers of HMCS "Magnificent" you would

be struck by their healthy, well-fed appearance and their satisfied expressions—particularly just after meal hours and before the trials and tribulations of ship-board life have had time to dim their reflections of their latest repast.



PO JOSEPH BUCCI

The reason for this happy state of affairs, one which turns the most savage of chief petty officers into benignant philanthropists—at any rate temporarily—is good food. The reason for the good food is Petty Officer Joseph Bucci, of North Bay, Ontario, and Dartmouth, N.S., who presides over the chief and petty officers' galley.

That a man who spends his time feeding as keen a bunch of culinary critics as you could find anywhere should be chosen by them as Man of the Month is proof enough that Joseph Bucci is no ordinary "hash slinger". You don't earn a tribute like this unless you are interested in the men you are feeding and in what you feed them. This, claims Joseph Bucci, is the secret of making petty officers purr over their meals.

A short account of our Man of the Month's career may help to explain how he discovered this secret and why he can go on being interested in preparing tasty meals in every climate and in all kinds of weather.

It seems that everything happens to Joseph Bucci in December, though his friendly personality radiates more of the warmth of July than the cold of winter. At any rate, it was in December 1925 that he was born at

North Bay, and it was in December 1942 that he joined the RCNVR as a cook, aged 17.

His first ship was "Cornwallis", then a part of the RCN Barracks in Halifax. Here, like so many others to follow, he took his new entry training before going to the RCN Bakery, in HMC Dockyard, in Halifax. After a training period in the bakery, he went to sea and stayed in ships until the end of the war.

His first sea experience was in HMCS "Provider", mother-ship for Fairmiles, stationed first of all at Rimouski and later in Bermuda. As a regular member of the galley staff and as relieving cook in Fairmiles, he began to acquire experience in producing meals under all sorts of conditions, the hallmark of a true Navy cook.

From the "Provider" he graduated as a leading cook to HMCS "Oshawa", Algerine minesweeper, engaged in escort work on the old "Triangle Run" between Halifax,

New York and "Newfie." This was the run where you froze all winter and groped through fog all summer. Joe Bucci kept the "Oshawa" ship's company well-fed and happy for a year in these conditions before being drafted to the "Fort Erie", a frigate on ocean escort duty. He was serving in her when the war with Germany ended.

He volunteered for the Pacific but his ship, which was refitting at Shelburne, N.S., was paid off after V-J Day and Leading Cook Bucci was drafted to HMCS "Peregrine" in Halifax. From there he was sent to the "Burlington", a Bangor minesweeper, for her last voyage, to Sydney for paying off and Shelburne for laying up. Back in "Peregrine", he received his discharge and celebrated the event by getting married—also in December.

As a civilian he tried both contracting and cooking, but he missed the sea. Mr. J. Bucci found cooking in a land-locked galley altogether too



PHOTO NDHO

Our Man of the Month stands by in his galley as the Chief of the Naval Staff admires the cake made specially for presentation to the mess judged to be the cleanest at Vice-Admiral Grant's inspection of HMCS "Magnificent". On the left are Cdr. A. G. Boulton, executive officer, and Commodore K. F. Adams, commanding officer, of the carrier. The cake was won, appropriately enough, by the CPOs Mess, No. 10-H. (Mag-1713).

steady for his liking. It took him just nine months to decide that the Royal Canadian Navy was the life for him. In September 1946 (he could not wait until December this time) he signed on in HMCS "York" as a leading cook, RCN, and headed back for the East Coast.

In the four years which have passed since then, he has continued to spend most of his time at sea. He served in the "Micmac" during her first commission, in the "St. Stephen" for eight months, and has been in the "Magnificent" since May, 1949.

He was one of the ship's company which commissioned the "St. Stephen" in 1947 and he made four trips to Station "Baker" in her. He won't say how much he enjoyed cooking in the weather ship while she was on

### Extra Special Salute

The "New Yorker," ever on the alert for typographical or other errors, spotted this one in the New York "World Telegram and Sun":

"Following a gala trip up New York Harbor, three Canadian Navy vessels led by the light aircraft carrier Magnificent, today tied up at Pier 26, Beach St. and the Hudson River.

"Their arrival, greeted with a 21 $\frac{3}{8}$  gun salute from Governors Island."

"It must have been that name—Magnificent," was "The New Yorker's" brief comment.

station, but he has commented that, all in all, he seemed to see more of his family then than he has lately while serving in the "Magnificent."

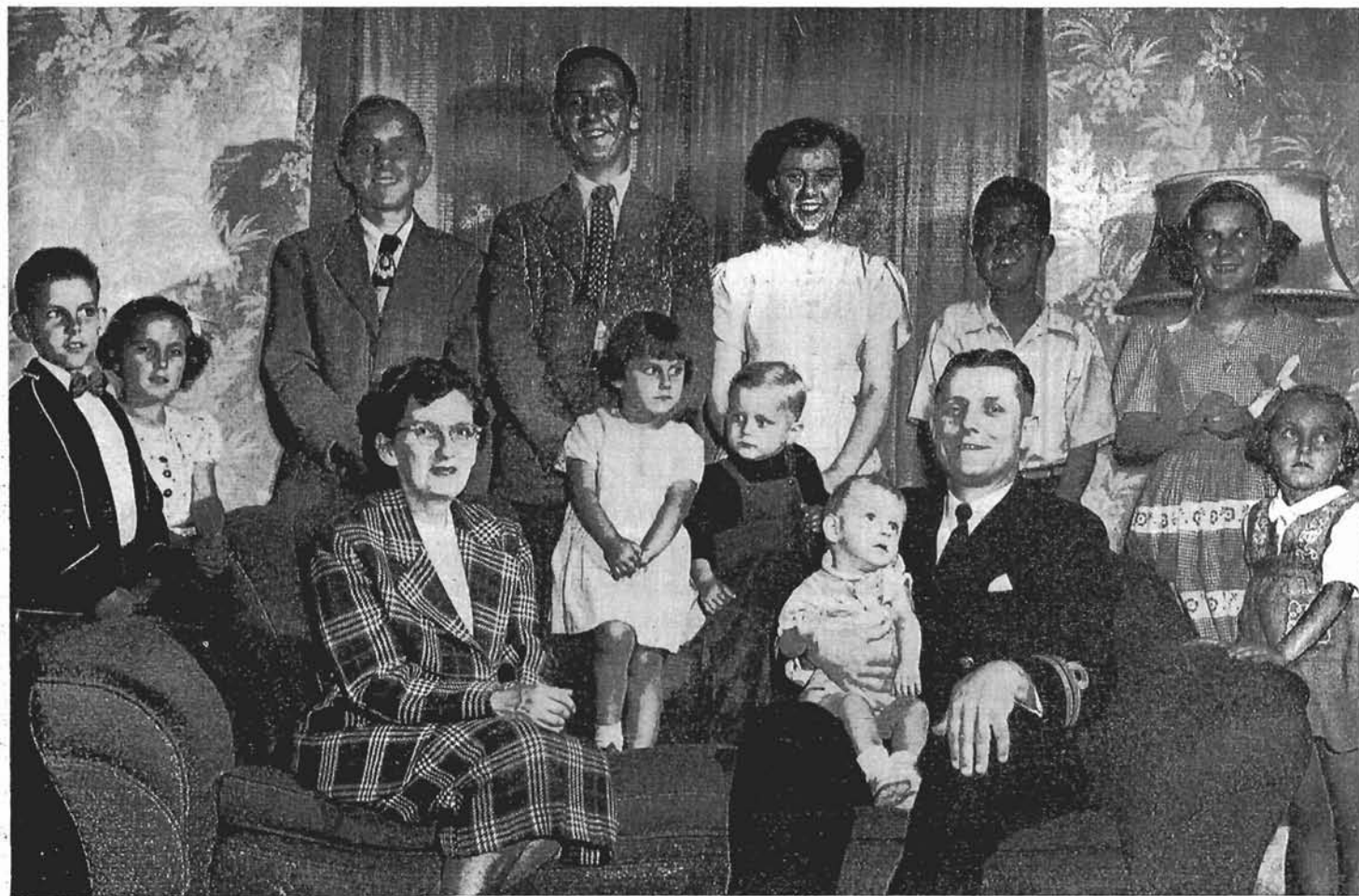
(No one in the "St. Stephen" is expected to believe this!)

His one spell ashore since rejoining found him first of all paying a visit to the West Coast to qualify for petty officer in the Cookery School, and later at the Royal Canadian Naval Hospital at Halifax, not as a patient, but as a PO Cook.

Petty Officer Bucci makes his home in Dartmouth. He is probably kept as busy there as he is in his ship, for he has a son, born while he was serving in the "St. Stephen", and a ten-weeks-old daughter.

If good meals go a long way towards making a happy ship, as they surely do, then Joseph Bucci certainly makes a full contribution to the happiness of any ship in which he serves.

## Family of the Month



The family of Lieut. (E) J. F. Mackintosh, engineer officer serving in HMCS "Haida", poses for this handsome portrait. The family of six boys and five girls is understood to be the largest in the Royal Canadian Navy. Left to right around the chesterfield are: David, 8 years, Trudy, 7, Frank, 15, Russell, 17, Kathleen, 18, Bruce, 11, Lorraine, 13, and Patsy, 6. In front are Mrs. Mackintosh, Mary, 4, Robert, 2, and, seated on Lieut. Mackintosh's knee, is one-year-old Michael.

The five oldest children and the baby are Halifax Port Division, having been born on the East Coast; the others were born on the West Coast and belong to the Esquimalt Port Division.—(HS-11372).

## Ex-'Chiefs' Honored

41 Made Life Members  
In CPOs' Mess  
at 'Naden'

Forty-one former chief petty officers of the Royal Canadian Navy were presented recently with gold pins signifying to life membership in the Chief Petty Officers' Mess at HMCS "Naden".

The idea of presenting membership buttons to ex-"Chiefs" living in the West was originated by CPO Alec Ross. After discussions by mess members, it was decided to appropriate the required amount from the mess funds and make all the presentations at once, at a special smoker in the mess.

Among those who contributed a great deal of time and effort to make the affair a success were CPO William Montgomery, CPO Duncan Kennedy, CPO Peter Lovric, secretary-treasurer, and CPO Les Cole, president of the mess.

CPO Cole carried out the duties of master of ceremonies with a flair born of long experience and kept the 130 Chiefs and ex-Chiefs in gales of laughter throughout.

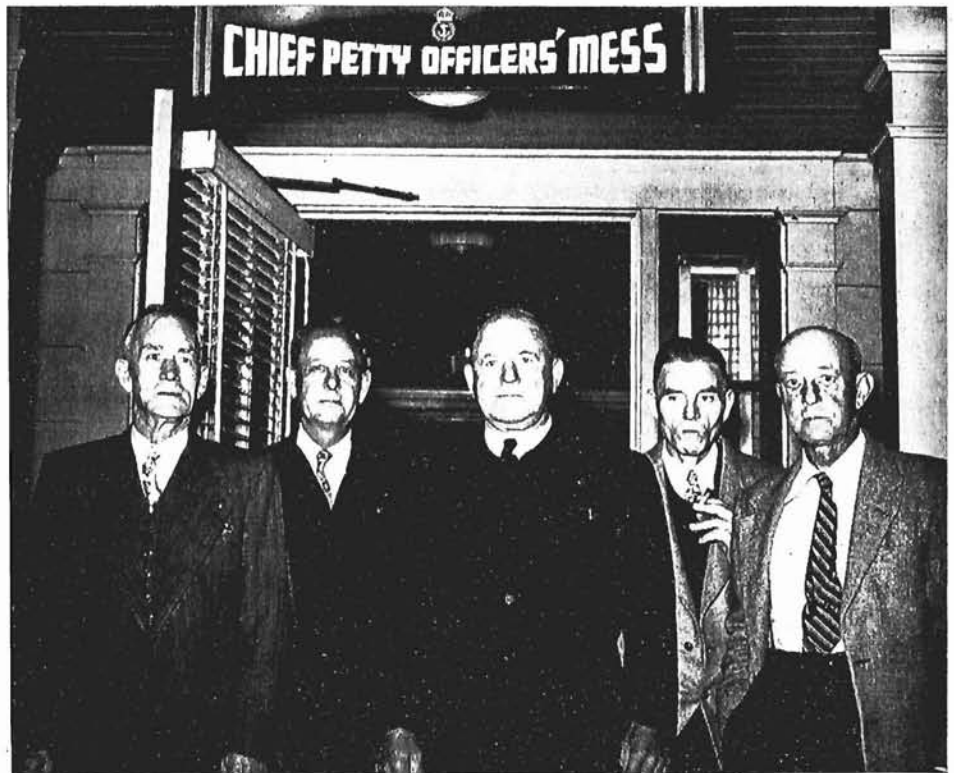
Commodore G. R. Miles, Commodore of the RCN Barracks, made the first presentation, to ex-CPO "Dickie" Dunn, the oldest pensioner present. But before doing so he remarked that he was indebted to the CPOs' Mess for bringing the pensioners together, "because I shall one day be a pensioner myself and it shows me the tough stuff of which sailors are made. I only hope these gold buttons are as enduring as the men receiving them."

The remainder of the presentations were made by CPO Cole, who told the gathering that it was good for them to get together and compare their old age afflictions. He added, "Despite my youth next year I shall be among you."

The present policy of the mess is to present the pins only to pensioners applying for membership who have taken their discharge at Esquimalt. It will be a semi-annual affair. All other ex-Chiefs may apply to the mess for honorary membership.

One of the purposes of the membership pins is to foster an interest in the mess and to try to keep retired men from severing all connections with it. The buttons, are, in effect, a token of appreciation for service to the mess.

Among those to receive their buttons were five ex-CPOs who commissioned the old cruiser HMCS



Among the old-timers on hand to receive gold buttons signifying life membership in the CPOs' Mess at "Naden" were five Victorians who were chief or petty officers in 1920 and were members of the original commissioning crew of HMCS "Aurora." Left to right are CPO Jack Jenkins, Chief Yeoman of Signals N. Bennalack, Master-at-Arms Harry Finch, Chief Ordnance Artificer J. B. Dawson, and CPO (Gunner's Mate) A. Hardy. (E-11710).

Ex-CPO "Dickie" Dunn, of Victoria, acknowledges the rousing cheers of the "Naden" Chief Petty Officers' Mess as Commodore G. R. Miles pins a solid gold life membership button to his lapel. At the left is CPO Les Cole, mess president, who acted as master-of-ceremonies for the smoker and made the remainder of the presentations. (HS-11709).



"Aurora" in November 1920. From Devonport, where she commissioned, the "Aurora" was sailed to Halifax

and secured at the Dockyard in bitterly cold weather on Christmas Day, 1920.

# Learning In The Dark

Visual Aids Become Major  
Factor in Training  
Naval Personnel

**T**HIS is the moment you have feared most of all. Your ship's been fished. In a matter of minutes, possibly less, you'll be in the water. Nothing around you but rolling, heaving swells. Miles of bottomless ocean.

*You can feel the deck slowly tilting. Your crewmates have started to release the carley floats and are going over the side. How many will be picked up?*

*After forty-eight hours on a raft, nothing could be better than a solid deck under your feet. How do you feel? Not so good, maybe, but at least you're alive . . .*

Someone barks out a short command, and the lights come on.

A class of RCN(R) seamen receives gunnery instruction through the medium of film strips in HMCS "York". This compact, handy method of illustrating lectures is used extensively for training men in subjects where accurate diagrams are required and is fast replacing the "chalk talk" system. The instructor is CPO Harry (Gate and Gaiters) Catley and his pupils are, left to right, Ordinary Seamen Donald Watson, Larry Pearson, Hazen White and Robert Allan. (0-1355-27).

Another movie from the RCN Instructional Film Library is over, and another group of men have a clearer understanding of a situation they may someday be called upon to face. They have shared with the cameraman the experience of a torpedoing at sea, and have seen how and how not to act in the emergency. The knowledge they have gained from witnessing the real thing, reproduced on the screen, may very easily mean the difference between life and death.

From "Abandon Ship" to "Welding Stainless Steel", from "Submarine Construction" to the "Cooking and Carving of Meat", or the "Private Life of a Fuse", the RCN Instruc-

tional Film Library holds films of interest to men in every branch of the Naval Service.

Visual instruction is one of the most modern and most effective aids to learning, and one which is especially useful to Service personnel. Because of its importance, the RCN has been carefully selecting, compiling and cataloguing 16 mm films for use in ships, training establishments and naval divisions.

The work has been organized and supervised over the past year and a half by Instructor Lieut.-Cdr. Peter Bance, who is on the staff of the Superintendent of Photography at Headquarters. As a result, a catalogue containing more than 2,000 film titles, selected by the various directorates, has been prepared. In addition, Lieut.-Cdr. Bance has visited many of the naval divisions, organizing their visual aids departments and checking the working order of their equipment.

Every ship, training establishment and division is equipped with both 16 mm sound and film strip projectors.

Each division, school and training centre is supplied with a number of frequently used titles which are held on permanent charge. Other titles, which are required only occasionally, may be obtained on temporary loan from one of three film pools. Sea-going ships carry a large number of instructional films on permanent retention. They also have the privilege of drawing films from the pools at either coast.

In an effort to improve the distribution of instructional motion picture and strip films, all establishments, ships, divisions, schools and training centres now submit their film requirements to one of three newly-organized pools, located at HMCS "Naden", Esquimalt, HMCS "Stadacona", Halifax, and at the Joint Services Training Film Library (Navy), NDHQ, Ottawa.

HMCS "Chippawa" and all divisions and ships west of Winnipeg are looked after by "Naden".

All divisions between HMCS "Griffon", Port Arthur, and HMCS "Montcalm", Quebec, inclusive, deal with the Joint Services Training Film Library (Navy), Ottawa.





"Stadacona" attends to all establishments, ships and divisions east of Saint John, N.B.

The Joint Services Training Film Library, Ottawa, will eventually contain a master copy of all the instructional motion picture and strip films of the RCN, Army and RCAF.

Typical of the facilities provided at the divisions are those at HMCS "York", Toronto. Two classrooms at the end of the drill deck have been converted into a screening room. Folding doors divide the room, in order that pictures may be shown to small or large classes without wasting space.

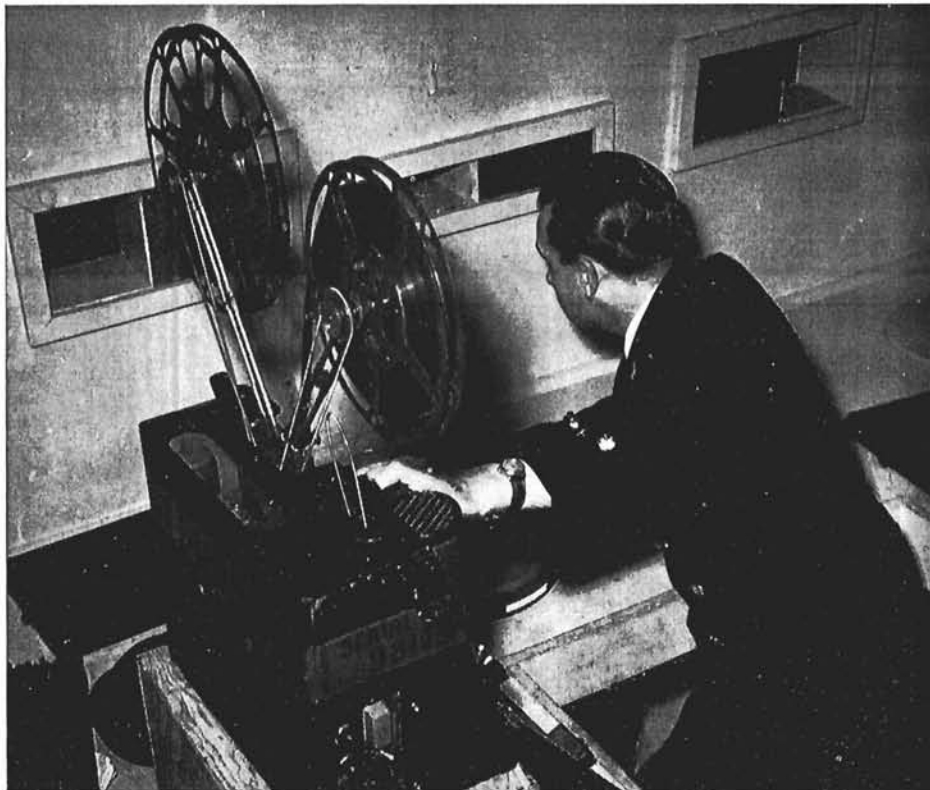
At the back of the room is a projection booth and library. The projection booth is compactly designed and fitted with twin 16 mm projectors to enable the showing of the longer films without having to stop to change reels. A cabinet containing a wide selection of both movies and films strips, catalogued and marked, is conveniently situated behind the projector. A film splicing unit, for the repairing of damaged film, also forms a part of the equipment.

In addition to moving pictures, the division is equipped with a number of film strips and a film strip projector. Similar to the old method of slides, this machine throws stills on the



Duplicate copies of nearly all instructional films used by the RCN are kept on file in the Joint Service Film Library at Ottawa. Here Instr. Lieut.-Cdr. Peter Bance, right, RCN Visual Aids Officer, and Capt. A. L. MacDonald, who is in charge of the library, inspect a film. (O-1307-3.)

screen—pictures and diagrams which are especially handy when instructing on technical subjects, such as gunnery or navigation. The film strips have it over slides in that they tell a complete story without the danger of



CPO Harry Burden, motion picture projectionist, operates a 16 mm. projector in HMCS "York". Naval divisions are all equipped with projectors and films for training reserve personnel, and draw additional films from pools at Halifax, Ottawa or Esquimalt. (O-1355-22).

omissions or being projected upside down. Besides, a single film strip, containing the equivalent of several dozen slides, fits conveniently into a small tin storage box no larger than an ink bottle.

During the war instructional films proved their worth many times over. Now, in peacetime, the Royal Canadian Navy is making full use of this important instructional medium for the training of personnel in every branch of the Service. The "Nobby" Clark of today has his fair share of boat pulling, drill and practical training, but unlike his pre-war counterpart, he has the opportunity of seeing in detail how the work should be done before he attempts it, thanks to the visual aids program of the RCN.

### NOAC News

#### **HALIFAX BRANCH ELECTS OFFICERS**

J. L. McGerrigle was elected president of the Halifax Branch of the Naval Officers' Association of Canada at the annual meeting held recently in HMCS "Scotian." He succeeds J. S. Wilson.

Others elected were W. E. Harrison, vice-president; H. M. Romans, treasurer; B. S. Joudrey, secretary; J. Reader, sports chairman; Fergus Cross, membership chairman; W. J. McIsaac, nominating chairman; G. W. Bridgehouse, social chairman; G. A. Rotherham, program chairman, and A. R. Webster, house chairman.

#### **EDMONTON NOACs CEASE FIRE TILL FALL**

Winding up activities until the Fall, members of the Edmonton branch of the Naval Officers' Association of Canada recently heard talks on present and past naval activities, in meetings held in the wardroom at HMCS "Nonsuch".

Speakers were Cdr. E. F. B. Watt, of the Directorate of Naval Intelligence, Ottawa, and Dan Harris, ex-lieutenant, RNVR. Mr. Harris, now in Edmonton as manager of a British oilfield equipment company branch, served as assistant naval attache with the British legation in Stockholm, Sweden, during the war. He told briefly of his experiences while there.

R. M. Edwards, president of the Edmonton branch, attended the recent national NOAC convention at Vancouver.

The Edmonton branch executive is already preparing for the second annual Trafalgar Day ball, to be held October 21.—G.H.S.



# OFFICERS *and* MEN



## **Appointment Changes Are Announced**

The following are among appointment changes for RCN officers which have either taken place recently or are due to take place in the near future:

Capt. L. L. Atwood to National Defence College, Kingston, for staff course. Formerly Director of Naval Intelligence, Naval Headquarters.

Cdr. J. C. Pratt to Naval Headquarters as Director of Naval Intelligence. Formerly on staff course.

Cdr. James Plomer to staff course. Formerly Staff Officer to the Commodore, Newfoundland.

Cdr. P. F. X. Russell to the staff of the Naval Member of the Canadian Joint Staff, Washington, D. C., as Staff Officer (Torpedo Anti-Submarine). Formerly officer-in-charge of the TAS School, Halifax, and on the staff of the Flag Officer Atlantic Coast as Staff Officer (TAS).

Lieut.-Cdr. P. S. Booth to HMCS "Stadacona" as officer-in-charge of the Torpedo Anti-Submarine School and on the staff of the Flag Officer Atlantic Coast as Command TAS Officer. Formerly on the staff of the TAS School.

Cdr. (E) (AE) John Doherty to Naval Headquarters as Deputy Assistant Chief of Naval Technical Services (Air.) Formerly in HMCS "Shearwater" as Station Air Engineer Officer.

Cdr. (P) A. B. F. Fraser-Harris to HMCS "Nootka" in command. Formerly on staff course.

Instr. Cdr. J. D. Armstrong to HMCS "Ontario." Formerly in HMCS "Naden" as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer and Command Visual Aids Officer.

Instr. Cdr. G. L. Amyot to HMCS "Naden" as Education Officer and on the staff of the Flag Officer Pacific Coast as Command Education Officer. Formerly in HMCS "Ontario."

Lieut.-Cdr. J. P. T. Dawson to staff course. Formerly commanding officer, HMCS "Swansea."

Lieut.-Cdr. J. E. Korning to "Swansea" in command. From JOTLC.

Lieut. R. L. Ellis to HMCS "Bytown" in command. From TAS Training Centre, HMCS "Naden".

Lieut. J. L. Quinn to JOTLC. Formerly commanding officer, HMCS "Bytown."

Lieut. C. E. Richardson to HMCS "Nootka" as Executive Officer. Formerly on staff of the Director-General of Naval Ordnance at Naval Headquarters.

## **Medical Branch Men**

### **Qualify for Commissions**

Chief Petty Officers Albert W. Hood and Archibald S. Kadey, both of the medical branch, have successfully passed their examinations for the rank of Commissioned Wardmaster.

Subject to medical fitness they will be promoted to that rank in the near future.

A native of Halifax, CPO Hood joined the RCNVR there in August 1940. He served throughout the Second World War in East Coast establishments and in Newfoundland, being demobilized in September, 1945. In April 1949 he re-entered the Reserve at HMCS "Scotian," Halifax, and transferred to the RCN in August of that year.

At present he is serving at Naval Headquarters, Ottawa.

CPO Kadey was born in Okotoks, Alta., and joined the RCNVR in September 1941. During the war he also saw service in East Coast establishments and in Newfoundland. He transferred to the RCN in December 1945 and subsequently served in the "Iroquois," "Portage" and "St. Stephen." He is currently serving in HMCS "Stadacona."

## **Two CPOs Taking Course For Commissioned Bos'n.**

Two chief petty officers from the Pacific Command, CPO George W. Peakman, Esquimalt, and CPO Peter S. Cox, Victoria, sailed recently aboard the "Empress of France" for the United Kingdom where they will take the qualifying course for the rank of commissioned bos'n. They are the first men from among the new RCN Preparatory School graduates to take the course for commissioned rank. The nine-month course commenced early in July.

Both men completed the six-month course of studies at the Prep School



More than 60 years of service in the Navy are represented by the three chief petty officers shown above. They are, left to right, CPO Thomas A. Dicks, newly-elected president of the Chief and Petty Officers' Mess at "Stadacona"; CPO L.A.C. Paige, retiring mess president, and CPO F. W. Trottier, past president. They were photographed together at a levee held in the mess in honor of CPO Page prior to his departure for HMCS "Queen", Regina. (HS-10899).



Shown above is the first group of officers to take the Junior Officers' Technical and Leadership Course at HMCS "Stadacona." The course, of 41 weeks duration, is designed to standardize the basic professional knowledge of all junior executive officers in the RCN. The class graduates August 15.

In the photograph are, left to right, seated, Lieut. D. M. Howitt, Lieut. I. A. McPhee, Lieut.-Cdr. A. B. Cosh, Lieut.-Cdr. (P) H. J. Hunter, Lieut.-Cdr. A. J. Tanner and Lieut. (P) R. A. Beach. Standing, Sub-Lieut. J. S. Ker, Lieut. F. P. Saunders, Lieut.-Cdr. J. E. Korning, Lieut. J. A. Haverfield, Lieut. A. H. Slater and Lieut. R. P. Mylrea. (HS-8628).

with high marks which gave them the necessary academic credits for promotion.

### **CPO Hugh Clarke Wins Para-Rescue Badge**

Chief Petty Officer Hugh Clarke, of Montreal and Dartmouth, N.S. was graduated from the RCAF Para-Rescue School at Henry House Field, near Jasper, Alta., on July 4. One officer and 11 men of the Air Force completed the course at the same time.

CPO Clarke was the first Navy man to take the tough, 18-week course, which has as its object the training of men to parachute into the wilderness to save lives.

Included on the syllabus are parachute jumping into both open and heavily-timbered areas, first aid instruction, bush lore, mountaineering, canoeing and rafting.

Born in Dundee, Scotland, in June 1920, CPO Clarke was living in Montreal when he joined the RCNVR in May 1940. During the Second World War he served in the destroyer "St. Laurent," the frigate "St. Catharines," the corvette "Trillium," and a number of smaller vessels. He transferred to the RCN in September 1944. Prior to taking the para-rescue course, he was a safety equipment worker with the 19th Carrier Air Group at HMCS "Shearwater."

In September 1947 he received an official commendation for his efforts

in attempting to save the life of a shipmate following the explosion of a private motor launch at Halifax.

### **First Class Starts Observer's Mate Training**

Seven naval airmen are undergoing the first observer's mate course to be

conducted by the RCN. The new rating was authorized only a short time ago, and those qualifying will serve as aircrew in Avenger anti-submarine aircraft.

Those taking the course, which began at HMCS "Shearwater," the RCN Air Station at Dartmouth, on June 19, are Able Seamen R. L. Rogers and W. S. Reynard, and Ord. Seamen D. E. Carr, M. C. Thomas, M. Sulley, W. M. Hunter and W. A. Harnell.

### **Stoker Branch Men Finish 19-week Course**

Twenty-one men of the Stoker Mechanic branch recently passed a 19-week course at the Mechanical Training Establishment, HMCS "Stadacona." Successful completion of the course is one of the principal qualifications for advancement to petty officer first class.

Graduates were Petty Officers Walter A. Baker, Kamloops, B.C.; Hugh M. Lavender Lashburn, Sask.; Leslie Kolesar, Victoria; Bernard F. Marengere, Lunenburg County, N.S.; Norman H. Thompson, Victoria; Ross H. Cawley, Edmonton, and Yaraslow Bryk, Halifax, and Leading Seaman Edward K. Hopps, Selkirk, Man.; Roy J. Wilkie, Calgary; Anthony M. Mattingsley, Turner Valley, Alta.; Peter A. Payne, Victoria; Albert J. Fraser, Vancouver; Brian A. Pope,



Members of the fifth Chief and Petty Officers' Leadership Course to be held at HMCS "Cornwallis" are shown above.

Front row, left to right: CPO J. C. Moore, CPO J. Magill, CPO G. H. Black, Lieut.-Cdr. J. C. O'Brien, officer-in-charge, Lieut. (S) A. F. Reade, instructor, CPO E. L. Anderson, CPO R. R. Malin and CPO R. Price.

Centre row: CPO A. Taylor, CPO F. C. Netherton, PO G. H. McGinn, PO W. H. Barclay, FO J. B. Rickard, PO S. G. Lemon and CPO J. M. Turner.

Rear row: PO H. M. Downing, CPO M. M. Tudor, PO C. G. Anslow, PO C. H. Laubach, PO T. H. Foster, PO G. H. Breen and PO J. A. Dunbar. (DB-886-1).

Victoria; Cyrus A. Brooks, Spryfield, Halifax County, N.S.; Earl S. Wylie, Edmonton; Daniel Teevens, Winnipeg; Robert W. Hinds, Edmonton; Lloyd A. Fell, Hollyburn, B.C.; Ferdinand M. Zurowski, Edenwolk, Sask.; Ronald Lowden, Springhill, N.S., and Ernest C. McCarville, Pictou, N.S.

### Reserve Classes Take Communications Courses

A steady flow of Reserve officers, cadets and men has been passing through the Communication Training Centre at HMCS "Naden" since the start of the Reserve Training Program.

Recent arrivals at the centre included Mr. Roy Clarke, Cd. Comm. Officer, relieving Mr. Frank Skinner, who has gone to Churchill, Man., in charge of the Naval Radio Station. Other newcomers were CPO Duncan MacFarlane, from "Stad," and Ldg. Sea. L. Keith, from Albro Lake Naval Radio Station.

Leading Seamen Gordon Smith and Edward D. Leppard have gone to Aldergrove Radio Station and Able Seamen Joseph MacAreavy, Charles Pearson and Ken Bjordal to ships of the reserve training group.

A successful social evening for all communications personnel on the

West Coast was held recently at the Esquimalt Community Hall. Credit is due to CPOs Fred A. Watters and Thomas MacIntyre and Ldg. Sea. John Radley for their efforts in making the affair an enjoyable one.

### Ten Communicators Complete Training

The following men completed a communications course on June 19 and have been drafted to the Coverdale Naval Radio Station, near Moncton, N.B.: Ldg. Seamen G. R. Cooper and G. C. Bruer, AB H. L. Wyman and Ord. Seamen J. E. Wash, C. Smith, N. R. Lamorie, E. A. Thompson, H. J. Walford, D. R. Fleming and W. S. Beckinsale.

### Leave Regina Division for Sea-Going Billes

Ldg. Sea. L. Bessette and AB K. Ryland, both RCN, have been drafted from HMCS "Queen", Regina, to new duties at sea. The former joined the destroyer "Athabaskan" while Ryland was drafted to the "Ontario".

CPO Leslie Paige, RCN, from HMCS "Stadacona", Halifax, is a recent arrival at the division.

### Padre Harry Ploughman New Command Chaplain

Chaplain Harry Ploughman, of Port Rexton, Newfoundland, has been appointed Command Chaplain (P) of the Atlantic Command. He succeeds to an appointment left vacant by the death on April 22 of Chaplain Charles deW. White.

Formerly in HMCS "Cornwallis,"



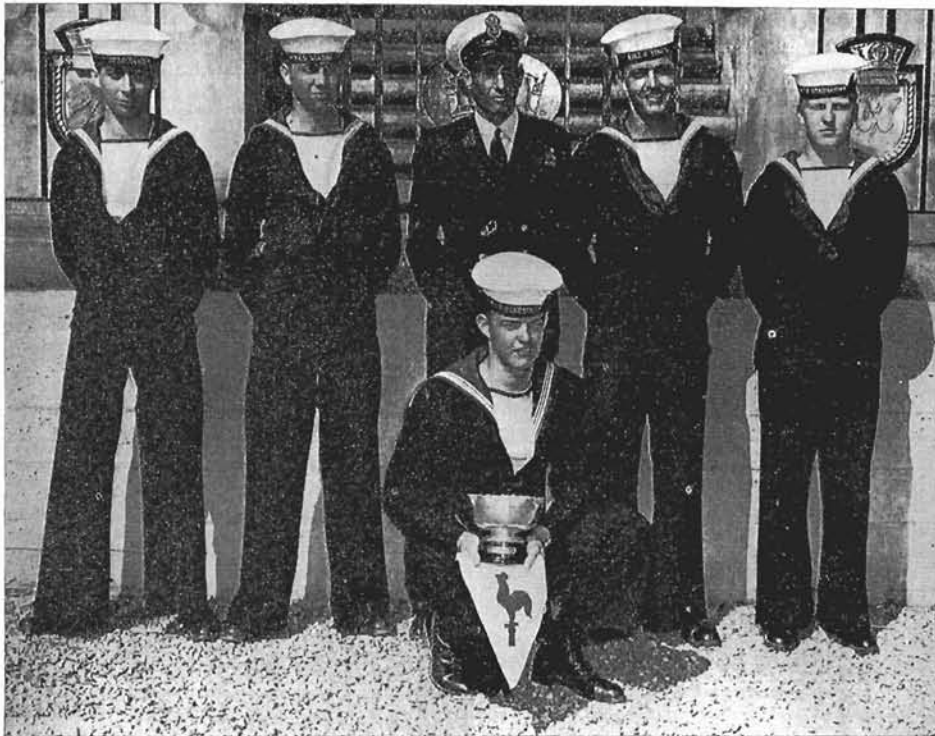
Padre Ploughman took up his new duties in the latter part of June. He was promoted to the rank of Chaplain Class IV in the July half-yearly promotions list.

A native of Port Rexton, he entered the Navy

at Halifax in November 1941. During the Second World War he served in Halifax on the staffs of Captain (D) and the Commander-in-Chief Canadian Northwest Atlantic, in HMCS "Avalon," St. John's, Newfoundland, and overseas with the Captain Commanding Canadian Ships in the United Kingdom.

Padre Ploughman also spent periods at sea in various ships on convoy duty in the North Atlantic and Canadian coastal waters, and saw action in HMS "Havelock," a destroyer, when the convoy she was escorting was attacked by submarines.

Demobilized in September 1945, Chaplain Ploughman was placed on the Retired List in HMCS "Brunswick," Saint John. He re-entered the service there in December 1948 and was appointed to "Cornwallis" when the training establishment was re-commissioned in May 1949.



Members of CR 33 class, winners for the month of May of the newly-awarded "Cock-o'-the-Walk" trophy in the Communication School at Halifax, are shown in the above photo. The trophy was presented by Lieut. H. A. Porter to be awarded the ABCM class making the best all-around showing during the month. Left to right are Ord. Sea. B. J. Murphy, Ord. Sea. W. M. Wheeler, CPO C. V. Scott, instructor, Ord. Sea. A. M. Crayden, Ord. Sea. Ernest Law and, holding the trophy, Ord. Sea. E. W. Penney. (HS-11363).

### Keep Your Head Down!

The first Officers' Divisional Course and the sixth Chief and Petty Officers' Leadership Course from "Cornwallis" visited Aldershot Camp, N.S., on May 21 as guests of the West Nova Scotia Regiment.

The visitors witnessed various Army manoeuvres during the forenoon and in the afternoon carried out a mock attack against "C" Company of the West Novas, the latter defending a fortified position. Live ammunition was used and a mortar barrage laid down.

Major D. K. Rhodes, of the West Nova Scotia Regiment, expressed himself as being "most impressed" by the Navy's keenness and dash. It is hoped to carry out other similar exercises later in the summer.

# HALF-YEARLY PROMOTIONS

Thirty officers of the Royal Canadian Navy and the Royal Canadian Navy (Reserve) were listed in the half-yearly promotions announced on June 30.

Following is the list of promotions:

## ROYAL CANADIAN NAVY

### To be Commodore (E)

William W. Porteous OBE, Superintendent of HMC Dockyard, Halifax, Command Technical Officer and Command Engineer Officer, Atlantic Command.

### To be Captain

Lorenzo L. Atwood, VRD, Director of Naval Intelligence, Naval Headquarters, Ottawa.

Antony H. G. Storrs, DSC and Bar, Naval Member of the Directing Staff, National Defence College, Kingston.

### To be Ordnance Captain

William G. Ross, Director-General of Naval Ordnance, Naval Headquarters.

### To be Acting Captain (S)

Henry A. McCandless, Naval Secretary, Naval Headquarters.

### To be Commander

Gordon C. Edwards, HMCS "Niobe", London, England.

Frank B. Caldwell, Director of Standardization and Deputy Director of Weapons and Tactics, Naval Headquarters.

Patrick F. X. Russell, Officer-in-Charge, Torpedo Anti-Submarine School, HMCS "Stadacona", and Command Torpedo Anti-Submarine Officer, Atlantic Command.

John A. Charles, HMCS "Niobe", London, England.

### To be Commander (E)

Hal B. Bolus, Assistant Staff Officer, Engineering Personnel, Naval Headquarters.

John Doherty, Deputy Assistant Chief of Naval Technical Services (Air).

### To be Commander (L)

Francis J. Kelly, Air Electrical and Air Radio Officer, HMCS "Shearwater".

### To be Commander (S)

Vernon W. Howland, Supply Officer, HMCS "Ontario".

Harold A. Black, secretary to the Flag Officer Atlantic Coast.

Beverley E. Gaynor, Director of Victualling, Naval Headquarters.

### To be Ordnance Commander

Robert H. Chicken, Naval Headquarters, for duty with the Director-General of Naval Ordnance.

### To be Surgeon Commander

Walter J. Elliot, MDCM, Assistant Medical Director General, Naval Headquarters.

Richard A. G. Lane, MD, Medical Liaison Officer, Office of the Defence Research Member, Canadian Joint Staff, Washington, D.C.

### To be Commander (Special Branch)

Douglas C. Elliott, Director of Sea Cadets, Naval Headquarters.

### To be Chaplain (P) Class IV

Chaplain (P) Harry Ploughman, Command Chaplain (P), Atlantic Command.

## ROYAL CANADIAN NAVY (RESERVE)

### To be Captain

Dickson C. Wallace, OBE, DSC, RD, HMCS "Scotian" Halifax.

Ferdinand R. Base, Commanding Officer, HMCS "York", Toronto.



W. V. Gordon, secretary-treasurer of the Manitoba Flood Relief Fund in Halifax, accepts a cheque for \$100 from Cdr. R. A. Webber, Senior Officer Reserve Fleet, East Coast, on the quarterdeck of HMCS "Haida." The money was donated by the Reserve Fleet, which also gave two cheques of \$10 each to the Rimouski and Cabano Fire Relief Funds. In the background are, left to right, CPO Douglas Gillis, CPO E. O. Edmonds, AB George Payeur and AB Paul Bellamy, four members of the ship's fund committee.

Cdr. Webber headed the 50-man naval party, drawn from the Gunnery and TAS Schools, Reserve Fleet and "Shearwater," which was flown to Winnipeg to assist during the flood emergency. (HS-11288).

Ronald Jackson, Commanding Officer, HMCS "Malahat", Victoria.

### To be Commander

Philippe A. F. Langlois, Commanding Officer, HMCS "Donnacona", and Naval Officer-in-Charge, Montreal.

Edward O. Ormsby, Commanding Officer, HMCS "Griffon", Port Arthur.

Lorne D. G. Main, Commanding Officer, HMCS "Chippawa", Winnipeg.

### To be Acting Commander

Guy St. A. Mongenais, HMCS "Donnacona", Montreal.

### To be Chaplain (RC) Class III

George L. Green, HMCS "Non-such", Edmonton.

### To be Surgeon Commander

David M. Bean, MD, HMCS "York", Toronto.

### To be Commander (E)

George A. Wilkins, HMCS "Donnacona", Montreal.

## LEAFLET RAID IS FAR FROM MODERN; NAVY USED IT TO GET BONY'S GOAT

The dropping of propaganda leaflets upon an enemy civil population is an accepted part of modern warfare. It is interesting to note, however, that it was not beyond the imagination or ingenuity of certain captains in the British Fleet to do just this as far back as the Napoleonic wars, 100 years, more or less, before the first airplane rose off the ground. Admiral Lord Cochrane, in his "Autobiography of a Seaman" (published 1860), writes of . . . "a device practised by us in 1806 when, at various times, running close in to the French shore. . .

"A number of printed proclamations, addressed to the French people, had been put on board, with instructions to embrace every opportunity of getting them distributed. The opportunities for this were, of course, few, being chiefly confined to the crews of boats or small fishing craft, who would scarcely have ventured on their distribution, had the proclamation been entrusted to them.

"The device resorted to was the construction of a small kite, to which a number of proclamations were attached. To the string which held the kite, a match was appended in such a way that when the kite was flown over the land, the retaining string became burned through, and dispersed the proclamations which, to the great annoyance of the French government, became widely distributed over the country."

# LOOKING ASTERN



## THE WRENS, GOD BLESS 'EM!

On August 25, 26 and 27, former members of the Women's Royal Canadian Naval Service will hold a national reunion at Toronto. The reunion, first of its kind, is sponsored by the Wren Association of Toronto and will be attended by ex-WRCNS personnel from Canada, the United States, Bermuda and Cuba. During the three-day get-together they will meet old friends and recall the memorable days in uniform. Their service with the Royal Canadian Navy is something they will never forget. And the Navy, in turn, will certainly never forget the women who contributed so splendidly to its wartime achievements.

On the occasion of this national reunion, The "Crow'snest" is pleased to

offer the following brief history of the Women's Royal Canadian Naval Service, as a tribute to all the women who wore the honored uniforms of the WRCNS.

\* \* \*

IN the spring of 1941, officers of the three Armed Services and the Department of Labor met in Ottawa to study plans for co-ordinating the employment of women in Canada's war effort. During the first two years of the war, various women's auxiliaries and unassociated women's corps had been operating independently in cities across Canada. The aim of the conference was to establish a uniformity of purpose.

One immediate outcome of the meeting was to set up the Division of Volunteer Service, whose primary object was to register all women volunteers in Canada. The question of actually enlisting women in the Navy, Army and Air Force was discussed and the conference recommended that the Department of National Defence should undertake the recruiting, training and organization of all women's corps.

At this early date, it was felt that the manning situation did not occasion a women's branch in the Canadian Navy. But events moved rapidly in 1941. By the end of the year, the RCN had begun an expansion unprecedented in its history. With this expansion came a steady increase in requirements unforeseen at the spring conference. It became apparent that a women's branch, able to take over many shore duties and free officers and men for sea duty, would render valuable service.

In January 1942, naval authorities took definite steps towards creating a women's branch, the first in the annals of the RCN. To assist in the organization of the new service, Naval Headquarters called upon the Admiralty for the temporary loan of suitable, experienced officers of the Women's Royal Naval Service.

In April 1942, Captain Eustace Erock, RCNVR, who had been overseas with the Admiralty as Canadian liaison officer, was brought back to Canada and appointed Director of Women's Services. A month later, three officers of the WRNS arrived to assist in the organization of the Women's Royal Canadian Naval Service. They began an immediate tour of Canada to set up recruiting depots and to interview candidates.

Six days after their arrival there were 800 applications on file from Canadian girls who wished to join the Navy. Sixty-seven were selected to form the first training class, which went on active service in August and trained at Kingsmill House, Ottawa.



PHOTO: NDHO

The Women's Royal Canadian Naval Service was closely modelled on the WRNS. There was, however, one important difference. The British organization was an auxiliary service whereas the WRCNS was made an integral part of the Canadian Naval Service. Canadian Wren officers were granted the King's commission and given naval rank, rather than the British designation of Superintendent, Chief Officer, First Officer and so on.

At the outset, the infant organization was beset with many and varied problems, involving accommodation, organization, recruiting and training. The WRCNS had to be fitted smoothly into a Navy that was growing by leaps and bounds. The initial complement was based on the general premise that Wrens would take over jobs at naval operational and administrative headquarters at Ottawa, Esquimalt, Halifax, Sydney and St. John's. But plans changed and requirements were augmented. The complement was increased and Wrens were slated for duty at naval divisions across the country and at other establishments. The accommodation needs were urgent, but planning, inspection and hard work solved the problem.

At about the same time as the first applicants for the Wrens were being interviewed by the three British officers, naval authorities were searching for a suitable site for a training establishment which would take over



PHOTO, NDHQ

As the war progressed, Wrens took over many new duties and responsibilities. Among these was the operation of signal towers commanding the entrances to harbors on the Atlantic and Pacific seaboards. The photo above shows two signalwomen on duty at the tower atop the Newfoundland Hotel, in St. John's. (Z-1272).

the job of training all new entries. The offer of the Ontario Government to turn over the Girls' School at Galt was accepted. No time was wasted in converting it to its future naval use. While the first class was training at

Kingsmill House, there was feverish preparation at Galt to have the new establishment ready for the incoming probationary Wrens. In October 1943 the new Wren training centre opened for business.

For the first eight months of its existence, the Galt training establishment was known as HMCS "Bytown", Division II, and was under the administrative control of Naval Headquarters. But in June 1943 it became more than just a training establishment. The former girls' school was commissioned a full training ship in the Royal Canadian Navy. It was named HMCS "Conestoga" and became the first Canadian "ship" with an all-women crew, with Commander Isabel Macneil, WRCNS, as commanding officer. It was, in fact, unique in this respect, not only in Canada but in the British Empire.

HMCS "Conestoga" will probably remain indelibly etched in the memories of most Wrens. With the exception of the first class, virtually every Wren received her initial naval training there. They will remember their arrival at Galt, their barracks routine, their service haircuts, and their bewilderment at the new way of life. They will remember, too, their weekly examinations on naval subjects, the scrubbing of decks, their hours of



PHOTO, NDHQ

A motor transport driver, her face smeared with grease, checks the motor of a truck at HMCS "Cornwallis". (GM-0140).

drill, the "Tea Boats", and, of course, that certain Master at Arms with the commanding voice and an engaging way of referring to every Wren as "Matilda".

And, finally, there was the parade by their divisional officer for the "Rating-up" ceremony. They then became "graduates" of HMCS "Conestoga", ready to take up jobs wherever the Navy needed them.

Wrens requiring advanced training for special duties were drafted to "Cornwallis" or "St. Hyacinthe", where they specialized as writers, motor transport drivers, cooks, wireless telegraphists, signalwomen, coders and teletype operators. Courses for sick berth attendants and photographers were added later. However, extension training at these two establishments did not begin until the summer of 1943. Until that time the Wrens pursued an on-the-job training scheme.

There was, too, an officers training centre at Ottawa, where Wrens would undergo a course which would fit them for commissioned rank. There was no direct entry as an officer of the WRCNS. All officers came through the ranks.

As the months flew by and Canada's part in the war at sea increased, the Wrens undertook more and more duties. They manned lonely wireless stations which kept tab on the movements of U-boats in the North Atlantic. As signalwomen, they directed warships in and out of port. At operational headquarters they plotted the movements of escorts and convoys on large wall charts. At tactical tables and night action rooms, as assistants to officers teaching sea-going personnel the latest methods in fighting the U-boat, they became grimly familiar with the struggle to retain supremacy in the Battle of the Atlantic... But perhaps the full extent of the women's share became most apparent when Wrens showed up fully qualified as electrical artificers!

At the outset, the post of Director of Women's Services was held by Captain Eustace Brock, with Superintendent Joan Carpenter, Chief Officer Dorothy Isherwood and Second Officer E. M. Sturdee — the three WRNS officers — acting as advisors. It was planned that Superintendent Carpenter would soon take over the directorship of the WRCNS but she fell ill and Chief Officer Isherwood became the first woman director in March 1943. In August the British contingent returned overseas and the

post of director fell to a Canadian — Commander Adelaide Sinclair. She served in this capacity until her demobilization in the spring of 1945. For her distinguished work, she was awarded the OBE and promoted to the rank of Captain.

With the end of the war in Europe, the demobilization of the WRCNS began. Slowly the uniform of the Wrens started to disappear — slowly, because many of them were retained to help in the "paying off" of the wartime Navy.

The Women's Royal Canadian Naval Service officially stepped down from active duty on July 31, 1946. It was a good time for the Navy, and Canada, to take note of the contribution of the WRCNS to the over-all war effort. From the tiny nucleus of 67 young women who formed the first class, the Women's Royal Canadian Naval Service expanded slightly more than 100-fold. In all, 6,783 Canadian women wore the uniform of the WRCNS. The highest number on active service at one time was 5,893, in April 1945. Most of the Wrens served in Canada, but there were 450 in the United Kingdom, a similar number in Newfoundland, 50 in New York City, and 50 more in Washington.

They went wherever the call of duty took them and they served in whatever capacity that their country required — and they did a grand job.



Assistant Commissioner Robson Armitage, RCMP, was presented with a colored photograph by Capt. (E) A. D. M. Curry, OBE, RCN, Ret'd., on behalf of the Naval Officers' Association, Halifax Branch, in the wardroom of HMCS "Scotian" June 24 in recognition of the splendid co-operation the former gave the association while serving as Assistant Commissioner of the RCMP in Nova Scotia. Assistant Commissioner Armitage will go on retirement leave at the end of the summer and plans to visit England before going to Western Canada to live. (HS-11473).

## Blow Me Down!

An incident which left the City Fathers gasping with disbelief occurred recently in Vancouver.

A city grant of \$300 to help defray expenses of the annual general meeting of the Dominion Council of the Naval Officers' Association of Canada, held in Vancouver June 8-10, was returned, with thanks, by the NOAC of B.C. and HMCS "Discovery."

Convention expenses had been less than anticipated, officials of the association and the naval division explained, and it was felt that the city should have the money back.

As one Vancouver newspaper put it: "Aldermen just gasped when Ald. J. D. Corneil made the announcement."

## Retirement

### Chief Petty Officer Wilfred E. Fall, BEM

Rating: C1ER4  
 Age: 43  
 Address: 35 School Ave., Fairview, N.S.  
 Joined: July 1930, as an Acting Engine-room Artificer, fourth class.  
 Served in: HMCS "Stadacona", "Champlain", "Festubert", "Saguenay", "Prince Henry", "Owera", "Ottawa", "Shelburne", "Niobe", "Algonquin" and "Peregrine".  
 Awards: British Empire Medal, June 13, 1946.  
 Long Service and Good Conduct Medal, September 28, 1945.  
 Retired: July 15, 1950.



## 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.

BLACK, Stuart A.....LSRPS  
 BLACK, William W.....P1GA3  
 BOURBONNIERE,  
 Harvey E. J.....C2ER4  
 BOURQUIN, Stanley E.....LSCM1(NQ)  
 BOYCE, James M.....P2CK2(NQ)  
 BRAY, Edward A.....P2TDS  
 BREDO, Harold W.....LSMO1(NQ)  
 BRYAN, Robert R.....LSRPS(NQ)

CHIHRAIN, Michael.....LSSM1  
 CHISHOLM, Albert E.....C2ER4  
 CLITHEROE, Robert E.....LSAF2

DAVIS, Lloyd J.....P2MO2(NQ)  
 DURST, George W.....LSSM1

EBELTOFT, Olaf J.....LSCM1  
 EVERALL, Walter G.....P2VS2

FAULKNER, Ralph B.....LSQR1(NQ)  
 FENN, Frank.....C2CM3

GLASGOW, James G.....LSSM1(NQ)

HAINES, Edward H.....LSCM1(NQ)  
 HARVEY, Leslie D.....LSQRS(NQ)  
 HATCHIN, Robert H.....P2MA2(NQ)  
 HICKS, Howard G.....P2QR1(NQ)  
 HOWARD, Arthur P.....C1CV3(NQ)

JOHNSON, William J.....LSMO1(NQ)

KLINGLE, William P.....P1SW2  
 KURTS, David A.....LSRP1

LANGLOIS, Real J. L.....LSAL2  
 LAVERN, Donald J.....LSTDS(NQ)

LOTZER, Percy C.....LSCM1  
 LEWIS, Albert J.....P1GA3

MASUR, Clayton H.....LSCM1  
 MILNER, Thomas W.....LSBD2  
 MILTON, Lloyd J.....LSCM1  
 MUIR, John W.....LSEM1

McEWEN, Garth D.....LSCM1(NQ)  
 McPHERSON, Robert R.....LSCM1(NQ)

O'SULLIVAN, Michael B.....LSCM1

PARENT, Rene A. L. J.....LSCM1  
 PARSONS, Gordon J.....LSCM1(NQ)  
 PETTER, John C.....LSAL1  
 PORTER, Kenneth R.....LSRPS(NQ)

RANDS, Howard A.....LSCM1  
 RAWLUK, James D.....LSCM1  
 REED, William A.....LSCM1  
 ROBERTS, Arthur.....LSCM1(NQ)  
 ROBERTS, Douglas A.....LSAL1

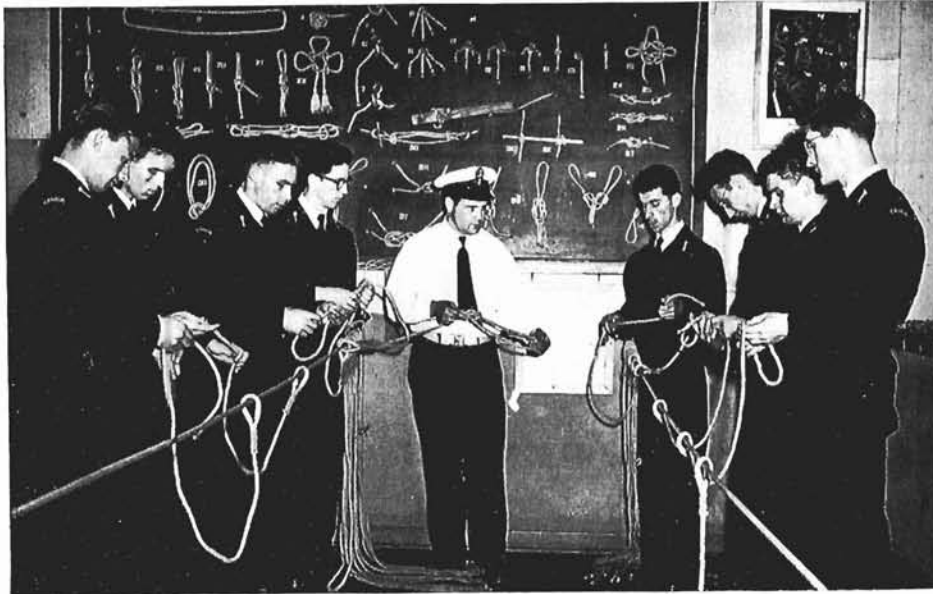
TAYLOR, George M.....LSCM1(NQ)  
 TERLECKY, James.....P2AA1  
 TORPY, Gerald V.....LSNS1(NQ)

WEAVER, Wilfred J.....LSAF2  
 WOOD, James W.....LSCM1

### Lose Game, Get Trophy

HMCS "Ontario's" basketball team finished on the short end of a 35-23 score in an exhibition game played at Port Simpson, but received an award for its efforts all the same.

The game was played during a visit to Port Simpson, against a team composed of Indians. After it was over, Sam Price, of Port Simpson, presented a trophy to PO Stan Birch, captain of the cruiser's team, as a memento of the occasion.



First year University Naval Training Division cadets learn their bends and hitches from PO B. H. Grant, of Kingston, Ont., as part of their two-week course in the Seamanship school at HMCS "Stadacona." Left to right are Cadets Maurice Tremblay, Windsor, Ont.; Andre Garant, Quebec City; Raymond-Marie Guay, Levis, P.Q.; Jean Lacasse, Quebec City; Laureat Tremblay, Port Alfred, P.Q.; Robert Buies, Quebec City; Bernard Blanchard, Ottawa, and Jean-Pierre Boivin, Shawinigan Falls, P.Q. (HS-11294).

## WEDDINGS

Surg. Lieut.-Cdr. D. B. Maunsell, HMCS "Cornwallis", to Sub-Lieut. (NS) Jean M. Keenan, HMCS "Cornwallis".  
 Lieut. (P) G. S. Hilliard, HMCS "Niobe", to Miss Heather D. Prentice, of Victoria.  
 Instr. Lieut. T. J. R. Cole, HMCS "Shearwater", to Miss Jean B. Brittain, of Toronto.  
 PO B. E. Cooper, HMCS "Stadacona", to Miss Dorothy E. Cameron, of Halifax.  
 - PO J. R. Whyte, HMCS "Sioux", to Miss Shirley J. Warburton, of Victoria.  
 Ldg. Sea. J. E. Mayo, HMCS "Sioux" to Miss Margaret L. Stoney, of Winnipeg.  
 Ldg. Sea. R. A. MacKinnon, HMCS "Shearwater", to Miss Beverley S. Kew, of Halifax.  
 Ldg. Sea. J. R. Robillard, HMCS "Sioux", to Miss Audrey Foster, of Cranbrook, B.C.  
 Ldg. Sea. Kenneth R. Porter, HMCS "St. Stephen", to Miss Marie J. Duggan, of Halifax.  
 Ldg. Sea. Donald G. Conly, HMCS "Sioux", to Miss Georgina M. Kelly, of Calgary.  
 AB G. L. Dixon, HMCS "Sioux", to Miss Dorothy M. Alexander, of Vancouver.  
 AB P. G. Robertson, HMCS "Shearwater", to Miss Eleanor Galbraith, of Halifax.  
 AB J. R. Skinner, HMCS "Magnificent", to Miss Marion L. Hicks, of Halifax.  
 AV L. C. Brahan, HMCS "Sioux", to Miss Dorothy M. Smith, of Vancouver.  
 AB Charles E. Rhodes, HMCS "Haida", to Miss Iola Shaffner, of Annapolis Royal, N.S.  
 AB William B. Smith, HMCS "Magnificent", to Miss MacDougall, West Gore, N.S.

## BIRTHS

To Cdr. W. M. Landymore, Naval Headquarters, and Mrs. Landymore, a son.  
 To Lieut. H. D. Evans, HMCS "Stadacona", and Mrs. Evans, a son.  
 To Lieut. (P) William Walker, HMCS "Queen", and Mrs. Walker, a son.  
 To Sub. Lieut. R. A. Munro, HMCS "Queen", and Mrs. Munro, a son.  
 To CPO Orville Fox, HMCS "Cornwallis", and Mrs. Fox, a son.  
 To CPO A. P. Allen, HMCS "Cornwallis", and Mrs. Allen, a daughter.  
 To PO George H. Richdale, HMCS "Atlabaskan", and Mrs. Richdale, twins.  
 To PO Ronald F. Darby, HMCS "Stadacona", and Mrs. Darby, a daughter.  
 To Ldg. Sea. A. D. MacKay, HMCS "Cornwallis", and Mrs. MacKay, a daughter.  
 To Ldg. Sea. James Wright, HMCS "Antigonish", and Mrs. Wright, a daughter.  
 To Ldg. Sea. G. H. Shaw, HMCS "Stadacona", and Mrs. Shaw, a son.  
 To AB Albert C. Spence, HMCS "Antigonish", and Mrs. Spence, a daughter.

### "ANTIGONISH" YIELDS CUP TO "BEACON HILL" NINE

After winning three straight games in the Bedwell Harbor Softball League, HMCS "Antigonish" bowed to the "Beacon Hill's" standard-bearers in a sudden-death game and yielded possession of the monthly cup.

In two inter-departmental games, the "Antigonish's" Seamen were victorious both times, defeating the Stokers 15-13 and 27-15.

# Afloat and Ashore

## PACIFIC COAST

### HMCS "Sioux"

A visit to Bremerton, Wash., from May 19 to 22 proved to be the highlight of the month. The ship took part in American Armed Forces Day celebrations and landed two platoons to march in the parade. The Canadian sailors received numerous compliments on their smartness.

Later, many were taken on sight-seeing trips and in the evening attended an Armed Forces Day dance at the civic auditorium. The officers' and enlisted men's clubs were opened to the Canadians and those who visited them were treated with true American hospitality.

Shortly before the "Sioux's" departure for Pearl Harbor, a ship's company dance was held at the Sirocco Ballroom. CPO Reginald Rimmer was chairman of the entertainment committee which organized the highly successful event.

### HMCS "Ontario"

Ord. Sea. Anthonie Bychynski, of Winnipeg, a member of the "Ontario's" ship's company, was flown

from the Queen Charlotte Islands to Vancouver recently for an emergency appendix operation.

Ord. Sea. Bychynski was stricken while the "Ontario" was on a training cruise in the Queen Charlotte area. He was taken by motor cutter to Sandspit, B.C., the nearest air base, and from there flown to Vancouver in a Canadian Pacific Airlines plane. He is now convalescing in Shaughnessy Military Hospital.

### HMCS "Antigonish"

The ship's company held its annual dance at the Sirocco Club, in Victoria, recently. Music by a local orchestra, floral decorations, a nicely laid buffet table and a good "M.C." in the person of CPO John (ZIP) Rimmer, combined to make the function a great success.

The door prize, donated by ex-CPO George Cole, proprietor of a local sporting goods store, was won by Lieut. and Mrs. G. Wither; the novelty prize by Petty Officer and Mrs. Robert (Buster) Bowack and the spot prize by CPO and Mrs. Harold Bulmer. Mrs. Bowack was chosen Bride-of-the-Month and was pre-

sented with an orchid and a kiss by the M.C.

A visit to Portland, Oregon, 100 miles up the Columbia River, brought forth another example of the hospitality of the "City of Roses" and the ship's company is looking forward to further visits.

## ATLANTIC COAST

### Communication School

The first class of ordinary seamen (shore communicators) qualifying for ABCS1 has been enrolled at the Communications School. Seventeen men are taking the 20-week course. PO Leonard Murray is class instructor.

It is anticipated that approximately 300 UNTD cadets will receive practical and theoretical instruction in communications at the school this summer. Lieut.-Cdr. A. W. Brown, co-ordinating officer for Reserve training at the Comschool, is in charge of cadet training.

PO Robert Watson, of Victoria, recently joined the school's staff. He formerly was on the staff of the Communication Training Centre at HMCS "Naden."

### HMCS "Cornwallis"

With the return of fine weather and the famous Annapolis Apple Blossom Festival, there came a rush of engagements and parades.

A large contingent from "Cornwallis" played a prominent part in the Blossom Festival parade held at Kentville early in June. The band, under CPO M. H. Nold, was much in demand, appearing at a series of concerts, parades and dances over the festival weekend. Several engagements were fulfilled by the choir under the direction of Cdr. P. D. Budge.

A party headed by Lieut.-Cdr. J. C. O'Brien and Surg. Lt.-Cdr. D. B. Maunsell was instrumental in the organization and successful performance of a benefit concert at Annapolis Royal. Several members of the staff took part, in both a production and performing capacity, with CPO James W. Bell, of Victoria, drawing much applause for his fine singing. The choir sang in the concert, being



A bread truck from an Esquimalt bakery "came a cropper" when its driver tried to drive down what he thought to be a ramp on the edge of the parade ground outside the Gunnery Training Centre at HMCS "Naden." No damage resulted but it took special equipment from the naval Motor Transport garage to get the truck on its way again. (E-11156).

conducted on this occasion by Mrs. Jessie Lake, wife of Instr. Lieut.-Cdr. B. S. Lake.

The first Junior Officers' Technical and Leadership Course from "Stadacona", under the charge of Cdr. R. L. Hennessy, paid "Cornwallis" a visit and tried the assault course and battalion drill.

In connection with this and the "Cornwallis" — "Stadacona" officers' soccer game, a highly successful old-time dance was held in the wardroom, with music provided by "Harbord's Orchestra," led by Wardmaster Lieut. Eric C. Harbord.

### "HMCS Swansea"

Basketball, track and swimming events were included in a tabloid sports day held in the "Stadacona" gymnasium recently. Organized on an inter-part basis, the meet was won by the Miscellaneous Division by a comfortable margin. Response to the affair was enthusiastic and a large number of participants turned out for each event.

A successful ship's company dance was held on May 15 in the Lord Nelson Hotel, Halifax. A large number of officers and men and their guests were in attendance and thoroughly enjoyed the function.

The ship has been busily engaged in providing sea training for cadets and reserve personnel. The first cruise was to the Gulf of St. Lawrence and Quebec and the second to St. John's Nfld., for Newfoundland Day.

## NAVAL DIVISION

### HMCS "Prevost"

(London)

On June 16, "PTC 779," under the command of Lieut. C. H. Aharan RCN(R), left Port Stanley for a two-week cruise to Kingston, Toronto, Presqu'ile and Belleville. This was the first long cruise of the year.

Nine Reserve men, three RCN men and four Sea Cadets comprised the crew, with PO W. Mellish, RCN, acting as Cox'n and CPO A. Holwerda RCN, as engineer. The Fairmile returned to Port Stanley on the 30th after carrying out joint exercises with ML's from the Hamilton, Toronto and Kingston divisions. Further cruises will be made during the summer and will include visits to Georgian Bay and Lake Superior.

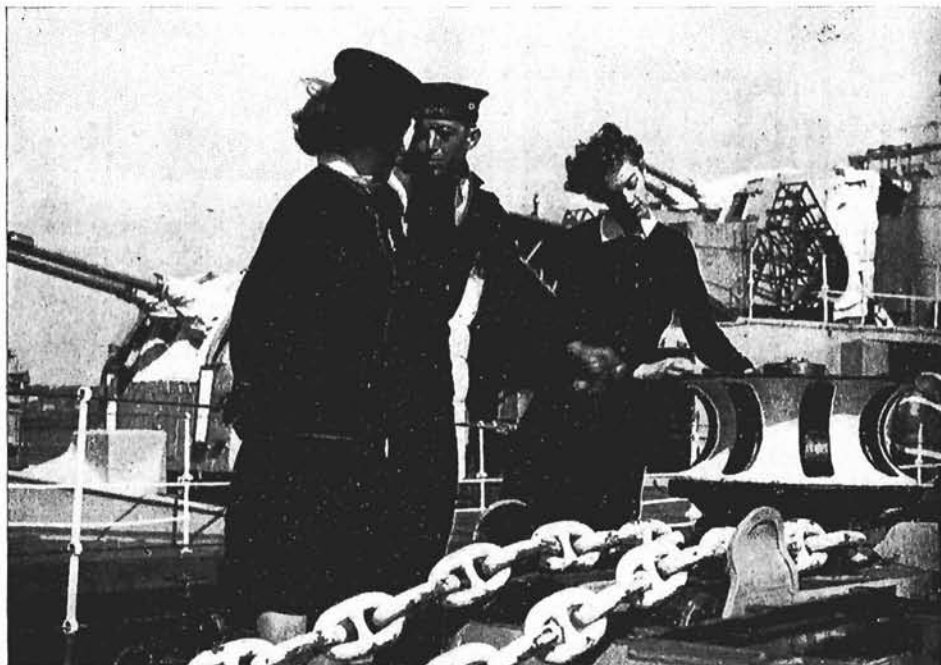
On Friday, June 23, a farewell party was held in the Chief and POs mess for CPO David Henderson and Mrs. Henderson. The former proceeded on 30 days leave prior to returning to the coast and joining HMCS "Magnificent." He has been relieved as shipwright by PO Charles Cusmanic.

command of Lieut.-Cdr. Alan R. Heater, of Victoria. HMCS "Malahat's" commanding officer, Captain Ronald Jackson, also made the trip.

### HMCS "York"

(Toronto)

CPO Wilfred R. Franklin, a gunnery instructor at "York", has been



Members of the Halifax Sea Ranger Crew "Micmac" paid their first formal visit to HMCS "Micmac" Saturday, April 29, to have a look at the destroyer whose name they have adopted. During the visit, Lieut.-Cdr. F. C. Frewer, commanding officer of the "Micmac" presented Mrs. W. E. Kennedy, Skipper of the Sea Rangers, with a replica of the ship's badge. In the photo above, Able Seaman Ronald Robertson shows Sea Rangers Shirley Rafuse and Mona Burke over the forecandle of the destroyer. (HS-10763).

### HMCS "Malahat"

(Victoria)

Activity aboard the Algerine minesweeper HMCS "Sault Ste. Marie," headquarters ship for the Victoria naval division, reached a new peak near the end of June as the deadline for her first long cruise neared.

On June 30, the ship sailed on a two-week trip which took her as far south as San Diego, California, and included stops at Los Angeles and San Francisco on the return journey.

The ship's permanent complement of 48 officers and men was augmented by about 39 Reserves from "Malahat."

Designed to give "Malahat" personnel as much practical sea-going training as could be managed within a two-week period, the cruise was eminently successful. Intensive minesweeping and other exercises were carried out.

The "Sault Ste. Marie" is under the

named "most valuable man" in the establishment during the past year. He was presented with a scroll and a gift by the Women's Naval Auxiliary, Toronto Branch.

On May 19 the chief and petty officers held a highly successful dance which was favored with a record attendance.

In company with a party from HMCS "Star", three officers and 15 men from "York", all specializing in naval aviation, paid a visit to the United States Naval Air Station, Niagara Falls, N.Y. Conducted tours were made through the station workshops and Avenger and Corsair aircraft were inspected.

Two Sea Cadet inspections were carried out recently by Capt. F. R. Base, commanding officer of the division. The two Corps inspected were RCSCC "Haida" and "Ontario". — F.A.H.

## HMCS "Donnacona"

(Montreal)

On Wednesday, May 24, HMCS "Donnacona" took part in the Last Post Fund's annual Commemoration Ceremony, held on board the S.S. "Sir Hugh Allen". The commanding officer, Cdr. P. A. F. Langlois, and a guard of honor were present, along with many civic dignitaries, to pay homage to the war dead.

On Tuesday, June 6, HMCS "Portage" commanded by Lieut. E. P. Earnshaw, a former staff officer of "Donnacona", paid a short unofficial visit to Montreal on her way through to the Great Lakes for inland Reserve training.

"Donnacona" has gone in for refit. Contractors started work in June and it is expected that when the training season reopens in the Fall the division will have greatly improved instructional facilities. — R.F.D.S.

## HMCS "Queen"

(Regina)

The last reserve drill of the season was held June 19 and wound up a term that saw an increase in attendance and the installation of considerable new training equipment.

On June 10 a good turnout was present for the Decoration Day parade. Two platoons took part in the march past and the wreath laying ceremonies which followed.

Four officers and 22 men went from "Queen" to "Chippawa" to help out in the Winnipeg flood. Eighteen of the group were Reserves and the remainder were drawn from the permanent staff.

Lieut. J. W. Buckingham, RCN, staff officer of the division, and Mrs. Buckingham were honored recently at a reception in the wardroom. Lieut. Buckingham will leave "Queen" shortly to take up a new appointment.

## HMCS "Hunter"

(Windsor)

"Hunter's" spring training ended early in June with an intensive two-week recruiting drive which, to the end of the month, has brought 19 new reserves into the fold. The total is expected to reach 24.

This year the usual recruiting routine was advanced to the early summer in order that the men could be kitted and be ready to start training immediately that drills resume in September.

Two features of the drive were a

### Hectic Holiday

A recent leave period started off in anything but quiet fashion for Petty Officer Ed McCullough, a member of the staff of HMCS "Hunter", Windsor.

Shortly after arriving in Montreal in the automobile of an American who had kindly heeded his upraised thumb, McCullough got a chance to repay the motorist for his kindness.

Standing in the Windsor station, McCullough saw a man attempting to break into the American's car, parked just outside. With a shout the petty officer ran out of the station and after the fleeing thief. The chase lasted for nearly half a mile and ended with PO McCullough and a civilian subduing the man and turning him over to the police.

An interesting sidelight on the incident was that the civilian who assisted in the capture turned out to be a wartime shipmate of McCullough's.

Commented McCullough: "It's a small world".

recruiting dance, at which members of the ship's company introduced friends who were interested in the RCN(R), and an open house at which the public was invited to inspect the division and the training facilities.

The dance served a two-fold purpose. All proceeds from the messes were turned over to the Manitoba-Quebec Relief Funds and a total of more than \$250 was raised.

More than 150 officers and men from "Hunter" attended the annual church parade held May 28 at All Saints Anglican Church and St. Alphonsus Roman Catholic Church.

Thirty-five officers and men from "Hunter" left Windsor in "PTC 762" on June 3 for Port Stanley, where they were scheduled to take part in Exercise Beaver. Salty types who made the trip conceded that Lake Erie was "choppy" for most of the cruise, while a number of green hands had nothing to say. They were too busy.

The annual "Hunter" picnic was held July 9. It was a family affair, with events scheduled for young and old.

## HMCS "Chatham"

(Prince Rupert)

When the Manitoba Flood Relief Fund drive ended in Prince Rupert, much credit was given to the Navy for the part its members played in making the campaign such a success.

Prince Rupert's method of raising money was a novel one. A large halibut was obtained and citizens



Wilf Carter, the yodelling cowboy, took time off from a tour of the Maritimes to entertain the Royal Canadian Navy at HMCS "Stadacona". Here he plays a special number backstage for Wayne Rogers, son of PO Dallas Rogers, of Halifax. Holding the mike is Frank Jones, master of ceremonies of the Carter show, and at the right is Ldg. Sea. Peter Payne, of Calgary, who dropped backstage to have a chat with Carter about their hometown. Young Wayne appears to be more interested in the camera than in the cowboy. (HS-11367).



Mayor Rudderham of Prince Rupert buys the first ticket in the "Jumbo" contest. Naval personnel in the photograph are Ldg. Sea. Lorne Heath (background) and Ldg. Sea. Ronald Irving. The young ladies are Edith Jordan and Marjorie Brain. The contest halibut, raised more than \$400 for Manitoba Flood Relief.

were invited to guess its weight — at 50 cents a guess. The problem of keeping the fish fresh and moving it from place to place in that city was solved when naval personnel from "Chatham" volunteered their services to carry out these unusual duties.

At the conclusion of the campaign, civic officials passed a vote of thanks to the Navy "for a fine job which helped make our drive such a success."

Incidentally, the fish weighed 132 pounds. The prizewinner received a wrist watch donated by a Prince Rupert jeweler.

### HMCS "Star"

(Hamilton)

What was meant to be a "shake-down" cruise for "Star's" Fairmile, "PTC 706", turned out to be just that when the vessel sailed through the Welland Canal into Lake Erie on June 3 to take part in Operation Beaver at Fort Stanley. Old-timers, used to the salt water, had to admit that the ship developed "a somewhat different motion" on the Lakes.

HMCS "Portage" called at "Star" on her way up the Lakes. While in port her officers were entertained at the regular mess dinner at the Hamilton division.

Personnel of "Star" are hard at work these days training for the various events in the Great Lakes Naval Regatta, to be held at Hamilton on the Labor Day weekend.

On June 10 the annual kiddies' picnic was held on the division's sports field. Prizes and treats were distributed to all the young guests, but the high point of the day's activities was the cruise around the

bay in the Fairmile motor launch.—  
C.S.J.L.

### HMCS "Griffon"

(Port Arthur)

Co-ordinated by Cdr. E. O. Ormsby, commanding officer of HMCS "Griffon," the Port Arthur naval division made a sizeable contribution to the Navy's part in the fight against flood waters in Winnipeg.

At the height of the battle 28 "Griffon" officers and men were in the Manitoba capital, filling and piling sandbags, operating pumps and small boats and assisting in dozens of other ways. All available equipment was sent to Winnipeg.

In the division itself, sleeping and sanitary facilities were hastily set up to care for a possible influx of flood refugees, which, as things turned out, did not materialize.

### HMCS "Nonsuch"

(Edmonton)

Twenty-eight members of the "Nonsuch" band were guests of the Elks Club of Jasper, Alta., at the annual convention of Elks Clubs of Alberta, held at Jasper on May 23.

The band, under Lieut. (SB) Douglas Jones, bandmaster, led the parade through the city during the morning and provided appropriate music at a monster picnic in the afternoon. In the evening a concert was presented under Assistant Bandmaster J. Raycos. Following the concert, band members were guests of the Elks Clubs at the dance which concluded the convention.

Over 200 members of the Seamen's

Mess and their friends attended the annual ball sponsored by the Seamen's Canteen on May 19. The affair took place on the gaily decorated drill deck. In charge of arrangements were Leading Seamen Ray Thomas and Gerald V. Torphy, Able Seamen Bob Rhodes, Leonard J. Gibbs, Bob Bianchini and Roy Moysa and Ord. Seamen Bill Elliott and Dave MacNiven.

The training schedule for the University Naval Training Division at "Nonsuch" has now been completed. Eighteen first year men successfully passed the selection board for promotion to cadet. Cadets W. S. T. Jackson, O. M. Sachkiw and J. E. MacDonald have been promoted to the rank of acting sub-lieutenant.

### HMCS "Catarqui"

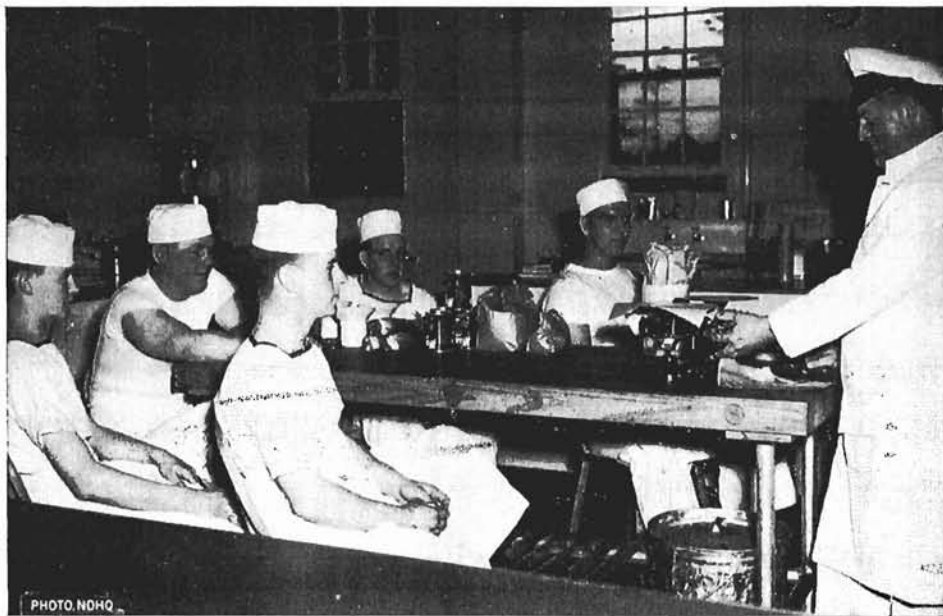
(Kingston)

Three U.S. ships, the "Turkey", "Robin" and "Egret" arrived in Kingston on May 27 and stayed for the weekend. A reception and a dance were held for the ships' companies.

HMC "PTC 721" is now in full commission after her winter lay-up. Three weekend cruises already have been made.

HMCS "Portage" called in on June 9 for supplies and during her stop-over took 150 members of the Royal Historical Association for a two-hour cruise.

Lieut.-Cdr. Willis G. Cunningham, RCN(R), executive officer of "Catarqui", has transferred to the Retired List for business reasons.



A class of new entry cooks, stewards and naval storesmen receives a practical lecture from CPO Paul J. Gariepy in the instructional galley in the Supply School, HMCS "Naden." Left to right, seated, are Ordinary Seamen G. Aucoin, D. Love, M. Clevet, C. Nelson and J. Wessel. (B-11213).

# Prairie Sailor

by  
C.E.B.

**"HOW** did you ever happen to join the Navy?"

That is a standard question put to sailors whose "home ports" are on the prairies.

Some scratch their heads in pondering a reply; others have a ready, simple explanation: Their fathers were sailors before them (and probably were asked the same kind of question, but with the directions reversed).



CPO J. A. BROWN

In the latter category is Chief Petty Officer James Arthur Brown, a Reserve CPO instructor at HMCS "Queen" and a veteran member of the Regina naval division. Cheerful, chubby "Jimmy" Brown has spent most of his 29 years more than 1,000 miles from salt water. Yet all his life the tang of the sea has been as familiar to him as the dust borne on the dry prairie winds that sweep into Saskatchewan's capital.

CPO Brown was beginning to learn something of naval customs and traditions by the time he was able to walk. His father, the late Arthur Brown, served for a number of years in the British Merchant Marine and in the Royal Navy, his period of service in the latter including the First World War. When he retired from the sea for a new life in Western Canada, he took with him a fondness for and ingrained knowledge of his former profession. It was in this salty atmosphere that son Jimmy grew up.

"Instead of nursery rhymes, I got the rule of the road," he says, describing his youthful years.

It was natural that when James Arthur Brown reached 12 years of age the Regina sea cadet corps should get a new recruit. Five years later, when he turned in his uniform on discharge, it bore the badges of a chief petty officer.

It was equally natural for him to go on then to that small band of men who formed Canada's pre-war naval reserve. A short time after leaving the sea cadets, Ordinary Seaman Brown was tying a fancy bow on a newly-issued cap tally bearing the golden

letters, "RCNVR Regina."

It was in the spring of 1938 when Brown first fell in with other new entries on the drill floor of the Regina armory, where two rooms served the half-company as headquarters.

In June he saw the sea for the first time, when he reported to "Naden" for voluntary training. The following spring he returned to the West Coast for his second training period. When this was completed he went back to civilian life in Regina — but not for long. On September 3, Able Seaman Brown was one of a dozen "VRs" drafted to "Naden" from the Regina division in response to the Navy's initial call for men.

After two prosaic months on guard duty, Brown was drafted to his first ship, HMCS "Ottawa". Lines were being cast off as he stowed his hammock and within a few minutes the "Ottawa" was on her way to Halifax and convoy duty.

Brown remained with the destroyer until February 1940, when he went ashore to the "Stadacona" Gunnery School for an LR3 course.

On finishing the course, he was drafted to DEMS (Defensively Equipped Merchant Ships) in Halifax. For the prairie sailor it was the beginning of a phase of his naval career which was to take him to far-away places as a gunner in merchant ships.

His first ship was SS "Cornwallis", a freighter bound for the West Indies. When she returned to Halifax in November 1940, Brown caught a quick draft to HM Transport "Bergensfjord".

"The 'Bergie' was a former Norwegian ship converted for use as a trooper, and she sure got around," Brown now recalls. While he was aboard, she "got around" to the United Kingdom, British West Africa, the Indian Ocean, Gulf of Aden, Red Sea and Mediterranean.

A year later he left her at Gourrock, Scotland, and was given passage to Canada, arriving home in time to enjoy Christmas leave. Returning to Halifax, he joined the DEMS base staff there.

In February 1942 Brown was advanced to leading seaman and in November, after another gunnery course and short hitches in the "Lady Rodney" and "Fort Amherst", went up to petty officer. Then he became an instructor in the DEMS training centre, and for the next two years

participated in the training of gunners for merchant ships. In 1944 he was rated chief petty officer.

After volunteering the following summer for the Pacific campaign, CPO Brown was drafted to the West Coast and was there when the war ended. Two months later he was demobilized and returned to Regina.

His war service was recognized in the King's New Year's honors list of 1946, when announcement was made that CPO Brown had been awarded the British Empire Medal.

Back in Regina, Brown went to work with the municipal railway, again following his father's footsteps. Now, as a civilian, he has a job that was never his in the Navy — that of coxswain. A motorman with the municipal railway, "Coxswain" Brown (as he jokingly titles himself) wheels trolley coaches, buses and tram cars about the streets of Regina.

Last year, when a transfer from the night to the day shift gave him some free evenings, he switched from the emergency to the active lists of the RCN (Reserve) and returned to his old division.

Now every Monday night at HMCS "Queen" his stentorian tones echo across the drill floor as he instructs new entries in field training.

And in a few years another Jimmy Brown will be sewing Canada badges on his jumper. History is repeating itself as CPO Brown's four-year-old son grows up.



"Coxswain" Brown  
At the helm of his street car

# Say Ahhh...., Please

Annual Medical Check-up  
Keeps Tab on Navy's Health

THE smell of ether affects different people in different ways. The huskiest, fighting-est, two-fisted matedot ever to join the Navy — the man you would best like to have beside you in a scrap — is just as likely to turn pale with fright and sink quivering to the deck when he scents the sick bay and sights the MO's needle. That is often the case, according to those conducting the annual medical check-up in the Atlantic Command.

This summer, for the second time, medical staffs are carrying out a complete health survey of all naval personnel, other than Reserves under training, in both the Atlantic and Pacific Commands. The purpose is to help maintain the general good health of the RCN.

By means of these regular check-ups, an up-to-date medical record is kept on all officers and men. Through the survey, any disorders affecting the blood pressure, heart, lungs or skin are quickly detected and treated before they become serious.

The survey takes approximately three months to complete, during

which time the doctors listen to the heartbeats of close to 6,000 officers and men. The additional strain on medical facilities and staffs is somewhat alleviated by employment of University Naval Training Division cadets who are studying medicine, and other Reserve medical personnel taking summer training.

The survey also takes in the various outlying stations. In the case of Coverdale radio station, for example, a team equipped with portable lab and X-ray equipment went to Moncton to complete the work on the spot. Independent surveys are being carried out by HMCS "Magnificent," "Shearwater" and "Cornwallis" but the bulk of the examinations are carried out in the hospitals at "Stadacona" and "Naden".

During the survey individual medical documents are brought up to date. Inoculations are administered where necessary and chests X-rays taken. Those requiring further examination or treatment are immediately referred to specialist consultants in the various branches, such as surgery, medicine, ear, nose and throat, dermatology and radiology.



A heart and chest check-up is included in the annual medical survey being conducted in the Atlantic and Pacific Commands. Here Surgeon Lt.-Cdr. R. H. Roberts, of Halifax, takes a sounding of Petty Officer George Broome, of Montreal, in the RCN Hospital, Halifax. (HS-11341).

But even a routine survey such as this has its lighter side. From time to time a sailor will turn up with his arms and chest covered with tattoos that vary in design from the weird to the artistic. Color combinations are such that the staffs often wish they were equipped with color cameras to capture for posterity the vagaries of the tattoo artist's needle.

But whether they are confronted with snarling dragons, hearts and flowers, fainting he-men or sore feet, the medical staffs are completing a survey which is an important factor in maintaining a fit and healthy Canadian Navy.



University medical students who are spending the summer in the RCN Hospitals at Halifax and Esquimalt as surgeon cadets, RCN(R), are helping to carry out the annual medical survey of naval personnel on the two coasts. Surgeon Cadet Marvin Auerback, of Toronto, is shown here checking the blood pressure of Ord. Sea. Maurice Huneault, of Montreal, in the hospital at Halifax. (HS-11343).

## 'Huron' Host to Students

Two young Halifax high school students spent a day at sea last month in HMCS "Huron" and witnessed gunnery firing exercises being carried out by the Tribal class destroyer.

The trip was the boys' reward for writing winning career books on the RCN in a contest sponsored by the Department of Educational Guidance, Halifax.

The students, Bruce Forrest, of Queen Elizabeth High School, and Walter Verge, of Chebucto School, were welcomed on board by the "Huron's" commanding officer, Lieut.-Cdr. E. T. G. Madgwick; were shown around the ship and generally got a first-hand glimpse of life in a modern destroyer.



# The Navy Plays



## "Fraser" Marathoners Win "Cornwallis" Race

Cross-country runs are a new feature of the sports program at HMCS "Cornwallis". They are staged monthly, with new entry divisions taking part. The latest contest was won by "Fraser" Division, while individual honors went to Ord. Sea. Taylor Gordon, of "Huron" Division. Gordon took an early lead in the race and was never headed as he came home an easy winner.

Meanwhile, other track and field enthusiasts were out in strength as they prepared for the opening meet.

Inter-part sports leagues are operating in both soccer and softball. The officers' team holds down top spot in the soccer loop but is being hard pressed by the second-place chief and petty officers' squad. In the softball circuit, "Haida" Division is well out in front in the standings.

Two exhibition soccer games were played recently, "Cornwallis" win-

ning both contests. The base team met the RCAF Greenwood XI and won by a convincing 6-0 count. Later, the officers' team scored a 7 to 0 victory over the visiting "Stadacona" officers.

Other sports activities include sailing and tennis. The base now has its own tennis courts and a club is being formed.

## Headquarters Yachtsmen Outpointed in Regatta

The Naval Headquarters Sailing Club and the Britannia Boating Club held a regatta on Dow's Lake June 18, with the latter organization coming out on the long end of a 190 to 140 total point score.

Both clubs used the Navy's 14-foot Admiral type sailing dinghies and, although the wind was light at times, good sailing was enjoyed throughout most of the program.

Following the eight-event racing schedule, members of the Head-

quarters club entertained the visitors at a buffet supper in the wardroom of HMCS "Carleton."

Lieut.-Cdr. R. M. Steele was officer of the day. Capt. H. L. Quinn was assistant to the OOD and official announcer. Starter was Harvey Stubbs, of the Britannia Club and Lieut. Leo Fagan acted as recorder.

Navy skippers who scored most of the Headquarters club's points included Capt. (L) W. H. G. Roger, Capt. (S) C. J. Dillon, Cdr. W. A. Childs, Cdr. T. G. Fuller, Cdr. A. F. Pickard, Lieut. D. O. Campfield and Lieut. Ian Morrow.

## Storesmen Dominate Air Station Sports

Teams from the Air Stores department dominated the spring schedule of inter-part sports at HMCS "Shearwater." In a tournament which included competitions in sailing, table tennis and cross country runs, the Storesmen were easy winners with a 102-point total. Later, they topped 13 other teams in a pre-season softball knockout tourney.

"Shearwater" has entered the local senior softball league, which includes teams representing sections of Dartmouth and local business firms. The naval airmen have also organized intermediate and junior baseball squads, both of which have fared well in exhibition games. And to add variety to the sports scene, a soccer team has been entered in the Halifax and District Soccer League.

## Two Teams are Tied in Communications Loop

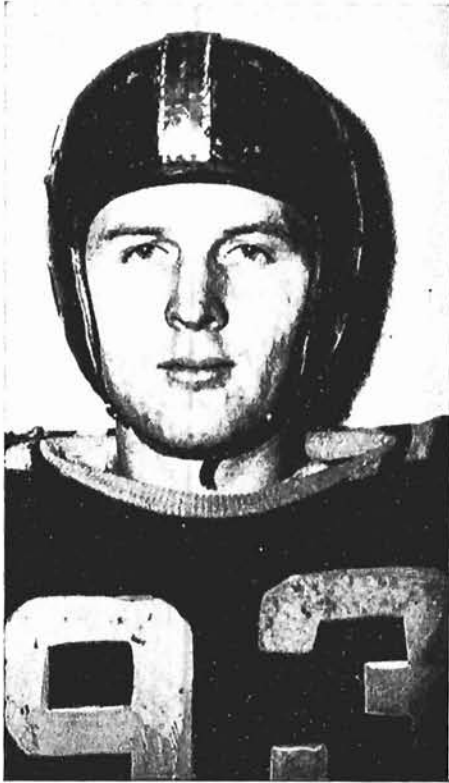
Instructors and Class LRR teams were deadlocked for first place as the first half of the Communications School Inter-class Softball League schedule drew to a close at HMCS "Stadacona." Both teams had undefeated records.

In the "Stadacona" inter-part softball loop, the Communicators were doing well. After the first ten games, they were tied for first place with the Navigation Direction School. CPO Donald McGee manages the Communications School inter-part squad.



The HMCS "Naden" "Cock-o'-the-Barracks" trophy is presented by Mr. W. Heaney, of Heaney's Cartage and Storage, who donated the cup, to Petty Officer W. Steele, representing the Band and Manual departments, whose combined team took first place in the competitions. At the left is Commodore G. R. Miles, Commodore of the RCN Barracks. (E-11689).





Able Seaman James Kitchen, an electrician's mate serving in "Stadacona", is this year's holder of the Vice-Admiral G. C. Jones Memorial Shield, awarded annually to the athlete judged as having best combined ability and sportsmanship on the playing field. AB Kitchen is an all-round athlete who has been particularly outstanding in football and basketball. (HS-9246).

### All-Star Soccer Team Captained by Navyman

A singular distinction befell Petty Officer John Kennedy, administrative writer at the RCN Depot in Esquimalt, when he was chosen captain of the Victoria All-Stars in their game against the visiting English Football Association representative XI early this summer.

For Petty Officer Kennedy it was the "big game" of his soccer career and the fulfillment of a wish to follow in his brother's footsteps. In 1937 Kennedy's brother — who was to lose his life in the Second World War — was elected to a B.C. team which played Charlton Athletic during their North American tour.

Playing the all-important centre half position, the 29-year-old petty officer turned in a steady game against the visitors. Displaying a stout defence and some brilliant goal-keeping, the Victoria team gave the tourists a real tussle before bowing 3 to 2.

Petty Officer Kennedy has played Association football since his school days. Soccer, however, is only part of his athletic life. He is a keen golfer, as well as being at home on the softball diamond and the basketball floor.

A native of Victoria, he has been in the Service since 1941. He resides with his wife, Christine, and 16-month-old daughter, Delma, at 3033 Carroll St., Victoria.



PETTY OFFICER JOHN KENNEDY  
played against England

### Close Competition in "Stadacona" Softball

The Inter-part Softball League at HMCS "Stadacona" produced some lively competition in the first ten games of the schedule. The Navigation School and the Communications School were tied for first place in the ten-team loop, each with a record of two wins and one loss.

The "Stadacona" entry in the Halifax Commercial Softball League started the season with three straight losses but came back to score two victories in the next four games. With only four of last season's squad, the sailors have not yet settled down to the kind of play of which they are capable. The team is coached by CPO Douglas Backman, while the manager is Mr. Leslie Jackson, Commissioned Supply Officer.

### "Sioux" Softball Team Wins Six out of Eight

HMCS "Sioux's" softball nine made a creditable showing in a series of exhibition games in Victoria and other ports. The "Sioux" team won six out of eight games played, with most of the victories being registered at the expense of American teams in Bremerton, Washington. The two losses came in a three-game series with the "Cayuga".



The newest prize in Victoria hockey circles is the Royal Canadian Navy trophy, presented by the Navy for junior hockey competition in Victoria and District. The trophy is the first of its kind ever donated by the RCN. Above, four members of the Navy junior hockey team, first to win the award, pose with the trophy at "Naden". Left to right are Ord. Sea. P. Godbout, Ord. Sea. J. Devigne, Ord. Sea. Ted Audette and AB K. Kirton. (E-11812).



The boat jetty bustles with activity as members of the Shearwater Yacht Club rig sails and prepare for a regatta. In addition to the whalers, dinghies and Bluenose boats shown in the photo above, the club now operates the sailing sloop "Tuna". (DNS-1879).

## BANNER SAILING SEASON

*'Shearwater' Yacht Club  
Has Busy Summer Schedule*

Since the sailing season opened in late April, the "Shearwater" Yacht Club has staged more than 25 whaler and dinghy races. This full program has included informal races between members, as well as competitions held as part of the RCN Air Station's monthly inter-part sports schedule. Many other races, inter-club meetings, and full-scale naval regattas with ships and establishments of the Atlantic Command are planned for the remainder of the 1950 season.

The enthusiasm which has marked the club's activities this year is a continuation of the spirit which sparked it to a successful season in 1949 — its first in active operation. Formed on May 24 of last year, the "Shearwater" Yacht Club wasted no time in swinging into action. Weekly whaler and dinghy races were organized and continued throughout the entire season.

During the summer, the newly-formed club engaged in an ambitious undertaking. The ex-German sloop "Grilse" was commissioned and entered in the internationally famous Marblehead race. Although the 50 square metre vessel belonged to HMCS "Stadacona," her crew for this race was made up mostly of "Shear-

water" Yacht Club members, including the skipper, Captain E. W. Finch-Noyes, commanding officer of the air station.

The "Grilse" and her crew surprised the experts by crossing the finish line ahead of all other Canadian entries to win the Colonel C. H. L. Jones Trophy. In the over-all standings in the 375-mile race, she placed sixth in a field of 22 boats.

The "Shearwater" yachtsmen were equally effective in competitions closer to home. In a whaler and dinghy sailing regatta held near the end of the season, the RCN Air Station sailors triumphed over boats representing ships and establishments of the Atlantic Command and the Royal Nova Scotia Yacht Squadron. Lieut.-Cdr. L. R. Tivy came home first in the whaler race, while Lieut. (S) W. M. McPherson, copped the honors in the dinghy competition. By virtue of its victory, the "Shearwater" Yacht Club became the first holder of a trophy donated by Cdr. A. B. Fraser-Harris, former commanding officer of the station.

Before the end of the 1949 yachting season, an important addition was made to the club's sailing fleet when the "Tuna," a sloop similar to the

"Grilse," was commissioned.

During the winter months, the club entered a new phase of activity. A club room was set up in one of the hangars and there the members held meetings and attended lectures. A boat construction program got under way, similar to that organized at HMCS "Naden." The scheme enables members to construct their own Snipe class boats on a co-operative basis. Five members are building boats at present and hope to have them ready for sailing by late summer. Another important winter achievement was the club's entry into the North America Yacht Racing Union.

By the time the 1950 yachting season rolled around, the active membership had increased to 65 officers and men. In addition to the inter-part regattas, the club entered outside competition and brought back another trophy. The "Tuna," which returned to action in early June, led a pack of large handicap boats across the finish line in the Royal Nova Scotia Yacht Squadron race on June 10 to win the Zetes Trophy.

The executive of the "Shearwater" Yacht Club for the 1950 season is as follows:

Honorary Commodore — Captain E. W. Finch-Noyes.

Commodore — Lieut. (S) W. M. McPherson.

Vice-Commodore — Lieut.-Cdr. L. R. Tivy

Fleet Captain — CPO D. W. Cooke.  
Secretary-Treasurer — Lieut. R. S. Harris.



The winning crew of the "Shearwater" Yacht Club's first regatta of the 1950 season is shown above. Left to right are Lieut. (P) Doug. Ross, Lieut.-Cdr. (P) L. R. Tivy and PO William Shorten. (DNS-2907).

ROYAL CANADIAN NAVAL  
EXPERIMENTAL RADIO STATION

# VE1HO

H.M.C. COMMUNICATION SCHOOL  
HALIFAX • NOVA SCOTIA  
CANADA

OPR .....

FROM the outside there is nothing unusual about Room 229 on the second floor of the Electrical School Building at HMCS "Stadacona." But inside there sits a man talking to the world.

"This is Halifax, Nova Scotia, calling. This is VE1HO in Halifax calling . . ." He tunes the band . . . suddenly the strength-meter needle jumps to the right . . . a strange voice comes through the loudspeaker.

"VE1HO, this is George, four, Peter Mike, Mike calling, in London, England. Hearing you strength seven, readability eight. Give me a call, please . . ."

The conversation continues and it is not long before VE1HO, the amateur radio station of the Communication and Electrical Schools at "Stadacona," has gained another new friend. During the past four years it has been making a lot of them. It is a world-wide kind of friendship. The walls of the transmitting room are nearly covered with post cards from radio amateurs in all parts of the globe. "Hams" in Ireland, the Virgin Islands, Japan, Italy, Florida, Sweden, New Zealand and France — just to mention a few — are regular listeners to VE1HO broadcasts.

And then there is a certain lady called "Margo," in Guatemala, who frequently calls up Halifax to chat with the naval "hams."

Station VE1HO was started by the former Communication School in HMC Dockyard. Its first president

was CFO Holland Shepherd, who still takes a leading role in the club's activities. It was in late 1945 that the



One way of papering your walls is demonstrated by members of the VE1HO Amateur Radio Club. Instr. Lieut. Kenneth E. Vavasour, club president, and CPO James Mathews add a few more to the collection of post cards received from amateur radio enthusiasts in all parts of the world. (HS-11345).

club first went on the air with a small home-made transmitter. Only the 10-metre band was used, but many valuable contacts were made.

In March 1948, when the Communication School was transferred to "Stadacona," the club moved its station to the basement of the new establishment. Membership increased rapidly. In order to accommodate the influx, two separate stations were set up. The Electrical School began transmitting under the call signs VE1RN and the Communication School retained VE1HO as its call letters. Both stations were under the supervision of Lieut. (L) Charles Williams.

When war surplus equipment was placed on the market a number of members bought themselves some and started stations in their own homes. The club's activities declined and finally VE1RN was abandoned and all transmitting was done through VE1HO.

A great boost was given the club in the Fall of 1949 when, during the administration of Cdr. (L) H. G. Burchell ("L" School) and Lieut.-Cdr.



CPO Holland Shepherd and Ord. Sea. Marven Bushby "on watch" in the amateur radio station of the Communication and Electrical Schools at "Stadacona." It won't be long before their call is answered and another name is added to their already impressive list of contacts. During the past four years the members of VE1HO have talked to "hams" all over the world. (HS-11364).

J. C. O'Brien (Comschool) the station was given its own room on the second floor of the Electrical School building. Two workable transmitters were put together out of used equipment and a schedule for daily broadcasts was begun.

Due to the constant changing of personnel under training it has been difficult to maintain a strong, active membership. However, the future looks bright. The Navy has made available a new CW and phone transmitter — a 500-watt set which will operate on the 20, 40 and 80 metre bands. This will mean that the operators will be able to transmit on all frequencies up to and including the 28-29 megacycle band, extending considerably the station's scope.

The mainstays of the club at present are CPO Shepherd, CPO Jim Mathews, CPO Harold Jacques, Instr. Lieut. Kenneth E. Vavasour, Lieut.-Cdr. (L) Robert Whyte, Cadet Tom Clahane, Ord. Sea. Marven Bushby, CPO Don McGee and PO William Murray.

The club does not consider itself an exclusive group. On the contrary, it is anxious to enlist new members and stimulate interest in amateur radio.

Its main object, according to Lieut.

## THE BULLETIN BOARD

### Professional Qualifications for Advancement, Photographic Branch

In order that all men in the Photographic Branch will have the same opportunity for advancement, men who are qualified only as Motion Picture Operators will be required to pass a conversion course in Photography.

Chief Petty Officers 2nd Class (Motion Picture Operators) must qualify to the standard of Petty Officer 2nd Class (Photographer) and all other Motion Picture Operators must qualify to the standard of their equivalent photographic rating.

Successful completion of the courses will qualify Photographic Ratings for trades pay as follows:

Able Seaman Photographer, Trade Group 1.

Petty Officer Second Class, Trade Group 2.

Chief Petty Officer Second Class, Trade Group 3.

In view of their technical knowledge, Chief Petty Officers 2nd Class (Motion Picture Operator) will continue to be paid trade group 3.

Training will be carried out under the supervision of the Command Photographic Officers and instructors selected from the Photographic Sections.

The selection of men to undergo the conversion courses will be made in the following order:

1. Men whose advancement is being retarded due to lack of professional qualifications, in order of their position on the advancement roster as of May 15, 1950.

Vavasour, president of VE1HO, is "the provision of amateur radio operating facilities for all interested naval personnel. There are no dues. All that are required are a certificate of radio proficiency and a sincere interest in 'ham' radio."

CPO Jacques, the secretary-treasurer of VE1HO, is willing to teach the necessary requirements for a certificate of radio proficiency to all those interested. He says, "We will soon be using new and much more elaborate equipment. If we are to operate it with maximum efficiency, we need new members. Everyone is welcome to join VE1HO — the more members we have, the better we'll like it."

2. Chief Petty Officers who have Motion Picture Operating qualifications only.

3. All other men of the branch who are not qualified professionally for the next higher rating.

With the exception of men undergoing the course for Able Seaman Photographer, the maximum number of men undergoing instruction at any one time will be:

Halifax Port Division 5

Esquimalt Port Division 3

### Report of Leased Premises

The report of leased premises required from naval officers under KRCN Article 25.45 is now cancelled and need not be forwarded in future.

The regulations for reimbursement of rent liability or for liability under a lease are contained in KRCN 70.06.

### Leave for Reserves

Officers and men of the Reserves are not entitled to leave, other than short leave, except when they have served continuously on naval training, voluntary service or special naval duty for a period in excess of 12 months.



Petty Officer Douglas Hooser, of Cranbrook, B.C., a crew member of HMCS "Ontario", doesn't believe in wasting his spare time. He brought his own weaving loom aboard the cruiser, set it up in an unused corner and now spends his spare time making scarves, runners, etc. His work bears the stamp of a master craftsman. (OC-269-1).

# Comrades in Arms

## Would-Be Warriors

Although one of the chief requirements for enlistment in the Canadian Forces is that the applicant be a Canadian citizen or a British subject resident in Canada, hundreds of applications from all parts of the world are received at National Defence Headquarters in Ottawa every year.

During the past six months, there have been applications from nearly all of the 48 states in the USA, many from the United Kingdom, and others from South Africa, New Zealand, the British West Indies, India, Belgium and Venezuela. In addition, many Polish and other foreign immigrants to Canada have applied for service.

While the majority of the applications are written in either English or French, letters in German, Russian and other languages are by no means uncommon. The applicants represent all classes of society and list many and various skills and qualifications as reasons why they should be accepted.

The Army has received some interesting letters requesting entry.

One man, a restaurant owner in Indiana, said he'd like to join as a mess sergeant and wrote his application on the back of one of his menus.

In one of the many applications from Polish immigrants now living in Canada, the writer stated that he had 14 years' service with the Polish forces, was a university graduate, as well as a graduate of a military academy at which he had obtained his commission. He had been taken prisoner by the Russians in 1939.

Still another was from a regular one-man United Nations Organization. He was an Irish merchant seaman whose home was in Greenland and who served with the British Army during the Second World War. He gave his postal address as: c/o The Postmaster, New York City.

Applications vary in length from the terse, "please tell me how I can join . . . ." to bulky manuscripts listing qualifications, previous military service and, in some cases, advice. One, written in Russian, from a man now living in Alberta, was five pages long and, for the most part, dealt

with his criticisms and suggestions for the defence of Canada. One point he made was that some Americans and Canadians who had lived in democracies all their lives were susceptible to communist propaganda. He cited as examples the Canadian spy trials, Alger Hiss and Dr. Fuchs. But, he added emphatically, anybody who comes from Russia or any other communist country would be 100 per cent loyal. To Canada, that is.

The payoff letter, however, was not from a foreigner but from a native Canadian who wanted to enlist as a recruiting sergeant. He said that was his job during the First World War and he wanted to do it again until he was old enough to draw the old age pension at 70. He gave his age as 68.

## THE RCAF

### Popular Slaughter

Although most people do not realize it, the Air Force is conducting a deadly war across Canada from the air and inflicting millions of casualties. Just as in an actual combat situations, things have gone from "cold" to "hot." With the coming of the warm moist days of Spring, a specially equipped RCAF Dakota aircraft started carrying out low level spraying attacks against insects and their larvae in operations that will take it to such widespread spots as Goose Bay, Labrador, and Whitehorse, Yukon Territory.

The project is a joint effort in which the Defence Research Board

and the Department of Agriculture are working with the RCAF in experiments to control the breeding of flood-water mosquitoes and other insects.

The big Air Force Dakota, flying about 150 feet above the ground, carries a 2000-pound load of insecticide which is sprayed in strips across areas polluted by mosquitoes and their larvae. The aircraft flies along parallel lines 150 yards apart spraying a finely atomized mixture of about one third of a pound of DDT to one gallon of fuel oil. One gallon of the mixture will adequately spray over one acre of land or water. The DDT remains active for many weeks. Ground surveys of recent spraying along the marshes of the Ottawa River indicated that a dose of about one-third of a pound of DDT per acre used in the mixture killed more than ninety per cent of the larvae which might have hatched in the two or three weeks following the spraying.

According to Dr. C. R. Twinn, of the Division of Entomology, Department of Agriculture, as little as one-fiftieth of a pound of DDT per acre can be effective. Over 2,500 gallons of the fuel oil-DDT mixture were dumped on about 2,400 acres of swamp land near Canada's capital.

Dr. A. W. A. Brown, of the University of Western Ontario, directs the spraying operations in the field as the experiments move across Canada. Dr. Brown, an enthusiastic bug-hunter, said it was hoped that the experiments would produce new methods in agricultural and household insect control. The Air Force instigated research into this new field of warfare primarily for use in operations of the Armed Forces in the Northwest Territories and the Arctic, where mosquitoes and carnivorous flies present a major problem.

"Operation Airspray" will touch such bases as Fort St. John and Fort Nelson, B.C., Watson Lake and Whitehorse, Yukon Territory, Norman Wells NWT., and Churchill, Man. The team of airmen and scientists will wind up the summer campaign against Canada's insects at Goose Bay, Labrador, with experiments in the use of special aerosol sprays fitted to the aircraft engine exhausts.

### Naval Airmen Help Army Recruiting Drive

The Navy provided the Army with air support of an unusual nature at Halifax in mid-May.

When the 36th Heavy Anti-Aircraft Regiment, Royal Canadian Artillery (Reserve), launched a local recruiting drive, it enlisted the aid of the RCN Air Station, at Dartmouth, which obliged by having naval pilots drop recruiting leaflets while on routine training flights over the Greater Halifax area.

Subsequent enlistments in the Reserve Army unit reached a record total.

## 'BEAVER' ABBREVIATED BY HEAVY WEATHER

Exercise Beaver, a tri-service operation on which planning had been going ahead for more than four months, was carried out on June 4 at Port Stanley, Ontario.

The operation, which was to take the form of an assault landing on the beaches and harbor installation was the largest Reserve Force manoeuvre ever carried out in Western Ontario. Army units were provided by the Elgin Regt., Kent Regt., Fusiliers and Windsor Essex Scottish Regt.; the Navy was represented by "PTC 779", from HMCS "Prevost", London, "PTC 762" from "Hunter", Windsor, and "PTC 706" from "Star", Hamilton; and 11 aircraft from the City of London Auxiliary Squadron, RCAF, gave air support. More than 1,000 officers and men were involved.

Owing to the development of a heavy sea and high winds, it was decided to cancel the actual landing in the interests of safety. However, a very fine display was put on by the aircraft, considerable noise and smoke were created by the beach demolitions and six-pounder fire of the defenders, and the Army personnel with the invading force appeared to enjoy their three hours at sea, despite the heavy weather.

Much valuable experience was gained and inter-service spirit and co-operation in the London area have reached a new high. Plans are now going ahead for a similar scheme at a future date.

Among those attending Exercise Beaver in an official capacity were Capt. H. L. Quinn, Director of Naval Reserves, and Cdr. W. A. Childs, Assistant DNR, from Headquarters.

### New Rank?

Talking about slips that pass in the night, the following, published under an Ottawa dateline, is an extract from a west coast publication concerning a naval officer's retirement:

"Lieut. Jones was awarded the R.C.N. Long Service and Good Conduct Medal in April, 1936. He was promoted to arowwx,  $\frac{1}{2}t\frac{1}{2}i$  in May, 1941."

The secretariat of the Pacific Command is anxiously awaiting further details of this exciting new rank in the RCN.



The Gunnery School took the measure of the Electrical School in the best-of-three final series for the "Stadacona" inter-part water polo championship. Shown above are the members of the Gunnery School squad. Front row, left to right: Ordinary Seamen Maurice Boutin, Max Love, Robert Leclerc and Donald Tinslay. Standing: Ordinary Seamen John Thomas, Bernard Dubois, Gilbert Miles, James Clarke, Harry Thompson, and John Riley. The team was coached by Ord. Sea. Thompson. (HS-10906).

### Obituary

ABLE SEAMAN W. D. MITCHELL,  
RCN

Memorial services for Able Seaman Walter D. Mitchell, 19, of Rockingham, N.S., who lost his life in the crash of a Firefly aircraft on June 7, were held at sea June 9 on board the aircraft carrier "Magnificent," of whose ship's company Mitchell was a member, and ashore June 11 at St. George's Anglican Church, Halifax.

The memorial service on board the carrier was conducted by Chaplain W. E. L. Smith, RCN(R), and was attended by officers and men of the ship's company, who formed a hollow square about a cross and wreath which had been placed on the flight deck. At the conclusion of the service, the wreath was dropped on the sea by the commanding officer, Commodore K. F. Adams, and a funeral firing party fired three volleys over the water.

The service in St. George's Church was attended by members of AB Mitchell's family and by friends and shipmates. Rev. E. G. Gabriel, minister of St. George's, officiated, assisted by Chaplain G. A. Stone, of "Shearwater."

AB Mitchell, a writer serving aboard the carrier, was a passenger in an aircraft flown by Lieut. (P) D. J.

Fisher, of Toronto, which lost power and crashed into the sea off Sambro Head. It sank in a matter of seconds. The pilot managed to get clear and was picked up by a nearby fishing boat, being transferred to the destroyer "Micmac" and later to the "Magnificent."

A native of Halifax, AB Mitchell joined the RCN there in June 1948. He served at "Stadacona" and at "Naden" before being drafted to the "Magnificent" in January of this year.

### Mutual Advantage

Exchanges of training facilities of advantage to both Services took place in May between 405 Maritime Squadron and No. 2 (Maritime) Operational Training Unit, RCAF, and an RCN Task Group consisting of the aircraft carrier "Magnificent" and destroyers "Huron" and "Micmac".

On May 10 and 12, HM Submarine "Astute", which had been exercising with naval ships and aircraft, was made available to 405 Squadron for anti-submarine practice. On the 22nd and 23rd, Sea Furies of the 19th Carrier Air Group, flying from the "Magnificent", exercised aircraft from No. 2 OTU in fighter affiliation.

Earlier in the month, the RCAF provided a target towing aircraft for anti-aircraft practice by the "Micmac".







# *The* CROWSNEST



Vol. 2 No. 11

September, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

September, 1950

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### LADY OF THE MONTH

An aerial view of HMCS "La Hullose," training frigate attached to the Atlantic Command of the RCN. The ship returned to active commission this spring and since then has logged quite a few thousand miles as she provided sea training for reserves and University Naval Training Division cadets. An unscheduled activity was the investigation of reports of strange submarines and an intensive, but fruitless search, for the same.

"La Hullose" was first commissioned in May 1944 and subsequently served in escort groups in the North Atlantic and United Kingdom waters. On March 7, 1945, she shared with the frigates "Strathadam" and "Thetford Mines" in the destruction of "U-1302." (DNS-3232).



Negative numbers of RCN photographs reproduced in The "Crownsnest" are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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20 x 24 " " " " . . . . .	1.50
30 x 40 " " " " . . . . .	3.00

*Cover Photo* — The 50-square-metre sloop "Tuna" is shown on her way to first place in her first major race under the colors of the Shearwater Yacht Club. The former German boat, acquired by the Royal Navy as a prize of war, was turned over to the RCN along with another yacht of the same class, the "Grilse." They were brought to Canada in HMCS "Magnificent" in 1948 and placed in dockyard hands for sorely-needed repairs and outfitting. The "Grilse" was commissioned early last summer and the "Tuna" in the fall, the latter being turned over to the Shearwater Yacht Club. In the club's annual regatta July 15, the "Tuna" outsped several boats from the Royal Nova Scotia Yacht Squadron to win the large handicap class event. Her crew included Captain E. W. Finch-Noyes, RCN, skipper, Lieut. G. H. F. Pool-Warren, RCN(R), Lieut. R. L. McKay, RCN, Chief Warrant Officer C. J. Nelson, USN, PO Dennis B. Shaw, RN, and CPO James Webb, RN. (DNS-3192).

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# R.C.N. News Review

## Canadian Destroyers See Action in Korea

The three Canadian destroyers serving with United Nations forces in the Far East have been in action against the North Koreans. Each ship has now completed at least one bombardment assignment and HMCS "Athabaskan" (Cdr. R. P. Welland) twice has put landing parties ashore on enemy-held islands off the South Korean coast.

The first of these landing operations was in support of South Korean naval forces. The party went ashore unopposed and occupied a village. The "Athabaskan" seamen later were withdrawn.

The "Athabaskan" herself carried out the next landing. She put a party ashore on another island near the scene of the earlier operation and demolished an enemy installation.

There were no casualties on either occasion.

HMCS "Cayuga" (Capt. J. V. Brock) became the first Canadian ship in more than five years to fire her guns "in anger." In company with a British frigate, the "Cayuga" penetrated an enemy-held port in South Korea and bombarded ships, docks, cranes, rail terminals and warehouses. Results of the bombardment were later assessed as "excellent."

Bombardments also have been carried out by HMCS "Sioux" (Cdr. P. D. Taylor), which shelled an enemy-held island, and the "Athabaskan," which hit North Korean targets at two points on the South Korean coast.

In addition to these assignments, the three ships have been kept busy on more routine tasks—convoy escort, blockade patrols and other similar duties.

The "Cayuga's" first assignment under United Nations orders was a "routine" convoy escort job along the

South Korean coast. Following is a short account of the trip, written by the "Crowsnest" correspondent in the ship and forwarded from Japan:

"HMCS 'Cayuga' recently completed her first escort assignment along the coast of South Korea. To the younger men it was a thrilling experience, but to veterans of the Second World War it brought back grim memories.

"Within 24 hours after clearing her base in Southern Japan, the 'Cayuga' was at battle stations. The alarm sounded as six unidentified aircraft approached the ship. However, the planes veered off well out of the destroyer's gun range and the 'all clear' was given.

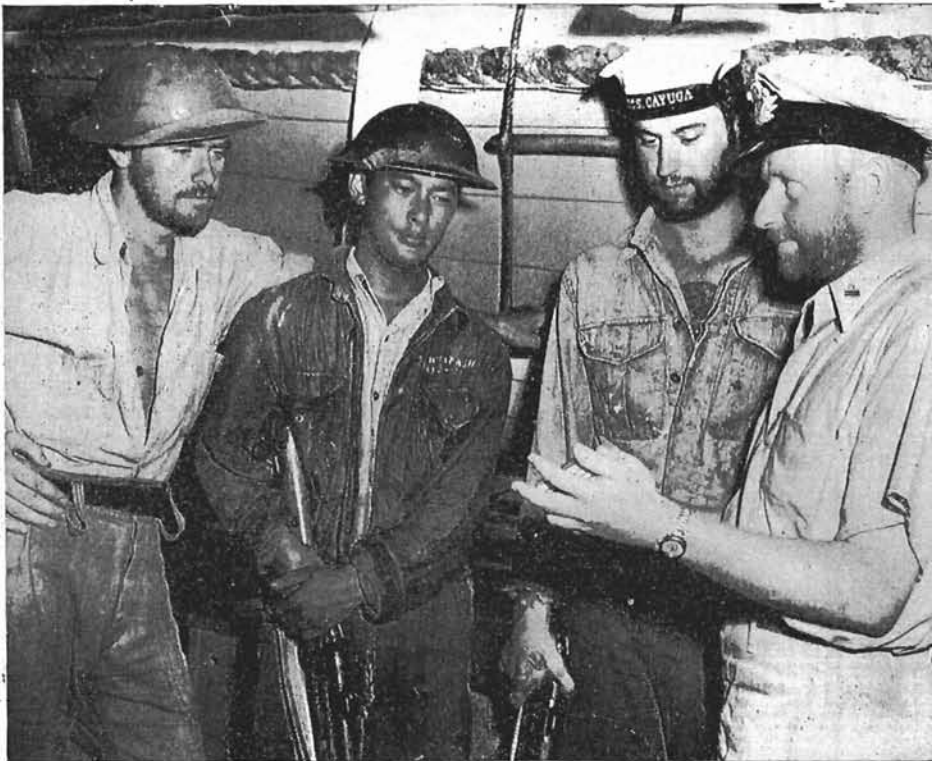
"At sunset another aircraft was spotted on the horizon and the ship again went to action stations. This plane appeared to be a 'snooper', using the old Nazi trick of staying just out of range while noting the speed and course of the convoy.

"About the same time, Petty Officer Ray Graham, of Regina, and Able Seaman F. Hooper, of Winnipeg, spotted what appeared to be three surface ships on their radar screen. The destroyer went in to investigate.

"The 'Cayuga,' her armament ready for instant action, approached the first ship and illuminated it with searchlights. It was identified as a landing craft manned, apparently, by South Koreans. The destroyer, however, was taking no chances and ordered a boarding party across to examine the ship. Lieut.-Cdr. C. R. Parker, of Toronto and Victoria, executive officer of the 'Cayuga,' Leading Seamen G. Clemmett, of Vancouver, and L. Milton, of Calgary, and Ordinary Seaman A. J. Kobayashi, of Fort William, made up the party.

"After examining papers and cargo and hearing the commanding officer's explanations as to the identity of the other two ships, the three vessels were allowed to proceed.

"The next incident occurred at 3:30 a.m. the following day when a junk was encountered and stopped by the Canadian ship. It was allowed to proceed when it was found that the vessel was carrying women and children who were fleeing the country.



Lieut.-Cdr. C. R. Parker, of Toronto, executive officer of HMCS "Cayuga," right, briefs a boarding party prior to examining a small vessel intercepted by the destroyer while on convoy escort duty along the coast of South Korea. Others in the party are, left to right, Ldg. Sea. L. J. Milton, of Calgary; Ord. Sea. A. J. Kobayashi, of Fort William and Kenora, Ont., and Ldg. Sea. G. A. Clemmett, of Vancouver. (CA-29).

"The day before the 'Cayuga' returned to her base, two fishing boats were intercepted and again Lieut.-Cdr. Parker and Ord. Sea. Kobayashi made up the boarding party. The small boats' papers were checked correct and they were ordered on their way.

"The 'Cayuga' entered her base the following day and secured at her moorings. She had completed another routine escort assignment for the United Nations. — J.A.B."

### **Shipbuilding Program Speeded and Expanded**

The acceleration and expansion of the naval shipbuilding program was announced by defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, speaking over a nation-wide radio network on August 22.

Admiral Grant said that the most important phase of the building program — the construction of fast anti-submarine escorts — was being accelerated and the same held true for the minesweeper program.

(The original orders were for three escorts and four sweepers. Actual construction work on the first escorts was scheduled to begin this month; work on the minesweepers has already started).

The CNS also stated that the destroyer modernization and conversion program had been extended to include all destroyers at present in reserve and that these ships would be activated as they became ready. This will nearly double the existing destroyer strength.

Admiral Grant stressed the fact that these additional commitments would require additional officers and men. Stating frankly that life at sea was sometimes tough and that there was no room in the Service for "softies," he called for men "who will accept the challenges of life at sea and be worthy representatives of Canada abroad."

Admiral Grant said that there was a particular, immediate need for naval aviation pilots. The anti-submarine strength of the carrier air groups was being expanded by the acquisition of Avenger aircraft and pilots were needed "to help build this essential arm of the naval service."

### **Special Service Squadron On European Exercises**

The aircraft carrier "Magnificent" (Commodore K. F. Adams) and destroyers "Huron" (Lieut.-Cdr. E. T. G. Madgwick) and "Micmac" (Lieut.-Cdr. F. C. Frewer), comprising



Able Seaman Jerry Devigne, of Winnipeg, checks the fuse caps of four-inch shells on board HMCS "Athabaskan" as the destroyer readies herself for duty with the United Nations naval forces. These shells subsequently blasted targets on the enemy-held coast of South Korea. In six bombardments carried out during the latter part of August the "Athabaskan" fired 540 rounds of four-inch ammunition at enemy installations. (CA-21).

the Canadian Special Service Squadron, arrived September 1 at Londonderry, Northern Ireland, first stop on a two-month exercise period in European waters.

On completion of two weeks of

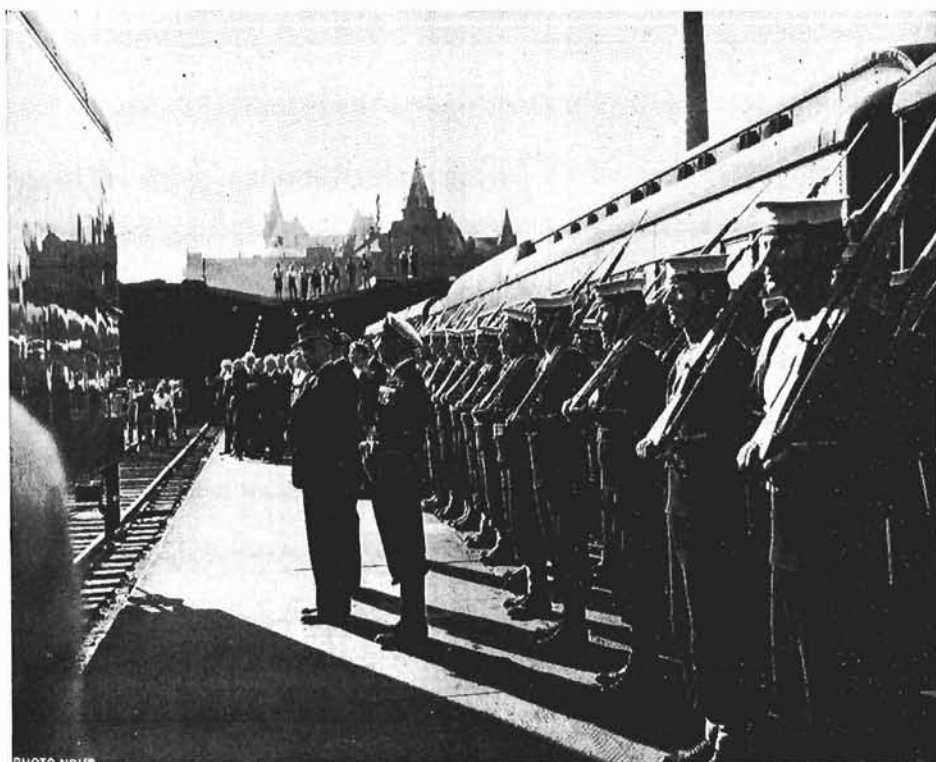
intensive anti-submarine training at Londonderry, the three ships will proceed to Rosyth, Scotland, then to Oslo, Norway; Gothenburg, Sweden, and Copenhagen, Denmark. After visiting the three Scandinavian countries, the squadron will work its way by stages as far south as Gibraltar, from where the ships are due to begin the homeward journey across the Atlantic November 9.

Manoeuvres, flying exercises and other training activities will be carried out at every opportunity and by the end of the three-month period away from home the squadron is expected to be worked up to a high state of operational efficiency.

### **British Submarine Loaned for Training Purposes**

HM Submarine "Andrew" (Lieut. R. G. Higgins, RN) has been loaned to the Royal Canadian Navy for anti-submarine training purposes and will spend the next three months working with ships and aircraft of the RCN in East Coast waters.

The "Andrew" will be particularly useful in providing practical A/S training for 826 Squadron, which is being equipped with recently-acquired Avenger aircraft. The Avengers have been adopted as A/S aircraft by the RCN and are being modified and equipped for this purpose.



A tri-service guard of honor of 90 men was mounted during funeral services for the Right Honourable W. L. Mackenzie King at Ottawa July 26. Above, the guard is shown at Ottawa's Union Station as the special train bearing the casket leaves for Toronto, where the former Prime Minister was buried. (O-1470-51).

# RE-ENGAGEMENT

*Whether to Sign On for Another Hitch  
Poses Sailor with Tough Problem*

In the July issue of The "Crow'snest" the subject of conditional advancement, together with its attendant problems, was discussed. This was described as one of the tougher decisions facing men of the RCN.

In the same general category, but having even more far-reaching effects, is re-engagement.

Whether to accept his discharge at the end of his engagement period or to "sign on" for another five years is a decision that confronts every man in the navy, at one time or another. It is not a decision to be made either carelessly or lightly.

It is recognized, of course, that there are cases where personal circumstances make re-engagement inadvisable. But for the majority the issue is decided by the weighing of the known advantages and disadvantages of service life against those of "civvy street."

It is to bring the issues involved more clearly into focus that the following points concerning service in the Navy are brought out.

First, there is the matter of pension. Each member of the permanent service contributes monthly to a fund, and, after a specified number of years' service, is entitled to draw a pension, based on length of service and rate of pay and allowances, for the rest of his life.

Pensions may be granted, under certain circumstances such as medical unfitness, after a minimum of 10 years in the permanent service. The maximum period of service which may be counted towards pension is 35 years, but at present men normally are retired after 25 years.

For pension purposes, service is divided into two categories: (1) qualifying service and (2) service for computation of contributions and benefits. (1) is service in the permanent forces only and determines, according to the length of such service, whether the contributor qualifies for pension or gratuity. (2) This category includes permanent force time as well as any other service reckonable under the Militia Pension Act and is used in the computation of the amount of pension or gratuity. This category of service includes, in addition to service in the permanent forces, active service in time of war in any of His Majesty's Forces, time in the Civil Service or the RCMP and one fourth of service in the reserve forces of Canada when not on active service. Election to count such service and contribute therefore must be made within one year of becoming a contributor under Part V of the Act.

If an officer or man dies while in the service (after completing the 10-year qualifying period) or while in

receipt of pension, one half of the pension to which he would have been entitled, or actually receiving, is paid to his widow along with additional amounts for each child under the age of 18 years.

The service pension is a generous one. For each year of service, an officer or man receives as pension one-fiftieth of his average total pay and allowances over the last six years of his service. Thus, a chief petty officer who received an average of \$270 a month in pay and allowances during his last six years, and who retired after 25 years service, would be entitled to a pension equal to 25/50 or one half of his service pay, \$135 a month for life. If he continued in the Navy for the maximum time, 35 years, his pension would be approximately \$189 monthly.

A man who joined the RCN at the age of 18 could qualify for pension as early as 43 years of age.

To provide a similar pension through ordinary investment and insurance channels would require a capital investment of nearly \$20,000. In addition, within three and one half years of receipt of his first pension cheque a pensioner has usually recovered the entire amount contributed over his period of service.

Another point to be considered is the value of the medical and dental care which is provided for every member of the Armed Forces. Fully experienced medical and dental practitioners and the best of facilities are available free of charge to safeguard the sailor's medical and dental health. Further, his pay and allowances do not stop should illness prevent him from carrying out his duties.

Veterans of the Armed Forces also are entitled, under certain conditions, to medical and dental care after discharge. Treatment under this heading comes under the jurisdiction of the Department of Veterans' Affairs.

Career opportunities in the present day RCN are constantly increasing. The present expansion of the Navy is opening up new avenues to promotion. For those who wish to improve their educational standing, the Navy provides instructors and facilities for obtaining a standard up to and including Senior Matriculation.

These are only a few of the many points which the wise man will consider carefully before deciding whether or not to re-engage. Other aspects of service life worthy of a second thought include annual leave periods of up to 30 days, travel to new and interesting places, making new friends, acquiring new and valuable skills and, not by any means least important, the sense of satisfaction that comes from doing an important job in the service of one's country.

# Radio Aids to Navigation

by D.L.H.

*An Explanation of the Various Gadgets  
Used to Fix a Ship's Position*

THE Navigating Officer's big object in life is to get his ship, or, if he is a Fleet Navigator, his fleet, safely and speedily from one place to another. He is, of course, responsible for many other things, from working out the time of sunset to deciding on the most efficient search plan for finding a hostile fleet, but the object mentioned above is the one which is most constantly in his mind.

If you stop and think for a moment, it will be obvious that to get from one place to the next both safely and quickly he must know where he is all the time—he must have some way of keeping a constant check on the ship's position, so that he knows whether or not it's on the track which answers the requirements of speed and safety.

To enable him to do this, a thoughtful government has provided certain expensive equipment, most of which represents hundreds of years of study and experience. The basic instrument is the chart, for without accurate charts all his industry may be brought to nothing by a rock which didn't know that it wasn't supposed to be there.

To determine his position on the chart, and relative to the land or the nearest danger, he has had, until quite recently, only two instruments to assist him—the compass and the

sextant. The compass tells him the direction, from him, of a visible object. This direction is usually thought of as relative to North, and measured around in a clockwise direction in 360 degrees. That is, a hill that bore 30 degrees to the West of North would be said to have a bearing of 330 degrees. If he takes bearings of several objects and lays them off on the chart, he knows where he is, for the only place that he can be is where all the bearings intersect. This is the method generally used in coastwise navigation.

When he is out of sight of land, however, he must use some other method. Such a method was developed by a happy combination of the Astronomer Royal and an ingenious watchmaker. The astronomers found that they could calculate the position of the sun, moon, planets and all the brighter stars in relation to the longitude of Greenwich, which is just outside London, England. (They used Greenwich because the Royal Observatory happened to be there.) They also found that they could forecast, with great accuracy, the position of these heavenly bodies for years in advance and were able to put these forecasts in simple enough form for the poor ignorant seaman to understand.

However, the poor ignorant seaman wasn't much better off because nobody had invented a clock which could tell the time with sufficient accuracy to allow him to work out the exact position of the star he intended to use at the time that he meant to use it. Just about the time that Charles the Second was making Nell Gwynne an ex-officio queen, an enterprising clockmaker in northern England, attracted by a £10,000 reward offered to the man who could discover a way to determine longitude, made the first extremely accurate clock. He then spent twenty years trying to collect the reward, which the King, being strapped for money most of the time, was unwilling to grant because, as he pointed out, the clockmaker hadn't discovered anything but had merely improved something already in existence.

The poor ignorant seaman, however, fell upon the improvement with shrieks of joy. Knowing the exact

time, he was able to work out the position of the stars, and having observed their altitude above the horizon with his sextant, which instrument is specifically designed to measure angles like that with great accuracy, he could determine his position relative to the stars by working out a simple trigonometrical formula with which I shall not bore you here. This ability to measure longitude, of course, resulted, among other things, in an enormous improvement to charts, as land could now be plotted with much greater accuracy than had previously been possible.

You may think that, having accurate charts and the means of finding his position on them, the Navigator was now all set. However, the catch was that, in order to obtain a position from either bearings of shore objects or calculations of heavenly bodies, it was necessary to be able to see them. In temperate and northern latitudes such as those of Canada and most of Europe, the weather is very often the kind that prevents the poor ignorant seaman from seeing much more than the tip of his nose. A great many ships were lost in consequence, and, almost as soon as radio was developed, people started to wonder how it could be used to provide an aid to navigation.

## DIRECTION FINDING

The system first devised, because technically it was the simplest, was Radio Direction Finding. In this, a machine listens to a radio transmission from a ship and indicates the direction from which the signal is loudest. This is, in other words, the bearing of the ship from the station and is passed to the ship by radio. Two or more such bearings, when plotted on a chart from the respective stations, fix the position of the ship in the same way that bearings of shore objects do.

When the equipment had been refined and the size reduced, it was installed in ships, and radio beacons, transmitting a continuous signal, were set up around the coasts. Ships then could take their own bearings of shore stations and plot them, thus saving a considerable amount of time and also about \$1 per bearing, this being roughly the amount of the fee





charged by the shore stations under the first system.

Both these systems are still in use and all merchant vessels of any size are fitted with Direction Finding equipment. The network of stations and radio beacons is worldwide and of great value, and has been responsible for the saving of a great many lives and cargoes.

Radio Direction Finding was felt to be quite adequate up to the outbreak of the Second World War, and, had the problems of navigation affected ships alone, might still be the only radio aid. But the bombers of the RAF and the Luftwaffe suddenly found that they were very often getting rid of their loads a long way from their designated dropping areas, for the simple reason that they didn't know exactly where they were. They could generally see the stars but this was of little help to them in determining last-minute positions, because of the time involved in working out the mathematical formulæ. Nor was it good practice to plot their positions by referring to objects on the ground (when they could be seen) as these were often uncertain and deceptive.

Things were not made any easier by the deceptive measures adopted, most skilfully, by both sides—the kind which had the airmen using two

hundred tons of bombs to dispose of a barn and three cows.

Something had to be done. What could the back-room boys produce?

### CONSOL

The Germans came up with a clever device that sent out a combination of dots and dashes on various bearings. By counting the number of dots and dashes transmitted in one second (the total being always 60) you could tell the bearing of the transmitting station from you; e.g., if you heard 32 dots and 28 dashes you knew, by reference to a special chart, that the station bore 050 degrees. With two stations transmitting, a fix could be obtained as with bearings or D/F.

To bomb, the Germans would determine what combination of dots and dashes, from two stations, gave the position, of, say, London, and then would fly along one line and let go when the other one gave the right count. The system had the advantages of working well at long ranges and of requiring no special equipment in the aircraft other than an ordinary radio receiver. It had the disadvantages of not being any too accurate and of being susceptible to jamming. In fact, the British got so good at the latter that rather than jamming the transmissions entirely they succeeded in bending the beams, so that Jerry in turn bombed empty fields, thinking himself in the heart of the Empire.

There are several Consol stations in operation now, and it is very useful to shipping which has not been able to determine position and which does not carry the expensive equipment necessary for more accurate radio aids.

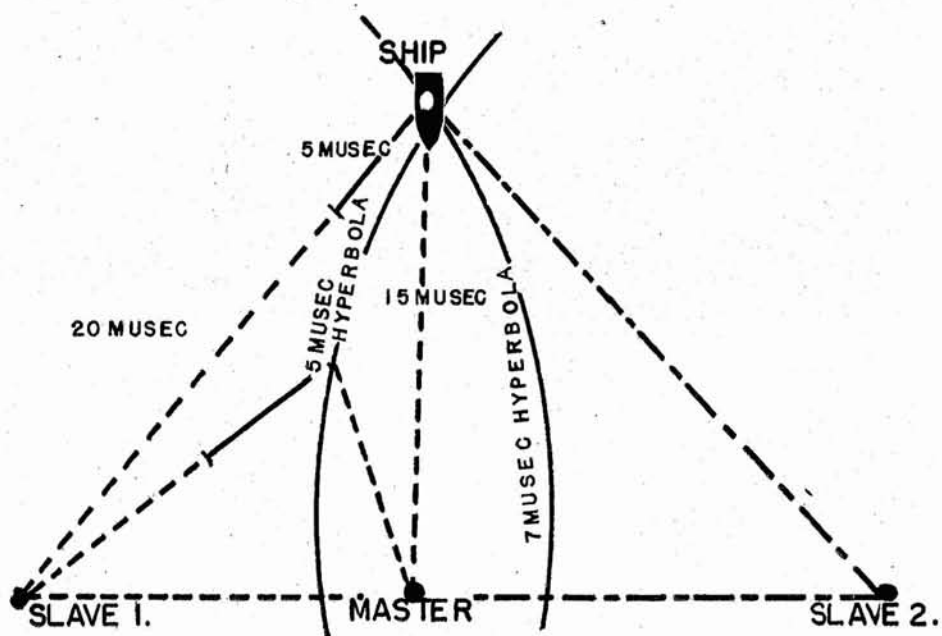
### LORAN and GEE

You may have noticed that both radio systems previously described employed an ordinary radio wave, such as you receive on a commercial broadcast band, for the transmission of their information. Also, the result obtained is, in both instances, a bearing, in neither case highly accurate. In fact, neither was considered by the British or the Americans to be accurate enough for blind bombing, and so a completely different system was evolved. The Americans developed the long-range version, or Loran, and the British the short-range Gee.

These work on pulses of energy, instead of a continuous wave. Reduced to the simplest terms, the theory is as follows:

The system is divided into "Chains," each consisting of three stations. The centre station of a chain is the "Master" and the other two, which may be up to 600 miles away from the Master, are called "Slaves." The Master sends out a very short burst of energy, called a "pulse." Each pulse lasts only a few millionths of a second, and many pulses are transmitted in the course of one second. When one of these pulses reaches a Slave station it actuates a radio transmitter, which in turn sends out a pulse. Have you got that?

Now we have three stations, the Master and two Slaves, each sending out pulses. Suppose that we have a ship at sea, somewhere in the vicinity of the Chain, with a Loran receiver. It is able to receive the pulses from the three stations. If it could measure the time that it took each pulse to reach the ship from its respective





station, it could change that time into distance (knowing that radio waves travel at about 186,000 miles a second) and with a simple geometrical drawing find its position. Unfortunately, it cannot do this, because it has no way of finding out how long the pulse has been travelling before it reaches the ship.

But all is not lost! Although it cannot measure the time that any wave takes to reach the ship, it can measure the *difference* between the times of arrival of the three pulses, as the pulse from the station furthest away is obviously going to take the longest time to reach the ship and will arrive a little later than those from the closer stations. The time has now come for a small diagram (page 5).

Here we see the ship and the three stations. Let's take the triangle formed by the Master, Slave 1 and the Ship. We join these points with lines representing the radio pulses going from the Master to the Slave and the Ship, and from the Slave to the Ship. In this example, the pulse takes 15 millionths of a second (or Musecs) to reach the ship from the Master, and 20 Musecs from the Slave. The difference therefore is 5 Musecs. Now many other triangles can be drawn with the common baseline Master—Slave 1, also having a difference of 5 Musecs between the two sides. (I have drawn one in, as an example). A long time ago some bright person discovered that if you joined the apexes, or tops, of a series of triangles having the same difference between their sides and a common baseline you got a curved line called a Hyperbola.

Now to get back to our ship, which is still trying to find out where it is. Having, by means of its Loran receiver, discovered that the difference in the arrival times of the pulses from Master and Slave 1 is 5 Musecs, it knows that it must be on the hyperbola joining the tops of triangles having a 5 musec difference in their sides.

Suppose now that it does the same with the triangle Master-Ship-Slave 2 and gets a difference of 7 musecs. Then it must be on the hyperbola which does the same for triangles having a 7 musec difference in their sides as the previous one did for 5 musec differences.

Now, the only position on Earth in which the ship can be to get this result is at the intersection of the 5 musec and the 7 musec hyperbolæ. Since the chart people have very kindly printed all these various families

of hyperbolæ on navigational charts, the geographical position is read off in the usual way. See?

These two systems were highly accurate and the process of finding the time differences was short, so that they enjoyed great success during the war and are still the main radio aids to navigation, particularly Loran.

## DECCA

The disadvantage attached to Loran and Gee was that the transmission of high-power pulses of energy requires a large and intricate installation and a large number of people to man it. Also, if the machinery for transmitting the pulses gets the least bit out of kilter the system is useless until it has been tuned up. If some system could be devised which would employ continuous waves instead of pulses the whole process would be greatly simplified, and size, expense and personnel required greatly reduced.

The Decca Gramophone Company of England has produced a system which does employ continuous transmission. Obviously, since there is no break in the wave, one cannot measure differences in time, there being no start or stop, so to speak. Decca, therefore, depends on phase-comparison to establish the hyperbolæ. I think a simple diagram will best explain this:

FIGURE 1

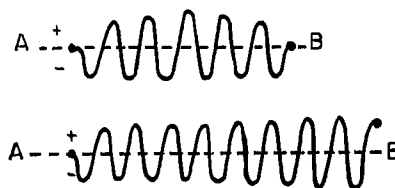


FIGURE 2

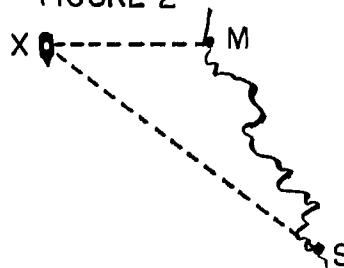


Diagram 1 shows two waves starting at the same time, A. In diagram 2, the two transmitting stations are M and S and the ship is at X. Now, suppose that by the time the top wave, from M, has arrived at the ship it has reached the

mid point of its cycle and is back at A in diagram 1 in its up and down travel. The bottom wave, coming from S, has been travelling a little longer, however, has gone up and down a few more times, and has now reached its crest at B (diagram 1). That is, when one wave is at the zero point of its up-and-down career, the other is at its maximum on the plus side of the line. These waves are now said to be 90 degrees out of phase. Hyperbolæ can be constructed using these phase differences in the same way as was done with time differences in Loran and Gee, so that the charts look very much the same.

The Decca system is now being used in Great Britain and Denmark and is being purchased by other Western European nations.

I have tried to describe as simply as I can the principal Radio Aids. In some cases I have probably oversimplified to such an extent as to shake the student of electrics and electronics to the core. If you are one of the shaken, please let me remind you that this was written, not for you, but for those who are interested in such matters but have not been initiated into the "mysteries" of Loran, Gee, Decca, etc.

Finally, I would like to emphasize that these new-fangled gadgets, helpful and efficient though they may be, do not supersede the navigator's trusty sextant and pelorus, his depth-finding apparatus and other older items of equipment. They are merely additions to his stock-in-trade, possessing certain great advantages, but, also, having certain limitations.

## Ships Skip Day

When the destroyers "Cayuga," "Sioux" and "Athabaskan" crossed the International Date Line en route from Pearl Harbor to Kwajalein, they dropped a full day from the calendar, with the result that those going off watch at midnight on Monday July 18 were relieved by shipmates keeping the middle watch on Wednesday.

While of little concern to most of the crew members of the three ships the forfeiture of July 19 was a matter of some regret to Ordinary Seaman Wilfrid Beck, of Alert Bay, B.C., and Merle Evans, of Welland, Ont. Beck, in the "Sioux," and Evans, in the "Cayuga," would have celebrated their 19th birthdays on the missing date.

And Petty Officer Norman F. Bond, of Victoria, serving in the "Sioux," missed in more ways than one his sixth wedding anniversary, which fell on the day that disappeared.

## ELECTRONICAL LOCATION

For the past few centuries  
In which Canadians sailed the seas  
The Pilot's art  
Performed the part  
Beyond exaggeration.

His skill did ascertain the truth  
From gadgets like the azimuth,  
It was his hand  
That kept the land  
In safe inter-relation.  
But now that hand and skill are vain,  
For though the Navy ploughs the main,  
It finds its way  
By night and day  
By Electronical Location.

Our Gunners, too, in bygone days  
Received their modicum of praise  
For speed of eye  
Assisted by  
Ballistic calculation.  
Our battles could not have been won  
Unless the man behind the gun  
Possessed the brain  
To lay and train  
With great discrimination.  
But nowadays all that has changed,  
The guns are willy-nilly ranged  
Through rain or snow  
Upon the foe  
By Electronical Location.

Electrical Complexity  
Now governs everything at sea.  
Loran pulses for afar—  
While for pilotage radar  
Controls the situation.  
No more need to stream the log  
Or for lookout in the fog.  
The new AB  
Just thumbs a key  
Or sets some calibration.

The storm-tossed sea, the rocky shore,  
The fog-filled bay we fear no more.  
No stars . . . no sun . . .  
Still landfall's won  
By Electronical Location.

G.A.C.

(Editor's Note: The author of the above wishes it to be made clear that he has indulged himself to a certain amount of poetic license. As stated in the preceding article, the Navigator's new electronic devices simply supplement his more "old-fashioned" equipment. The sextant, azimuth ring, sounding line, etc., are still essential instruments of the profession. Lookouts, too, are just as important as they ever were).

Page eight



Ten high school students, accompanied by their school principals or parents, visited Halifax and Victoria in July as guests of the Royal Canadian Navy and the Navy League of Canada. The students were prize-winners in the Navy League's National Essay Contest. Three were entertained for a week in Victoria while seven spent a similar period with the Atlantic Command.

The contest winners spent a day at sea, toured the dockyards and training establishments and visited points of interest in the vicinity of Halifax and Victoria.

In the top photo, students are shown in the engine-room of the frigate HMCS "Beacon Hill". Left to right are Peter Wheeler, Saanichton, B.C.; Harley Kelsey, Revelstoke, B.C.; Doreen Mulvey, St. Boniface, Manitoba and Mrs. W. J. Mulvey. Their guide is Commissioned Engineer T. M. Kellington, the ship's engineer officer.

The lower photo shows the group which visited Halifax, posed with Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. (E-11904 and HS-11648.)

## STALWART SAILOR, STERLING CITIZEN

*Petty Officer Adam Cochrane Elected  
by Shipmates of HMCS "Beacon Hill"*

Although he had been with the ship less than six months and was slated for an early draft ashore, only one man was considered when the ship's company of the training frigate HMCS "Beacon Hill" was invited to elect a Man of the Month.

The frigate's choice was Petty Officer Adam Cochrane, RCN, of North Vancouver.

Born in North Vancouver on September 9, 1920, PO Cochrane began his naval career in 1934 when he joined a Vancouver Sea Cadet Corps. Three years later he was a Boy Bugler with the Royal Canadian Naval Volunteer Reserve Division in the coast city.

Here, at the weekly training sessions, he developed a keen interest in guns and gunnery and for the next two years studied hard to master all phases of his intricate art, not excluding many long hours on the parade ground. He also managed a six-week seaman gunner's course at HMCS "Naden," Esquimalt.

In 1939 his work paid off. He was chosen a member of the Guard of Honor mounted for the visit to the West Coast of Their Majesties the King and Queen.

Later, on the outbreak of war, he was called to active service and his knowledge was put to immediate use.

After a short refresher course at "Naden," he became a gunner in Defensively Equipped Merchant Ships. As an Able Seaman his first sea draft was to the slow, coal-burning merchantman, SS "Fowberrytower." The ship cleared Victoria on October 23, 1939, bound for Hull, England, with a cargo of vital war supplies. Routed independently via Panama and Jamaica she arrived in the United Kingdom 54 days later. On the return trip to Baltimore heavy seas battered the ship and necessitated drydocking for extensive repairs.

Seaworthy again and with a new cargo, the "Fowberrytower" sailed for Halifax to join her first convoy. However, only a few days out of Halifax, the ship's slow speed forced her to drop out of the convoy and she completed the voyage across the submarine-infested North Atlantic alone.

Leaving the "Fowberrytower" in Halifax, PO Cochrane journeyed to the West Coast where he joined another merchant ship, the SS "Silver Guava." As a DEMS gunner he sailed in this ship in the Pacific and Indian Oceans. One of her ports of call was Capetown, South Africa, and PO Cochrane spent a month in the Royal Navy barracks at nearby Simons-town.

His next draft was to the SS



PETTY OFFICER ADAM COCHRANE

"Bluchestand," bound for Port of Spain, Trinidad, to join a Halifax-bound convoy. Due to adverse weather the rendezvous was never made and the ship sailed alone to Halifax.

From there PO Cochrane went back to the West Coast for 21 days leave. In December 1942 he was drafted to the United Kingdom as one of the commissioning party of Canada's first Tribal class destroyer, HMCS "Iroquois."

He was serving in this ship the following July when she formed part of the escort of an ill-fated troop

convoy bound from England to Gibraltar. Air attacks sank two of the three large troop ships with the loss of more than 2000 men. The "Iroquois" also was attacked at this time but was not damaged.

Leaving the "Iroquois" later that year he served for a time in the aircraft carrier HMS "Archer," where he qualified for the rating of petty officer.

April 1944 saw PO Cochrane once more back in Canada and home on his second long leave period. During this time he married Miss Edna Spracklin, of his native North Vancouver.

Later, in HMCS "Cornwallis," at Cornwallis, N.S., he qualified as a quarters rating, first class, and transferred from the Reserve to the RCN.

In October 1944 he was a member of the ship's company of the new cruiser, HMCS "Ontario," when she commissioned at Belfast.

PO Cochrane left the "Ontario" after her arrival at Esquimalt from the Far East and became an instructor of new entry seamen in "Naden." Here, due to his powerful vocal chords and the lack of any inhibitions regarding their use, he acquired the nickname of "The Voice."

He stayed on in "Naden" until March of this year, when he joined the "Beacon Hill" and was charged with the instruction of Cadets in low angle gunnery. He is at present back in "Naden" awaiting a 15-month gunnery instructor's course which also will qualify him for the rating of chief petty officer, second class.

Educated in North Vancouver and an employee of the British Wire Rope Company of Vancouver prior to the war, PO Cochrane now makes his home in Victoria with his wife and two sons, Michael, aged four, and Larry, eighteen months. A strong family man, he devotes all his spare time to his home and children.

As for his views on the present day Navy, PO Cochrane says, "I'm all for it. It offers a secure career. It's a good clean life for any young Canadian interested in the navy, in ships, in travel and adventure."



# OFFICERS *and* MEN



## Rear-Admiral Houghton on Retirement Leave

A distinguished naval career which began in 1913 will end early this month when Rear-Admiral Frank L. Houghton, Vice Chief of the Naval Staff since September 1947, proceeds on retirement leave.

He will be succeeded by Rear-Admiral Harry G. DeWolf, formerly Flag Officer Pacific Coast.

Born in the fishing village of Looe, in Cornwall, England, Rear-Admiral Houghton came to Canada with his family in 1909 and settled on the West Coast. He entered the Royal Naval College of Canada at Halifax in 1913, graduating as a midshipman in 1915. During the First World War he served with the Royal Navy in HMS "Cumberland" on West Atlantic patrol, in HMS "Erin" with the Grand Fleet at Scapa Flow, in HM Submarine "K. 1" and other vessels.

From 1919 to 1924 he served with the Royal Navy in home waters, the

Baltic, China and the East Indies, and was first lieutenant of HMCS "Patriot" for two years. Ashore he qualified as a "dagger" specialist in signals.

Rear-Admiral Houghton returned to Canada in May 1927 as Signals Officer of HMCS "Stadacona," Halifax. Between 1929 and 1933 he commanded the minesweepers "Festubert" and "Ypres," was first lieutenant of the new Canadian destroyer "Skeena" and served ashore in the UK and at "Naden."

Admiral Houghton commanded the destroyer "Vancouver" from December 1933 until December 1934, when he went overseas to attend a staff course. His next appointment was that of secretary to the Canadian Delegation to the London Naval Conference, December 1935 to March 1936.

On his return to Canada he spent two years as first lieutenant of HMCS "Stadacona," followed by a year at sea as commanding officer of HMCS "Saguenay".

Shortly before the outbreak of the Second World War Admiral Houghton was appointed to Naval Headquarters as Director of the Plans and Signals Division. Later he was Director of Plans and Secretary of the Chiefs of Staff Committee. From June 1942 until March 1943 he commanded the auxiliary cruisers "Prince Robert" and "Prince Henry" in the Pacific and the Aleutian area. Six months as Chief of Staff to the Flag Officer Newfoundland Force was followed by an appointment overseas as Senior Canadian Naval Liaison Officer, London, in November, 1943. Later he was named head of the Canadian Naval Mission Overseas.

When Canada's first aircraft carrier, HMCS "Warrior," was commissioned early in 1946, Rear-Admiral Houghton was appointed commanding officer. In January 1947 he went to Headquarters as Assistant Chief of the Naval Staff and nine months later became Vice Chief of the Naval Staff with the acting rank of Rear-Admiral. He was confirmed in rank in January 1949.

For his services as Senior Canadian Naval Officer and head of the Canadian Naval Mission Overseas he was appointed a Commander of the Military Division of the Most Excellent Order of the British Empire on June 14, 1945.

A strong believer in spare-time hobbies for officers and men, Rear-Admiral Houghton is himself one of Canada's top-flight amateur magicians, while in the field of writing he has won a reputation as an author of boys' books, short stories, articles and verse.

## PO Duncan A. Wallace Awarded LS & GC Medal

PO Duncan A. N. Wallace, of Regina, now serving in the oceanographic survey vessel HMCS "Cedarwood", was presented recently with the RCN Long Service and Good Conduct Medal. Presentation was made at Divisions in HMCS "Naden" by Commodore G. R. Miles, Commodore of the RCN Barracks, Esquimalt.

PO Wallace joined the RCN in "Naden" as a Boy Seaman in January, 1935. Among the ships in which he has served are the destroyers "Skeena," "Ottawa," "Fraser," "Saguenay," "Gatineau" and "Athabaskan;" the corvettes "Mayflower," "Baddeck," "Moose Jaw" and "Sackville" and the Algerine minesweeper "New Liskeard." He was drafted to the "Cedarwood" in July of this year.

## Writers, Storesmen Attend Supply School

Twenty-three men of the writer branch are nearing the end of courses begun in the Supply School at HMCS "Naden" early this summer. Sixteen are taking the 20-week administrative writers' course and seven the 16-week pay writers' course.

On June 19, classes NS 25 and VS 25 got underway for naval and victualing storesmen. These classes, consisting of 18 and seven men respectively, will complete a 10-week professional course early in September. Successful graduates will be qualified for Trade Group 1.



REAR-ADMIRAL F.L. HOUGHTON, CBE, RCN

## Staff Changes Made In Esquimalt MTE

Lieut. (E) R. F. Keen, who recently returned from a damage control and firefighting course at Treasure Island, San Francisco, has been appointed Officer-in-Charge of the Damage Control School at the Mechanical Training Establishment, Esquimalt. He succeeded Lieut. (E) K. E. Lewis, who is now serving aboard the "Ontario."

Also in the "Big O" is CPO E. E. Jourdin, former regulating chief of the MTE, whose duties there have been taken over by CPO C. R. Shipley. Commissioned Engineer G. A. Dufour, from the "Ontario," has joined the establishment staff and has been named Officer Co-ordinating Training.

CPOs C. Pearce and G. Fraser have taken charge of the engine rooms of the A/S towing vessels "Lakewood" and "Wildwood," respectively. The two auxiliaries have recently been placed under the operational control of "Naden."

## Radar Plotters Finish Twenty-Week Session

Eleven men recently completed a 20-week course at the Navigation Direction School, HMCS "Stadacona," Halifax, which qualified them for the non-substantive rating of Radar Plotter, Trade Group II.

Graduates were POs Thomas O'Leary, Parrsboro, N.S., and Edgar Colebourne, Sioux Lookout, Ont.; Ldg. Sea. Robert Cooke, Edmonton, and ABs Lloyd Mathews, St. Thomas, Ont.; Brian Moss, Hamilton; Marvin Atkinson, Edmonton; John Connolly, Dartmouth; Harold Morrison, Charlottetown; Mark Stumph, Rosalind, Alta.; Michael Smylski, Calgary, and Peter Thomas, Sudbury, Ont.

## New Appointments, Drafts for Medical Personnel

Surgeon Commander G. W. Chapman has taken over as Command Medical Officer of the Pacific Command and as Principal Medical Officer of HMCS "Naden." He succeeds Surg. Cdr. T. B. McLean, who is at present attending a specialist course in surgery at the U.S. Naval Hospital, San Diego.

Surg. Lieut. Roy Sparrow and Surg. Lieut. Desmond Woods have joined the medical staff in "Naden", the former from Halifax and the latter from a special course in the United States.

Petty Officer Sydney Wallace has returned to his home port division at Halifax after a period of service with the Pacific Command Hygiene Department. During his stay in Esquimalt PO Wallace earned a notable re-



Rear-Admiral J. H. Carson, USN, commander of Task Force 86, inspects a Guard of Honor of men from HMCS "Stadacona" mounted for his visit to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. Officer commanding the Guard was Lieut. G. R. MacFarlane, of Victoria. Rear-Admiral Carson's flagship, the USS "Missouri," the world's largest battleship, and eight destroyers comprised the United States Task Force which paid a four-day visit to Halifax late in July. (HS-11917).

putation as an organizer, having successfully arranged everything from a formal ball to a corn roast on a nearby beach.

CPO L. Hughes and PO W. Noel are in line for congratulations after having passed their course for the rank of Commissioned Wardmaster.

## Higher Trade Group For Nine Electricians

Nine members of the Electrical Branch qualified recently for the rating of Leading Seaman, Trade Group III, following a course at the Electrical School, HMCS "Stadacona."

Successful graduates were Leading Seamen George Colley, James Baker, Harold Offer, William Hopkins, Enrich Overtrude, Harold Penny, Francis Hogan, John Nichols and Arthur Taylor.

## Electrical Technicians Complete Long Course

Fourteen petty officers and a leading seaman of the Electrical Branch successfully completed in July an 11-month course which qualified them for Trade Group IV. The course was held at the Electrical School in HMCS "Stadacona."

Those who passed the course were Petty Officers G. L. Oakley, Victoria, J. W. Buchanan, London, Ont.;

R. B. Watson, Victoria; C. L. Bennett, Ottawa; C. P. McMullen, Vancouver; R. S. Sharpe, Victoria; D. R. Evans, Saint John, N.B. and Dartmouth, N.S.; J. F. Jarvis, Windsor, Ont.; W. L. Kittson, Victoria; J. F. Costin, Winnipeg; A. K. Howe, Millstream, N.B.; N. W. Sellars, North Sidney, N.S.; T. S. Lavery, Saskatoon, Sask., and G. E. Doutez, Vancouver, and Leading Seaman I. W. Agnew, Victoria.

## Eight Recommended for PTI Course

On August 28 eight men commenced a course at the Port Physical and Recreational Training Centre, HMCS "Naden," which will qualify them as Physical and Recreational Training Instructors, second class.

The men were recommended for the course following successful completion of an earlier two-week familiarization period at the P & RT Centre.

The potential PTIs are POs R. C. Sallis, and A. McLean; Ldg. Seamen J. A. Bendall, F. R. White and R. G. Murray; Able Seamen W. G. Rowan and C. A. Duncan and Ord. Sea. D. R. Clark.

PO Sallis headed the preliminary class and won the P & RT Qualifiers Familiarization Course trophy.

## Medical Officers Make "Pierhead Jumps"

Three medical officers made what virtually amounted to "pierhead jumps" when the three destroyers sailed from Esquimalt July 5 for service with United Nations forces in Korean waters.

Surg. Lieut.-Cdr. J. C. Gray, Principal Medical Officer of the flotilla, received notice of his appointment to the "Cayuga" just two days before the ship sailed.

Surg. Lieut. R. B. Ramsey, a Reserve officer, was in Montreal and looking forward to going to Europe with the Special Service Squadron when he was asked to serve in the "Athabaskan". He made a hurried trip by air across Canada to join his ship.

Surg. Lieut. V. S. Newman, in the "Sioux", also had only two days' notice of his appointment.

Lieut.-Cdr. Gray, a native of Halifax was practicing medicine in



SURG. LIEUT.-CDR.  
J. C. GRAY

England prior to joining the RCNVR there early in the Second World War. He served mostly in ships of the Royal Navy in the North and South Atlantic, the South Pacific and the Burma theatre and was awarded the DSC in January 1943 for

"gallantry and outstanding service."

Following the war he was PMO in the "Warrior", "Uganda" and "Ontario". Demobilized in September 1947, he spent a month on special naval duty in the RCN Hospital at "Naden" before transferring to the RCN.

A graduate in medicine from McGill University, Lieut. Ramsey, just prior to his appointment to the "Athabaskan", had volunteered for a year's service with the RCN. He served during the war in the RCNVR, which he joined as an Ordinary Seaman in Montreal in July 1944. He served in "Cornwallis" and in the destroyer "Hamilton" before being promoted to commissioned rank in the executive branch early in 1945.

Demobilized in Montreal in October of that year, he rejoined the Reserve there in April 1947 as a Sick Berth Probationer. He was promoted to Acting Surgeon Sub-Lieutenant five months later but subsequently transferred to the executive branch, in

which he remained until completion of his internship this Spring, when he re-entered the medical branch.

Lieut. Newman was graduated in medicine this year from the University of Toronto. He, too, joined the RCNVR on the lower deck during the Second World War. Promoted to commissioned rank in the executive branch in 1943, he served subsequently in "Cornwallis", "Avalon", the Algerine minesweeper "Winnipeg" and in HMCS "St. Hyacinthe".

Following his demobilization in Toronto in October 1945, he entered the faculty of medicine at the University of Toronto and at the beginning of his final year entered the Navy as a Surgeon Sub Lieutenant.

Assisting the medical officers in the three ships are PO H. R. S. Matte, in the "Cayuga"; PO S. B. Kelly, in the "Athabaskan" and PO J. E. Plastow in the "Sioux".

## Seven Officers Complete Long Electrical Course

Seven officers graduated recently from the first "Long L" Officers' Electrical Familiarization Course held at the Electrical School in HMCS "Stadacona".

Graduates were Lieutenants (L) William Kanwisher, Vancouver; B. L. Wilkins, Toronto; W. E. Wilson, Stratford, Ont.; R. K. Odell, Ottawa; E. E. McConechy, Victoria; J. A. Strachon, Vancouver, and G. R. Nixon, Winnipeg.

## Fifteen Ordinary Seamen Take Stoker Training

A class of 15 ordinary seamen of the Stoker Mechanic branch recently completed a basic training course in the Mechanical Training Establishment, HMCS "Naden."

Successful graduates were Ordinary Seamen J. Peacock, Dartmouth, N.S.; M. Dallaire, Montreal; C. McDonald, Port Hood, N.S.; E. Lorentz, Saskatoon; E. Forgie, Mimico, Ont.; G. Forrest, Brantford, Ont.; D. Wood, Kentville, N.S.; B. Hickey, Amherst, N.S.; R. Parkes, Woodstock, Ont.; T. Richardson, Spirit River, Alta.; T. McCaul, Calgary; W. Morris, Eastview, Ont.; D. Hood, Verdun, P.Q.; H. Judd, Hamilton, and H. Haynes, St. John's, Newfoundland.

## Radar Plotters Finish Course at "Stadacona"

The following men graduated recently from the Navigation Direction School, HMCS "Stadacona," after a 14-week initial Radar Plotter course: Ordinary Seamen Donald George, Kingston; Darryl Craft, Grand Bay, N.S.; Yvon Gingras, Montreal; Emil Favron, Montreal; Henry Dube, Montreal; James Blackwell, London, Ont.; Edward Coulter, Debert, N.S.; Arthur Duerkson, Hamilton, Norman Seeley, Thornhill, Ont.; Verne Steers, Toronto; Anthony Goveia, Georgetown, British Guiana; Robert McQueston, Simcoe, Ont.; Ted Aulis, Bury, Ont., and Earl Ferns, Dundas, Ont.



Shown above are members of the sixth Chief and Petty Officers' Leadership Course to be completed at HMCS "Cornwallis."

Front row, left to right, are: PO S. C. Fagg, PO A. J. Schimp, PO O. G. Halverson, C'd Bos'n. H. J. Andrews (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer-in-Charge), CPO G. Dark, CPO A. F. Little, PO K. R. Taylor.

Centre row: PO G. M. Frost, PO E. F. Addy, CPO R. W. Fraser, PO G. H. Howe, PO E. M. Woodall, PO S. R. Butterworth, PO J. A. Young.

Rear row: PO W. G. Johnstone, PO B. S. Chambers, PO J. S. Searle, PO J. K. Luke, PO V. R. Skegg, CPO W. C. Wilkinson, CPO A. P. Howard, CPO J. C. S. Fox.

### Refresher Course Proves Popular with PO Cooks

A Petty Officer Cooks' refresher course started on June 26 in the Supply School at HMCS "Naden." This type of course has proved to be most popular in the past and the present class is particularly enthusiastic about the opportunity to brush up on the finer points of the culinary art. This is the first time some of these men have seen the navy's modern cookery school.

Other classes under instruction include one of nine cooks which completes September 16. A class of five cooks completed July 29 and a class of 15 stewards finished on the same date.

### Six Men Complete Refrigeration Course

The following six men of the Engine Room Branch recently passed a two-month course in refrigeration at the Mechanical Training Establishment, HMCS "Stadacona," Halifax: CPO Robert Ashton, Esquimalt; CPO Robert Summer, Victoria; PO John Bugslag, Victoria; PO Emil Jansen, Victoria; PO Robert West, Simcoe, Ont., and PO Dennis Tomkins, Esquimalt.

### Supply Officers Take Technical Training

The eighth Supply Officers' Technical Course in HMC Supply School, at "Naden," concluded on June 30. The course lasted five weeks and for the RCN officers attending served to introduce them to the duties and responsibilities of the supply branch, preparatory to their going on for further courses.

Officers who attended the course



Leading Seaman John Hemphill, a cook serving in HMCS "La Hullose," holds a bowl of milk for "Out Pipes," his newly-adopted mascot. Holding the part-Newfoundland, part-Husky pup is Cadet Stuart Bruce, of London, Ont. (HS-11562).

included: Lieut. (S) F. R. Fowlow, Lieut. (S) W. F. Jones, Sub-Lieut. (S) R. Leckie, Sub-Lieut. (S) W. M. McCulloch, Sub-Lieut. (S) P. L. Shirley, Sub-Lieut. (S) C. L. Perrin and Sub-Lieut. (S) J. C. Wright, all RCN and Sub-Lieut. (S) J. L. Roy, Sub-Lieut. (S) M. J. Briere, Sub-Lieut. (S) M. G. Thompson, Midshipman (S) S. Szach, Midshipman (S) G. R. Sircorn, members of the RCN (R).

The RCN officers will return to the Supply School early next year for a four-month professional course prior to being appointed to ships and establishments for supply duties. The Reserve officers were appointed to ships and establishments for practical training during the summer months.

### Cadets Take Courses In Supply Duties

In conjunction with the West Coast Summer training program for men of the University Naval Training Divisions, two classes of Cadets (S) are being instructed in HMC supply School in the overall duties of a supply officer.

The first class of 26 Cadets (S) completed a six-week professional course on the June 30 and then went to various West Coast ships and establishments to gain practical experience in the field of supply. The second class of 42 Cadets (S) completed the professional course on the August 28.

A considerable amount of "book learning" goes into one of these six-week courses, the syllabus covering detailed accounting procedures and regulations governing pay, transportation, secretarial and court martial procedures, victualling, clothing,

## 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.

ABBOTT, Victor J. .... P1ET4(NQ)  
 ADDISON, Richard P. .... LSMA2(NQ)  
 ALLEN, George H. .... P1AW2  
 APPLEJOHN, Richard. .... LSMA2(NQ)  
 BENNETT, John E. A. .... LSAW1  
 BLANCHARD, Joseph E. .... P2AW2  
 BRIGHT, John R. .... LSEM1  
 BROCK, Elmer R. .... P2VS2(NQ)  
 CHARLES, Walter G. .... LSCM1  
 COLLINS, Albert W. .... LSRP1(NQ)  
 COTTLE, John B. .... C2RA4  
 CUMMINGS, William G. .... LSCS1  
 CURRIE, Rupert F. .... P1VS2(NQ)  
 DOE, John. .... P1ET4(NQ)  
 DOOTSON, Peter H. .... LSMA1(NQ)  
 FELL, Lloyd A. .... P2SM2  
 FORMO, Kenneth L. .... LSMA1(NQ)  
 FRASER, Albert J. .... P2SM2

GIBB, John Norris. .... P1ET4  
 GLESSING, Lorne K. .... LSAN2  
 GOWER, James H. .... C2RA4  
 HODGINS, Harvey G. .... C2RA4  
 HOPPS, Edward K. .... P2SM2  
 JACKSON, Roy M. .... LSEM1  
 JACOBS, John J. .... P1PM4  
 KAHLER, Lawrence J. .... P2AW2  
 KEEN, Leonard P. .... LSEM1  
 LEADLAY, Kenneth. .... C2ET4  
 LEPPARD, Edward A. R. .... LSCM1  
 LUNA, Kay. .... LSCM1  
 MOSES, Wilbur Q. .... P2AW2  
 O'NEILL, Raymond R. J. .... C2RA4  
 PENCHOFF, Peter. .... P2CK2  
 PETERS, John R. .... C2RA4(NQ)  
 PUMFREY, Raymond L. .... C2MA3  
 RICHARD, Robert W. .... LSMA1(NQ)  
 ROGERS, John. .... C2ET4  
 ROHLAND, Joseph Guy. .... P2AW2  
 STEVENS, Charles M. .... LSAO1(NQ)  
 TRICKETT, Gordon R. .... C2RT4  
 VIRGINT, Stanley. .... P1ET4(NQ)  
 WANDLER, John. .... P2VS2  
 YAUDEN, Cecil T. .... P2SM2  
 ZUROWSKI, Ferdinand M. .... P2SM2

naval and air store-keeping and book-keeping, with particular reference to the new non-public funds accounts in the RCN. A three-day period in HMC Cookery School is also a feature of these courses.

### Personnel Changes at Supply School

CPO Gordon Dark, after a year and a half as cookery instructor in the Supply School at HMC "Naden," has been drafted to the "Naden" barracks. PO Tommy Rayson, from "Cornwallis," recently joined the staff and will instruct in pay writers' duties. PO Ernest Stein is at present taking the Chief and Petty Officers' Leadership course in "Cornwallis."

### WEDDINGS

Lieut.-Cdr. Kenneth C. Birtwistle, HMCS "Magnificent," to Miss Nora J. Learoyd, of Victoria.

Lieut. John D. McRuer, HMCS "Shearwater," to Miss Cynthia M. Tate, of Toronto.

Lieut. W. J. Swiniarski, Naval Headquarters, to Miss Veronica Kowalow, of Edmonton.

Lieut. B. T. Dalsin, HMCS "Nonsuch," to Miss Jeannette McLaren, of Edmonton.

Lieut. George McMorris, HMCS "Niobe," to Miss Gene MacMinn, of Victoria.

Lieut. William M. Phillips, HMCS "Niobe," to Miss Dorothy E. Ballantyne, of Toronto.

Lieut. Charles R. Nixon, HMCS "Crescent," to Sub-Lieut. (NS) Mildred L. Thomson, of HMCS "Stadacona."

PO Gerald R. Coughlin, HMCS "Magnificent," to Miss Jean E. Coolen, of Halifax.

Ldg. Sea. Russell A. MacKinnon, HMCS "Shearwater," to Miss Beverley S. Kew, of Halifax.

AB William A. Lovett, HMCS "Shearwater," to Miss Anna E. MacIsaac, of Judique, Cape Breton.

AB Albert E. Ames, HMCS "Athabaskan," to Miss Katherine M. McDonnell, of Kelliher, Sask.

AB Ernest Pearson, HMC "PTC 724," to Miss Jeanne Grimshaw, of Halifax.

AB Clifford D. Nelson, HMCS "Stadacona," to Miss Sheila A. Vivyan, of Halifax.

AB Russell I. Hooke, HMCS "Cayuga," to Miss Mildred L. Arnason, of Vancouver.

### BIRTHS

To Instr. Lieut. D. J. Hamilton, HMCS "Cornwallis," and Mrs. Hamilton, a daughter.

To Lieut. (S) A. F. Reade, HMCS "Cornwallis," and Mrs. Reade, a daughter.

To CPO M. H. Nold, HMCS "Cornwallis," and Mrs. Nold, a daughter.

To PO G. Hornett, TASTC, HMCS "Naden," and Mrs. Hornett, a son.

To PO L. H. Pollok, HMCS "Naden," and Mrs. Pollok, a daughter.

To PO Elmer Dodds, HMCS "Cornwallis," and Mrs. Dodds, a daughter.

To PO Arthur Cuthbert, Supply School, HMCS "Naden," and Mrs. Cuthbert, a daughter.

To Ldg. Sea. Frederick A. Simmons, HMCS "Cornwallis," and Mrs. Simmons, a daughter.

To AB Donald V. Bland, HMCS "Star," and Mrs. Bland, a son.

To AB David Green, HMCS "Portage," and Mrs. Green, a daughter.



Commodore (E) W. W. Porteous, Superintendent of HMC Dockyard, Halifax, (left), and Cdr. (E) C. M. O'Leary, Assistant Superintendent, presented John R. Smith, centre, the retiring Dockyard Postmaster, with a painting and a silver smoking set at a farewell ceremony July 17. Mr. Smith retired from his post July 16 after 31 years of service. (HS-11741).

### VETERAN NAVAL POSTMASTER RETIRES FROM HALIFAX POST

A familiar figure in the Naval Dockyard at Halifax, John Roberts Smith, MC, MM, 60, proceeded on retirement leave July 16 after 31 years as a postmaster with the Naval Service.

In recognition of Mr. Smith's long and faithful service, Commodore W. W. Porteous, Superintendent of HMC Dockyard, presented the retiring postmaster with a painting and a silver smoking set on behalf of the Dockyard staff.

Mr. Smith was appointed postmaster in the Naval Service on October 8, 1919. In September 1939 he was transferred to the fleet mail staff as assistant and advisor to the Fleet Mail Officer at the General Post Office, Halifax, and later was placed in charge of the Dockyard Post Office. This office, which provided mail service to Dockyard establishments and to ships calling at Halifax during the Second World War, served an average of 17,500 personnel at one time.

In 1945, when hostilities came to an end, Mr. Smith reorganized the Fleet Mail Office with a civilian staff and up until the time of his retirement was in charge of the naval mail service on the East Coast.

Born in Collingham, Notts, England, Mr. Smith came to Canada at the age of 12 when his father's unit,

the 5th Royal Garrison Regiment, was moved to Halifax. He attended and graduated from the Military School on Cogswell Street.

In 1905, when his father's regiment was disbanded, he returned to England, but in less than a year was back in Canada. This time Mr. Smith went to Toronto to work with the Toronto Electric Light Company as an electrical helper.

His hobby of roller skating, which was then the rage, led him to joining Premier Rinks, Limited, as an instructor and he toured England as a roller skating teacher.

In 1911 he returned to Canada to join the Royal Canadian Regiment. In 1915 he went overseas with the 64th Battalion of the Canadian Expeditionary Force. He was awarded the Military Medal for bravery in the Battle of the Somme and the Military Cross for his part in a raid at Leiven, France. In 1917 he was commissioned in the field. He retired from the army after the war with the rank of Acting Captain and returned to Halifax, where he began his long career as a postmaster in the Naval Service.

At present residing at 35 Maple Street, Dartmouth, Mr. Smith is planning to move to Simcoe, Ont., where his son and daughter now live.



## SMITHS COMMON? NOT THIS KIND

There are 65 Smiths serving in the Atlantic Command of the Royal Canadian Navy but there's only one 'smith.

He is Chief Petty Officer George Roscoe, the Navy's only full-fledged blacksmith on the East Coast. No, he doesn't look after the Horse Marines' livestock, but he's a busy man, all the same.

Most blacksmiths have nothing more ferocious than horses to contend with. CPO Roscoe has shipwrights. He teaches them the art of lifting a hammer and putting it down on the right spot, at the right time, with just the right amount of pressure. If you don't think it's an art — try it sometime.

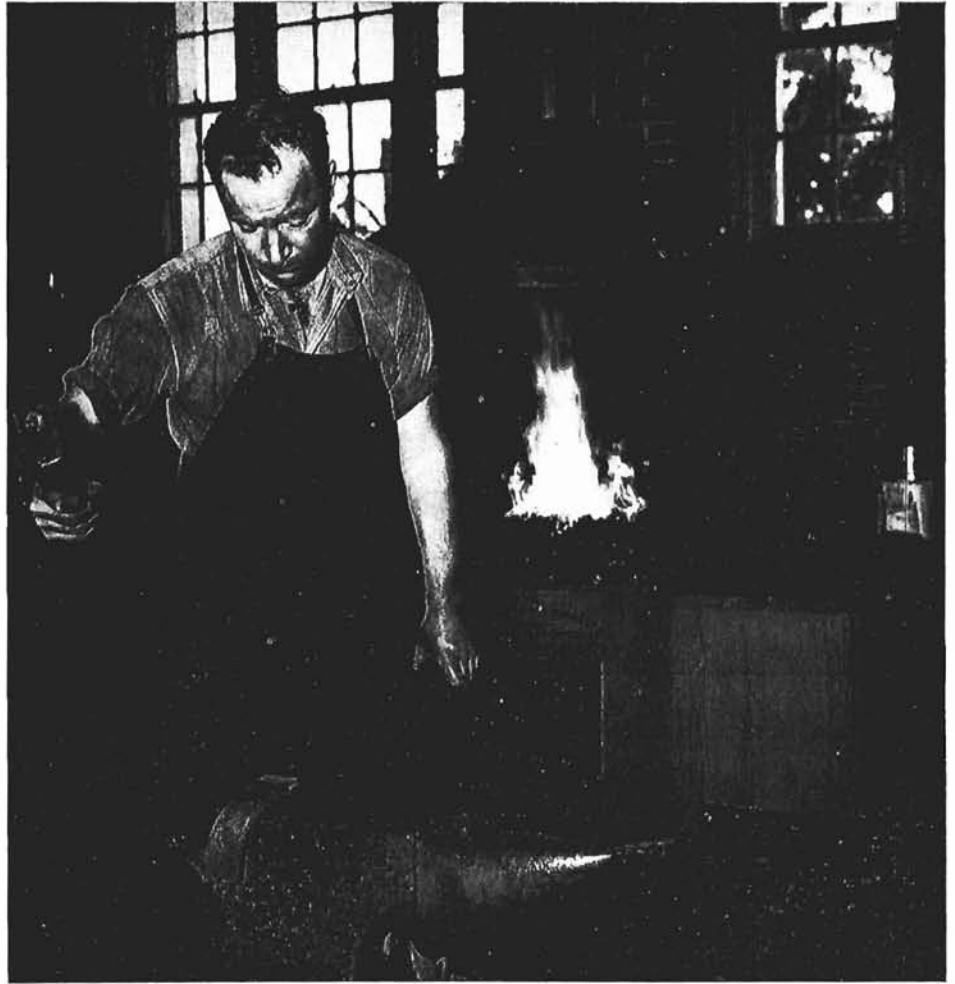
George comes from Kentville, N.S. As a boy, while his schoolmates played cowboys and Indians, he spent all his spare time "helping" in his father's blacksmith shop. His "help" consisted mostly of getting in his father's way and asking questions. But it wasn't long before he graduated to his first real job — turning the bellows for the forge while his father made the horseshoes.

When he was 18, George spent a winter in the lumber camps, as an apprentice, and during the summer worked in his father's shop. He established his own smithy in Grafton, N.S., at the age of 21. His twinkling eyes and rippling muscles made it an immediate success.

Two years later his father was injured when kicked by a horse he was shoeing. George returned to Kentville to take over. He quickly settled down to the anything but humdrum life of a small town blacksmith, and, except for a three-month visit to hospital, as a result of a hoof wound, ran the Kentville shop until 1942.

On November 3 of that year Mr. George Roscoe became Blacksmith 5th Class G. Roscoe, RCNVR, and was immediately sent to Shelburne, N.S., for his basic naval training. He was then drafted to HMC Dockyard, Halifax, where he was kept busy working on ships under refit or repair.

In November 1944 he went to Newfoundland and served there until after VE-Day, when he was drafted to HMCS "Scotian," then the Dockyard establishment in Halifax. Early in '46 he transferred to the RCN as a chief petty officer.



Chief Petty Officer George Roscoe, of Halifax and Kentville, N.S., who holds the distinction of being one of two blacksmiths in the RCN, is shown in his shop in the Mechanical Training Establishment, at "Stadacona". (HS-11767).

CPO Roscoe has his blacksmith shop in the Mechanical Training Establishment in HMCS "Stadacona." He is the only blacksmith on the East Coast but not the only one in the Navy. He has an opposite number in the MTE at Esquimalt.

Besides teaching RCN shipwrights how to play the "Anvil Chorus" with a 12-pound hammer, he also does the blacksmithing for ships and establishments on the East Coast. This is a job as varied as it is important. A rack for a fire-hose in HMCS "Huron," clamps for the Electrical School, repairs to a ceremonial gun carriage, hammock hooks for a mess-deck in the "Magnificent," hinges for a twelve-pounder gun, eyebolts for the radio station at Albro Lake — these are just a few of the jobs that come his way.

CPO Roscoe likes them all and seldom, if ever, regrets having abandoned his former four-footed customers in favor of clients that sail the seas.

### Stand By Wires And . . . !!!

"So neatly and so gently he wouldn't even have cracked an egg" is an expression often used to describe a masterful job done by a commanding officer in bringing his ship alongside.

The CO of HMCS "La Hullose," Lieut.-Cdr. T. C. Pullen, evidently deserves such a compliment for his handling of the frigate when berthing in HMC Dockyard, Halifax, recently.

As the ship was nearing the jetty and fenders were being hove over the side, a group of keen cadets spotted on the upper deck a long, heavy cylindrical object, encased in a sort of straw stocking. This they promptly threw over the side and tended between the ship and the jetty.

Fortunately, there was no explosion. Their fender was an air bottle charged to a pressure of 2,000 pounds per square inch.

A charging, slam-bang approach undoubtedly would have resulted in a sudden expansion of the atmosphere in the neighborhood of the jetty. As it was, the CO and No. 1 felt a little older and a little grayer when they discovered what had, and had not, happened.

# The Bulletin Board

## Canadian Forces Decoration

A new distinctly Canadian decoration for Canada's Armed Forces, known as the Canadian Forces Decoration, has been approved by the King and will soon be available to Servicemen of the Navy, Army and Air Force.

It will be awarded for 12 years' service in either the Permanent or Reserve Force and is the first purely Canadian decoration of its kind. Wartime and pre-war service may be counted.

The decoration will supersede long service and good conduct awards hitherto given to members of the Armed Forces.

The actual decoration is a 10-sided silver-gilt device, bearing on its front the effigy of the King, encircled by the Royal title. The reverse bears a

naval crown, maple leaves and an eagle, representing the three Services. The ribbon is red, equally divided by three narrow vertical white stripes.

Permanent Force officers and men of the three Services will qualify by 12 years full-time paid service in any of the Armed Forces of the Commonwealth, provided they were serving on or after October 1, 1946, in one of the Permanent Forces.

Reserve officers and men must have the same period of service in one of Canada's Reserve Forces. They must have joined the Reserve or must have been serving on or after January 1, 1946.

Personnel now serving in the RCN or RCN(R) will be awarded the decoration through routine Service channels. Retired naval personnel

qualified by service after January 1, 1946, should apply through their nearest naval division or to Naval Headquarters, Ottawa. In the case of retired personnel, service on or after the 1946 date is essential to qualify for the decoration.

Any person already in possession of any long service and good conduct or efficiency decoration or medal or clasp will be eligible to receive the Canadian Forces' Decoration, and to wear both, provided he has completed the full periods of qualifying service for each award and that no qualifying service towards one award is permitted to count towards the other.

Service to qualify for the CFD need not be continuous.

## Outfit Allowance—Officers

Outfit allowance may now be paid to all officers entering the RCN in the rank of Midshipman or above; on promotion from the rank of Naval Cadet, or on promotion from Chief Petty Officer first class or below to a rank above Naval Cadet.

Formerly an officer entering the RCN who had previous service in any of His Majesty's Naval Forces as an officer was not entitled to this allowance.

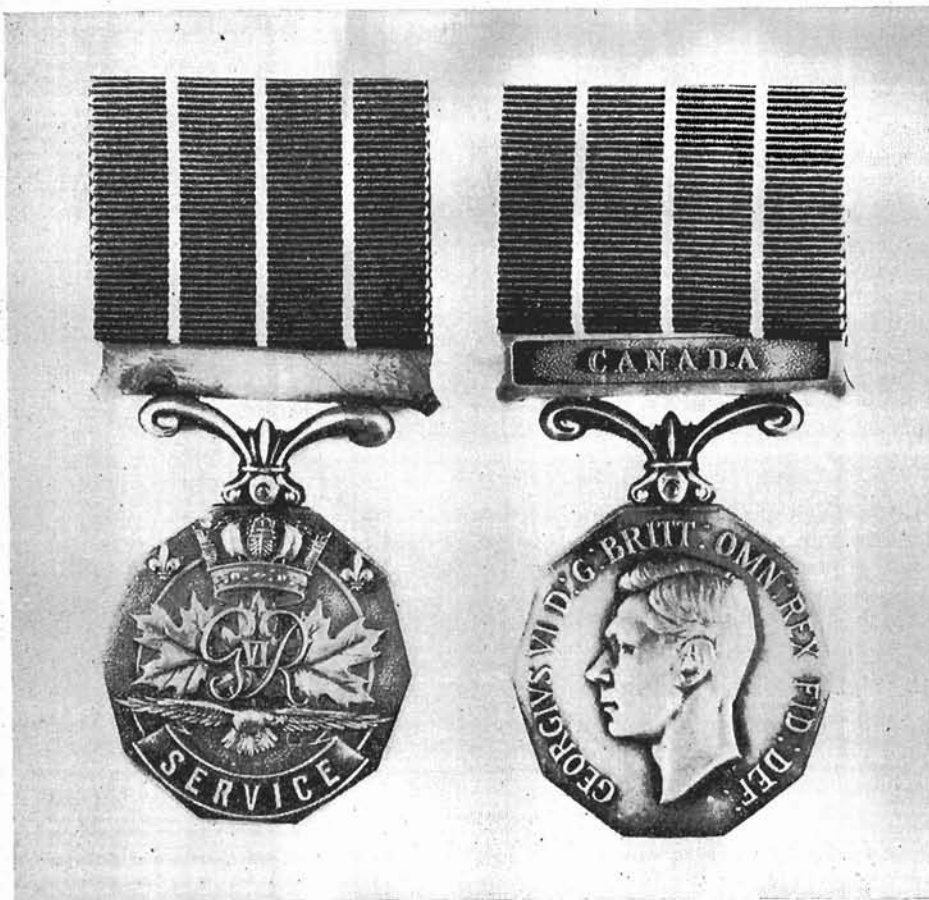
The effective date is January 1, 1950.

## Progressive Pay

Able Seamen may now count all service as an Ordinary Seaman towards progressive pay. Adjustments of pay will only be made from October 1, 1949, the effective date of the new system. Men entitled may request an adjustment in pay through the Captain in the usual manner.

## AVENGER INSTRUCTORS

Courses in the maintenance of Avenger aircraft were given personnel at the RCN Air Station in July by a US Navy Instructional Detachment from Memphis, Tenn. The detachment consisted of seven instructors, under Mr. C. Nelson, Cd. Mech., USN, and two completely equipped vans of Avenger instructional models.



THE CANADIAN FORCES DECORATION

# Promotion Scheme Streamlined

## Requirements and Selection Procedure are Revised

Revised requirements, a streamlined selection procedure and improved facilities for promotion of men of all branches to commissioned rank in the RCN are incorporated in recent amendments to Naval Regulations.

The plan is based on the theory that if the Navy is to get the best possible officers from the lower deck,

(a) academic standards must be raised, but, at the same time, the opportunity to attain these standards must be given to candidates through attendance at Preparatory School;

(b) selection must be based on competition.

Ability, not seniority, is what counts.

There will be a single selection procedure for all candidates, regardless of branch or type of training. In the next column is a flow-chart which shows what happens.

Initial selection is made by commanding officers. Except in the case of candidates for Branch Officer, this will be done as early as possible in a man's career. Branch Officer candidates will be selected not earlier than two years before they become eligible, by reason of age or service, for promotion.

When the commanding officer has selected a candidate, he will start a Form CNS 2201 (Record of Confidential Reports) on the man, and render a confidential report (CNS 2202) to Naval Headquarters. The confidential reports will be rendered quarterly thereafter until the man is promoted or Headquarters directs that the S. 2201 be cancelled.

Twice yearly, in March and September, a Preliminary Selection Board will convene at Naval Headquarters. It will consider the CNS 2202 reports individually and give each candidate a numerical score indicative of his abilities, personality, etc. Candidates will be listed in order of merit by branch and training plan, and, taking the requirements of the Service into account, the most suitable will be recommended for an appearance before a Fleet Selection Board.

CNS 2201 forms will be cancelled on those candidates whose reports indicate that they are not making satisfactory progress. Forms will also be cancelled on candidates for branches in which there will be no immediate

requirement for officers.

Subsequent to 1950, Fleet Selection Boards will be held during the first part of September, and, if required, during March as well. The function of a Fleet Selection Board is to interview candidates and further assess their officer-like qualities. It will be particularly interested in a candidate's mental alertness, maturity, general and service knowledge, power of expression, and appearance and bearing.

In order to appear before a Fleet Selection Board, a man must be

recommended by the Preliminary Selection Board and

(a) be qualified educationally in CIET (Canadian Intermediate Educational Test) mathematics, English and either physics or chemistry;

(b) be qualified professionally if a Branch Officer or Upper Yardman candidate, and

(c) be medically fit for the branch of his choice.

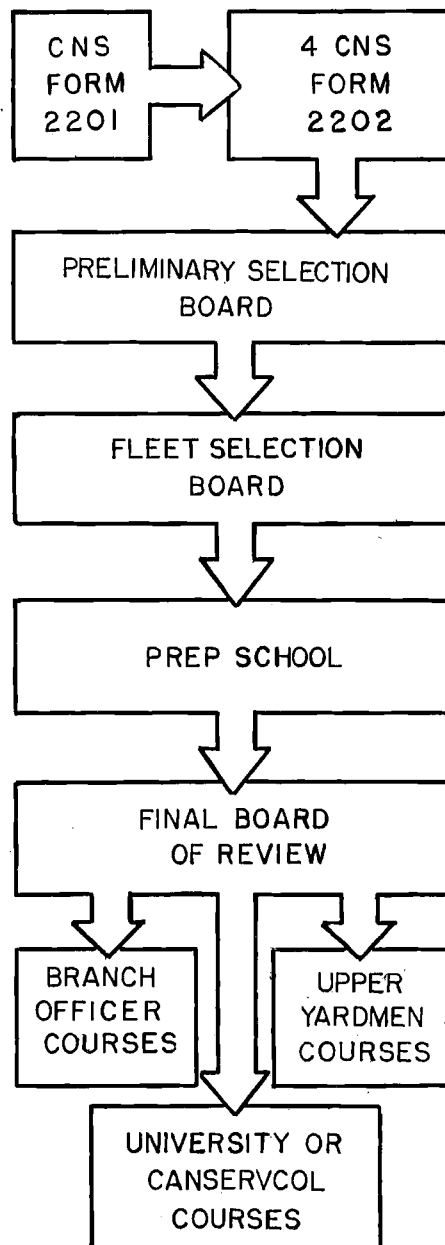
Candidates recommended by Fleet Selection Boards will be sent to the Prep School at HMCS "Naden" for a period of about eight months to complete their Canadian Higher Educational Test requirements. During this period, CNS 2202's will still be rendered. Any man who does not maintain a high academic standard at Prep School will be returned to normal duties. He may request, however, to be allowed to complete the educational requirements in his own time. Otherwise, his CNS 2201 will be cancelled.

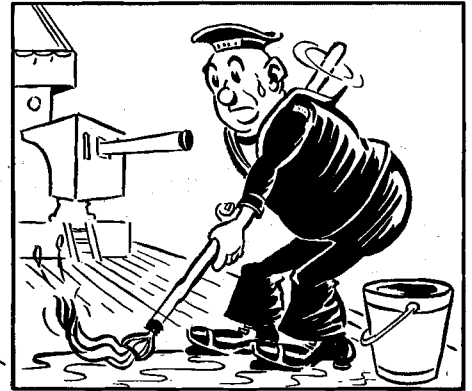
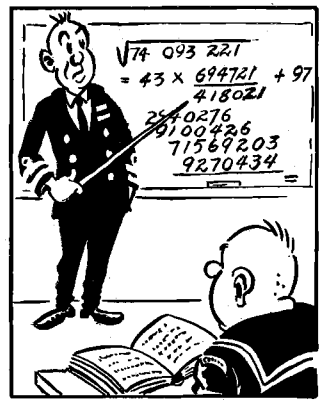
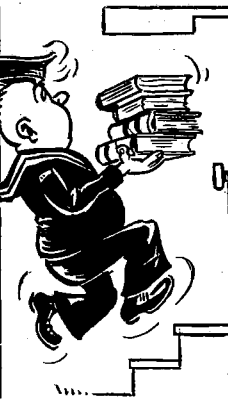
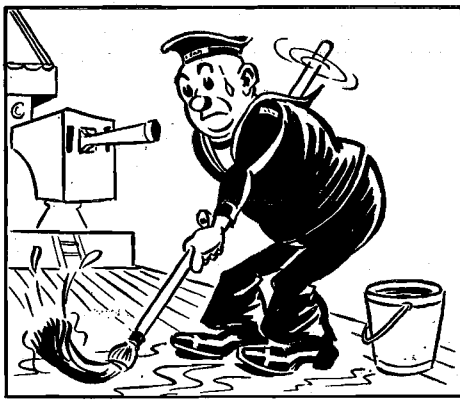
The last step in the procedure is the convening of a Final Board of Review at Naval Headquarters. This board, taking into account the results of training reports, CNS 2202 reports, Fleet Selection Board recommendations and the requirements of the Service, will recommend candidates for further training and promotion.

These recommended candidates will be put on a roster by branch and plan in order of merit. Appointments will be made from this roster and will be governed by current naval quotas for training and the requirements of the Service. Men who are not appointed because they are additional to current requirements may remain on the roster as long as they fulfil the age requirements and are not subject to adverse S.2202 reports.

One of the advantages of this revised procedure is that, within limits, a man may choose his branch and training plan. For example, a candidate from the Electrical branch may prefer, and be selected for, Canadian Services College or university training and subsequent service in the Supply branch. The one exception to this rule is the Medical branch.

Also, a man from any branch may become a candidate for Executive Upper Yardman training. In this case, he is drafted to sea for seaman's duties (he does *not* transfer to the Seaman Branch) in order to complete the pro-





fessional requirements. Promotion to Branch Officer in any branch and selection for Upper Yardman training, other than executive, is restricted to a candidate's own branch.

The revised selection and initial training plan, then, is designed to give every man an opportunity to obtain a commission. Selection will be based on two factors only—the ability of the man and the requirements of the Service. Men with ambitions along these lines are urged to read the recently published KRCN article dealing with this subject and the Supplementary Naval General Orders, and to obtain guidance from their divisional officers.

The table on page 19 lists the requirements for promotion to commissioned rank in the RCN.

## TGM ASSOCIATION DISSOLVED

The Royal Canadian Navy Torpedo Gunners' Mates' Association held its final meeting in Halifax on July 16. Because the nucleus of active members had become too small to carry on, it was decided to dissolve the association and to distribute the funds remaining in the treasury among the members.

The association was started in

May 1940. The object of its incorporation was to promote fellowship among Torpedo Gunners' Mates in the RCN and to give a helping hand to members who should happen to fall upon unfortunate circumstances.

During the Second World War it carried out many worthwhile functions and performed much good work. On the death of a member, a sum of money was voted to his wife and dependents and the educational and vocational training of a deceased member's children was financially supported by the association. It also compensated members for the loss of kit due to enemy action, and provided a library of technical and reference books.

In 1945, when hostilities came to an end, the association made contacts with business firms and assisted many of its members in obtaining employment on leaving the Service.

The association was active in the social field. During the war the TGMs held many dances, picnics, stags and other social functions and had the honor of staging the first dance in the "Stadacona" gymnasium. A magazine, "The Warhead," was put out by the executive committee every month, reviewing past events and informing members of future activities.

Membership in the association was open to all ratings of the RCN, RCNR and RCNVR who held the non-substantive rate of Torpedo Gun-

ners' Mate or Acting Gunner (T) Star. Honorary membership was extended to Torpedo Officers, all retired TGMs and certain other persons by election. Active membership during the war was as high as 125.

When the RCN was established on a peacetime basis, members remaining in the Service were divided between the two coasts. A further break-up occurred when Torpedo Gunners Mates were allocated to the Electrical, Armourer and Torpedo Anti-Submarine Branches. Because of the resulting disintegration of active membership, it was found impossible to continue operating the association effectively. A disposal committee was set up and it was unanimously decided to put the association on an inactive status.

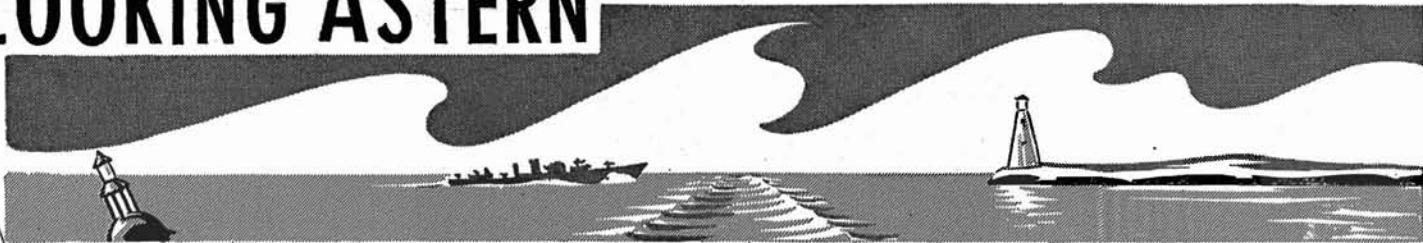
The disposal committee consisted of Mr. Frank Turner, of Halifax, president of the association and former TGM in the RCNVR; CPO Ellis Parker, RCN, of Halifax, treasurer; CPO Ernest Young, RCN, of Halifax, secretary, and CPO Gordon Board, RCN, of Armdale, N.S.

It was decided to divide the funds remaining in the association treasury (over \$2,300) among all former and active members. This will be done on a share basis. Each dollar a member contributed to the association will be called one share, shares to be valued at 73 cents.

# REQUIREMENTS FOR PROMOTION TO COMMISSIONED RANK, RCN

		1	2	3	4	5	6	7	8
Promotion Plan		Branch of Service as a Man	Service Required Before Appearance at FSB	Professional Requirements for Appearance at FSB. (See BRCN 3001)	Professional Requirements for Promotion	Educational Requirements for Promotion	Promotion to	Maximum Age on January 1 of Year of Promotion	Branch of Service on Promotion
a.	Branch Officer	Any	12 yrs. or over 30 yrs. of age, whichever is the earlier	Commissioned Officer	Successful completion of Commissioned Officers' qualifying course in particular branch, if required.	KRCN Appendix X	Commissioned Rank	Nil	Original Branch
b.	College Training Plan	Canadian Services Colleges	Any	12 months	Nil	CHET Mathematics Physics Chemistry English French	Cadet, RCN	20 unmarried	Executive Supply Engineering Electrical Ordnance Constructor Instructor Special
c.		University	Any	12 months	Nil			Nil	
d.	Upper Yardman	Any	(a) 12 mos. as AB. (b) 12 mos. at sea including 6 mos. in duties of a seaman.	Petty Officer Second class (Seaman)	Successful completion of Executive Upper Yardman course	CHET Mathematics Physics Chemistry English Naval History	A/S/Lt	23 unmarried	Executive
e.	" "	Supply	12 mos. at sea	Chief Petty Officer Second class	Successful completion of Supply Upper Yardman Course		A/S/Lt (S)	24	Supply
f.	" "	Engineering	(a) 6 mos. as ER4 (b) 12 mos. at sea	Upper Yardman (E)	Successful completion of Upper Yardman (E) course	CHET Mathematics Physics Chemistry English Mechanics and Heat	A/S Lt (E)	25	Engineering
g.	" "	Air (AR, AF)	6 mos. as AT4	Upper Yardman (AE)	Successful completion of Upper Yardman (AE) course		A/S/Lt (E)	25	Engineering
	" "	Communicator (S)	12 mos. as ABCS 1	Upper Yardman (CS)	Successful completion of Upper Yardman (CS) Course	CHET Mathematics Physics Chemistry English Electronics	A/S/Lt (SB)	23	Special

# LOOKING ASTERN



## "PORT ARTHUR" BAGS A U-BOAT

Sixteen Canadian corvettes took part in Operation Torch—the Allied invasion of North Africa. During this operation, HMCS "Port Arthur" scored the first "kill" of an Italian submarine to be credited to the RCN during the Second World War. The corvette's swift and efficient attack brought to an end one of the shortest and unhappiest U-boat careers on record.

At midnight on January 17, 1943, the Italian submarine "Tritone" left Cagliari, in southern Sardinia, on her first patrol. She shaped course for Cape Bougie, on the Algerian coast. The "Tritone" was at sea only 11 hours when an Allied aircraft drove her underwater with a depth charge and machine gun attack. That evening the engineer officer reported to the captain that a defect had been discovered in the crash diving tanks

which would prevent the submarine from submerging efficiently. She was taking water at the rate of six tons an hour and the engineer officer recommended she return to harbor. But the captain stubbornly refused to put back from his first patrol.

Early on the morning of the 19th the "Tritone" reached her patrol area off Bougie. At 1230 she sighted an Allied convoy on her starboard bow. It was MKS 6, proceeding on a westerly course at a speed of approximately seven knots. The U-boat commander decided to attack the port wing of the convoy, where he thought he saw some tankers. At periscope depth, he closed to a range of 5,000 yards.

As the "Tritone" flooded her forward tubes in preparation for the attack, she suddenly lost trim and dropped to 60 feet. She was brought back to periscope depth but it was virtually impossible to keep her on an even keel. The commander decided to press the attack despite the defects, although the calm sea and good visibility were not advantageous to a U-boat attack.

As the submarine was working her way into position, the "Port Arthur" was zig-zagging in the centre van of the convoy. At 1413 she picked up an asdic contact at 1700 yards.

The echo showed only slight movement. There was no hydrophone effect or visual trace on the recorder, and the contact was at first considered doubtful. But it soon cleared. The trace began to show and a hydrophone effect was heard. The range was then 1400 yards and the echo was moving left. Apparently the submarine had become aware of the detection. She increased speed from less than one knot to three knots and made a sharp alteration of course in an attempt to run under her attacker.

The "Port Arthur," however, had anticipated some avoiding action and had made two throw-offs. She closed the "Tritone" and fired a ten-charge pattern by recorder trace. The corvette's anti-submarine team had

accurately estimated the U-boat's movements and her depth charge attack scored heavily. The explosions blew the U-boat's main fuses, holed the fuel tanks and knocked the electric motors out of action. The submarine began to leak so badly that she took on a heavy list, went out of control and dived to a depth far below any she had reached on trials.

The damage then forced the "Tritone," still out of control, to rise to the surface, with the crew ready to concede the victory. But the commanding officer was still determined to make a fight of it. He ordered all torpedo tubes fired—an action that failed because the entire communications system had broken down. He tried to submerge again but, as survivors later related, "there was confusion not far from panic."

As the "Tritone" surfaced, the



Lieut. E. T. Simmons, DSC, RCNVR, who commanded HMCS "Port Arthur" when she sank the Italian submarine "Tritone." Lieut. Simmons was awarded the DSO for his "outstanding skill and judgment". He is now a Commander, RCN(R), Ret'd. (L-0257).



Sub-Lieut. Peter Cowan, RCNVR, anti-submarine control officer of the "Port Arthur," who received the DSC for his part in the submarine sinking. He is now a Lieut., RCN(R), Ret'd. (L-0263).



Distinguished Service Medals went to Able Seaman Gerry Boyer, left, the "Port Arthur's" HSD, and Ord. Sea. Donald McLean, the submarine detector who was on watch and picked up the U-boat contact. (L-0310).

"Port Arthur's" starboard Oerlikon gunner and the captain of the starboard depth charge crew reported they saw one of the Italians waving a white flag. The corvette's report on the action, written later, stated that some of the crew members of the submarine began jumping overboard almost immediately their craft surfaced.

The U-boat came up in a position close to HMS "Antelope," a British destroyer which formed part of the escort. The "Antelope" apparently hadn't seen the white flag, as she quickly opened an attack with 4.7 inch guns and close range weapons. She got two hits on the conning tower and one on the hull, killing several of the "Tritone's" crew as they clambered out of the conning tower. The "Port Arthur," in the meantime, had altered and come around to ram but held off when she saw the "Antelope" shelling the submarine. At this stage the Italian commander gave up the fight and ordered the crew to abandon ship.

The "Antelope" ceased fire, stopped 30 yards away from the "Tritone" and prepared to send off a boarding party. But the U-boat commander had apparently ordered the opening of the vents — an action that trapped some of his own men in the torpedo compartments. Before the British destroyer could get her boarding party away, the "Tritone" sank by the stern. This was at 1425, just 12 minutes after the action began.

Some minutes later, a prolonged, muffled explosion was heard. It was probably the scuttling charges exploding. The destroyer was able to pick up the commanding officer and 22 men of the "Tritone," while the "Port Arthur" went to investigate another asdic contact which turned out to be "non-sub."

Interrogation of the prisoners showed that they were quite pleased to be out of the war. They were talkative and friendly and confirmed the efficiency of the "Port Arthur's" depth charge attack. It had caught the "Tritone" while she was attempting to pass through the screen between the "Port Arthur" and the "Antelope." The pattern forced the U-boat down to approximately 250 feet and while the crew tried to regain control, the submarine came to the surface. The "Antelope's" gunfire had been very accurate and had discouraged the Italians from manning their own guns.

The "Antelope" acknowledged, after the action, that the "Port Arthur" should be credited with the success, stating that "the 'Tritone' was definitely 'Port Arthur's' bird." She further stated that the U-boat had been so severely damaged by the corvette's attack, which was made very swiftly and accurately, that her destruction was almost certain even before the "Antelope" entered the action.

Despatches from Captain (D), Gibraltar, and Admiral, Gibraltar, both recognised the "highly successful action" and the "high state of asdic efficiency displayed by the ship."

The commanding officer and members of the "Port Arthur's" anti-submarine team received awards for the parts they played in the action. Lieut. E. T. Simmons, DSC, RCNVR, (See Looking Astern, The "Crow's-nest," February 1950), the corvette's captain, received the Distinguished Service Order for his "outstanding skill and judgment." The anti-submarine control officer, Sub-Lieut. Peter Cowan, RCNVR, was awarded the Distinguished Service Cross, while Able Seaman Gerald Boyer, the HSD, and Ord. Sea. Donald McLean, the S/D who detected the U-boat, both received the Distinguished Service Medal.

The entire crew shared in another prize: When the city of Port Arthur adopted the ship in 1942, a \$1,000 purse was raised by public subscription, to be awarded to the ship's company in the event of a success against a U-boat. It was.

## STRANGE SUBS SEEN OFF EAST COAST

Between the middle of July and the middle of August, Naval Headquarters received 25 independent reports of submarines being sighted on Canada's east coast. They were reported from various parts of Canada's four Maritime provinces and each individual report was carefully investigated and evaluated by Naval Intelligence. This entailed despatching officers to many points to interrogate the witnesses.

After screening the reports, it was obvious that the early items in the newspapers had sparked the imagination of many people. There were 15 reports from the Bay of Fundy area, as well as various ones from Nova Scotia, Prince Edward Island and Newfoundland.

The Director of Naval Intelligence is satisfied that a few reports were reliable and that one or more submarines of unknown nationality, probably Soviet, were operating in waters off the east coast of Canada. However, it is felt that these under-sea craft may have returned to Russia, leaving the purpose of their mission a secret.

The presence of foreign submarines in Canadian waters found the RCN ready for action. Units from the Atlantic Command were immediately sent to search the areas where the submarines had been reported. It provided the Navy with a realistic exercise as well as excellent training for the many men from University Naval Training Divisions embarked in the ships. "La Hullose," "Swansea" and "New Liskeard" were kept busy for several days chasing the many clues reported. Their efforts were not in vain, as confirmation was obtained that the submarines were no longer in the area.

It would appear likely that Moscow has recalled her submarines from this area, at least for the time being. Although some reports had them up on mud banks and other impossible places, an efficient investigation and prompt action have cleared the air and established the fact that the Navy is ready and able to act quickly in circumstances of this nature.

# Afloat and Ashore

## ATLANTIC COAST

### HMCS "Cornwallis"

During the past month the establishment has been honored by visits from several senior officers. On July 18 Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, walked around the base, and two days later Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, carried out his annual inspection. Much scrubbing and polishing had "Cornwallis" looking her best for the visitors.

A highlight of both visits was the performance of the Ceremonial Sunset by a guard of men from "Huron" and "Iroquois" divisions, commanded by Lieut. A. M. Cockeram, of Calgary. The "Cornwallis" band gave an exhibition of musical marching manoeuvres prior to the start of the ceremony.

### HMCS "Portage"

Throughout the ship's five-day stay in Chicago, the traditional American hospitality was enjoyed by every member of her company. Mr. Phil Wrigley, owner of the Chicago Cubs baseball team, placed ten boxes at Wrigley Field at the disposal of the "Portage's" crew for

a St. Louis Cardinal-Chicago Cubs game. Invitations were extended to visit radio and television shows and the Chicago Fair of 1950 was thrown open to the Canadian visitors.

On Canada Day, celebrated at the Fair on July 1, a party of officers and men was landed to take part in the ceremonies. Also present was the RCAF's 410 Vampire Squadron.

Of the first 46 days away from her Halifax base, the "Portage" was under way for 36. During that period the ship steamed 3,700 miles and called at 16 ports. Approximately 5,000 persons inspected the ship during "open house" periods.

At Hamilton a television set was embarked and worked well when within range of American stations.

### HMCS "Swansea"

The "Swansea" has been getting around a good deal during the past few weeks while carrying out her share of the summer training program. Ports of call have included Quebec City and Tadoussac, P.Q., Pictou, N.S., and St. John's, Newfoundland, and activities have included searches for possible submarines in the Bay of Fundy.

The ship was in St. John's during the Newfoundland Day celebrations

and crew members took part in the huge street dance, for which five orchestras supplied music, and took advantage of the hospitality of the tri-service messes at Buckmaster's Field.

On the sports front, the ship's company softball team has registered victories over "La Hulloise" and the UNTDs, while the officers' and chief and petty officers' teams of the ship are staging a ding-dong series.

While in Tadoussac, rumors were circulated to the effect that a petty officer cook had been seen walking around the local fish hatchery armed with a fishing rod. However, there were no reports of any depletion of the hatchery stocks, or any increase in the amount of fish on the ship's menu.

## PACIFIC COAST

### Mechanical Training Establishment

Seven classes of Ordinary Seamen Stoker Mechanics are currently under training at the MTE in "Naden", and indications are that this number will be increased in the near future. Also in progress is a post-entry training class of Engine Room Artificers.

Under a new plan the MTE (West Coast) is handling courses for ERAs in internal combustion engines and refrigeration. The first ICE course is already under way, with CPO Eric Nurse as instructor. Previously this course was available only at Halifax.

The MTE has been doing well in the sports picture at "Naden" and recently has been dominating the Thursday tabloid sports. On a recent Thursday the MTE representatives scored 41 out of a possible 42 points.

### HMC "PTC 724"

Since completing her refit, HMC "PTC 724" has been engaged on a wide variety of duties.

On several occasions the ship has embarked Commodore G. R. Miles, Commodore of the RCN Barracks, and Cdr. J. M. Leeming, Reserve Training Commander, and taken them to Bedwell Harbor, favorite exercise area of the training frigates "Antigonish" and "Beacon Hill".

Recently "PTC 724" acted as



A detachment of Royal Marines and the Royal Marine band from HMS "Glasgow" journeyed from Halifax to HMCS "Cornwallis" July 24 to join with a guard and band from the RCN training establishment in performing traditional sunset ceremonies. Close to 2,000 spectators saw the "Cornwallis" guard and band go through a series of intricate marching manoeuvres, following which the Marines stepped off the Beat the Retreat. The impressive ceremony ended with the lowering of the Ensign, while the Canadian and Royal Marine Bands combined in playing the musical salute. (HS-11810).



Committee Boat for the International Yachting Association Regatta at English Bay, Vancouver. In July she transported Navy League Essay Contest winners on a day-long visit to the "Beacon Hill," returning the party to Esquimalt at the end of the day.

Twenty Sea Cadets were embarked on July 18 at Camp Latona, Sea Cadet camp on Gambier Island, and transferred at sea to the "Beacon Hill" and "Antigonish". Later that day they were returned to camp in the "PTC 724." The ship remained at the camp overnight, long enough for a softball game with the cadets, which the latter won by one run in extra innings.

Midshipman J. B. Milton, formerly in the cruiser, HMCS "Ontario," has joined "PTC 724." CPO C. J. Keen and AB D. McKee also are newcomers to the ship's company, the former from the "Ontario" and the latter from "Naden."

CPO G. Fraser has left "PTC 724" for new duties in "Naden."

### TAS Training Centre

The TAS Training Centre at HMCS "Naden" is still humming with activity from the summer training schedule. During June four classes of first-year cadets, one of third-year cadets, an RCN(R) officers' class and a number of RCN(R) men received instruction.

Teams from HMC Ships "Cayuga", "Athabaskan" and "Sioux" were also given periodic practice prior to their departure for operations in the Korean theatre.

Activity in July exceeded that of June with a total of more than 12 classes under continuous instruction. These included six classes of first-year

### Plenty of Sea-Time

HMCS "Ontario" has come up with an answer to those landlubbers who think that a peacetime Navy spends all its time in port or "swinging round a buoy."

In the two-and-a-half months that followed completion of her annual refit March 2, the cruiser spent 51 days at sea as compared to 27 days in harbor. Not only this, but during the Hawaiian cruise, April 18 to May 17, only three full days were spent alongside. From all reports, this heavy session of sea-time had no ill-effects on her ship's company—in fact, quite the reverse. It gave officers and men a real opportunity to settle down in their ship, with the result that all concerned have come to regard the "Big O" as home.



PHOTO, NDHQ

A group of men from HMCS "Portage", attending the Chicago Fair, are luncheon guests at an open-air restaurant on the shores of Lake Michigan. Pointing to the USS "Daniel A. Joy" is Ldg. Sea. A. Piros. At the right is the sailors' host, Mr. Citro. (P-245).

cadets, three classes of second-year cadets, one class of senior cadets, two RCN(R) officers' classes and three classes composed of RCN(R) men.

PO C. Buckley will be leaving the staff in November to attend the Leadership Course in "Cornwallis" and from there he will go to Halifax for his Instructor's course.

## NAVAL DIVISION

### HMCS "Chippawa" (Winnipeg)

Getting back to normal has been the main occupation of the Winnipeg division during the summer months. The last traces of the flood disappeared from the building as messes and offices were redecorated to obliterate the marks left by thousands of pairs of muddy hip boots.

At the same time a new, but more useful, upheaval occurred as the installation of "Chippawa's" new specialised AA equipment went forward after being interrupted by the earlier emergency. At the time of writing the gun battery had been transferred from the south wall of the building to a more convenient position on the drill deck.

By the end of July the long and tedious process of recovering the

hundreds of boats borrowed and lent by the Navy during the flood came to an end. The brunt of this task was borne by Lieut. John Thorsteinsson, who worked in close co-operation with the provincial government.

A successful course for Sea Cadet officers was held for two weeks in July. Not content with leaving behind some pleasant recollections of their stay, the Sea Cadet officers presented the wardroom with a beautiful ship's clock as a permanent memento.

A visitor to the establishment was Capt. H. L. Quinn, Director of Naval Reserves, who arrived on an inspection trip July 30.

PO C. E. Brown managed to catch the "Athabaskan" just in time for her "Eastern Cruise".

On the sports front, the "Chippawa" team, at time of writing, held the edge in the Inter-Service Fastball League, leading the RCMP, Air Force, Army and DVA.

### HMCS "Star"

HMCS "Star's" Fairmile, "PTC 706," has had a busy time this summer. Each weekend the vessel spends from Friday to Sunday evening away from her base on various evolutions and exercises. Ports of call on these week-end cruises have included Cobourg, Presqu'île and Rochester, N.Y.



A group of ex-Wrens cool off with iced tea aboard HMCS "York's" Fairmile while discussing plans for the first national Wren reunion, held in Toronto August 25 to 27, with Capt. F. R. Base, commanding officer of the Toronto naval division. Left to right front row, are Norma Wright, Toronto; Peg Muntz, Hamilton; Capt. Base; Judy Price and Jane Woodruff, both of Toronto. Behind them are Betty Higham, Assiniboia, Sask., and Muriel Perkins, Toronto. Ex-Wrens attending the reunion were given special permission to wear their uniforms. (Photo by Gilbert Milne).

### Mail Arrangements For European Cruise

Arrangements have been made with the Post Office Department to forward mail to personnel serving in the "Magnificent," "Huron" and "Micmac" during their three-month absence on a training cruise to Europe.

Following are the latest dates for the despatch of mail from Montreal to connect with the ships at the various ports of call:

Port	Airmail	Surface Mail
Londonderry	15 Sept.	7 Sept.
Rosyth	20 Sept.	7 Sept.
Oslo	27 Sept.	15 Sept.
Gotenborg	30 Sept.	15 Sept.
Copenhagen	4 Oct.	26 Sept.
Amsterdam	11 Oct.	29 Sept.
Rotterdam	11 Oct.	
Antwerp	18 Oct.	6 Oct.
Portsmouth	18 Oct.	
Cherbourg	23 Oct.	13 Oct.
Lisbon	28 Oct.	13 Oct.
Gibraltar	3 Nov.	20 Oct.
Bermuda	18 Nov.	10 Nov.

The "Magnificent" will not go to Amsterdam and Antwerp but will visit Rotterdam and Portsmouth during this period.

Mail should be posted sufficiently in advance to ensure arrival at Montreal prior to the appropriate closing date. The use of airmail or Canada air letters is strongly advised by postal authorities. Parcels cannot be accepted.

### HMCS "Donnacona"

(Montreal)

The band of HMCS "Donnacona" has been busy recently in the presentation of its annual series of summer concerts. These concerts are given in various parks throughout Montreal and have proven very popular. On Sunday, July 9, the band went to Ste. Anne's Military Hospital at Ste. Anne de Bellevue, where a concert was given outdoors for the benefit of patients and staff.

With visions of a cruise to Europe, Surg. Lieut. R. B. Ramsey, of "Donnacona's" medical staff, signed on for a year's voluntary service. However, shortly afterwards he found himself heading for the Pacific Coast and points further west, having been appointed to HMCS "Athabaskan," one of the three Canadian destroyers assigned to the United Nations forces in the Far East. Once he got over his surprise, the "doc" was highly pleased with the appointment.

"Donnacona" is at present operating from a few square feet of space in the after part of the building while renovation of the other portion progresses. — R.F.D.S.

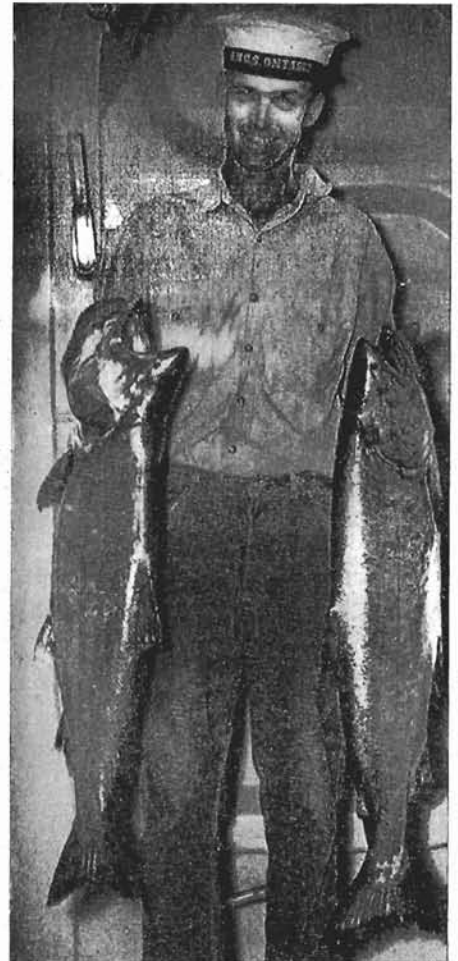
### Comforts for Destroyer Men

In a spirit reminiscent of the work done by women's organizations during wartime, members of the Ladies Auxiliary to the Naval Veterans Branch of the Canadian Legion in Victoria, with help from other city groups, came through in a hurry to meet the needs of sailors in the "Cayuga," "Sioux" and "Athabaskan" for reading material and games on their long Korean voyage.

Five days before the three destroyers sailed from Esquimalt a call went out for assistance in providing the crews with amenities. The Ladies' Auxiliary to the Naval Vets, the Veterans Hospital, Travellers' Library, and Pro Patria and Britannia branches of the Canadian Legion went to work at once and the day before the ships sailed were able to present them with over 1,500 books, as well as cards, magazines, jig-saw puzzles, cribbage boards, bingo, canasta sets, etc.

This splendid effort was organized and co-ordinated by the P. and R.T. Department in "Naden."

It was a noble effort and one that was greatly appreciated.



There may be bigger fish in the ocean, but Ldg. Sea. Norman McClellan, of HMCS "Ontario," is quite satisfied with these two spring salmon. He caught them during the dog watches when the ship was at Nanoose Bay, Vancouver Island.

# HMCS 'Huron' Reports

*Recent Addition to the Fleet  
Ready to Tackle All Comers*

At long last the ship's company feels that a word to the fleet from HMCS "Huron" is in order. We have remained silent, except for one brief communique on commissioning, until we considered ourselves to be fully operational and ready to take on all comers in any field. This degree of efficiency, we feel, has now been achieved.

On the last day in February, at an East Coast Canadian port, His Majesty's Canadian Ship "Huron" commissioned in a blaze of glory and with a fanfare of trumpets. Every one present thought it was a most impressive ceremony, and we felt sure we were off to a long and happy commission.

The month of March was devoted almost entirely to trials and cleaning ship. The only remarkable thing about these trials was that nothing went wrong, such as steering gear or gyro

breaking down, etc. Congratulations, Dockyard!

On March 25 we sailed for Bermuda for what was to be our shake-down cruise. Normally these efforts are called WUPS, but since we were only going for ten days, "shakedown" seemed more appropriate. In Bermuda we carried out the usual drills in seamanship, preparing to tow forward and aft, mooring ship, etc., and even attained a reasonable degree of efficiency. Record time for the ship coming to a buoy was four and a half minutes. We left Bermuda in time to arrive back in Halifax for the Easter week-end — a welcome break after the previous strenuous ten days.

Soon after Easter we sailed for anti-submarine exercises with HMCS "Swansea" and the US Submarine "Sarda." During this period we held a softball competition with the "Sarda" and "Swansea," engaged in two sailing races with the "Swansea"

and shot the latter's remaining skeet targets out of the air. The "Huron" Indians beat "Swansea's" softball team but were themselves beaten by the submariners. We lost our first sailing race to "Swansea," but were able to repay them the following day.

We returned to Halifax at the end of April, and changed our administrative authority from CANFLAGLANT to CANCOMFLT. We were operational! During the month of May we acted as plane guard to HMCS "Magnificent." We used this period to work up our main armament. Constant practice was required, since the climax was to be a competitive shoot with the "Micmac." Keeness was evident throughout, for the thought of "having a go" with "Micmac" was pleasing to all.

It was in May that the blow fell. One of our communicators found a signal saying that we were to be inspected by the Admiral on June 15. Of course, we were far from prepared for this event. However, with the usual red-blooded Canadian initiative and genius we set about our task. We also noted that our nearest and only rival on this coast, "Micmac," was also to have an inspection, and therefore no stone must be left unturned to outshine her. Everyone from the captain to the youngest ordinary seaman set about thinking of new ideas and novel twists to make ours the smartest ship in the Fleet. This, we believe, we achieved quite satisfactorily.

In June we were once again thrown into the laps of the Gods and the schools in our command (the motto of the schools being, "As we have not yet begun to train, all operational ships are to work eight days out of seven.") However, we took them to sea and did our best.

On June 10 we began our final preparations for the inspection. Such activity has never been seen before, nor is likely to be seen again. Men volunteered to work until all hours to finish painting whatever part of the ship in which they took a personal pride. The result was that on the 15th the ship looked (as one impartial observer was heard to say) "as bright as a new pin."

The following day we proceeded to sea to carry out our anti-aircraft shoot and our competitive shoot with "Micmac." Our long-range A/A shoot was an event to be remembered. The crews outdid themselves by shooting down the drogue on the first run! Our surface shoot with "Micmac" has not yet been analysed, but the result is fairly obvious.

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## DESTROYER MEN MOSTLY WESTERNERS

The four Western provinces of Canada can lay claim to approximately 80 per cent of the officers and men of the destroyers "Cayuga," "Sioux" and "Athabaskan."

Figures based on home addresses given on entry into the Navy show that 648 of the 807 officers and men in the three ships come from British Columbia, Alberta, Saskatchewan and Manitoba.

This is not coincidence but is a result of the Navy's policy of assigning non-officer personnel from Western and West-Central Canada to ships and establishments on the West Coast. Similarly, personnel from Eastern Canada serve in East Coast ships and shore bases. This "home port division" system is followed as closely as possible but is governed, of necessity, by

service requirements.

British Columbia, with 247, has the largest single representation in the three destroyers; and at least that many again now call B.C. their home province, having established residence in Esquimalt, Victoria or other communities adjacent to the RCN's West Coast base.

Alberta has 171 men in the ships and Saskatchewan 136. Ontario, although an Eastern province, has 108. Manitoba has 94 officers and men, while the other five provinces have a total representation of 51. Tops among the latter is Newfoundland with 17 seamen, 11 of whom are in the "Cayuga."

The following is a break-down, by provinces, of the officers and men in the three ships:

	"Sioux"	"Cayuga"	"Athabaskan"	Total
British Columbia.....	93	79	75	247
Alberta.....	50	63	58	171
Saskatchewan.....	41	46	49	136
Manitoba.....	27	39	28	94
Ontario.....	35	30	43	108
Quebec.....	4	6	3	13
New Brunswick.....	—	2	1	3
Nova Scotia.....	2	4	9	15
Prince Edward Island.....	—	1	2	3
Newfoundland.....	1	11	5	17
	253	281	273	807



Ranged on the flight deck of HMCS "Magnificent", naval Fireflies and Sea Furies are warmed up preparatory to taking off for an exercise. (Mag-1698).

## Debunking the Rumours

### *The Truth About Our Aircraft Accidents*

Since man first took it into his head to defy gravity, potential disaster in the form of aircraft accidents has always been hovering nearby. There are the spectacular crashes which we read of in the newspapers and which are, fortunately, relatively few. Then there are the minor ones which are seldom of sufficient interest or importance to be published but which constitute by far the greater proportion of all accidents.

In theory, every accident can be avoided. In actual practice, inherent human failings make this most desirable state of affairs impossible to achieve. But although we have to resign ourselves to this fact, we must, and do, make every effort to keep the accident rate at a minimum.

There is a saying that flying is no more dangerous than going to sea, but that the air is less forgiving of error. The complexity of the modern aircraft and the speed at which it operates allow little room for error on the part of air or ground personnel. However, it is not so much the speed or intricacy of the aircraft which

causes accidents, but rather the type of flying in which it is employed.

For instance, operational naval aircraft must fly at a speed only a few knots above the stall when landing aboard a carrier or when practicing carrier landings ashore. Here the risk of a crash is much more imminent than if the aircraft were flying at altitude or approaching with a good margin of speed to land on a lengthy runway. Thus it would be ridiculous to attempt to compare the "efficiency" of single-engined operational aircraft with multi-engined transports, because of the profound difference in the nature of their employment. Statistics of this kind could be very misleading if quoted out of their context.

Another factor which cannot be overlooked in determining the accident rate is what actually constitutes an accident. Accident reporting in the RCN is similar to the method used by the Royal Navy and to many appears unnecessarily strict. However, it is only in this manner that all incidents, no matter how trivial they may seem, can be recorded and

assessed with the ultimate object of eliminating those accidents. Even if an aircraft merely bursts a tire on landing, or if a pilot carries out a precautionary landing without causing any damage to the plane, it is reported as an accident.

Thus, all accident messages are not the forerunners of bills for large sums of money to be spent on the repair of damaged aircraft. On the contrary, approximately 40 per cent of the accidents reported involve either no damage, or very minor damage, to the aircraft concerned.

During the first few months of 1946, when Canadian naval squadrons began operating as such, our accident rate was on the high side. Since that time, however, the experience gained by both air and ground personnel has played a major part in reducing this rate, until now it has reached approximately the same figure achieved by the Royal Navy.

In the first six months of this year, our embarked squadrons chalked up more flying hours and deck landings at sea than had been amassed in the previous two years. This increase in the amount of carrier flying has done much to bring down the embarked accident rate to its present satisfactory level. The total hours flown ashore have also increased considerably, due to the fact that we are getting more hours per aircraft per month than ever before, with a resultant boost in aircrew efficiency.

The present trend indicates that the accident rate in naval aviation will continue to drop. How fast and how far it drops depends, not just on the improved skill of pilot and technician, but on every officer and man whose job is connected with naval aviation.

### No More Misters

The old and honorable title of "Mister," used in the Navy for many years to designate Warrant Officers, Commissioned Officers from Warrant Rank and Midshipmen, when referring to them in correspondence, has been discontinued.

In future, a Warrant Officer, Commissioned Officer from Warrant Rank or a Midshipman will be referred to in correspondence in the same manner as other officers, i.e. his rank will precede his name which will be followed by the component of the Naval Forces to which he belongs.

Example:

Commissioned Gunner J. L. Jones, RCN.

Midshipman (E) R. J. Engine, RCN(R).



# The Navy Plays



## MTE Pacing "Naden" Track and Field Tests

The weekly tabloid track and field meets are drawing more competitors than any other sport at HMCS "Naden." Personnel taking part have been so enthusiastic and their performances have improved so rapidly that the standards for each event were raised during the third week. After the first four meets, the MTE team was leading the pack with 15 points, closely followed by Supply School "A" with 13, and Supply with 11 points.

The Pacific Command made its debut in organized lacrosse this season. Thus far, the sailors have not fared too well in the won-and-lost columns, but they have been improving steadily each time out. Mainstays of the squad are six UNTD cadets undergoing summer training at Esquimalt.

## "Cornwallis" Bowlers Edge "Stad" Titlists

Champions of the "Stadacona" and "Cornwallis" inter-part bowling leagues clashed in a home and home

play-off series for the Atlantic Command bowling Championship. The Electrical officers, "Stad" titlists, ran up a 190-pin lead against the "Cornwallis" Medical and Dental Staff team in the first match held at Halifax, but the "Cornwallis" trundlers came back strongly at home to overcome the deficit and go on to win by a narrow margin. Members of both teams were loud in their praises of the arrangements and hospitality extended during the series.

## Scores Second Straight Victory in Marathon

"Haida" Division won a close victory over "Iroquois" Division in the monthly cross-country race at HMCS "Cornwallis". For the second consecutive month, Ord. Sea. Taylor Gordon, of "Huron" Division, copped individual honors as he won by a stride over Ord. Sea. Louis Lamoureux, of "Iroquois" Division, in a thrilling stretch duel.

The first half of the schedule in the interpart softball and soccer leagues wound up with the officers leading the

soccer circuit and "Haida" Division winning softball honors. The officers were undefeated in seven starts. The chief and petty officers' teams were in the runner-up spot in both leagues.

The ship's soccer team ran its string of victories in exhibition games to three straight before being stopped by the Fairey Aviation eleven from Dartmouth. The visitors scored a convincing 6 to 0 win.

In exhibition softball, the ship's team scored a 9 - 4 triumph over HMCS "Shearwater" in a closely-fought game that broke wide open in the ninth inning when both teams scored most of their runs.

## "Shearwater" Regatta Draws Large Turnout

The "Shearwater" Yacht Club played host to sailing enthusiasts from ships and establishments of the Atlantic Command and from the Royal Nova Scotia Yacht Squadron and the Armdale Yacht Club at its first open regatta of the 1950 sailing season. More than 80 boats of seven different classes took part in the regatta, held in Eastern Passage off the Naval Air Station.

Seven events rounded out the afternoon's competitions, with the feature race of the meet going to the "Tuna," the "Shearwater" Yacht Club's entry in the large boat handicap. The 50-square metre boat was skippered by Capt. E. W. Finch-Noyes.

Following the races, refreshments were served and prizes were presented to the winners by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

## Close Race Features "Naden" Softball Loop

Softball has become one of the most popular of the inter-part competitions at HMCS "Naden," with all departments striving to field top-notch teams. The league standings reflect this keen competitive spirit as five teams are bunched at the top of the loop with only three points separating the first and fifth place tenants. The Communications and ND team is tied with Supply for top spot with



Winners of the seven races which featured the "Shearwater" Yacht Club's first open regatta of the season are shown above. Left to right are: Lieut. D. J. Fisher, HMCS "St. Stephen" (service dinghy class), Roy Jollimore, Armdale Yacht Club (small handicap race), Donald Scarfe, Armdale Yacht Club (Snipe class), Capt. E. W. Finch-Noyes, "Shearwater" Yacht Club, (large handicap race), Lieut. (P) E. A. Wiggs, HMCS "Haida" (service whaler class), Reginald Blakney, Armdale Yacht Club (Star Class), and ex-commodore H. W. L. Doane, Armdale Yacht Club, (Bluenose class). (DNS-3195)

17 points. Two points back is the TAS and Electrical squad, while MTE and Supply School "A" are close behind, each with 14 points.

HMCS "Naden's" entry has been campaigning successfully in the Victoria Senior B Softball League. The Esquimalt sailors are holding down first place with a one-and-a-half game edge over second place Army. With only two games of the regular schedule remaining, the "Naden" squad was favored to finish on top of the loop.

### 19th CAG Captures Basketball Title

The 19th Carrier Air Group won the inter-part basketball tourney at HMCS "Shearwater," in which teams from virtually every department at the Air Station took part. The members of the victorious 19th CAG squad were: AB Edward Peters, PO Henry Trott, Lieut. (P) G. D. Westwood, Lieut. (P) A. E. Fox, PO John Coughlin, Ord. Sea. John Stewart, PO Ernest Wade and PO Robert Campbell.

### Pitches No-Hit Game In Softball League

Ldg. Sea. Don Wheeler, star pitcher of the pace-setting Electrical "B" team, hurled no-hit no-run ball as his team defeated the Officers' nine 13-0 in an abbreviated RCN Interpart Softball League game at Halifax. It was the seventh straight victory in as



HMCS "Nonsuch" has entered the Edmonton Senior B Fastball League and is holding down second place in the three-team loop. Other teams are the Fire Department and the RCAF and games are played under lights at Kingsway Park. The "Nonsuch" squad is shown in the photo above. Front row, left to right: Ed. Carnegie, Ed Wiederspiel, Ken Gibson, Billie Mundie bat boy, Phil Manton, Rudie Wiederspiel. Rear row: PO John Oster (manager), Jack Lie, Bob Bianchini, Moase Ziegler, Vic Mayson, Reg Hore, John Kapinsky, and Ron Brocking, coach.

many starts for the Electricians.

Wheeler aided his own cause with a home run and Ldg. Sea. Ernie Burlock also hit for the circuit.

### "Huron Sailors Second In Dartmouth Whaler Race

A crew from the destroyer HMCS "Huron" placed second in the final of the whaler races held during the Dartmouth, N.S., Natal Day cele.

brations. First place went to HMC Dockyard's entry by a narrow margin.

Sub-Lieut. M. Barrow was coxswain of the destroyer's whaler, while other members of the crew were Able Seamen Norman Lewis, Phil Cochrane, Harry Thompson, Arthur Burgess and Leslie Stymest.

### Frigate Wins Sailing Race at Bar Harbor

During the ship's visit to Bar Harbor, Maine, in July, a crew from HMCS "La Hullose" captured the Bar Harbor Chamber of Commerce trophy in a six-mile yacht race. Other members of the crew were Sub-Lieut. John Brenchley and Sub-Lieut. Maurcie Charendoff.



The "Cornwallis" soccer team has been enjoying a successful season, racking up three wins in four exhibition games with service and civilian teams. The "Cornwallis" eleven is shown above: Front row, left to right, PO R. Pitt, Lieut. F. C. Pettit, Instr. Lieut. D. D. MacKenzie, Ord. Sea P. Shealey and CPO C. Mann. Back row, left to right: CPO S. Reid, Instr. Lieut. L. Farrington, Ord. Sea. K. Power, PO N. Randal, Ord. Sea. T. Bevand and PO R. Ellison. (DB-889-1)

### "Portage" Sailor's Beard Wins Appropriate Prize

When HMCS "Portage" arrived in Chicago on June 28 — the first foreign warship ever to visit the city — she was given a rousing welcome. Newsreel and television cameras ground away, flashbulbs popped, newspaper headlines and pictures proclaimed the event and the ship's company was showered with invitations to entertainment of all kinds.

One of those who will remember the visit for a long time to come is Ldg. Sea. Frank Hanson, of Montreal. The owner of a luxuriant beard, Ldg. Sea. Hanson attracted the attention of the television people and was featured in a couple of TV shows. His reward for appearing was a year's supply of razor blades and shaving cream.

AB Earl Smith, of Saint John, N.B., also was seen on television while Lieut. Malcolm (Curly) Smith was a guest of the "Breakfast Club" radio show.

## QUITE A RECORD!

*Weather Ship "St. Stephen" Showed  
Unmatched Ability to Develop  
Appendix Cases At Sea*

Besides her White Ensign and paying-off pendant, HMCS "St. Stephen" hauled down a truly distinctive flag when she completed her period of service with the Royal Canadian Navy and was turned over to the Department of Transport at Esquimalt this summer.

The flag was presented to the ship earlier this year in recognition of the "St. Stephen's" remarkable ability to develop acute appendicitis cases while patrolling Station Baker, that remote stretch of water between Greenland and Labrador.

*Altogether, the weather ship had 15 appendix cases occur on board between September 1949 and July 1950.*

*Thirteen of the cases developed at sea.*

*Thirteen were landed at St. John's, Nfld.*

*Nine appendixes were removed at the Merchant Seamen's Hospital in St. John's.*

*Three appendixes were removed at the RCN Hospital, Halifax.*

This Saga of the Rumbling Appendix reached a roaring crescendo during the "St. Stephen's" February patrol. Two hurried emergency trips were made, amidst ice and heavy gales, to St.

John's and a total of six appendix cases were landed.

(As the bodies, swathed in blankets, were taken over the side by stretcher and placed in a waiting ambulance, one "local" was heard to exclaim to a friend on the jetty: "Wonder who's so tough, the Old Man or the Mate?")

On the "St. Stephen's" return to Halifax from this patrol, the wives of the officers presented the ship with a special flag they had made. With it went the following "citation";

"In a world of ever-increasing query and research, HMCS 'St. Stephen' has ploughed into and beyond the field of Medical Science, and while the Nobel prize in this department has already been awarded, it was unanimously decided by an ever watchful and interested group that such contribution should not go unrewarded.

"With this in mind, this presentation is proudly made to Canada's Weather Ship for 'Duty beyond the call of Valour.'"

The badge is quite normal in appearance and design but contains a display considerably different from the one approved for the ship by

### Two "Firsts" For "Portage"

During the first half of her annual reserve training cruise in the Great Lakes this summer, the Algerine mine-sweeper HMCS "Portage" chalked up two "firsts."

On June 22 the "Portage" became the first naval vessel ever to visit the town of Little Current, on the northern coast of Manitoulin Island, in Lake Huron. Six days later the ship made history again when she arrived at Chicago to become the first foreign warship to visit the American city.

Naval Headquarters and the Clarenceux King of Arms.

The centre portion is divided into three parts. The upper right-hand panel has a crossed scalpel and forceps (with sponge) embroidered in gray silk on a red background; in the upper left-hand panel is a hemostat in gray silk on a green background; resplendent in the bottom half, on a blue background, is a beautifully worked, freshly-extracted appendix, in shades of pink and red.

(P.S. — There's a tale being circulated in St. John's that when an applicant for the RCN was being interviewed at HMCS "Cabot" he was asked what he would do if he saw the "St. Stephen" entering the harbor. Said he, without a moment's hesitation, "Send for an ambulance — she must have an appendix case!" He was accepted on the spot.)



This is the badge that distinguishes the flag presented by the officers' wives to the weather ship HMCS "St. Stephen." It was woven in recognition of the frigate's remarkable faculty for developing appendix cases. (HS-10369).

### HALIFAX JILL TARS PLAN FASHION SHOW

The Jill Tar Club of Halifax, whose membership consists of the wives of naval men stationed on the East Coast, announces that it will hold a Fall Fashion Show October 3 and 4 in the Seagull Club, in Halifax.

The two-evening affair will be the first of its kind undertaken by the club since it was formed in November 1948. Naval wives will act as models and will show fall and winter fashions for Halifax merchants on the stage of the Seagull Club's auditorium.

Mrs. Samuel Iscoe is convener of the show and is being assisted by Mrs. Samuel Short, Mrs. R. D. Wilson, Mrs. Charles Brodie, Mrs. Frank Rushton and Mrs. Ernest Bell.

A portion of the proceeds will be donated to the Seagull Club and the balance will be to finance activities of the Jill Tars during the winter. Door prizes will be given away on both nights of the show.

# Comrades in Arms

## THE CANADIAN ARMY

### *What's it Like at an Army Reserve Force Summer Camp?*

That's a good question and one that many a sailor may have pondered whilst busily engaged in his work aboard ship or in the Navy's shore training establishments.

"What are the guys in the other two Services doing?"

Well, the best way to find out what the Army does in its Reserve Force camps during the summer months would be to visit one, but if that isn't possible right at the moment, just read the following:

Petawawa Military Camp is a pretty good example of an Army Reserve Force training establishment. Covering many square miles of wild bush country on the edge of Algonquin Park, it provides ideal ground for military training. All types of weapons used by the army may be fired with safety in the training areas, while the camp itself, which was greatly expanded during the Second World War, affords adequate accommodation for visiting Reservists.

Every week-end throughout the summer training period approximately 1,000 Reserve Force soldiers arrive at Petawawa and are promptly housed, fed and generally settled

down in preparation for the work beginning first thing Monday morning. From then until their departure the following week-end, they have little opportunity to become bored.

The six training wings of the camp, the largest in Canada, provide a wide range of courses for every corps, including driving and maintenance of tanks and other vehicles, wireless instruction, gunnery, bridge-building, intelligence, NCOs' and officers' qualifying courses, tactics and, of course, recruit training for the first year men.

All of the instruction offers the maximum of practical work with a minimum of lectures. Tankmen have ample opportunity to practice their skill at piloting the rumbling Shermans over the sand dunes and through the scrub timber of the training areas, keeping contact and receiving orders by wireless and firing at targets on the range. Artillery men also get their fill of shooting during the week as they operate their 25-pounders and the big 5.5 mediums, and pound targets indicated to them by the tiny Auster aircraft specially designed for air observation.

All day long the ranges in the Petawawa area echo to the sound of every type of weapon from Sten guns and 2-inch mortars right up to the field and medium artillery. The climax of all this firing comes each Thursday night when every type of weapon in camp is put into action during the weekly firepower demonstration.

Then, both the Reservists and large numbers of civilians who come especially for the show, see Vampire jet aircraft strafe a target, followed by an attack by paratroopers of the Royal Canadian Regiment. The main part of the show demonstrates the tremendous weight of fire on call to an infantry battalion supported by a squadron of tanks.

Dug in mutually supporting defensive positions, the infantry companies open up with company weapons, sending a hail of crackling small-arms fire in the direction of the enemy, while all the weapons which normally support an infantry battalion join in the chorus. But to the watching Reservists, the demonstration is much



Members of the Canada-United States Permanent Joint Board on Defence are shown together in session at "B" Mess, HMCS "Stadacona," during their meeting in Halifax May 29 to June 2. At the head of the conference table at the left is General G. V. Henry, chairman of the US Section of the Board, and next to him is General A. G. L. McNaughton, Chairman of the Canadian Section. Clockwise around the table, starting from General McNaughton, are: C. C. Eberts, Dept. of External Affairs, secretary of the Canadian Section; Rear-Admiral F. L. Houghton, RCN; Major General H. D. Graham, Canadian Army; Air Vice-Marshal A. L. James, RCAF; Wing Commander A. C. Hull, RCAF; Col. J. O. Colonna, US Army; Col. F. G. Jamieson, USAF; Major General W. R. Schmidt, US Army; Major General R. L. Walsh, USAF; Rear-Admiral R. E. Libby, USN, and Mr. W. P. Snow, US State Dept., secretary of the U.S. Section. Seated at the far side of the table are, left to right, Lieut. Colonel W. M. Fondren, US Army, and Captain W. Miller, USN. Standing are Lieut. (SB) John B. Gallo, RCN, Security Officer, and Ldg. Sea. George T. Mirehouse and John Frederick, who served as sentries during the Board's closed meetings. (HS-11209).



more than just an interesting spectacle; it is a series of most important lessons essential to the thorough training of any soldier.

It's not all work and no play at Petawawa, despite the week's heavy program. Many units arrange for visits, after training hours, to nearby places of interest, such as the Des Joachims hydro development, and usually wind up the week with a special party for all ranks.

## THE RCAF

### Join Korean Airlift

When the word went out from Ottawa on July 19 that Canada would send an RCAF transport squadron to aid in the UN Korean airlift, the RCAF's 426 Thunderbird Squadron fell to the task of preparation with orderly excitement even before receiving indication that the Thunderbirds would be chosen for the job.

To men of the sea-borne service, moving an operational unit such as a warship from one base to another 2,500 miles away may not pose too much of a problem but the logistics of an airborne transfer of 275 air and ground crewmen and their aircraft from Montreal to Tacoma, Washington, were both complex and interesting.

However, the Thunderbirds pride themselves in their mobility. "This is just what we are trained to do," said the Squadron's commanding officer, Wing Cdr. C. H. Mussells, as the Squadron bent to the task of readying the big four-engined North Stars and the 275 men who would make up the contingent.

While awaiting orders from the United States Air Force, under whose control the squadron now operates, every man was on the receiving end of four "shots," the familiar TABT, two typhus injections and a vaccination. "The boys didn't like the needle," said the MO, Flying Officer D. G. Adams, a McGill medical student from Toronto, "but they stood in line eagerly so that they would be ready when take-off time came."

Another busy corner was that of a detachment set up by the Army Dental Corps to check teeth and render essential dental service to all personnel. By working continuously over a week-end, the 275 officers and men were cleared for the big job ahead, assured that their dental armour would stand the strain.

The Squadron's Roman Catholic padre, Flt. Lieut. J. P. Davignon, reported a sudden surge of requests for permission to marry, with over a



UNTD cadets training on the East Coast held their first formal dance of the summer in the gymnasium of "Stadacona" on June 9. Enjoying the soft lights and sweet music are, left to right, Miss Pat Anderson, Amherst, N.S.; Cadet Peter Sargent, Orillia, Ont.; Miss Joan Hooligan, Newcastle, N.B.; Cadet Patrick Gallagher, Saint John, N.B.; Miss Barbara Jones, Halifax, and Cadet Wesley Tremholm, Brookfield, N.S. (HS-11358).

dozen airmen eager to take the big step before they were off for the Pacific. Most of these men were discouraged from any hasty action but four of those who had been engaged prior to the operational orders were married, one LAC taking the plunge a few hours before the squadron's six North Stars took off on July 25.

Word came from Ottawa on Monday afternoon that the American Air Force base near Seattle, Wash., was ready to receive the RCAF and take-off was laid on for 1900 on Tuesday.

In the few days allowed for preparation the squadron had packed maintenance tools, equipment and parts, checked the aircraft, carried on their normal trans-Canada sked flights familiar to many in the Navy, arranged pay accounting, issued clothing up to standard and had done the countless other things that underlie an efficient airlift operation.

And thus, in the early twilight of a leaden sky on that Tuesday, July 25, as friends, wives and children waved, Air Vice-Marshal A. L. James, Acting Chief of the Air Staff, read a message of Godspeed from Defence Minister Claxton and the Thunderbirds of 426 Squadron took off for Tacoma and points west to add to their



Don't let the top photo fool you into thinking the cadets' summer training period with the Navy consists largely of soft lights and sweet music. There are less romantic features, too, like standing fog lookout in the eyes of the ship. The man behind the canvas screen is Cadet Samuel Stanford, of Wolfville, N.S. The ship is HMCS "La Hullose". (HS-11547).

brilliant wartime record in Bomber Command, this time flying the "one-world" banner of the United Nations.

## Obituary

### LIEUT. (P) MARVIN C. HARE, RCN

Lieut. (P) Marvin C. (Butch) Hare, RCN, of Toronto, Naval Air Test and Liaison Officer and Staff Officer (Air) at HMCS "York," Toronto, and HMCS "Star," Hamilton, was reported missing during a flight from Quebec City to Dartmouth, N.S., on June 30.

Despite an intensive search by RCN, RCAF and United States aircraft, no trace of Lieut. Hare or his Sea Fury single seater aircraft has yet been found.

Born in Ottawa on August 13, 1924, Lieut. Hare was living in Toronto prior to joining the Royal Navy Volunteer Reserve for duty with the Fleet Air Arm in January, 1943. The following year he transferred to the Royal Canadian Naval Volunteer Reserve but continued flying training overseas in ships and air stations of the Royal Navy.

He returned to Canada late in 1946 and in February 1947 was appointed to the RCN Air Section at Dartmouth

in 743 Squadron. Later he took an Accident Prevention Course, during which he transferred to the RCN with a short service commission.

In May 1947 Lieut. Hare joined 883 Squadron for instructional duties and shortly afterwards took up similar duties in No. 1 Training Air Group. A year later he became Naval Air Test and Liaison Officer, Montreal. He transferred to the permanent force in April 1949, a month before his appointment as Naval Air Test and Liaison Officer and Staff Officer (Air) at "York" and "Star."

### CPO F. N. JANSON, RCN

Private funeral services for CPO Frederick N. Janson, of Montreal, who was drowned on July 29 while home on leave, were held in Montreal on July 31.

CPO Janson was a member of the ship's company of the Halifax-based frigate HMCS "La Hullose."

Born in Montreal on 4 October, 1920, CPO Janson served in the RCNVR from February 1942 until

November 1945. He entered the RCN in August 1946.

During the Second World War he served in the Bangor minesweeper "Wasaga," the frigate "Stettler" and the corvette "Woodstock". He also spent a period in HMCS "Avalon" the RCN establishment in St. John's, Newfoundland. Following the war he saw service in the destroyers "Iroquois" and "Haida" and the aircraft carriers "Warrior" and "Magnificent."

CPO Janson was drafted to the "La Hullose" in June of this year.

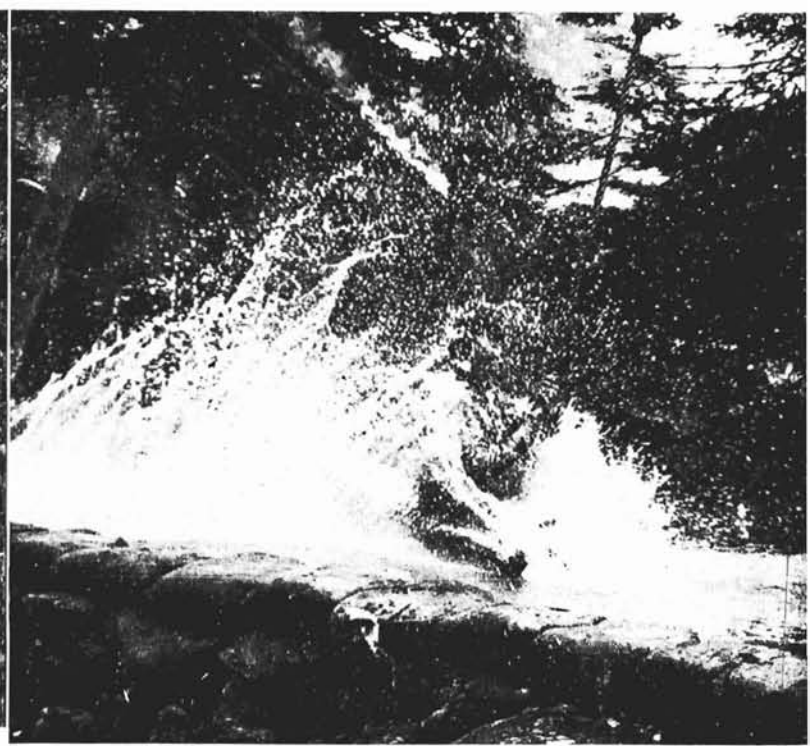
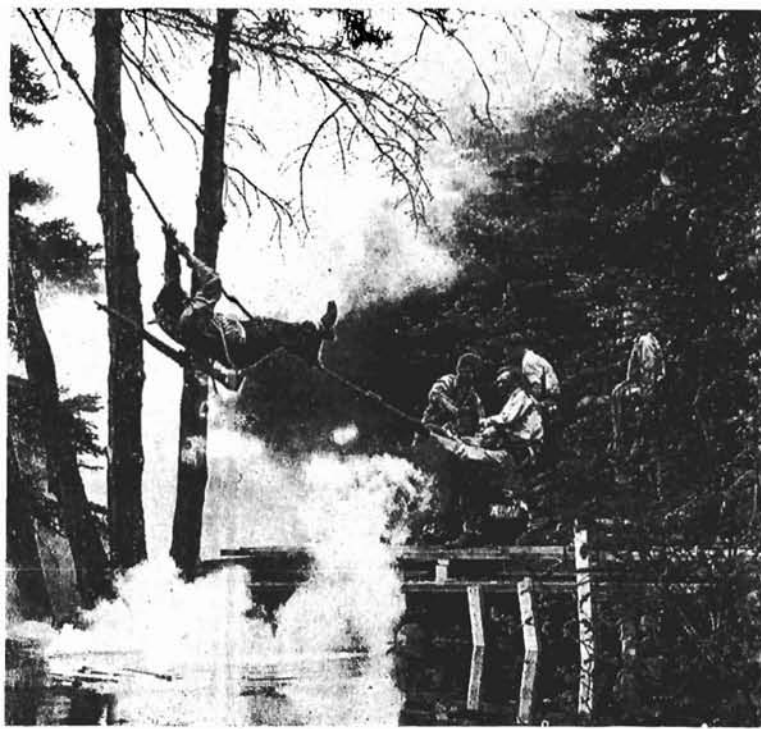
### AB WILLIAM ROLLET, RCN

Funeral services for Able Seaman William Rollet, 21 of Windsor, Ont., who was killed in a traffic accident July 17 while home on leave from HMCS "Shearwater," were held in Windsor on July 20.

Born in Windsor, AB Rollet joined the Royal Canadian Navy there in October 1946. He had served in HMCS "Naden," Esquimalt; HMCS "Stadacona," Halifax, and HMCS "Niobe," the RCN headquarters in the United Kingdom.



As news is measured this photograph is fairly old, but it is reproduced here because of its quality, rather than its news value. The photo shows HMCS "Ontario" leading out of Esquimalt the three destroyers destined to join the United Nations forces engaged in the defence of South Korea. (Photo by W. Atkins, British Columbia Press Agency).



Back in operation, and with a few added wrinkles, is the assault course at HMCS "Cornwallis." Originally laid out during the war, the course has been revamped to some extent and is now as much a test of teamwork and ingenuity as it is of physical endurance. These photos show some of the trials experienced by members of two officers' courses as they struggled over the grueling course.

Rifle slung over his shoulder, an officer crosses a pond by sliding down a rope held by his team-mates (above).

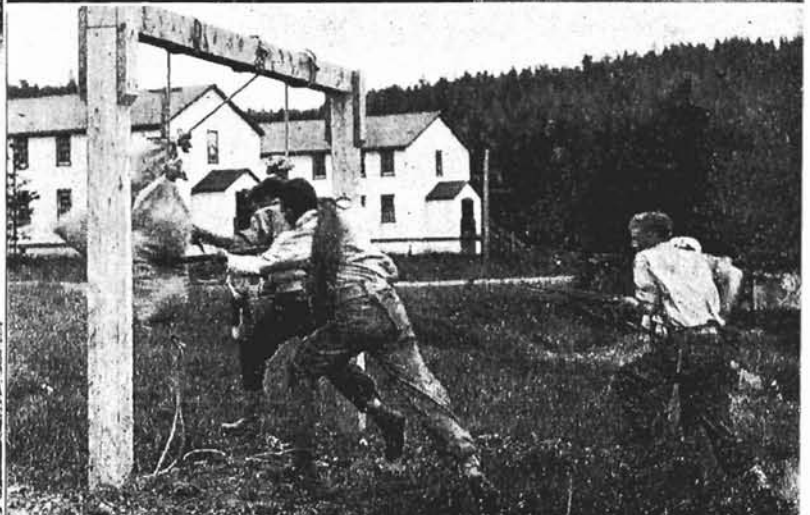
**SPLASH!**

Teamwork is a vital factor in running the assault course. On the right, two officers lend helping hands to a team-mate as he scales the 20-foot sheer wall.

A 100-pound keg of sand is hoisted over a barbed wire obstacle by members of an assault team. (below, left). The keg of sand represents a delicate radar set. One member of the team stands in the ditch shrouded in one of the several smoke screens which becloud the course.

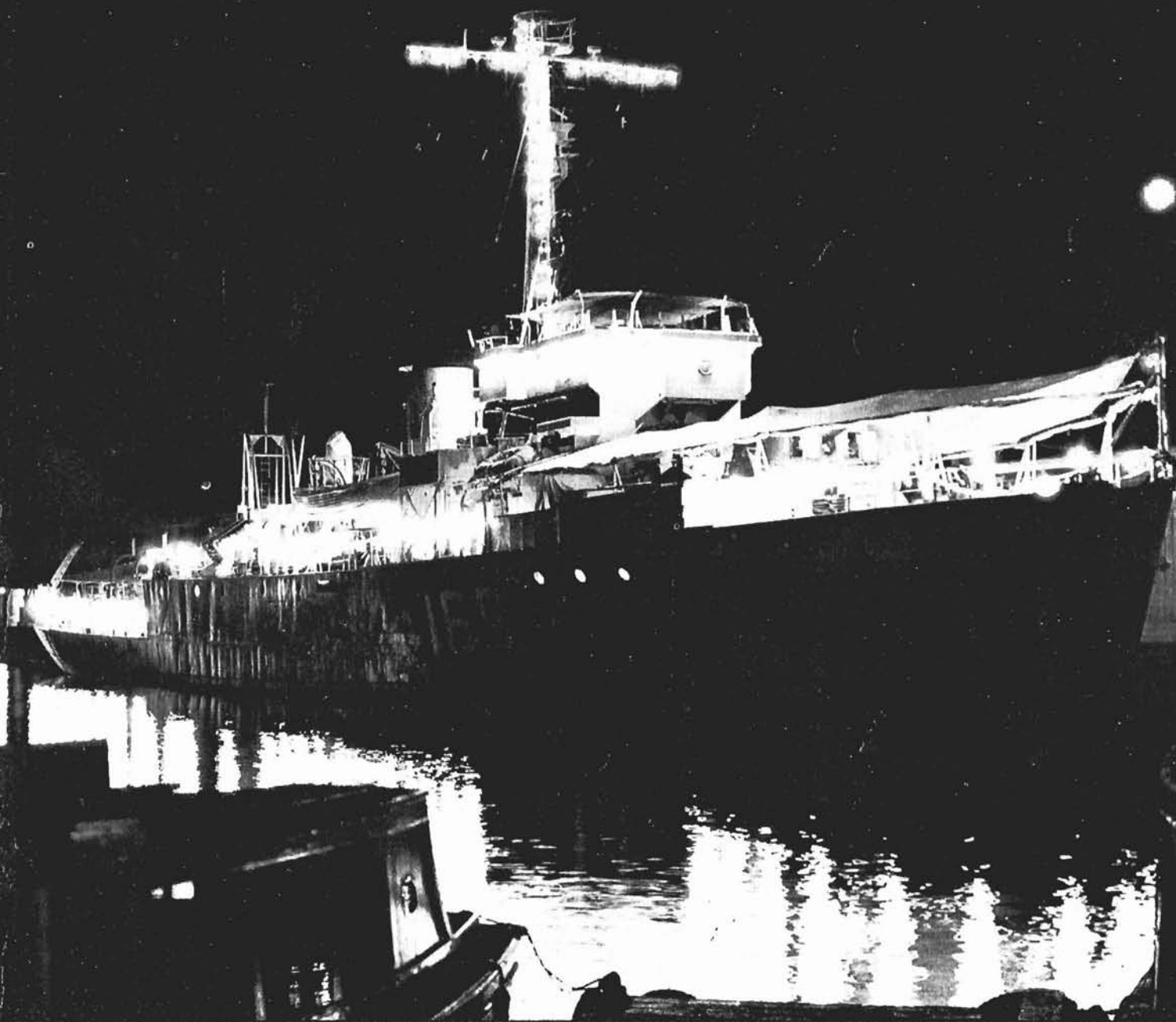
Final event on the course is an uphill bayonet charge over rough terrain (below, right).

In addition to the above obstacles, the training staff at "Cornwallis" has thrown in such niceties as passing through rubber tires, suspended at various heights, while carrying rifles and other gear, crossing a creek by means of a wire rope stretched over same, crawling through a narrow tunnel, and passing through an area covered with shrubbery and assorted tree trunks.



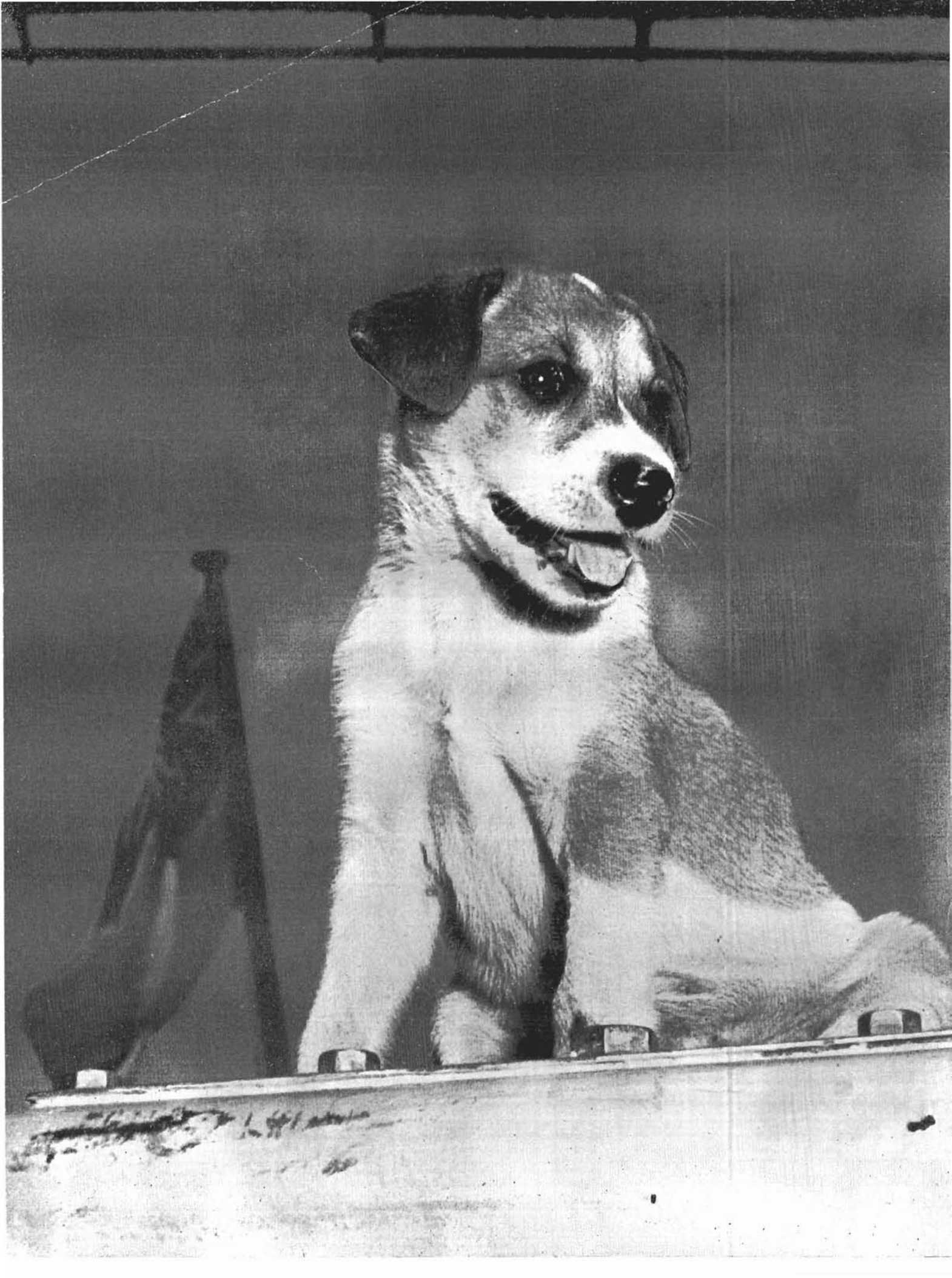


# *The* CROWSNEST



Vol. 2 No. 12

October, 1950



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Vol. 2 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

October, 1950

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## LADY OF THE MONTH

There is one member of the fair sex with the Canadian destroyers on the other side of the Pacific. She is "Wren" Alice, mascot of HMCS "Cayuga". (CA-37).

★ ★ ★

A year ago, in noting the fact that The "Crowsnest" was 12 issues old, we called for a vote of thanks in honor of those whose efforts had made the infant's first year of existence a healthy and vigorous one.

Now, in wrapping up Volume 2, we would like once again to express appreciation to the officers and men—and our civilian friends—who have provided the reports, articles, illustrations and other items which have filled these pages over the past 12 months.

The "Crowsnest" is sustained almost entirely by its corps of voluntary correspondents, regular and occasional, in the Navy's ships and establishments. The size of the magazine and the regularity of its appearance depend on the amount of material they submit and their observance of the monthly deadlines.

As we mentioned a year ago, "This is the Navy's magazine and the amount of interest taken in it by the Navy determines the degree of its success." We feel confident that the active support that The "Crowsnest" has received in the past two years will continue to increase, and that its third year of life will be its best one yet.

The Editors

## SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 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.

Cover Photo — HMCS "Portage" announced her presence in simple but effective fashion when she arrived in various Great Lakes ports of call this past summer. Here she is shown, her full set of illuminating lights switched on, alongside her berth at Port Arthur. The Algerine minesweeper returned to Halifax September 16 after spending her third successive summer on the Lakes. (RCN Photo by Able Seaman Joseph Schreuer. Negative No. P-259).

# R.C.N. News Review

## **Canadian Destroyers Support Inchon Landings**

For several days no wireless messages came from the three Canadian destroyers in Korean waters.

Then came the announcement that a strong force of United Nations troops had been put ashore at Inchon, on the west coast of South Korea, and a beachhead established well behind the North Korean lines.

Success of the operation was due in a large measure to the excellent support given the landings by United Nations naval forces. With this invasion fleet were HMC Ships "Cayuga" (Capt. J. V. Brock), "Sioux" (Cdr. Paul D. Taylor) and "Athabaskan" (Cdr. R. P. Welland).

The Canadian destroyers were assigned several responsibilities, including close blockade and extended cover for the flanks of the invasion armada and the provision of anti-submarine hunter-killer forces if required.

During the early stages of the in-

vasion one of the Canadian destroyers teamed with a British cruiser in bombarding North Korean shore batteries protecting the approaches to Inchon Harbor. While making a reconnaissance of their patrol area, at dawn, the two ships spotted several shore batteries manned by Communist troops. Opening fire immediately, they scored repeated hits. In addition, the destroyer dropped two salvoes on enemy-held buildings to the rear of the batteries.

The Canadian ships were on familiar ground when they sailed with the invasion fleet into the Inchon approaches. During the preceding month they had made a number of sorties into this area on blockade and patrol duties. Several times they had co-operated with South Korean forces in the capture of Communist-occupied islands off Inchon.

Invasion day, September 15, also marked the completion of the "Cayuga's" first year of operations since recommissioning. The anniversary,

however, passed almost unnoticed; there was more serious business at hand.

## **Replacements Planned For Ships in Far East**

Present plans call for the replacement of the three Canadian destroyers operating in the Korean theatre by April 1, 1951.

It is intended that after six to eight months of service in the Far East, the "Cayuga", "Sioux" and "Athabaskan" return to their home dockyard for essential refitting and to enable ships' companies to obtain leave and take courses required for promotion and advancements.

While these arrangements are subject to change, should circumstances make such action necessary, it is planned to relieve the "Sioux" around the end of the year, the "Cayuga" early in March and the "Athabaskan" later in the same month.

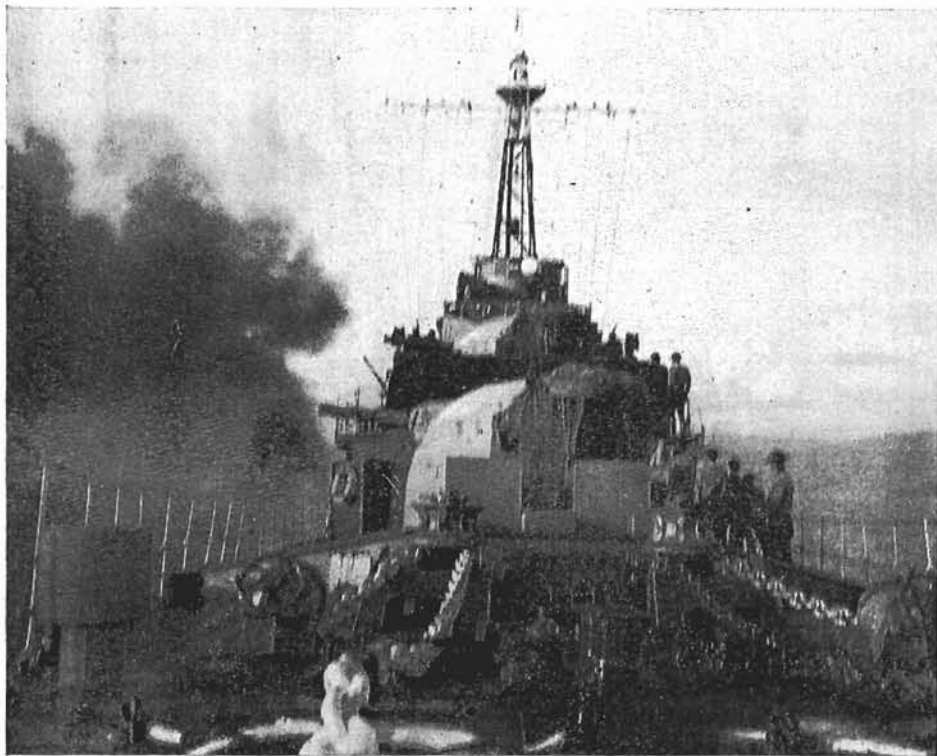
Two destroyers now based on the East Coast, the "Nootka" and "Huron", have been designated as reliefs for the "Sioux" and "Cayuga", with the "Nootka" due to leave Halifax in late November and the "Huron" departing about the first of February.

HMCS "Sioux" is expected to return to the Korean war zone as replacement for the "Athabaskan", leaving Esquimalt early in March.

## **Special Service Squadron Visits Norwegian Capital**

By the end of September the Canadian Special Service Squadron had bitten well into its European cruise schedule. The "Magnificent", "Huron" and "Micmac" were in the midst of a one-week stay at Oslo, Norway, first port of call on the European continent and the most northerly point to be visited during the cruise. Behind them were two weeks of anti-submarine training at Londonderry and a four-day stop at Rosyth; next on the agenda was a three-day visit to Gothenburg, Sweden.

The training period at Londonderry was described by Commodore K. F. Adams, commanding officer of the "Magnificent", as having been of excellent value to the Canadian ships and air squadrons.



The four-inch guns of HMCS "Cayuga" let loose a broadside at installations in a North Korean-held port. The Canadian destroyer and a British frigate entered the enemy-occupied harbour and bombarded ships, docks, cranes, railway yards and other targets. (CA-64).

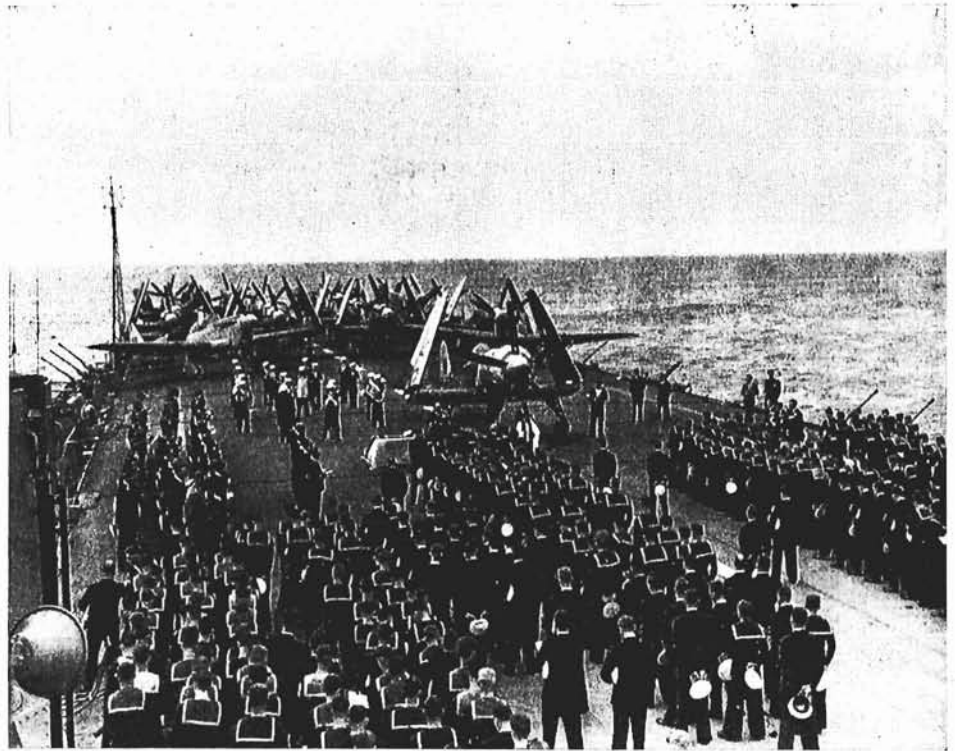


The training program consisted of several days of lectures, followed by exercises at sea. In mock battles off the coast of Ireland, Canadian ships and aircraft teamed with units of the Royal Navy in hunting down and "destroying" submarines attacking imaginary convoys, while the "Magnificent's" fighter planes dealt with RAF Lancasters representing long-range shadowing aircraft.

Conditions were made as realistic as possible, with RN submarines acting as the undersea "enemy" and using every trick at their disposal. The weather also took a hand in the proceedings, doing its best to duplicate the North Atlantic on its more rugged days.

At the conclusion of the program, key personnel from the Canadian ships attended a session at the Joint A/S School at which the exercises were carefully reviewed, step by step.

During this conference, two RCN pilots were singled out for commendation. Lieut. (P) Vincent J. Murphy,



The ship's company of HMCS "Magnificent" assembles at Sunday Divisions while en route from Halifax to Londonderry on the first leg of the European training cruise. (MAG-1980).

## TOKEN PAYMENTS

By Herman Lordly

(in the Saint John Telegraph Journal)

*With the hurricane still raging,  
Ere the Yellow Sea abates,  
Three Tribal class destroyers,  
From out o' Moji Straits,  
To the tune of humming dynamos,  
And churning of the screw,  
Salute the "Athabaskan",  
The "Cayuga" and the "Sioux".*

*The armchair critic glowered,  
And he shook a gloomy head,  
As he said, "We should have sent 'em  
Our 'Magnificent,' instead.  
For the tempests of the Orient  
Are not for bathtub toys,  
Here's work that calls for man-sized craft  
And we have sent—three boys."*

*But the coast of far Korea,  
Is an isle-infested hell,  
Where the larger, heavy-draught ships,  
Can't manoeuvre half so well.  
"Athabaskan" and "Cayuga"  
And "Sioux" can hit and run,  
Three stinging token payments  
Sent from Britain's eldest son.*

*They are tossing racks o' mis-ry,  
(Or a flimsy sardine can)  
But on a man-sized errand,  
They behave—just like a man.  
To the crews that staunchly fight 'em,  
Here's the very best of luck,  
For we know they'll be a credit  
To the land of Jack Canuck.*

of Nanaimo, B.C., was thanked for a suggestion to improve air searches for submarines. Lieut. (P) G. W. Babbitt, of Woodstock, Ont., was praised for detecting and carrying out attacks on submarines. Lieut. Babbitt and Lieut. (O) H. L. Pickering, of Cochrane, Ont., formed the crew of a Firefly aircraft which was particularly successful in the anti-sub exercises.

### Contracts Awarded For More New Ships

Contracts totalling \$43,250,000 have been awarded to Canadian shipyards for the construction of 18 new naval ships.

These orders are in addition to those placed earlier, which totalled \$28,200,000 and covered the building of nine new vessels.

In addition to the three already on order, four anti-submarine escort vessels, costing approximately \$8,000,000 apiece, will be built in four separate shipyards, three of which are working on the original orders.

Ten minesweepers, totalling \$9,250,000, and four gate vessels, costing \$500,000 each, complete the largest package of new construction ever ordered in peacetime for the RCN.

### Fall, Winter Training Begins in Divisions

With the conclusion of the Reserve summer sea training program at the coasts and on the Great Lakes, the emphasis on RCN(R) training has shifted back to the divisions.

After periods at sea varying from two weeks to several months, Reserve officers, cadets and men have begun comprehensive fall and winter training schedules in their respective naval divisions.

### Gen. MacArthur Praises RCN Destroyers

General Douglas MacArthur, Commander-in-Chief, United Nations Command, has praised the "splendid efficiency" of the Canadian Naval forces operating under the United Nations banner in the Korean theatre.

In a message to Capt. J. V. Brock, commanding officer of HMCS "Cayuga" and senior officer of the three Canadian destroyers serving in the Far East, Gen. MacArthur said: "I cannot praise too highly the splendid efficiency of your command. Not only professionally but upon the broader basis of smooth co-operation with naval forces of other countries, your squadron has demonstrated the highest efficiency. I wish you would convey to your Chief of the Naval Staff the pride I have in being associated with such a splendid command."

## AT THE CROSSROADS

In addition to general instruction in naval subjects, specialist courses will be under way in the majority of these establishments. Many have installed additional equipment and improved their facilities in preparation for the 1950-51 training schedule.

Recent expansion of the Navy has put the spotlight on recruiting and most of the 21 divisions launched large-scale drives concurrent with the resumption of their training activities.

### **Training Ships Finish Heavy Summer Schedules**

Training ships on both coasts wound up their busy summer schedules in September and stopped for a brief breather before resuming their regular commitments.

The end of the month found HMCS "Ontario" alongside at Esquimalt for a leave period. She is due to return to sea October 24, sailing then on a three-week training cruise to California and Mexico.

The West Coast training frigates "Antigonish" and "Beacon Hill" were also in port for leave periods, as were their opposite numbers on the Atlantic side, "La Hullose" and "Swansea."

HMCS "Portage" returned to Halifax September 16 from her third successive summer as a training ship

Elsewhere on these pages are reprinted radio addresses by Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, announcing increases in the size and strength of the RCN.

Subsequent to his radio address, Mr. Claxton announced in the House of Commons that the Navy's manpower ceiling of 9,600 officers and men had been increased by 40 per cent to a total of 13,440.

To achieve this figure, the Navy has stepped up its recruiting rate. Each week, now, about 75 new entries entrain at points all across Canada and head for HMCS "Cornwallis."

There is no shortage of recruits.

on the Great Lakes. After a week in port, she went to sea with HM Submarine "Andrew" for a period of anti-submarine exercises in which Avenger Aircraft from HMCS "Shearwater" also took part.

Another destroyer was added to the fleet when HMCS "Crescent" was re-commissioned at Esquimalt September 26, under the command of Lieut.-Cdr. G. H. Hayes and with most of her ship's company drawn from HMCS "St. Stephen."

Since it was announced that the Navy was looking for men, recruiting officers have been interviewing an average of 300 or more per week.

It would appear, therefore, that there isn't going to be any problem to "filling the fleet."

However, a fleet needs experienced men as well as a sufficiency of new entries.

Quite a few men who are nearing the end of their engagement periods have indicated that they are seriously considering "going outside" to civilian jobs in which they can make use of their Navy-acquired skills. Some have definite prospects, others have not.

Last month The "Crow'snest" listed some of the advantages of Service life, most of them financial, that were worth keeping in mind when considering whether or not to re-engage. There are other considerations, less tangible, perhaps, but certainly no less important.

There is the plain and simple fact that the Navy needs every one of its trained, experienced men. As the fleet increases in size, it is going to need them even more. The Navy has an investment in such men — and they, incidentally, have an investment in the Navy, with improved opportunity for advancement as the Service expands.

To say that the Navy needs these men is the same as saying that Canada needs them. A strong efficient fleet is essential to the defence of this country and to the fulfilment of our international obligations.

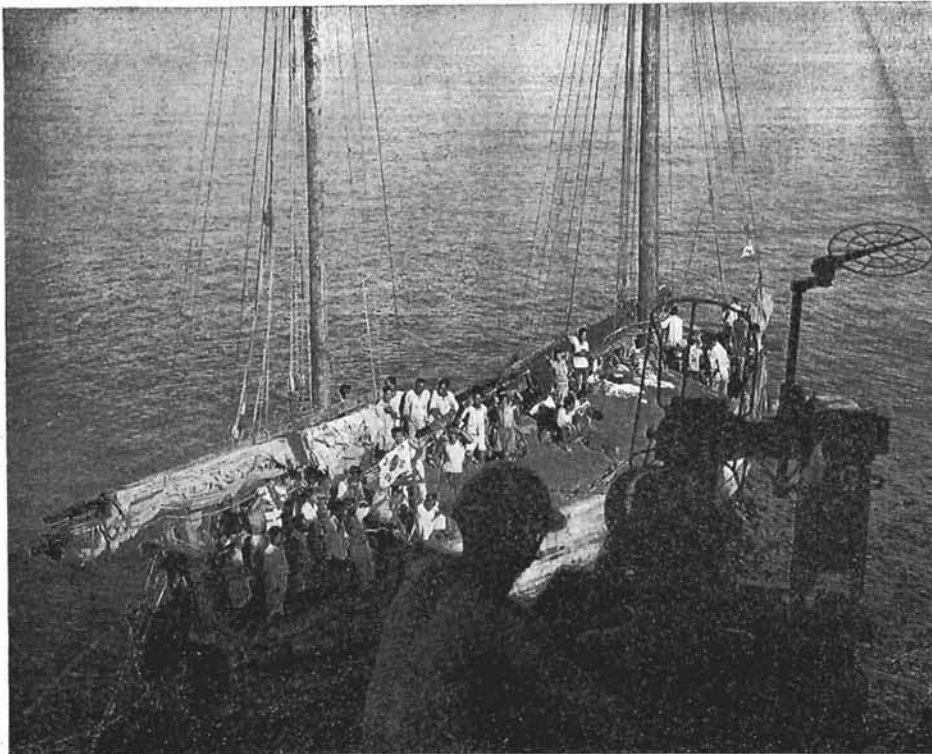
It is unfair to charge a man who has completed his contract with a moral responsibility to renew it.

Yet the fact remains that the man who re-engages in the Service, in these serious times, is making a small but nevertheless very important contribution to the cause to whose defence our country and its Armed Forces are dedicated.

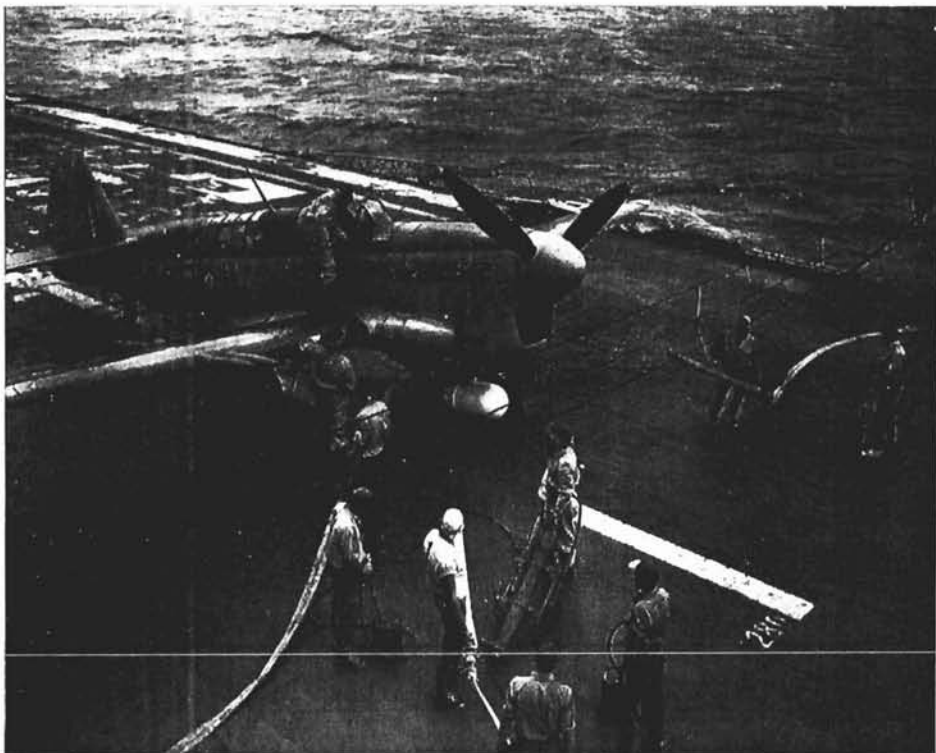
### **Back in the Navy**

Among the recruits who are due to don naval uniforms in the next couple of months are a number of men who won't find it any trick to climb into the sailor's square rig.

Approximately 65 men who left the RCN over the past year or so, on completion of their five-year engagements, have applied to re-enter the Service and have been accepted.



Among the less exciting but nevertheless necessary tasks which have been allotted the Canadian destroyers in the Korean campaign has been the inspection of the myriad small craft poking along the Korean coast. Before the tide of battle swung to the side of the United Nations, most of these, like the one pictured above, were loaded with refugees fleeing from the North Koreans. Here a small junk is shown awaiting examination by HMCS "Cayuga", (CA-71).



The "Magnificent's" flight deck fire-fighting party carries out rescue drill in a simulated barrier crash. The rescuers wear asbestos suits that enable them to wade into the midst of fires. Other members of the team stand by with CO<sub>2</sub> and foam apparatus. (Mag-1548).

## CARE AND CAUTION

*Few People Are More Fire-Conscious  
Than an Aircraft Carrier's Crew*

"THERE IS TO BE NO SMOKING THROUGHOUT THE SHIP!"

This is an order that has been frequently beamed over every loud-speaker in HMCS Magnificent during her current cruise.

Officers and men do not question the order; they are well aware of the fire possibilities when "Petrol is being transferred", "A' hangar is in fuel state danger" or "Aircraft are now being fuelled".

Rigid safety regulations are in force at all times on board the carrier, for the danger of fire or explosion is ever present when high octane gasoline is involved. In addition to petrol, aircraft carriers deal with many other highly inflammable materials, such as "dope" for spraying aircraft fabrics, flares, rockets, bombs and ammunition. Carelessness in storage or handling of these items could spell disaster for the ship and her personnel.

When you consider the fact that a cupful of aircraft petrol when vaporized can cause an explosion equal to that from five pounds of dynamite, or that one gallon of petrol when com-

pletely vaporized can form an explosive mixture with air in a volume of 2,000 cubic feet, it is enough to make one give up smoking altogether, let alone respect the "No Smoking" orders.

For damage control and fire fighting purposes the "Magnificent" is divided into three distinct areas—the flight deck, hangar deck and the main part of the ship.

Flight deck personnel are chiefly concerned with aircraft crash fires. In order to maintain a high degree of efficiency, regular fire fighting drills are carried out on the flight deck.

These drills emphasise life saving from crashed aircraft. For this job three men who are fully trained in rescue and crash fire fighting are on hand at all times during flying stations at sea. Dressed in asbestos suits and equipped with CO<sub>2</sub> apparatus to provide them with cover, they are ready to dash through any fire to rescue the aircrew. Other members of the flight deck party man mechanical foam throwers which are capable of producing 3,000 gallons of

foam per minute. Water spray may also be used during a crash fire to cool surrounding areas and thus prevent the spread of a local fire.

The carrier's three hangar sections at all times are considered as danger areas. Hangar sentries and the air emergency party are trained to deal with a hangar fire at a moment's notice and the Hangar Control Officer conducts periodic fire drills to make sure men and equipment are at the peak of efficiency. Carbon dioxide gas, mechanical foam and water spray are commonly used to combat hangar fires.

In the event of fire breaking out in one hangar, there are fire curtains that can be dropped, confining the blaze to the one area. From control positions the hangar access lobbies and ventilation can be sealed off, hangar spray pumps and warning rattlers started and, if required, the entire hangar can be sprayed with water from a built-in system along the deckhead.

Hangars are placed in "fuel state danger" whenever aircraft are being fuelled or whenever other dangerous conditions exist within the hangar.

The main part of ship also presents its share of fire hazards. All petrol tanks are kept under water and petrol pumping compartments are equipped with water spray systems. All maga-



Wearing protective clothing and Salvus breathing apparatus, damage control watchkeepers practice fire drill in the "Maggie." AB William Lecour, of Sudbury, is in the foreground and Ord. Sea. Charles Murphy, of Napanee, Ont., is in the rear. (Mag-1537).

zines and combustible stores are also fitted with flooding and spraying arrangements. Permanently installed tubes lead to machinery spaces to enable large quantities of foam to be poured into the space in case of fire. Steam smothering systems are also used in the main part of ship as added protection.

During the carrier's cruise to the Caribbean early this year, Lieut. (SB) N. A. Duval, a fire-fighting specialist, supervised a training program covering the control of fire and elimination of fire hazards.

At Charleston, S.C., first stop on the cruise, Lieut. Duval arranged for a special course at the U.S. Navy's famous fire-fighting school for a group of chief and petty officers from the "Magnificent." The course included practical training in fighting various types of fires, and particularly those which might occur in a carrier.

While at sea, Lieut. Duval arranged lectures, demonstrations, films and drills on first aid and fire-fighting appliances for some 150 chief and petty officers serving in all parts of the ship. Lectures on hangar fire fighting organization and fire prevention were given to all officers of the 18th Carrier Air Group, while a film entitled "Chemistry of Fire" was shown to all the ship's officers in the drive to keep everyone in the ship keenly fire-conscious.

\* \* \*

*Not only in the "Magnificent" but throughout the entire Navy every possible precaution is taken to keep the fire hazard at a minimum. So long as naval ships carry ammunition, oil, gasoline and other inflammables, the danger is always there and for this reason the Navy has developed its fire-fighting organization to a high degree and insists on every officer and man being well schooled in what to do in case of fire and in the uses of the various types of fire-fighting apparatus. Demonstrations of some of the fire-fighting equipment in use in the RCN are shown in the layout at the right.*

1. Oil and grease fires are always a waterfront hazard and once under way are a very real danger to shipping. Here a fire-fighting squad at HMC Dockyard, Esquimalt, lays a three-inch blanket of foam in demonstrating how fires of this sort are dealt with.

2. Wearing an asbestos suit used for rescue purposes, CPO Fred Evans approaches blazing pans of fuel oil during a demonstration in the Halifax dockyard.

3. Two men from "Naden", using a pack sack type foam container, attack an open oil fire.



## SALT FROM SASKATCHEWAN

*Petty Officer "Wiggie" Bennett  
Busy Man Aboard "New Liskeard"*

*(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.)*

THE ship's company of HMCS "New Liskeard," Algerine minesweeper currently serving as an ocean research vessel, has elected Petty Officer Hedley (Wiggie) Bennett, of the ship's engine room staff, as "Man of the Month" for October.

Petty Officer Bennett is a member of that now-famous group of men in the Royal Canadian Navy known as "Prairie Sailors." Though he had never seen salt water or a ship before leaving his native Bickleigh, in Saskatchewan, to join the RCN, he has spent close to seven of the last ten years at sea.

In November 1940, our "Man of the Month," then 19 years of age, presented himself at HMCS "Naden," Esquimalt, for entry into the permanent force as a stoker, second class. He completed his new entry training at "Naden," took a course at the Stokers' Training Establishment at Comox, B.C., then, in August of the following year, joined the minesweeper HMCS "Quinte."

The "Quinte" later went around to the East Coast where she escorted convoys between Halifax and St. John's, Newfoundland, and carried out minesweeping duties. After 13 months in this ship Bennett went ashore for a course in the Mechanical Training Establishment at Halifax.

Following his course at the MTE, PO Bennett was drafted to the West Coast where he joined a new frigate, HMCS "Waskesiu." In this ship he again made the trip from Esquimalt to Halifax, subsequently serving in her on convoy duty on the "Newfy-Derry" run, between St. John's, Newfoundland, and Londonderry, Northern Ireland.

He was a member of her company in February 1944 when the "Waskesiu," assisted by the Royal Navy frigate "Nene," brought a German submarine to the surface and sank it with gunfire.

Later the "Waskesiu" was employed in convoy work out of Scapa and in the Bay of Biscay. During the invasion of Normandy the ship was attached to EG 6, patrolling the western entrance to the English Channel.

Bennett's next ship was the frigate



PETTY OFFICER HEDLEY BENNETT

"St. Pierre," in which he made several trips to North Russia with Murmansk convoys. The "St. Pierre" was on one of these Arctic runs when the war in Europe ended and was detached from her convoy to assist in escorting 14 surrendered German U-boats into Loch Eriboll.

Despite his long periods at sea during the war, PO Bennett claims his closest brush with death came while he was ashore. He was in London on this occasion and was blown out of his bed when the house in which he was staying was hit by a "buzz bomb."

The "St. Pierre" returned to Halifax and later went to Quebec City, where she was taken in hand for refit in preparation for her part in the Pacific campaign. However, the war ended before she was completed and instead she took on the ticklish job of dumping ammunition.

With the war over PO Bennett felt it was good time to have his tonsils out and during his convalescence

found himself for three months librarian in HMCS "Scotian," the dockyard establishment at Halifax.

Returning to the West Coast in July 1946, he served in HMCS "Rockcliffe" for a few months, but, typically, he didn't stay long in his own Port Division, returning to Halifax to await the commissioning of the new Tribal class destroyer, HMCS "Athabaskan," in January 1948.

On May 17 of that year he joined the "New Liskeard" and since that time has become one of the busiest and most popular members of her ship's company. At various times he has been ship's canteen caterer and caterer and secretary of the Petty Officers' Mess. At present he is president of the POs' Mess.

PO Bennett is also prominent on the sports side of shipboard life. He was one of the stars of the "New Liskeard's" baseball team, which defeated all comers during its 1949 season. He performs equally well at second base or on the mound.

In the winter he is a stalwart member of the ship's hockey team, playing a steady game on defence.

When the ship is at sea he is invariably well up on the bridge playing roster and at one time held the bridge championship of the ship.

In spite of his numerous other activities, PO Bennett still finds time for his hobby of furniture making and his ability at the work bench is easily a match for his prowess on the diamond, the rink or at the bridge table.

Petty Officer Bennett claims that the busier he is the happier he is.

"I was never more in my glory than when I was Regulating Stoker Petty Officer and Canteen Manager at the same time."

To prove that the confidence in which his shipmates regard him is not misplaced, he has one of the finest testimonials available in the Navy — a perfect conduct sheet from the day of his first engagement. — E.J.L.

# The Bulletin Board

## Quartermaster Branch Introduced in RCN

A new non-substantive branch, the Quartermaster Branch, has been instituted within the Seaman Branch of the RCN. It is designed primarily to provide highly qualified seamen who will be expert helmsmen, skilled quartermasters and boatswain's mates. The courses within this branch make it possible, with sea experience, for men to become qualified coxswains capable of taking charge of small craft in coastal waters, in addition to being able to carry out duties similar to those performed by men of the old Torpedo Coxswain Branch.

The Quartermaster Branch is composed of four non-substantive rates:

Quartermaster Instructor.....	Q1	Trade Group 3
Quartermaster First Class.....	QM 1/c	Trade Group 2
Quartermaster Second Class.....	QM 2/c	Trade Group 1
Quartermaster Third Class.....	QM 3/c	Standard Trade Group

All men of the Seaman Branch may apply to qualify for the Quartermaster Branch if they are not in possession of a non-substantive rate, or for transfer to the QM Branch if they possess a nonsub rate. However, with the exception of the Torpedo Coxswain Branch, only in special cases will men who already possess a non-substantive rate be transferred.

Torpedo Coxswains holding the substantive rating of C1 or C2 are being transferred non-substantively to the rate of QM 1/c, and will be rated as a QI on successful completion of the QI qualifying course. Torpedo Coxswains holding the substantive rating of P1 are being transferred non-substantively to the rate of QM 1/c. All Torpedo Coxswains transferred will retain (NQ) status until they successfully complete the qualifying course. If they fail the qualifying course, they will be required to undergo the next lower non-substantive qualifying course.

Men recommended for transfer, other than Torpedo Coxswains, are considered eligible to undergo the qualifying course for:

*QM 1/c, if they hold the rating of P1 passed professionally for C2, or above;*  
*QM 2/c, if they hold the rating of P1,*

*P2, or LS passed professionally for P2; and*

*QM 3/c, if they hold the rating of LS or below.*

Training of men transferred to the QM Branch is commencing immediately — third class rates in "Ontario" and "Magnificent", first and second class rates in RCN Barracks, Esquimalt and Halifax, and Instructor rates in RCN Barracks, Halifax.

Men of the QM Branch are eligible for promotion to Commissioned Boatswain when qualified and recommended.

A badge has been designed which is especially appropriate to the Quartermaster Branch, depicting a steering wheel and a boatswain's call.



QUARtermaster BADGE

## First Married Quarters Ready on West Coast

Twenty new houses at each of three separate West Coast sites — Royal Roads, the dockyard and HMCS "Naden" — are now ready for occupancy by naval personnel and their families. Some of the new units will go to families of men now serving in the Far East in the destroyers "Cayuga", "Sioux" and "Athabaskan".

The 60 new homes are part of a housing program which calls for the construction at the three locations of a total of 430 units.

## Financial Assistance When Travelling on Leave

Officers and men of the Naval Forces proceeding to their homes (as defined in existing regulations) on leave will receive additional financial assistance towards meeting the cost of transportation.

Effective Aug. 17, 1950, an officer or man will receive assistance, on one occasion in each leave year, at the rate of 1½¢ per mile for that portion of the complete journey in excess of 500 miles. Previously entitlement was based on a journey in excess of 900 miles and at a rate of 1¢ per mile. An individual whose home is in Vancouver and who is stationed in Halifax will now be assisted to the extent of \$96.42, which is an increase of \$36.14 over the previous rate.

Officers and men desiring to claim partial reimbursement in respect of transportation when proceeding to their homes on leave should obtain a "Certificate for Claiming Partial Reimbursement for Transportation When Proceeding On Leave Under the Provisions of KRCN Article 71.319". (A supply of these forms is being made available in all ships and establishments.)

Prior to proceeding on leave, section "A" on the form should be completed and signed, in the case of an officer, by himself, and in the case of a man, by his divisional officer.

On arrival at his home, the officer or man must present the certificate in person for signature in section "A" by either the local postmaster, railway agent or any commissioned officer of a naval ship or defence establishment.

On return from leave, the officer or man must present the certificate after completing section "C", together with a statement of the mileage of any portion of the journey not served by a railway, to the supply officer for payment.

## Assessments of Suitability for Advancement

A man whose suitability for advancement has been assessed as "exceptional", "above average" or "average" will in future be informed accordingly by the head of his department.

## **Insurance of Uniform Clothing and Personal Effects**

The Department of National Defence assumes no responsibility for the loss of or damage to furniture, uniform clothing or private effects, resulting from fire, theft or other cause, excepting loss of uniform clothing or personal effects due to a service casualty.

To be fully protected against loss, officers and men should obtain insurance on their personal property and naval kit to cover all of the ordinary risks of civil or naval life, whether they are accommodated on board or not. Insurance obtained should give protection against all risks of travel, whether on duty or not.

## **Allowances for Interim Lodgings and Meals**

In addition to the 14-day period which may be authorized by the Captain and the further seven-day period which may be authorized by the Senior Officer in Chief Command, during which an officer or man is entitled to reimbursement of actual and reasonable expenses for interim lodgings and meals for his dependents and for himself, a further 14 days may now be authorized by the Minister.

This additional 14-day period may only be claimed, as in the case of the preceding 21 days, at the end of a journey authorized at the public expense. Any allowance payable in respect of this additional 14-day period is to be abated by 60 per cent of the total pay, marriage and subsistence allowances payable during this same period.

## **Transportation of Dependents**

"Dependent" is now defined for the purpose of transportation in respect of an officer or man as (1) his wife, or (2) an unmarried daughter, step-daughter, or legally adopted daughter of any age who is resided with and dependent on him, or (3) a son, stepson or legally adopted son under 21 years of age or of any age when prevented from earning a living by mental or physical infirmity, who is resident with and dependent on him.

Previously, transportation of a son, stepson or legally adopted son, unless prevented from earning a living by reason of physical or mental infirmity, had been restricted to those under 18 years of age. It is now a requirement, however, that all dependent children must be resident with and dependent upon the officer or man in question.



A neat and effective way to secure service ribbons to khaki and other uniforms is by the use of dome fasteners sewn to the uniform and to the ends of the ribbon bars. This permits the easy removal and replacement of ribbons and saves the wearer any worries as to whether his ribbons are in proper position. The photo shows the fasteners on a khaki uniform, and the back of the ribbon bar with the corresponding dome fasteners secured to the ends. (E-12038)

## **Naval Exams Required for Education Credits**

In order to compensate for the varying educational standards across the country and to put the granting of roster points for education on a fair basis, naval equivalents will not be granted for civilian education as of September 30, 1950. From that date, naval examinations must be written if credits are to be obtained.

## **Progressive Pay — Officers and Men**

Revised regulations governing progressive pay which became effective on July 14, 1950, introduce two new provisions and a restriction.

When an officer is promoted to a higher rank or a man is advanced to a higher rating on the same day or on the day following his entry or re-entry, he is considered, for the purpose of computing progressive pay, to have been entered or re-entered in the higher rank or rating.

Reversion or reduction of a man in rating will not debar him, for the purpose of computing progressive pay, from including previous service in the rating reverted or reduced to, or in any higher rating.

Service which an officer or man does not declare on entry or re-entry will not be counted as qualifying service towards progressive pay.

## **Canadian Bilingualism**

Every effort is being made in the Naval Service to ensure that the bilingual character of Canada is recognized and maintained. In ships and establishments where French-speaking personnel are borne, signs, notices, etc., must be printed in both French and English.

## **Separated Family Allowance**

An officer or man who is entitled to receive Subsistence or Ration Allowance during a period of leave pending retirement or release will not be entitled to Separated Family Allowance during such period.

## Physical Fitness Equipment

The Chief of the Naval Staff has been authorized to approve, on the initial commissioning of a ship or establishment, a grant for the purchase of physical fitness equipment. The grant will be computed on the authorized complement and is not to exceed a total amount of \$4.00 for each officer and man of the RCN and \$1.00 for each officer and man of the Reserves.

An allowance to provide for the maintenance of this equipment has also been approved. This allowance is based on the number of officers and men borne on March 31 of the preceding year, or if the ship commissioned subsequent to March 31, the average monthly strength for the remainder of the fiscal year, and is not to exceed a total amount in any one fiscal year of \$2.00 for each officer and man of the RCN and 50 cents for each officer and man of the Reserves. Where a ship is in commission for a period of less than a year, the allowance is computed on the basis of one-twelfth of the amount for each complete month in commission.

## Difference of Pay

Effective September 1, 1950, an applicant for difference of pay between the rating he holds and a higher rating must have been delegated duties and responsibilities in excess of those which are consistent with his present substantive rating; must have continuously performed these duties and responsibilities satisfactorily and efficiently, and must be qualified professionally and educationally for the rating for which difference of pay is being applied.

## Canadian Parachute Badge (Army)

Officers and men of the Naval Forces who have qualified as a parachutist in the Canadian Army and who are not qualified to wear any flying badges may wear the Canadian Parachutist Badge of the design and size authorized to be worn by qualified personnel of the Canadian Army.

## Correction

In the table listing the requirements for promotion to commissioned rank in the RCN and published on page 19 of the September issue of the "Crow'snest," no educational requirements were listed in the Supply and Air (AR, AF) sections under the Upper Yardman plan. The Supply branch requirements are the same as those given for the preceding section — CHET mathematics, physics, chemistry, English and naval history. The Air (AR, AF) requirements are the same as those for the engineering branch.

# MATELOT OR MERMAID?

Pausing in the middle of a lusty swing at a stubborn bit of paint, I lowered my chipping hammer and listened. Yes, it was my name the quartermaster was bellowing over the PA system. I was to report to the brow.

Not wishing to interrupt the crib game in which our petty officer was engaged, I hurried aft without reporting my mission.

"Old Bucket Mouth", a name which our QM had picked up somewhere during his 18 years in the RCN (every time he opened his mouth it reminded me of Holland Tunnel), told me my divisional officer wished to see me.

Now, I know Lieut. Sloganheimer is a well-meaning person who wants to see the men in his division get ahead. But why he had to pick on me, as contented an AB as you'll ever see, I don't know.

"See here, Able Seaman McCoy," said he, pointing to my service certificate, "you're qualified for leading seaman in practically every respect except one — you haven't passed the swimming test. What about it?"

I shuddered. I had gone through this before.

For the next 15 minutes I listened to a lecture on the virtue and value of knowing how to swim, and of the glorious opportunities and rewards that awaited the man with the ambition to get ahead in the Service.

I tried to tell him of my previous unhappy experiences in the swimming tank, but he seemed to think I was just trying to be funny.

"Look, McCoy", he interrupted. "All animals can swim, in some fashion or other. Throw a dog in the water for the first time and what does he do? Dog paddles, of course. Now don't tell me you can't even dog paddle."

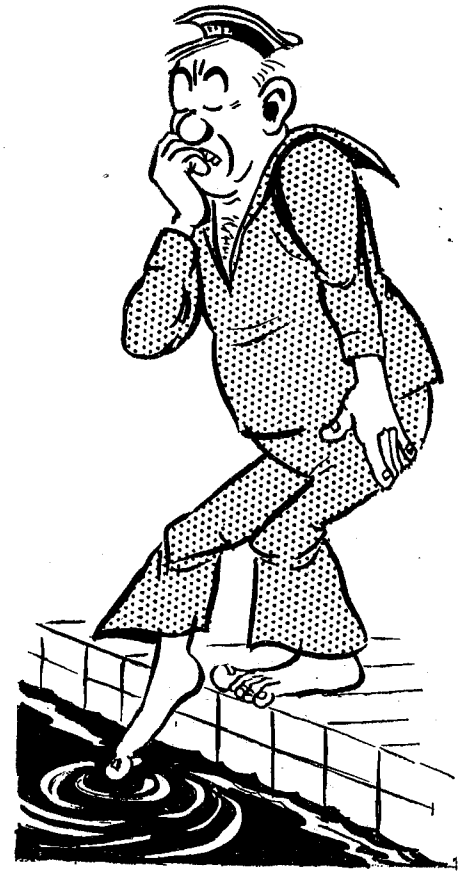
That did it. I wasn't going to be outdone by any dog. Though a little voice told me I should know better, I bravely vowed that the very next day Able Seaman Timothy McCoy would pass that swimming test, or drown in the attempt.

On mustering myself before the duty PTI, a friendly fellow with so many muscles he looked like a hunk of cordwood, I told him of my ambitions. He took one look at me, muttered something to himself, then ordered me to wait at the pool.

This was the most gigantic pool I have ever seen. I swear it could have cradled the "Ontario", "Maggie" and

a few destroyers as well. I wondered if I couldn't substitute weight lifting for swimming.

"Muscles" arrived, and threw me a white duck uniform. All I had to do, he said, was don the ducks, swim to the far end and back, then tread water for three minutes. He might as well have told me to climb Mount Everest with the Empire State building on my back. I was about to quit right then and there, but I remembered the crack about dogs, so I climbed into the suit and jumped.



Maybe I would have been all right under water, making like a human submarine, if I hadn't decided to tell the PTI that my trousers were a trifle large. That was when two-thirds of the pool rushed down my gullet, and I blacked out.

On opening my big blue eyes, I was amazed to see no coal, or men with little horns galloping around. My muscular friend said, "Buddie, you're a lulu. I couldn't pass you if you tried it in a kid's paddling pool. Why don't you stick to ping pong?"

Oh well, I guess I won't be the first three-badge AB in the RCN. — J. A. B.



# All's Well That Ends Well

*But There Were A Lot of Shenanigans  
Before Navy Managed to Topple  
Army in Annual Tug-of-War*

IT is hard, by any stretch of the imagination, to associate a kidnapping, an attempted kidnapping, a detention barracks and a painter's ladder with good fellowship between Navy and the Army, but nevertheless they are all related.

It was the day of the Scottish Games in Victoria. Fine and clear it dawned. Sixteen hundred pounds of fighting Navy were trained to their peak to take on 1,600 pounds of fighting Army in the annual tug-o-war between the two services. Then it happened. The kidnapping, that is.

Petty Officer W. (Butch) Adams, anchor man for the Navy team, whose duty it is to pick up men from the Army detention barracks at Work Point and return them to "Naden", had gone down to the barracks about 1100 with a release.

As he entered the office, Sgt. H. F. Leary was telling Sgt.-Maj. J. G. Stevens, on the phone, that he, Leary, would be unable to participate in the tug-o-war since he would be on watch until 1600. "But", he went on, "Sgt.-Maj. R. B. Wallace and Sgt. E. R. Lenton are here with me, and would you believe it, Navy's anchor-man just walked in!"

With wicked gleams in their eyes

the three husky soldiers eyed the Navy bulwark, and nodded agreement.

"It will be a simple matter", added Leary into the mouthpiece, "to keep PO Adams within the confines of detention quarters until after the game. A high brick wall surrounds the area and the gate is locked. The charge, I think, will be, 'Smoking while entering a detention barracks!'"

"I", stated "Butch", "am entitled to one 'phone call".

The three soldiers agreed to this seemingly reasonable request, and PO Adams called PO J. (Dinger) Bell, another RPO at "Naden". After advising Bell of the state of affairs, Adams went on to tell him that the Army's anchor man, Sgt. Stevens, lived adjacent to "Naden".

"Get out there with a couple of good men and bring Stevens in to 'Naden's' cells for the day. Any charge you can cook up".

This attempt, however, proved abortive. Stevens was warned in time of the impending kidnapping and straightaway telephoned his wife to say that he would be absent for dinner, in fact, for the remainder of the day.

Fully intending to hold PO Adams

in hock until after the match, his three captors blithely commenced their morning rounds of the detention quarters, secure in the knowledge that it would be impossible for him to scale the high brick wall.

They failed, however, to take reckoning of the sailor's ingenuity. No sooner were they out one door than Adams was out another. The layout of the buildings was perfectly familiar to him, and, after a short search, he discovered a ladder left by some painters. Placing the ladder against the wall he made the top just as he was spotted by the nefarious schemers.

As "Butch" heaved the ladder to the top to lower it over the far side, the Army displayed a bit of its own agility, the sergeants streaking at top speed for the gate. Fate played against them. By the time they had unlocked the gate Adams was over the wall, into the shore patrol wagon and off in a cloud of dust.

That afternoon the Navy, with its own heavy-weight anchor-man, out-pulled Army to win the Service Tug-o-War Cup and \$20. The second pull was an open competition and Navy graciously *allowed* the soldiers to win for \$20.

This friendly rivalry burst into full flower after the games. Both teams dumped their winnings into the trophy and celebrated amidst an aura of good fellowship.

It was a fine day for the Navy.



This is the Navy team that bested the Army in the Armed Services tug-of-war at the Victoria Highland Games. Front row, left to right: CPO H. Williams, Victoria; Ord. Sea. J. Carey, New Westminster; Ldg. Sea. D. McLean, Regina, and Comm'd. Gnr. (TAS) L. V. (Hoot) Gibson, Stratford, Ont. Rear row: CPO W. G. Clark, Winnipeg; PO W. (Butch) Adams, Ashcroft, B. C.; PO John Stoddard, Victoria; Lieut. H. E. Taylor, Command Sports Officer; PO Dave Sadler, Victoria, coach; CPO G. Fraser, Vancouver, and PO J. Senger, Moose Jaw. (E-12034)

## From Korea To College

It isn't every university student who can return to his campus and tell of spending the last month of his summer holidays as a combatant in a theatre of war.

This unusual experience befell Sub-Lieutenants Douglas Sherlock, of Vancouver, and William Jackson, of Edmonton. Both of them RCN(R) officers, they served in HMCS "Athabaskan" in Korean waters until it was time for them to return to Canada and resume their studies, Sherlock at UBC and Jackson at the University of Alberta. They were the first naval personnel to come back from the Far East.

Both officers had the highest praise for the shipmates they regretfully left behind, and included the ships' companies of the other two destroyers, the "Cayuga" and "Sioux", in their tributes.



# OFFICERS *and* MEN



## **Recent Appointment Changes of Interest**

The following appointments are among those which have taken place in recent weeks or are due to take place in the near future:

Cdr. P. E. Haddon to Washington as Chief of Staff to the Naval Member, Canadian Joint Staff, and Assistant Naval Attache. From staff course.

Commander R. C. Chenoweth to Naval Headquarters on the staff of the Assistant Chief of the Naval Staff (Plans) as Deputy Director of Naval Plans and Operations. From staff course.

Cdr. F. B. Caldwell, Naval Headquarters as Director of Standardization. Formerly Deputy Director of Weapons and Tactics.

Lieut.-Cdr. Victor Browne, Naval Headquarters as Deputy DWT.

Formerly Hydrographer on staff of DWT.

Lieut.-Cdr. G. H. Hayes to HMCS "Crescent" in command. Formerly commanding officer, HMCS "St. Stephen."

Lieut.-Cdr. W. S. T. McCully to "Stadacona" as Officer-in-Charge, TAS School, and on staff of Canflaglant as Staff Officer (TAS). From "Antigonish," in command.

Lieut.-Cdr. (P) Raymond Phillips, to "Antigonish" in command. Formerly on staff of Chief of Naval Personnel, Naval Headquarters.

Lieut.-Cdr. P. S. Booth, to "Stadacona" as Director of Maritime Warfare School. Formerly Officer-in-Charge, TAS School.

Commander (E) R. Balfour to HMCS "Naden" as Engineer Officer and Officer in Charge of the Mechan-

ical Training Establishment. Formerly Engineer Officer Reserve Fleet.

Commander (E) H. N. Bonnell, to Naval Headquarters on the staff of the Chief of Naval Technical Services as Principal Overseer for Toronto area. Formerly Manager of the Engineering Department, HMC Dockyard, Esquimalt.

Commander (E) E. N. Clarke, to HMCS "Naden" on staff of the Superintendent of the Dockyard, Esquimalt, as Manager of the Engineering Department. Formerly Staff Officer Engineering Personnel at Naval Headquarters.

Commander (E) R. J. McKeown, to Naval Headquarters as Staff Officer Engineering Personnel on staff of the Chief of Naval Personnel. Formerly Staff Technical Officer on the staff of the Naval Member of the Canadian Joint Staff (London).

Lieut.-Cdr. (L) J. B. Wadsworth, to "Naden" as Electrical Officer and Officer-in-Charge Electrical Training Centre. From "Rockcliffe."

Lieut.-Cdr. (S) J. A. McBurney to HMCS "Stadacona" as Inspector of Stores and Fleet Accounting, East Coast. Formerly Supply Officer, HMCS "Chippawa," Winnipeg.

## **Three Men Selected To Attend Royal Roads**

Three men from the lower deck have been promoted to the rank of cadet and selected to attend the Canadian Services College, Royal Roads.

The three are former Able Seaman John R. Cook 21, of Hanna, Alberta; Ord. Sea. Joseph R. Godbout, 19, of Sherbrooke, P.Q., and AB William R. Vallevand, 20, of Domaine, Sask.

Cadet Cook joined the RCN at HMCS "Tecumseh," Calgary, in May 1948. Subsequently he served in HMCS "Naden," in the cruiser "Ontario", the destroyer "Crescent" and the frigate "Beacon Hill." He was advanced to able seaman a year ago.

Cadet Godbout joined the medical branch of the RCN in Montreal in June 1948 as an ordinary seaman.



Second World War medals were worn for the first time on board HMCS "Magnificent" at Sunday Divisions and Divine Service at sea August 27. Here Commodore K. F. Adams, commanding officer of the ship, chats with five of the carrier's veteran chief petty officers following divisions. Left to right are: CPO Donald Batten, Dartmouth, N. S., and Detroit; CPO John Keating, Halifax; Commodore Adams; CPO Ira Johnson, Saint John, N.B., CPO Walter Nettleton, Hamilton, and CPO J. R. Vaillancourt, Ottawa and Halifax. (MAG-1976).

Drafted to HMCS "Naden" shortly after entry, he was serving there at the time of his promotion.

Cadet Vallevand was a naval storeman before being selected for Royal Roads. He joined the RCN in HMCS "Unicorn," Saskatoon, in January 1949, and has since served in "Naden" and in "Stadacona," Halifax. He was advanced to able seaman in April of this year.

### **Former "Nabobs" Hold Reunion at "Naden"**

Officers and men who served aboard the Canadian-manned escort carrier HMS "Nabob" in 1944 held a reunion in the wardroom of HMCS "Naden" late in August.

HMS "Nabob" commissioned in Vancouver in December 1943, with a part Canadian, part Royal Navy complement. The carrier joined the British home fleet in the summer of 1944 and soon saw action in company with ships of the Royal Navy and the RCN, when air strikes were thrown against the German battleship "Tirpitz." It was during this operation that the "Nabob" was torpedoed and suffered heavy damage off North Cape, Norway. She was brought back to Scapa Flow in an outstanding feat of seamanship.

Among those present at the reunion were Commodore H. N. Lay, who commanded the carrier at the time of her action, and Captain Ronald Jackson, RCN(R), the ship's former executive officer. Movies taken during the "Nabob's" commission were shown.



An Honor Guard and Band were paraded at HMC Dockyard, Esquimalt, for the new Flag Officer Pacific Coast, Rear-Admiral W. B. Creery, who succeeded Rear-Admiral H. G. DeWolf on August 30. Rear-Admiral DeWolf is now Vice Chief of the Naval Staff, at Headquarters.

In addition to serving naval personnel, many former officers and men living in the Victoria area attended the reunion.

### **Gunnery School Graduates Anti-Aircraft Ratings**

Among recent graduates from the Gunnery school at HMCS "Stadacona" were the following men who

qualified as Anti-Aircraft Ratings, third class: Ldg. Sea. William McAtier, Cornwall, Ont.; ABs Robert Keating, Charlottetown; Jack Maxwell, St. John, Ont.; and Paul Pelletier, Kirkland Lake, Ont., and Ord. Seamen Earl Wisher, Ottawa; Mike McCormack, O'Leary, P.E.I.; Lucien Theriault, Hawkesbury, Ont.; James McCullough, Bath, Ont.; Donald Mitchell, Amherst, N.S.; Christopher Isaacs, Montreal; Harry Chatham, Montreal; Jack Goodfellow, Trenton, Ont.; Fred Smith, Brockville, Ont.; William Doyle, Charlottetown; Oscar McDonald, Brockville, Bud Keys, Ottawa; Earl Black, Toronto; Ted Gooding, Toronto; Tom Stundon, Montreal; Keith Gilbert, Montreal, and Joseph McCullough, Bath.

### **Midshipmen Graduate From Royal Roads**

Thirty-eight Senior Term Cadets graduated with the rank of Midshipman from the Canadian Services College, Royal Roads, at the annual graduation exercise and prize-giving. Thirty-one Junior Term Cadets graduated into Senior ranks.

Tropical white uniforms were worn at the ceremony for the first time and the young officers presented a smart picture. The Royal Canadian Navy Band from HMCS "Naden" was on hand to provide martial music for the occasion.

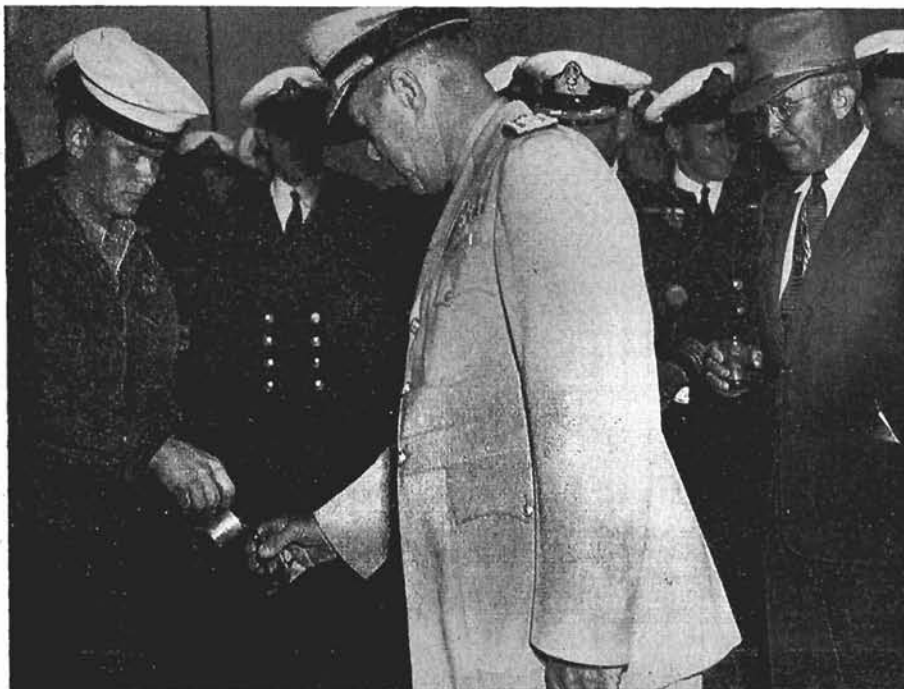


Shown above are members of the seventh Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis."

Left to right, front row, are: CPO J. Tizard, CPO A. A. March, CPO M. B. Miller, Lieut. (S) A. F. Reade (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer in Charge), CPO J. T. Shea, CPO B. N. Inglis and CPO L. S. Parsons.

Centre Row: PO R. L. Johnson, CPO R. G. McIntyre, PO E. C. Percival, PO R. H. Barringer, CPO D. C. Moss, CPO C. J. McNeil, PO R. M. Bennett, CPO G. J. Malenfant, CPO H. C. Gardiner and CPO C. C. Hancock (Instructor).

Rear Row: PO T. E. Davies, PO L. V. Bird, PO W. F. Spencer, PO J. J. Purcell, PO A. G. Castle, PO L. G. MacArthur, PO J. G. Allen, PO M. T. Kanasevich, PO G. H. Rushton and PO W. P. Klinge.



#### A TOT FOR THE ADMIRAL

Naval history was made August 15, during a visit of HMCS "Ontario" to Seattle, Wash.

Honoring the birth of a daughter to HRH Princess Elizabeth, officers and men "spliced the main brace" in accordance with long-established custom. Rear-Admiral H. H. Good, USN, Commandant of the Thirteenth Naval District, and William F. Devin, mayor of Seattle, were visiting the ship at the time and were invited to take part in the ceremony. Here Admiral Good receives his tot while Mayor Devin stands by ready to drink the toast proposed by the "Ontario's" commanding officer, Captain H. F. Pullen, who can be seen just behind the Admiral.

This is believed to have been one of the few occasions when a senior American naval officer has spliced the main brace aboard a Canadian warship. For Admiral Good it was the first time he had participated in the ceremony in his 42 years of service with the USN.

Rear-Admiral H. G. DeWolf presented the four main prizes, three of which were won by Cadet Captain F. W. Crickard, of Vancouver. He also addressed the assembly briefly.

Cadet Captain Crickard won the National Defence Department Telescope, the King's Canadian Dirk and the Nixon Memorial Sword. The latter, however, went by reversion to the runner-up, Cadet J. M. Cumming, of Edmonton. Winner of the fourth award, the Stubbs Memorial Shield, was Cadet Paule Kiar, of Shawinigan Falls, Ont.

#### Gunners Complete Anti-Aircraft Course

Following a course at the Gunnery School, HMCS "Stadacona," the following men qualified for the non-substantive rating of AA2: Ldg. Sea. Gilbert Shore, Magog, P.Q., and ABs William Moffat, Fredericton; Michael Caine, Halifax; Clifford Shillington, Bath, Ont.; Andrew Anderson, Montreal; Ronald McMillan, Mill Stream, N.B.; Roger Campbell, Kitchener, and Russel Stiles, Moncton, N.B.

Page fourteen

#### Radar Plotters Earn First Class Rating

Eleven Radar Plotters recently completed a course at the Navigation Direction School, "Stadacona," which qualified graduates for first class ratings in their branch.

Those who completed the course were Petty Officers Ernest McNutt, Halifax; Lawrence Mandy, Ottawa; Arthur Freeman, Mission City, B.C.; Frank McKay, Calgary; Ronald Speed, Winnipeg; Norval Reed, Pen-ticton, B.C.; William Plant, Victoria; John Bruce, Winnipeg; Leonard Paget, Winnipeg, and John Burrows, Kingston, and Ldg. Seaman Allan Doyle, Charlottetown.

#### CPO F. A. Jones Passes Fleet Selection Board

CPO F. A. Jones, of HMCS "Cedarwood", has been selected by a Fleet Selection Board as a candidate for promotion to commissioned rank as a Branch Officer. He will be leaving the "Cedarwood" in the near future and will be relieved by PO Dunc Wallace.

## 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.

ALLAN, Jack W.....	P2SH3
BINGEHMAN, John M.....	LSBD1
BISSETT, Alan K.....	P1AW2
BLYTHE, Jeremiah.....	C2SM3
BUCK, Gordon H.....	LSSM1
BUTLER, Wilfred B.....	P2MA2
CANT, Eugene R.....	P2AO2
CONWAY, Charles H.....	C1ER4
CRAGG, Jeffrey D.....	P2VS2
DUBINSKY, Fred.....	P2NS2
ELLARD, Merle.....	P2VS3
FOREMAN, William.....	LSPW1
FROST, George M.....	P1RT4
GOULD, Donald V.....	P2VS2
JANICKI, Henry J.....	LSEM1(NQ)
KIMBER, Jack R.....	C1SM3
KNOWK, William.....	LSCO1(NQ)
KOZAK, George.....	LSCN1(NQ)
KOZUB, Thomas.....	LSCO2
McDOUGALL, Allen N.....	LSSM1
MILLER, Edward E.....	LSSM1
MITCHELL, Arthur K.....	P2AW2
MOORE, John G.....	C1SH4
MORRISON, Donald B.....	LSMA1(NQ)
NORWOOD, Frederick.....	C1SM3
OLAFSON, Arthur G.....	LSSM1
PARK, James A.....	LSCO1
POOLE, Jack M.....	C1ER4
POPP, Herbert H.....	C2SM3
RAWLE, Bernard W.....	C2SM3
REED, William A.....	LSCM1
SHELLON, Murray.....	C2VS3
STEADMAN, William.....	P1TA3
TILIAPAUGH, Lyle M.....	P2VS2
VAIL, Douglas D.....	P2VS2
WALES, William D.....	P1GA3
WASH, James E.....	LSCS1
WILSON, Albert E.....	C2ET4
WOOD, Charles W.....	P2VS2
WOOD, James W.....	LSCM1
WORTH, Ernest G.....	C1SM3

#### Ten RP 3s Complete Course at Navschool

The following ten men recently completed a course at the Navigation Direction School, at "Stadacona," which qualified them for the non-substantive rating of Radar Plotter, third class: Able Seamen William Pool, New Glasgow, N.S., and Bill Joynt, Ottawa, and Ordinary Seamen Gerald Johnson, Middleton, N.S.; Leonard Wylie, Kitchener, Ont.; Tom Cullen, Peterborough, Ont.; Douglas Hesk, Goderich, Ont.; Malcolm English, Ormstown, P.Q.; Douglas Cox, Kingston, Ont.; Donald Breadman, Peterborough, and William Jackell, Haversville, Ont.

## Weddings and Births

There were 16 new bridegrooms on board HMCS "Huron" when she left Halifax August 23 for the European cruise. The majority of the men took the step during the summer leave period which concluded just prior to the ship's departure with the Canadian Special Service Squadron.

"Huron" crew members also showed up in the "Births" column this month. One, not content with the usual "a son" or "a daughter" notice, reported twins, both girls.

The "Huron" newlyweds were:

Ldg. Sea. William Degen, to Miss Helen V. Hall, of Halifax.

Ldg. Sea. Albert Bell, to Miss Shirley Sadler, of Halifax.

Ldg. Sea. Francis Conway, to Miss Irma Anderson, Woodside, N.S.

AB Kenneth Davies, to Miss Mildred Demont, of Halifax.

AB Donald Davies, to Miss Connie Cove, of Medicine Hat, Alberta.

AB Oscar Nantais, to Miss Shirley Ann Renaud, of Windsor, Ont.

AB John Fisher, to Miss Rose Ness, of Glendon, Alberta.

AB Leonard Flanagan, to Miss Pearl Jennik, of Dartmouth, N.S.

AB Keith McCuaig, to Miss Marjorie Drysdale, of Halifax.

AB Ronald Jackson, to Miss Marion Lace, of Lunenburg, N.S.

AB Ray Orth, to Miss Alice Hershey, of Yarmouth, N.S.

AB Leroy Henderson, to Miss Mary Louise Williamson, of London, Ont.

AB Earl Exley, to Miss Lois Perry, of Duncan, B.C.

AB Erick Mason, to Miss Bernadette Sampson, of River Bourgeois, Cape Breton.

Ord. Sea. William Charlton, to Miss Betty Anderson, of Brockville, Ont.

Ord. Sea. Jack Golding, to Miss Gloria Goodie, of Halifax.

### Other Weddings

Lieut.-Cdr. Edgar S. MacDermid, on staff of the Naval Member of the Canadian Joint Staff, Washington, D.C., to Miss Marion McDonald, of Regina.

Lieut. Donald C. Radford, HMCS "Niobe," to Miss Donna M. J. Wilson, of Toronto.

Ldg. Sea. Edward A. Kimber, HMCS "Micmac," to Miss Ruth V. McGrath, of Halifax.

AB Kenneth Morrow, HMCS "Micmac," to Miss Agnes V. Deveau, of Bras D'Or, Cape Breton, N.S.

AB Roland J. Laliberte, HMCS "Micmac," to Miss Elise Desaulniers, of Saint Louis de France, Montreal, P.Q.

AB Fernand J. Perrier, HMCS "Prevost," to Miss Jean Logan, of Halifax.

### Births

To Lieut (S) George Woodford, Naval Headquarters, and Mrs. Woodford, a son.

To PO J. R. Paquet, HMCS "Huron", and Mrs. Paquet, a daughter.

To PO R. Johnston, HMCS "Cornwallis," and Mrs. Johnston, a daughter.

To Ldg. Sea. Gordon Wheatley, HMCS "Huron," and Mrs. Wheatley, a daughter.

To AB William Sproule, HMCS "Huron", and Mrs. Sproule, twin daughters.

To AB A. Pask, HMCS "Prevost," and Mrs. Pask, a daughter.

## CHAPLAINS APPOINTED TO DESTROYER GROUP

Two well-known naval padres, Chaplain (P) Horatio Todd and Chaplain (RC) Richard Ward, last month joined the Canadian destroyer flotilla serving in Korean waters after having been flown to Japan by RCAF airlift.



PADRE TODD

FATHER WARD

Padre Todd entered the Navy in 1943, subsequently served in Esquimalt, Halifax and St. John's, Nfld., and spent a period at sea in the frigate "Antigonish." Demobilized in 1946, he re-entered the Service in June 1948. Before being appointed to the Far East, he was serving in "Stadacona," Halifax.

Father Ward entered the Navy in July 1944. He served on both coasts during the war and afterwards spent lengthy periods in the aircraft carriers "Warrior" and "Magnificent." He had just left the latter to take up an appointment at headquarters when re-assigned to the Korean theatre.

### Children Learn Swimming In "Stadacona" Pool

As in past years, a swimming program for holidaying Halifax school children was held during the summer months in the Physical and Recreational Training School at HMCS "Stadacona", Halifax.

Periods were set aside for children of naval personnel and for youthful members of the YMCA, North End Recreation Association and Halifax Playgrounds Association.

For non-swimming children of naval personnel there were three two-hour instructional periods per week, while the other organizations conducted their own classes. The result was that a good many youngsters were well on their way to becoming accomplished swimmers by the time they returned to school.

Total attendance at the pool, averaging about 5,000 per month, was about evenly divided between swimmers and non-swimmers. During July, for instance, 2,329 showed up for recreational swimming, while 2,584 were given lessons.



"HE WAS SUPPOSED TO GET HIS TICKET YEARS AGO BUT SOMEBODY LOST HIS PAPERS."

# They Won't Forget Her

Though She Was Often Rough and Tough,  
"St. Stephen's" Crew Were Proud  
Of Their Ship and Their Job

**N**EARLY three years, 67,000 miles and 16 appendicitis cases after commissioning, the Royal Canadian Navy weather ship HMCS "St. Stephen" was paid off August 31 and turned over to the Department of Transport to be manned by a civilian crew and patrol a Pacific weather station.

HMCS "St. Stephen" was first commissioned as a weather ship on Sept. 27, 1947, under the command of Lieut. (now Lieut.-Cdr.) E. M. Chadwick and with a crew consisting, except for a few key personnel, of men who had volunteered for the job.

Late in 1947 the converted frigate made her first patrol of Station "Baker", midway between the southern tip of Greenland and the coast of Labrador. It was a wild and stormy month, but the spirits of the men were not dampened in the slightest. Throughout the years that followed the same esprit-de-corps was demonstrated by all who served in the ship.

For the next two years Lieut.-Cdr. Chadwick took the "St. Stephen" north at regular intervals. Her schedule called for a month on patrol and a month in port, at Halifax, during which time the US Coast Guard manned the station.

On August 26, 1949, Lieut.-Cdr. G. H. Hayes was appointed in command of the "St. Stephen" and remained with her until she was paid off. He brought the ship from Halifax

to the west coast in a month-long cruise via the Panama Canal.

Throughout her commission, a total of 42 officers and 337 men served in the "St. Stephen". This works out to an average of almost a year for each officer and man.

Three men remained with the ship throughout her commission. They were the coxswain, Petty Officer Donald Hughes; a representative of the engine room department, Petty Officer William McCrimmon; and the officer-in-charge of the meteorological staff, Mr. Harry McPhail, of the Department of Transport.

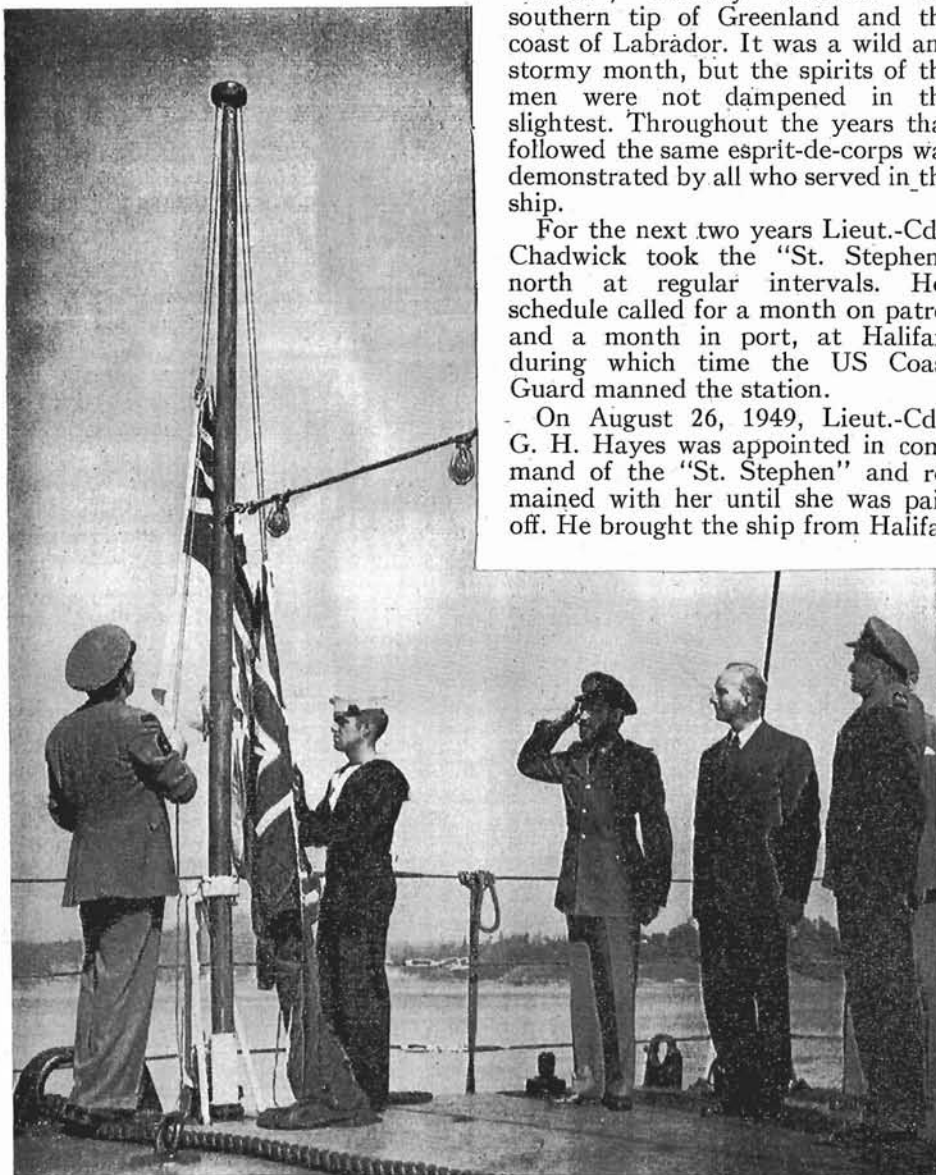
The "St. Stephen's" principal responsibility was the provision of weather reports to be used in plotting the safest and most economical routes for trans-Atlantic aircraft. But she was also equipped and trained to carry out rescue work, if the occasion arose.

The frigate never had to go to the aid of any aircraft but in March 1948, while enroute from Halifax to Station "Baker", she effected a dramatic rescue of the Honduran freighter "Everagra", which had been trapped in the ice with a broken propeller some 40 miles northwest of Sable Island.

Ten miles south of the position at the time the "Everagra" broadcast her SOS, the "St. Stephen" altered course and soon picked up a radar echo. Contact was established shortly after 0100 and the freighter frantically signalled that her hull was breaking.

The "St. Stephen" tried forcing her way through the ice but the ominous grinding and heaving of the floes, some about 18 inches thick and occasional pieces up to six feet in thickness, compelled discretion in lieu of valor and the frigate withdrew to the edge of the ice to await the dawn. This move was not appreciated by "Everagra" and it was necessary to reassure him constantly that he was not being left to a cold, clammy death.

The work of preparing a tow commenced at 0400 and was completed at 0530. As dawn broke it was seen that the "Everagra" was squarely in the centre of a huge "V" of ice, with the closest open water about a half-mile away. During the morning, fortunately, the prevailing nor'westerly increased and wind pressure forced open



A simple ceremony marked the transfer of the weather ship HMCS "St. Stephen" from the Royal Canadian Navy to the Department of Transport at Esquimalt. Petty Officer Donald Hughes, coxswain of the frigate throughout her entire commission, was given the honor of lowering the White Ensign. Also present were, standing to the right of the Ensign staff, the "St. Stephen's" first commanding officer, Lieut.-Cdr. E. M. Chadwick; Captain James Cuthbert, Department of Transport, who will command the vessel on her Pacific weather station, and Lieut.-Cdr. G. H. Hayes, commanding officer for the past year. (E-12205)

an L-shaped lead to the stranded ship.

Steaming up the lead at 12 knots, the "St. Stephen" passed a line which later parted, passed another within a matter of seconds, and towed the "Everagra" clear, stern first. Once clear, the tow was transferred to the freighter's bow and course was set for Halifax. A tug subsequently took over the tow and the "St. Stephen" resumed her course to "Baker".

Boredom was perhaps the greatest factor to overcome while on station. This was alleviated by hobbies, books, study courses, contests, tournaments and in many other ways.

The long hours of work while on station were amply demonstrated by the numbers of observations completed. Between Nov. 23, 1947, and July 2, 1950, the "St. Stephen" made 3,406 surface weather observations (SYNOS), 712 balloon ascents with no wind observations (RAOBS) and 429 balloon ascents with wind observations (RAWINS).

The maximum height to which Rawin was traced was 52,493 feet on October 13, 1948, and February 18, 1950. On May 6, 1949, a RAOB was traced to a maximum height of 67,000 feet. Minimum pressure — 968.8 millibars — was recorded on January 24, 1948, while the minimum temperature of 7 degrees above zero was registered in February, 1950, during a Force 10 gale. On July 18, 1949, the maximum temperature of 67.8 degrees Fahrenheit was recorded.

January 25, 1948, saw the worst storm of the entire three years. For about 12 hours a Force 12 gale, with gusts up to 90 knots, beat and shook the ship from stem to stern.

No one job aboard the "St. Stephen" was tougher than any other. During cold, icy weather, the seamen were kept busy chopping ice off the superstructure, while the cooks were struggling to keep the dinner off the galley deck and the engine room personnel were trying to keep the ship warm.

It was a lonely, painstaking, sometimes frustrating task on Station "Baker", but one which all hands realized was vital in many ways, and one in which all who served in the "St. Stephen" took pardonable pride. They carried out their commission in the highest traditions of the Royal Canadian Navy, and the "Crow'snest" proudly salutes the officers and men who served in Canada's first weather ship, HMCS "St. Stephen".

## UNITS OF THE GREAT LAKES "FLEET"



Shown above are three of the six Fairmile motor launches attached as training vessels to Great Lakes naval divisions. From top to bottom are: "PTC 706," HMCS "Star," Hamilton; "721," attached to "Catarqui," Kingston, and "762," a recent addition to HMCS "Hunter," Windsor. All three photos were taken from the deck of HMCS "Portage" during exercises held on the Lakes this summer. The other three Fairmiles are based at "York," Toronto, Port Stanley for "Prevost," London, and "Griffon," Port Arthur. (P-290, 289, 270).

# Afloat and Ashore

## PACIFIC COAST

More than 2,000 children and parents crowded the lower playing field at HMCS "Naden" recently for the annual Pacific Command Children's Picnic.

Feature attractions included pony rides, rides on a miniature train, races, a magician's show, merry-go-round and a midway complete with games of chance. Also provided were soft drinks, ice cream and hot dogs, though not necessarily in that order.

Funds for the picnic were contributed by officers and men throughout the Command. Besides children of personnel serving in Esquimalt, the young celebrants included youngsters of officers and men in the three destroyers now serving in the Far East and children of former naval personnel.

## Gunnery Training Centre

On looking over the figures for cadet training during the past summer, it has been estimated that the GTC in "Naden" trained approximately 700 cadets in the mysteries of gunnery and returned them to the Reserve Training Establishment with a good all-round knowledge of "what happens when the trigger is squeezed." That the program was carried out with such good results is a tribute to the efficiency of the gunnery staffs at "Naden" and in the training ships of the West Coast fleet.

CPO H. M. Oliver, an instructor at the GTC, was a contestant at the recent Dominion of Canada Rifle Association meet in Ottawa. He is a member of the Pacific Coast Rifle Association.

Taking note of the newspaper reports, it has been observed that "Hit First, Hit Hard and Keep on Hitting"

has again proved itself and that the senior branch of the Senior Service is as efficient as ever in the destroyers "Cayuga," "Athabaskan" and "Sioux."

Well done, Master Gunners! Keep it up!

## Mechanical Training Establishment

The MTE at "Naden" has settled down to a steady routine and classes are running smoothly through their syllabi.

Controversy among the men at the MTE over super-gardens (beans a foot long and cucumbers the size of watermelons) has given way in recent weeks to fish stories. Some of these fish can only be described as "tremendous."

The establishment copped first place in the "Naden" sports and is well on its way to winning the "Cock-o'-the-Barracks" Trophy for the summer sports schedule.

## TAS Training Centre

In one of its busiest summers to date, the TAS Training Centre at "Naden" passed 375 RCN(R) cadets, 16 RCN(R) officers and five RCN(R) men through its portals, in addition to its normal training of RCN personnel.

Lieut. R. L. Ellis has left the TASTC to take up the appointment of commanding officer of HMCS "Bytown", Ottawa. Prior to his departure a farewell was held in his honor in the Chief Petty Officers' Mess.

Lieut. E. V. P. Sunderland has replaced Lieut. Ellis as Senior Instructional Officer.

On the sports scene, TASTC personnel combined with the Electrical Training Centre to gain top spot in the Naden Softball League.

During this period of softball supremacy, the P & RT staff had the audacity to challenge the "Ping Whoopers". After much organizing, the game was eventually held, complete with the attendance of ambulance, wheelchairs and the necessary medical assistants to tend the wounds of the challengers. In fact, one of the



The pony ride was one of the most popular features of the annual Pacific Command children's picnic. Here young Sandy McDowell, his identification ticket around his neck and his refreshment and entertainment tickets half gone, sits the saddle like a real cowboy. Ord. Sea. Dave Pilot, of Ottawa, handles the pony while Ldg. Sea. Art Carrington, of Victoria, is the gent with the nose. (E-12154).



opposing pitchers was forcibly ejected by means of a short ambulance ride. Following the game, the TAS and Electrical team played host at the Petty Officers' Mess. The score has never been made public.

## ATLANTIC COAST

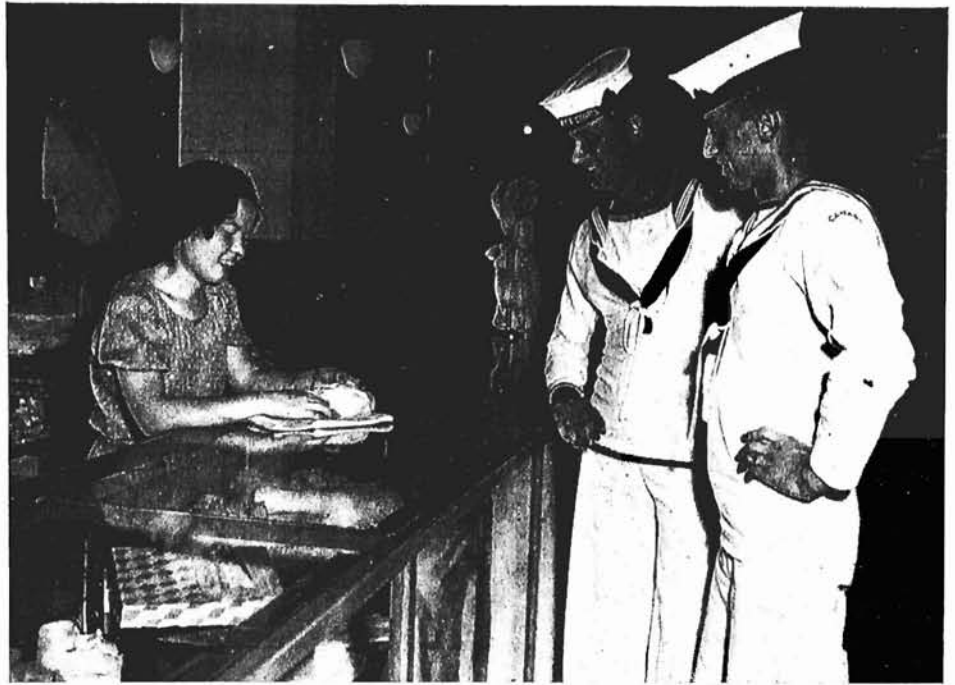
### HMCS "Llewellyn"

The ship's third cruise out of Halifax started under the command of the regular commanding officer, Lieut. Cdr. Joseph Marston. On arrival at Mulgrave, N.S., the command was turned over to Captain W. E. S. Briggs, commanding officer of HMCS "Scotian," Halifax, to which the "Llewellyn" is a tender.

During a stopover in Amherst, in the Magdalen Islands, a softball game was arranged with a local team. The ship came out on the short end of a 27 to 6 score. Following the game, a dance was held for the ship's company at the home of Mr. Isaac Bourgois. Modern and square dancing took place in two separate "ball-rooms" of the 25-room house.

Next stop on the cruise was Charlottetown. Here the ship's company was entertained by the officers and men of HMCS "Queen Charlotte," the local naval division.

While in Charlottetown some of the crew indulged in a type of fishing known as "jigging." A prize was offered by the captain to the man who could bring in a fish before Lieut. Robert Boyce, the ship's executive



Two men from HMCS "Sioux", Ldg. Sea. R. F. Brown, left, of Vancouver, and AB E. G. Pritchard, Long Branch, Ont., shop for souvenirs at a post exchange at a base in South Japan. (CA-42).

officer and an old hand at jigging. The prize was won by CPO J. B. Burnett, the coxswain, with a six-pound ling cod.

At Summerside, P.E.I., the next port of call, the ship's company was royally entertained at the various RCAF messes there. In between stops the ship carried out a busy program of training for Reserves embarked for

the cruise.

CPO Robert Hutchings, of the engine room staff, has been drafted ashore for a diesel course in the United States and his place has been taken by CPO Arthur Hill.

Lieut. Boyce's "failure" at jigging has been forgotten. On the day of arrival in Halifax he became Lieut.-Cdr. Boyce. — J.B.B.

### HMCS "Cornwallis"

HMC Yacht "Oriole IV," now a tender to "Cornwallis," has commenced a series of short cruises in nearby waters under the command of Lieut. P. A. G. Baldwin. These cruises are proving very popular with instructors and new entries alike. On one of her recent trips the "Oriole" took part in the annual Saint John-Digby Yacht Race and won handily.

"Joe the Crow" is dead. "Cornwallis'" famous bird damaged his port "main-plane" on a telephone wire, and, in spite of the best of medical care by the establishment's nautical ornithologists, passed away on August 8. Burial took place with all due ceremony.

"Joe" will be missed by both his friends and foes, if only for his morning "beat-up" of Divisions and the dozens of pencils and windshield wipers he "borrowed."

With recruiting increasing steadily, business is booming in "Cornwallis." For a while this summer the turnout for Divisions had become relatively



The "Right Brothers" ("Maggie" style), shown in the cockpit of a Sea Fury aboard HMCS "Magnificent," regard themselves as the Navy's newest anti-submarine weapon. Their tactics simply consist of peering through the submarine's periscope and frightening the crew to death. Could be. Behind the masks are PO Charles Cowie, of Toronto, right, and PO John LeClerc, of Ottawa. (Mag. 1880).

thin, but the way the new recruits are now rolling in it looks as though they may have to be double-banked. It looks like another busy winter of training ahead.

Extending its training facilities even further than usual, "Cornwallis" recently took on a division of Sea Cadets for a two-week period of instruction. The division, named "Skeena," was made up of cadets from all over Canada. Training was under the supervision of Lieut.-Cdr. K. E. Grant and Lieut. (SB) J. F. Jeffries.

### HMCS "Swansea"

The "Swansea's" busy UNTD training program was enlivened this summer by a hunt for unidentified submarines. This search was carried out with "La Hullose" in the Bay of Fundy area but all that was sighted were numerous whales. These mammals of the deep did, however, add humor to the situation by being the basis for the design of a new flag. This "Defence of Fundy" flag consists of a yellow whale embossed on a red pendant. Both the "Swansea" and "La Hullose" proudly flew this flag on their return to Halifax.

On the sports side, the "Swansea" was victorious over "La Hullose" in a regatta held at Grand Manan Island. The ship's reward for this accomplishment was a silver cup and the right to

display a four-foot-high "Cock of the Walk" at the top of her mast.

The ship's company recently bade farewell to Lieut.-Cdr. J. P. T. Dawson, former commanding officer, and extended a hearty welcome to the new captain, Lieut.-Cdr. J. E. Korning.

## NAVAL DIVISIONS

### HMCS "Star"

(Hamilton)

Despite preparations for the second annual Great Lakes Naval Regatta, held at "Star" over the Labor Day weekend, there was no slackening of training activities at the division during the summer. Each weekend, "Star's" Fairmile motor launch, the "PTC 706," has put in a training cruise to nearby ports. Recently the ship visited Port Dalhousie, Toronto and Youngstown and Rochester, New York.

In mid-August the "706" joined the minesweeper "Portage" and Fairmiles from the Toronto and Kingston divisions for fleet manoeuvres off Presqu'ile.

The Great Lakes Naval Regatta provided a busy three days for members of the ship's company and almost every officer or man contributed in some way to make the occasion a success. Each mess in the establishment



When HMCS "Portage" was opened to visitors during her stay in Hamilton, one of her crew, Able Seaman Harold Picken, had the pleasure of showing his father, R. B. Picken, and his wife over the ship. (P-276).

appointed representatives to the various committees responsible for the regatta.

The presence of the "Portage" in Hamilton for a number of days provided opportunities for officers and men of the division to get in additional sea-time. — C.S.J.L.

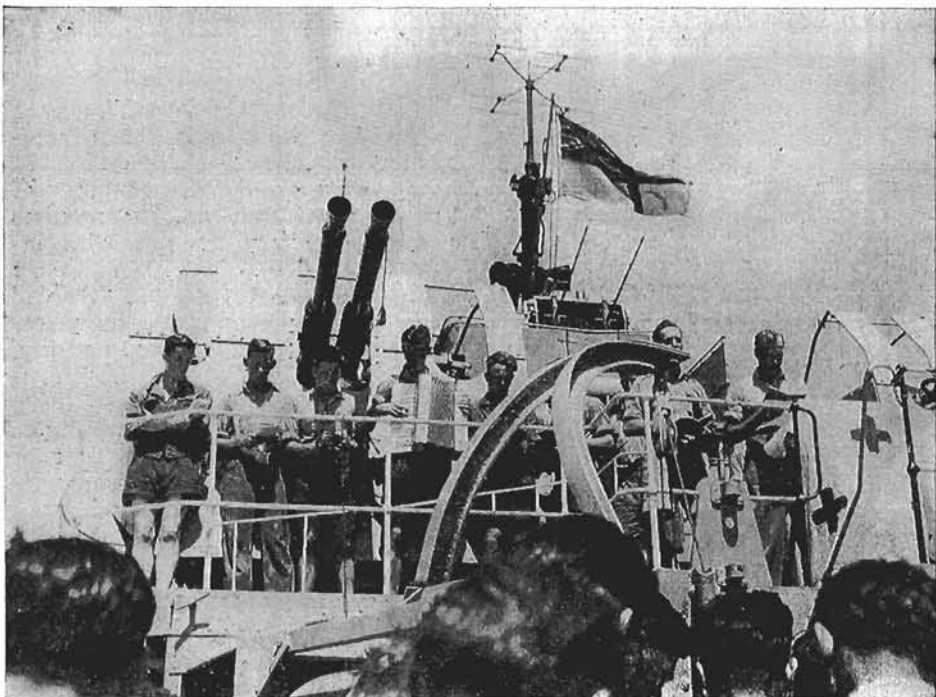
### HMCS "Griffon"

(Port Arthur)

On the weekend of August 5-7 a number of the division's officers and men sailed "Griffon's" Fairmile, "PTC 711," to Duluth, Minn. During the visit to the "Air-Conditioned City" the Mayor presented the key to the city to the ship and it now adorns the Wardroom. The return trip was made in company with United States Navy craft.

Ten men from HMCS "Chippawa," Winnipeg, visited the Lakehead on August 19 to participate in a training cruise. Lake Superior gave them a rough reception and more than one made at least part of the trip "by rail."

CPO Ernest Calverley, coxswain of the division, is due for retirement. He will carry out his discharge routine on the West Coast, after which he plans to live in Nanaimo, B.C.



Divine Service is held on board HMCS "Athabaskan", one of the three Canadian destroyers fighting under the United Nations flag. Here the ship's company joins in a hymn led by the executive officer, Lieut.-Cdr. T. S. R. Peacock, second from right. At the far right is Cdr. R. P. Welland, the ship's commanding officer. (CA-16).



Cadet Gordon McConnell, well known Halifax athlete, has been awarded the trophy for the best all-round first year UNTD cadet training at HMCS "Stadacona" this past summer. Nominated for the award by his division, he was chosen over 200 other cadets. He is returning to Mount Allison University to continue his studies in commerce. (HS-12112)

Personnel from "Griffon" and the local Sea Cadet Corps took part in the Canadian Legion Decoration Day parade on August 17.

Flt. Lieut. R. Strouts, RCAF, visited HMCS "Griffon" recently to discuss liaison between the two services in rescue work on Lake Superior.

### HMCS "Donnacona"

(Montreal)

The Korea affair has had a tremendous effect on recruiting for both the permanent force and the reserve at HMCS "Donnacona". Since June applications for both forces have increased by 400 to 500 per cent, and although the barracks is at present undergoing "refit" an efficient job is being done in getting the men attested.

"Donnacona" and Montreal were honored during August by a visit from Vice-Admiral R. V. Symonds-Taylor, Commander-in-Chief of the Royal Navy's America and West Indies Squadron, in his flagship, HMS "Glasgow".

As the visit was classed as an operational one, official calls and entertainment were kept to a minimum. However, social and sports events were arranged for the ship's company and included soccer games, theatre

parties and entertainment in private homes.

One of the highlights of the cruiser's visit was a regatta. Entries were received from the "Glasgow," The Royal St. Lawrence Yacht Club and HMCS "Donnacona", with "Donnacona" carrying off the honors with a total of 22½ points. The Yacht Club was second with 22¼ points and the "Glasgow" third with 13 points.

On the Sunday afternoon prior to her departure, the "Glasgow" was opened to the public and it is estimated that approximately 4,500 persons went aboard the cruiser during the three-hour period. — R.F.D.S.

### HMCS "Chippawa"

(Winnipeg)

With the relocation of the gun battery now completed and the installation of new electrical equipment almost finished, "Chippawa" is ready to carry out its new role as an anti-aircraft gunnery training establishment during the coming fall and winter period. The first parade of the season was held September 11, when many of the ship's company had their first look at the remodelled drill deck with its full complement of AA weapons.

CPO T. Brakstad went on retirement leave in August and will retire from the service next month. A mess-mate, PO H. Kilvington, returned to duty after two months in hospital.

### HMCS "Prevost"

(London)

Lieut. L. J. C. Walker and Petty Officers J. Page, A. Shannon, G. Soucy and J. Hodge made up the crew of a 46-foot harbor craft which was sailed from Port Stanley to Montreal recently for subsequent transfer to HMCS "Cabot," the naval division at St. John's, Newfoundland.

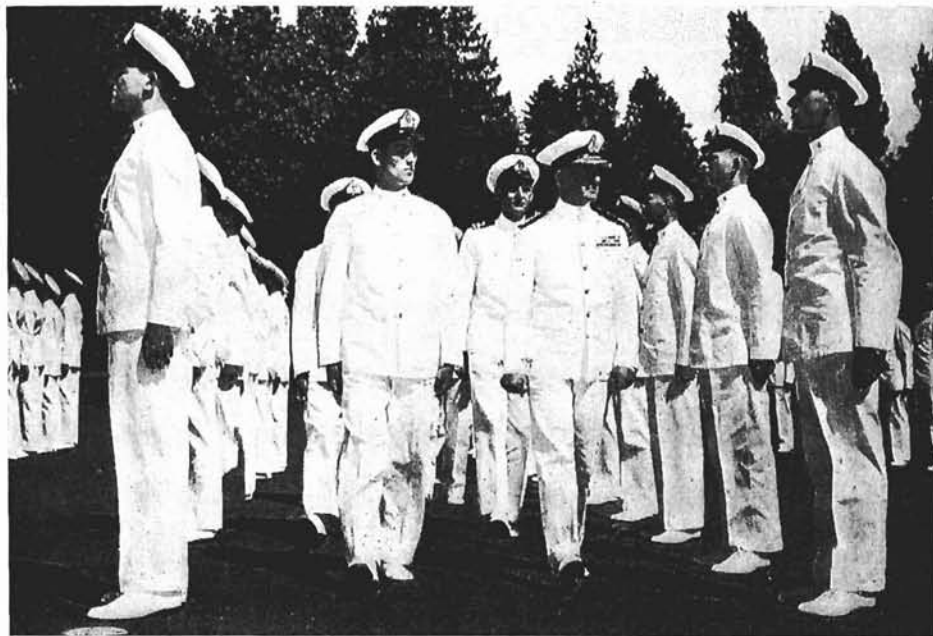
Only untoward incident during the 12-day trip occurred in the Galop Canal when PO Hodge slipped off the catwalk and went for a short swim.

HMCS "Portage" was in Port Stanley from August 1 to 7. The ship was open for inspection and receptions were held on board for visiting dignitaries and civic officials. A party of the latter was taken for a short afternoon cruise on Lake Erie.

The division's Fairmile, "PTC 779," made another of her two-week cruises to ports in the Lake St. Clair and Georgian Bay districts. This cruise brought her total miles steamed on training cruises to the impressive total of approximately 3,000.

Now equipped with a full complement of instruments, the "Prevost" band is making plans for a busy fall and winter.

Two members of the ship's company, AB G. Matheson and Ldg. Sea. G. Southern, have been drafted to "Stadacona". CPO G. Short and AB Perrier are new additions to the staff.



Tropical whites were worn for the first time at graduation day ceremonies at the Canadian Services College, Royal Roads, in August. Here Rear-Admiral H. G. DeWolf inspects the cadets prior to the presentation of prizes and the traditional "Lanyard Ceremony." (E-12130).

# MORE MEN, MORE SHIPS

*Minister, CNS Outline Canada's Accelerated Naval Defence Program*

*The following radio addresses were broadcast by Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, over a nation-wide hook-up on August 22:*

MR. CLAXTON:

All of us today are thinking about the railway strike and what it means to the life and business of our country. Every one of us will be affected. As you can imagine, that is true also of our armed forces. Right across the country we have been moving large numbers of men every day from the recruiting depots to join their units and doing a thousand and one other things to accelerate the expanded defence programs.

Of course we shall be pressing on with the organization and training of the Canadian Army Special Force and of the other components of the Navy, Army and Air Force. However, we must not lose sight of our obligations in Korea where United Nations forces are opposing Communist aggression, as part of the fight to preserve our liberty and our way of life.

You will remember that two weeks ago I broadcast an appeal for men to join the special force. This was the

day following the Cabinet's decision to raise such a force particularly to assist in carrying out Canada's obligations under the United Nations charter and the North Atlantic Treaty.

The response to that appeal has been fine. We raised the force we wanted originally in eight days and now have recruited almost all the men we want for the force and about 100 per cent replacements as well.

Since the trouble in Korea started we have also been recruiting for the active Navy, Army and Air Force at the rate of about 1,500 a month. We want to maintain and even exceed that rate if that is possible.

Except in certain categories, particularly tradesmen, we shall only be recruiting a few more men to fill up all the ranks of the special force and provide a year's reinforcements as well.

Men wanting to join the armed forces, therefore, for whom there are no more vacancies in the special force we hope will join the active forces of the Navy, Army and Air Force.

During the last two or three weeks we have raised about 8,000 officers

and men for the armed forces of Canada. This has meant speeding up construction and winterization of quarters for them, expanding training schools, pressing on with additional orders for equipment. At the same time we have been pushing on with the program for the construction of more aircraft, more radar and wireless equipment, more arms and armament and more naval vessels, naval armament, naval equipment.

This program is already under way and I have asked Vice-Admiral Grant, the Chief of the Naval Staff, to sit with me at the microphone this evening and tell you something of the program itself and also of the type of man that we need in the Navy to make it work.

Let me first take just a moment to remind you that the Navy has an extremely important place in the whole defence plan.

A resolute enemy possessing large numbers of submarines and well-trained crews is a major threat to the life-lines of ships essential to support our friends in an emergency.

We hope that threat will never become active. It is certain that a program designed to meet it effectively will play its part in discouraging that possibility, or in countering it if necessary.

We have, of course, been working hard at this problem for a long time. We are commissioning ships now in reserve, building new ships, recruiting and training substantial numbers of men.

Submarine hunting is not the only business the Navy must do. We have already seen within the last few days that our three destroyers in Korean waters are giving a good account of themselves. Canadian naval guns have lent voice and weight to the United Nations.

The men behind those guns have struck a genuine blow in defence of freedom.

I know Admiral Grant will agree with me when I say that we expected nothing less.

The senior officer of the Naval Service is himself a veteran of notable actions at sea. It is perhaps fitting that he should come from the port of Halifax. He first went to sea in 1917. In 1943 he commanded one of two cruisers which fought a remarkable action against eleven German destroy-



In a Far East naval base, crewmen of HMCS "Cayuga" load four-inch shells and other ammunition from a lighter. Not long afterwards these same shells plastered targets in a North Korean-held port. (CA-65).

ers, sinking three, damaging several more and driving the rest back to port at top speed. His ship later led an assault force during the D-day landings and was a bombardment ship during those historic actions.

Admiral, perhaps you might begin by saying something of the type of men needed today in the Navy.

ADMIRAL GRANT:

The Navy's recruiting need is very simply stated. We want the best type of young Canadian we can get — stout-hearted lads with brains as well as brawn and who understand the value of teamwork.

We are anxious, however, that our new entries should appreciate at the outset that life at sea is not always comparable to life ashore. Hours of work are often prolonged and irregular, and a willingness to accept hardship when necessary, and accept it with a sense of humour, is essential. If this sounds a bit tough, let me point out that there are great compensations; for the professional sailor who knows his job acquires a self-respect and a deep sense of comradeship with his shipmates not excelled by any profession in the world.

We want young men who are out for a bit of adventure, who want to get around and see something of the world, and who can give a good account of themselves and their country wherever they may go.

In the past few months, our naval ships have been to Cuba and Mexico, to Greenland, Labrador and Baffin Island. They've called at New York City and Pearl Harbor. The whole fleet is following the news of our destroyers in the Far East with intense interest, and tomorrow (August 23) our aircraft carrier "Magnificent", with two more destroyers, "Micmac" and "Huron", leave for a training cruise which will take them initially to Northern Ireland, and later to ports in Scotland, Norway, Sweden, Denmark, The Netherlands, the United Kingdom, France, Belgium, Spain, Gibraltar and Bermuda.

So you see the old slogan "Join the Navy and See the World" still has some teeth in it. *These are not pleasure cruises.* On the contrary, they are training cruises and involve a lot of hard work for all concerned. Their primary purpose is to achieve the operational preparedness essential to an efficient allied fighting fleet. I think most people will agree that this policy has paid dividends.

The men we want are men who will accept the challenges of life at sea and be worthy representatives of Canada abroad. I would like to mention one other quality. With action reports from our ships in Korea, the ships' companies of "Cayuga," "Sioux" and "Athabaskan" immediately became the envy of the rest of the fleet. The type of man we want will share that envy.

Since the last war, as you all know, we have acquired an aircraft carrier. This is because it has been abundantly proven — greatly to our cost in the earlier days of the last war — that one answer to the submarine lies in a combination of surface ships and aircraft, working in the closest co-operation. That co-operation, of course, already exists between the Navy and the Air Force, and it will certainly be extended and developed as time goes on. But there are many circumstances in which naval aircraft, flying from the decks of carriers operating with fleets or on convoy duty, are of even greater value.

We are, at the present time, renewing the anti-submarine strength of our carrier air groups by the acquisition of Avenger aircraft from the United States, and by converting and equipping them with the best anti-submarine weapons and devices obtainable. We need naval aviation pilots to help build this essential arm of the naval service, and we need them immediately.

To the right men we can offer, at once, a seven-year engagement as commissioned officers. The age limits for naval aircrew under this scheme are 18 to 21, and the educational qualification is senior matriculation.

For some time past we have been steadily improving our destroyers, equipping them with the very latest anti-submarine gear, both in weapons for attack and destruction, and in detection devices. This program is now almost complete and will be brought to final completion at the earliest possible moment. We are rearming the destroyers, too, with new anti-aircraft guns.

The program calls, further, for a progressive activation of all destroyers now in reserve which will about double the existing destroyer strength. I need not mention that such ships cannot be worked up to operational efficiency overnight.

Some time ago it was announced that we had embarked on a building program. The most important of the

new ships — to be built in Canadian shipyards — are designed specifically as anti-submarine craft of high speed, and of an entirely new type. They will be splendid ships and will have the most modern equipment available. The building program for these ships is being pressed on and, of course, will be accelerated.

An important function of the Navy is that of providing defence for our ports. Among other things, this involves the vital job of minesweeping. This, too, means the building of special ships, and this part of the program has been both expanded and accelerated.

All this will require increased activity and facilities in many ways. The most important of these is the recruiting of both officers and men, and a definite expansion of training capacity. This is already under way, and we are ready, at this moment, to take in and train new entries at a rate of approximately 300 a month. I have not the slightest doubt that we shall get them.

Now, in conclusion, I'd like to say a very direct word to young men who are seriously considering the Navy as a career, and on whom we depend to make this program effective. First, the qualifications are simple. You must be not younger than 17 years of age and not older than 29. Second, you must be physically fit. Third, you must possess education up to grade eight. Fourth, you must be a Canadian citizen or other British subject. We need men, too, in large numbers for the Navy's Reserve.

The need for men in both the permanent and reserve forces of the Navy is real. To those who join us, I wish the very best of luck and good sailing.

MR. CLAXTON

Admiral Grant has told you something of what is being done in the Navy to contribute to that trained united strength which we all know now to be absolutely necessary if we are to halt aggression. I am as confident as he is that the Navy's recruiting effort, which is already meeting current requirements, will be successful. The response to the appeals that we have made has been splendid, and I know it will continue, *because it must.* Only by taking our proper part in building up that strength which alone can be the bulwark of freedom in the world can we hope to win through to a lasting peace. We know the dangers, and we know how they must be met. Let's get on with the job!



# The Navy Plays



## Cadet Team Captures Eight Track Medals

Five cadets from the Reserve Training Establishment at HMC Dockyard, Esquimalt, walked off with eight medals at the Seattle Highland Games this summer. Though they did not finish first in any event, the cadets succeeded in chalking up two seconds and three thirds.

The cadets, Paule Kiar, Royal Military College; S. Coughlan, Carleton College, Ottawa; Peter Matson and J. Campbell, Victoria College, Victoria, and P. H. Plotkins, McGill University, Montreal, entered in five events and placed in all of them.

Campbell, Coughlan, Plotkins and Kiar took second place in the 880-yard relay; Kiar came third in the 100-yard dash and copped another third in the 220; Coughlan was third in the 440-yard run and Matson finished second in the half-mile.

Represented at the games were teams from Seattle, Yakima, Wenatchee, Vancouver and Victoria. Most of the medals that were not taken by the boys from the Reserve Training Establishment went to the Victoria YMCA and to Vancouver teams.

The team was trained by CPO Charles (Skippy) Bryan, of the Reserve Training establishment P. & R. T. staff and was under the charge

of Cadet R. Hickerty, of Saskatoon, representative for the RTE, and Ldg. Sea. Joseph LeBlanc, of the PT staff.

The cadets also entered the Command Track and Field Meet held at "Naden" and walked off with most of the honors and awards.

## Naval Airman Scores in Pole Vault Event

Ordinary Seaman Gilbert Lundihn, a naval airman stationed at HMCS "Shearwater," soared to first place in the pole vault event at the annual Highland Games at Antigonish, N.S. Ord. Sea. Lundihn last year won the pole vault at the Maritime Track and Field Championships in Charlottetown.

The "Shearwater" sailor was a member of a Navy track and field team that finished fourth in the team standings at the Antigonish games.

## Sports Trophies Presented Aboard HMCS "Magnificent"

Commodore K. F. Adams, commanding officer of HMCS "Magnificent," presented two sports trophies during divisions aboard the carrier while en route to Londonderry late in August.

Ldg. Sea. John R. Berry, of Montreal, captain of the Forecastle Division entry in the Inter-Divisional

sports league, received the IODE Inter-Divisional Trophy on behalf of his team. The forecastle men won out over 21 other teams in volleyball, deck hockey and rifle shooting competition. It was their second consecutive victory.

The Chief and Petty Officers' Volleyball Trophy, won by 7-H Mess, was received by CPO Harry James, of Halifax.

## "Cornwallis" Sports Feature Variety

Despite their strenuous training program, personnel at HMCS "Cornwallis" still find time for a wide variety of sports. Included on the athletic roster are softball, soccer, swimming, track and field events and a monthly cross-country run.

In softball the "Cornwallis" team is believed to have set some kind of a scoring record when it trounced a Middleton nine 51-3. Other games saw the "Cornwallis" softballers defeat Bridgetown 13-6 and 6-4 and split with the RCAF Greenwood Flyers. "Cornwallis" won the first game 11-4 and lost the second 12-8.

A big factor in the team's success has been the smooth-working battery of CPO Reg Skinner, Sydney, N.S., pitcher, and Ord. Sea. Louis Lamoireaux, of Port Dover, Ont., catcher.

The establishment's soccer team did not fare so well at the hands of visiting Royal Navy men from the cruiser "Glasgow" and the sloop "Snipe." The first eleven from "Cornwallis" was beaten 3-0 by the "Snipe" in a game which proved to be one of the best seen in the area for some time. The Boys' team from the "Glasgow" took the measure of the New Entry squad from "Cornwallis" by a 3-2 score.

Sioux Division won the month's cross country run, a commendable feat as the division had been under training only a month. Ord. Sea. Taylor Gordon, of Melfort, Sask., was the individual winner for the third straight time.

The track and field meet was won by Huron Division, while a team from the Divisional and Leadership courses took top honors in the swimming gala.



What the well-dressed man-about-sport is wearing on the European cruise is styled by the men shown above on the "Magnificent's" flight deck. Left to right are Ldg. Sea. Robert Perry, Halifax, and AB Al Cooper, Sudbury (soccer); AB Arthur Fredette, St. Catharines, and AB Richard Sproxton, Newmarket, Ont. (basketball); PO Joe Conrad, Elie, Man. (hockey); PO Walter Fall, Hamilton (track and field) and AB Leo Ouellette, Sudbury, and AB William Shephard, Ottawa (rugger). (Mag-1927)

# 'DONNACONA'S' RIVERMEN WIN ON THE LAKES

*Montreal Division Scores  
Surprise Victory  
In Regatta*

HMCS "Donnacona," the Montreal naval division, was victorious in the second annual Great Lakes Naval Regatta, staged at HMCS "Star," Hamilton, over the Labor Day weekend.

"Donnacona's" team compiled a total of 94 points in the various events, 13 better than the defending champions from HMCS "Hunter," Windsor.

The regatta was an outstanding success—well-attended, keenly contested and favored with good weather throughout.

The Montrealers won the Cock o' the Walk trophy on the strength of their all-around competence. They were particularly successful in the boat pulling races, winning the officers' event in a photo finish over "Portage" and finishing second to the training ship in the men's race. The "Donnaconas" also won the open whaler sailing race and the revolver shooting.

"Hunter," striving to retain the trophy, staged a garrison finish on the final day, taking first place in the rifle shooting and out-hauling all opposition in the tug-of-war, but failed to overtake the leaders.

"Portage" made a strong bid to take a major share of the silverware back to Halifax but had to be content with third place. The minesweeper's crew won two pulling races, was second in a third and got a second and a third in dinghy sailing.

"Catarauqui," Kingston, edged "York," Toronto, in a battle for fourth place, largely through the efforts of the former's commanding officer, Cdr. H. K. (Hank) Hill. Cdr. Hill skippered his boats to first place in the officers' whaler and dinghy sailing and the open dinghy race. "Catarauqui's" boat also won the men's whaler sailing, thus giving the Kingston division four firsts in the sailing events.

"Star," the host division, wound up back in seventh place but attributed this lack of success to the fact that all its efforts went into staging the regatta and none was left for the competitions.

In addition to the regular events, there were exhibition boxing matches



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, congratulates Lieut. Kenneth Carruthers, captain of the "Donnacona" entry in the Great Lakes Naval Regatta, after presenting him with the Cock o' the Walk trophy won by the team from the Montreal division.



Yo-Heave-Ho and a Great Big Grunt!

A team of weighty Windsorites digs in and hauls HMCS "Hunter" to victory over HMCS "Prevost," London, in the tug-of-war final at the Great Lakes Naval Regatta.

and baseball games and a wrestling show by two professional grapplers. In between the water races, exhibitions of sailing and rowing were given

by the Sea Cadets, Royal Hamilton Yacht Club and Leander Boat Club.

The presence of "Donnacona's" band was an added attraction that

proved highly popular.

On Saturday night a regatta dance was held on the drill deck in "Star." It was a highly successful affair, with the spacious decks and grounds of the division thronged to capacity and every mess thrown open to the visitors.

On Sunday morning, Divisions and Divine Service were held, following which there was a parade to the centre of the city.

At the conclusion of the events on Monday afternoon, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, presented the various winners with their prizes. Lieut. K. D. Carruthers, captain of "Donnacona's" team, proudly took possession of the Cock o' the Walk trophy on behalf of the Montreal division. — C.S.J.L.

- Whaler Pulling (men) — 1, "Portage"; 2, "Donnacona".
- Whaler Pulling (officers) — 1, "Donnacona"; 2, "Portage".
- Whaler Pulling (open) — 1, "Portage"; 2, "Hunter".
- Whaler Sailing (men) — 1, "Cataraqui"; 2, "Donnacona"; 3, "York".
- Whaler Sailing (officers) — 1, "Cataraqui"; 2, "Donnacona";
- Whaler Sailing (open) — 1, "Donnacona"; 2, "York"; 3, "Cataraqui".
- Dinghy Sailing (men) — 1, "York"; 2, "Portage"; 3, "Star".
- Dinghy Sailing (officers) — 1, "Cataraqui"; 2, "Hunter"; 3, "Donnacona".
- Dinghy Sailing (open) — 1, "Cataraqui"; 2, "York"; 3, "Portage".
- Tug-of-War — "Hunter". Runner-up, "Prevost".

**FINAL STANDINGS**

1. HMCS "Donnacona".....	Montreal	94
2. HMCS "Hunter".....	Windsor	81
3. HMCS "Portage".....		79
4. HMCS "Cataraqui".....	Kingston	77
5. HMCS "York".....	Toronto	49
6. HMCS "Prevost".....	London	32
7. HMCS "Star".....	Hamilton	21
8. HMCS "Carleton".....	Ottawa	4
9. HMCS "Griffon".....	Port Arthur	4

**Animals Make News At Regatta**

Two events in the animal world — one of them sad, the other happy — occurred during the Great Lakes Naval Regatta at Hamilton over the Labor Day weekend.

On the Saturday night of the regatta, HMCS "Prevost's" bulldog mascot, although leashed, jumped down the hatch of the division's Fairmile and was killed.

On Monday morning one of "Donnacona's" bandmen awoke to find that "Star's" cat had given birth to kittens on his bunk.

**WEST COAST YACHTSMEN HOLD FIRST REGATTA**

Esquimalt Harbor was the scene of much sailing activity recently when the Royal Canadian Navy Yacht Club (West Coast) played host to 28 non-service sailing craft at its first annual regatta. Entries from the Royal Vancouver Yacht Club and the Royal Victoria Yacht Club participated in the affair.

The two-day regatta was concluded by a buffet luncheon aboard HMCS "Ontario", by kind permission of the commanding officer, Captain H. F. Pullen, and the presentation of prizes by Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast.

Rear-Admiral DeWolf remarked on the close co-operation between the Royal Victoria Yacht Club and the RCNYC. The Commodore of the RVYC replied and noted the keen interest shown by members of the naval club and hoped greater numbers of entries would take part in future regattas.

The Navy was well represented at the winners' table, having obtained three firsts in the six races held. Prize winners were:

- First Day*
- "C" Class Cruisers (HMCS "Naden" Wardroom Perpetual Trophy) — "White Swan", Lieut.-Cdr. E. M. Chadwick, skipper, and Lieut. J. G. Mills and Lieut. Michael Page, crew.
- Snipe Class (HMCS "Naden" Perpetual Trophy) — "Frolic", Lieut.-

Cdr. J. C. Annesley, skipper, and Lieut. A. O. Grav, crew.

Lightning Class (Murdoch-Gerard Perpetual Trophy) — "Hardtak II", Rod Fraser, RVYC.

*Second Day*

"C" Class Cruisers — "Buccaneer III", H. Wallace, RVYC.

Snipe Class — "Kakawis", Sub-Lieut. J. D. Prentice, skipper, and Midshipman M. MacIntosh, crew.

Lightning Class — "Hawk", C. Watts, RVYC.

Prizes for the second day's racing were donated by D. M. Brown of Victoria.

Cdr. J. C. Reed, Commodore of the RCN Yacht Club, handled all arrangements for the regatta, assisted by the Fleet Captain, Lieut.-Cdr. Annesley, and the Secretary, Lieut. Walter S. Blandy, who also acted as judge and starter. — W. S. B.

**"Micmac" Participates in Dartmouth Regatta**

During the Dartmouth Bicentennial this summer, regatta crews from the destroyer HMCS "Micmac" took second place in the whaler sailing race and placed fourth in the finals of the boat pulling event.

In the East Coast Inter-ship Softball League, the "Micmac's" team finished in top place but lost out in the playoffs to a squad from the "Magnificent."

**Staff Officer Wins "Unicorn" Golf Tourney**

Lieut. R. B. Hayward, staff officer of HMCS "Unicorn", was winner of a golf tournament held for members of the division's permanent staff at the Riverside Golf and Country Club, Saskatoon. Lieut. Hayward defeated Petty Officer W. L. Wood in a final match that saw the lead change hands several times.

Able Seaman H. O. Deary set the pace in the qualifying round but was eliminated in a later match.



Snipes and Lightnings jockey for positions at the start of one of the races in the first annual regatta held in Esquimalt Harbor by the RCN Yacht Club (West Coast). In the foreground is Lieut.-Cdr. J. C. L. Annesley's "Frolic", winner of one of the events.

**Blood For The Bank**

Donors in the Pacific Command replenished the Red Cross Blood Bank to the tune of more than 600 pints of blood when that organization's mobile unit from Vancouver held a two-day clinic at HMCS "Naden" recently.

Contributions were well above the quota which the Red Cross had expected.



# 4,000 SEA CADETS AT SUMMER CAMPS

*Schoolboy Sailors Trained  
Under Supervision  
Of RCN*

August 26 marked the completion of a summer training program conducted for approximately 4,000 Royal Canadian Sea Cadets under the supervision of the RCN.

Drawn from 81 cities and towns across Canada, the Cadets attended a series of 14-day camps that began July 3. They were held at Camp Major, near Lunenburg, N.S.; Camp Ewing, at Choissy, P.Q.; Camp Princess Alice, on Georgian Bay; Camp Ruttan, near Kenora, Ont., and Camp Latona, on Gambier Island 25 miles north of Vancouver.

The scheme, an annual undertaking, has been developed by the Navy League of Canada and the RCN. The former provides the camp sites and property and the Navy supplies transportation to and from the camps, instructional and other equipment, instructor staffs, meals, bedding, boats, etc.

In addition, two special courses were held for some 130 selected senior Sea Cadets at HMCS "Cornwallis" and about 85 Sea Cadet officers attended a two-week course conducted at HMCS "Chippawa." For those attending the "Cornwallis" courses, the highlight was a trip to Halifax and visits on board various ships of the RCN.



Some of the 63 Royal Canadian Sea Cadets from Ontario, the Prairies and British Columbia who spent two weeks at HMCS "Cornwallis" this summer are shown in Montreal's Windsor Station en route to the RCN's big training base at Cornwallis, N.S. This was the first time Sea Cadets had used the facilities of "Cornwallis." In the photo above, Petty Officer Pat Hollister, of Penticton, B.C., points out the sign at which the Cadets mustered, while Lieut.-Cdr. P. K. Wilton, of HMCS "Unicorn," Sea Cadet area commander for Saskatchewan, looks on.

(CPR Photo).



Sixty-odd Sea Cadets, hailing from Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, visited ships of the Royal Canadian Navy in Halifax August 8. Here a group is shown on the compass platform of HMCS "Magnificent" as Petty Officer Edwin Hill, of Collingwood, Ont., explains how an elevation and training sight works. Left to right are: Sea Cadet Leading Seaman Robert Cox, Red Deer, Alta.; Sea Cadet Petty Officer David Ankrom, Winnipeg; Sea Cadet Petty Officer Garry Wilson, Toronto; Sea Cadet Petty Officer Michael Whitehead, Victoria, and Sea Cadet Petty Officer Donald Storey, Regina. (HS-11967).

The cadets were shown around the training schools at "Stadacona," saw the repair shops and stores depots in the dockyard, were taken on tours of the destroyer "Micmac" and aircraft carrier "Magnificent," and had lunch on board the latter ship.

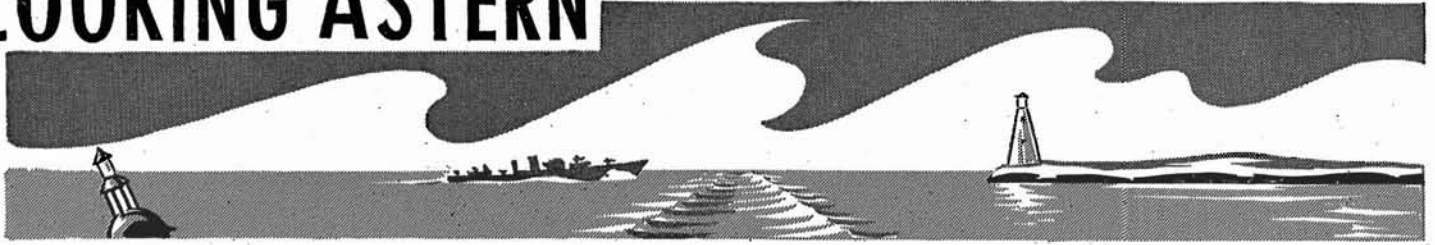
On the West Coast, Sea Cadets attending Camp Latona on a number

of occasions were embarked in training ships of the Pacific Command and taken to sea on one-day trips. The cruiser "Ontario," frigates "Antigonish" and "Beacon Hill" and the motor launch "PTC 724" all welcomed the youthful sailors at one time or another.



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, stops for a talk with Sea Cadet Patrick Doyle, of St. John's, Nfld., during the Admiral's inspection of Sea Cadet Camp Major, near Lunenburg, N.S. (HS-11673).

# LOOKING ASTERN



## RECRUITING, 1800 STYLE

Young Sandy was pressed from his Alice's side  
As they strayed to converse in the dale,  
And Sandy was wooing the maid as his bride,  
When the Gang stopped his amorous tale.

*The following is reprinted from the book "East Coast Port," by Major William Coates Borrett, of Halifax, by kind permission of the author. The illustration is by Robert Chambers, of the Halifax Mail-Star.*

IN these days when our Navy is a service which young Canadians join of their own free will, it is hard to realize the methods of recruiting employed when the Old Town Clock was first erected in Halifax. The modern phrase, "Join the Navy and see the World," bears little resemblance to the language used by the recruiting officers one hundred-odd years ago.

His Majesty's Navy had several methods of obtaining crews for ships in the years gone by, the most objectionable being the employment of Press Gangs. At other times the captains would use different methods

such as placing most amazing advertisements in the Halifax newspapers — like the following inserted by two rival skippers in 1813:

Who are willing to serve His Majesty in that fast-sailing, excellent sea boat, the Canso of 12 guns, commanded by Lieutenant Croke, now fitting out for a short cruise, to protect the Trade of the British Provinces and pick up a few stragglng American Bordeaux men, will meet with an honest, hearty welcome from a sailor's friend, by applying on board that vessel at the Navy Yard.

While King, Country and Fortune point to the ocean! — His Majesty's schooner Pictou of 12 guns, commanded by Lieutenant Stephens, as fine a vessel of her size as ever floated on salt water, wants a few jolly-spirited fellows to complete her complement for a short cruise, who may all fairly expect to dash in coaches on their return, as well as other folks. Apply on board at the Navy Yard.

Whenever persuasive advertisements such as these failed to get men

to join the Navy and see the world, of their own free will, the Admiral would apply to the Council of the government for a "Press Warrant," by which they could grab any seaman and put him into the Navy whether he wanted to go or not. It is recorded that on many occasions when warrants were refused, the press gangs wandered along Water Street, in Halifax, just the same and carried out their work, and many a fight and small riot took place in the streets. Conditions were at such a state in 1814 that citizens were alarmed at the actions of the Navy of that day.

A letter written on December 1, 1814, to the newspaper, The Acadian Recorder, gives a good picture of the feelings of the people. Some excerpts from the letter, addressed to Mr. Holland, the editor, follow:

Halifax, December 1, 1814

The merchants and inhabitants of this town have lately had most serious cause of complaint against the conduct of the officers of His Majesty's Navy, on the subject of impressment, which they have unjustly and imperiously enforced against inhabitants, masters and mates of merchant vessels, and their crews, outward bound, or at the very moment landing their inward cargoes; I, therefore, as one of many, determined to resist oppression, though ready and inclined to render every possible assistance to the King's service, to support every legal demand on our country, and feelings, cannot hesitate to state, thus publicly, certain facts relative to the mode pursued by officers on the impress service, with the hope that the grievances complained of may reach the eye of authority, both here and in our mother country, and at least be made known to those who have the power of redressing injuries long borne with patience, but now, from wanton insult and cruel tyranny, increased beyond the forbearance of men who value their birthrights, who feel as Englishmen and loyal subjects.

The peace of this town has been shamefully disturbed, and the lives of its loyal inhabitants endangered by officers of the navy, under the cloak of searching for deserters, or impressing seamen for His Majesty's service. It is but a few weeks ago that the mate of a brig called the Alexander, loading for the West Indies, and of which vessel he was left in sole charge,



was forcibly taken on board one of His Majesty's ships late at night, and carried to sea the next morning, without the privilege of informing his owners, or even the indulgence of sending for his clothes he had on shore; his being a native born Scotchman was sufficient plea for his impressment, though furnished, according to law, with a mate's certificate.

Nearly at the same time a most outrageous attempt was made on the Brig 'Hebe, belonging to Martinique; his whole crew were taken charge of by an officer and boatswain of H. M. Ship Spence, the captain and mate also abused, insulted, and, but for the prompt interference of the magistrates, a military guard, and a number of respectable inhabitants, unquestionably would have been indulged with a cruise in that ship, contrary to law, and the very positive standing orders of the Rear Admiral commanding in the port . . .

Can we wonder that officers of the Navy meet with difficulty in the execution of what may be termed their duty, if conducted in the absolute defiance of our rights, and in contempt of those wise regulations under which we live? What will justify the breaking of windows and assaulting the persons or inhabitants, whose only fault was interfering to preserve the peace of the town? . . .

(SIGNED) PLAIN TRUTH

Throughout the early history of Halifax, there are recorded by the historians numerous protests of the population and appeals to the Governor, and a particularly vigorous protest was made as far back as 1781 when a number of Lunenburg fishermen were seized on the streets of Halifax.

Press gangs happily gradually disappeared from the streets of Halifax, about the end of the Napoleonic wars. But according to an English authority and extensive writer on naval affairs, they are still permitted by British Law, although the impressment of seamen has not been enforced since the first decades of the nineteenth century.

When the system came into being is not definitely known, although it dates from very early days and was practiced for many years.

In the early days of the press gangs, a man refusing service with the fleet could be summarily executed, but later this penalty was somewhat modified.

It is believed that the name of the press gangs was obtained from the fact that on enlistment, seamen received what was known as "Prest Money."

Owing to the fact that it was always a difficult job to get sufficient men to man his Majesty's Ships, the press gangs were very active, and even in later days, before they went out of existence, the conditions at sea were so hard that it took considerable persuasion to obtain men to volunteer for the Navy.

In the old days, recruiting was done

for individual ships more than for the Navy as a whole, and captains who were known for their humanity had less trouble in filling their complement but these gentlemen were few and far between.

The press gangs, empowered to find men for the Navy, became the terror of the waterfront. Merchant seamen were not immune from their activities and were often seized on the streets of Halifax and carried away to sea again, when they were looking forward to a brief rest ashore. In fact, it was so bad that at times great difficulty was experienced in getting seamen to bring supplies from the outports to Halifax, because of the press gang activity. Officially the press gangs had certain rules by which to abide and were frequently under the command of a naval officer, whose duty was to maintain discipline and only to act according to law, but it is feared that often the gangs took every advantage of the authority conferred upon them and terrorized the waterfront.

So great was the need for men on most occasions that they often did not only impress seamen but took in charge any men they came upon, whether they were seamen or not, and many ships' companies were composed of all types, even men taken from prison.

It is a remarkable fact that the British Navy, with such crews, achieved such a state of efficiency when called upon.

The press gang system was an expensive and extremely bad one, and senior officers continually protested to the Admiralty but were unable to make them realize it for many years, until finally so much evidence was put before them that the whole system was thoroughly investigated at last, and they were made to realize that they could no longer maintain that the press gangs should be continued.

It was not, however, until around the year 1852, previous to the Crimean War, that the voluntary system of enlistment was introduced into the Royal Navy and the press gangs then went out of existence, much to the relief of seamen everywhere.

The work of the press gang was an unenviable duty at any time, and apart from flooding the Fleet with characters both undesirable and unsuitable, caused much friction in Halifax.

How the authorities ever expected men with no experience of sea life, who were impressed along with

sailors, to make good seamen, is to be wondered at in the light of the present-day training that our young men receive before stepping aboard ship, and it is a remarkable fact that the officers could attain such results as the British Navy did with such crews.

An interesting contrast in our Navy to-day, as compared with the Navy of a hundred years ago, is the fact that during the late war every man in the Royal Canadian Navy was a volunteer.



Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, said his farewells to the ship's company of HMCS "Naden" at Saturday divisions on the parade ground of the west coast establishment. He also took the opportunity to present a Long Service and Good Conduct Medal to Chief Petty Officer G. Hold (above). In the background, left to right, are Lieut. Michael Page, Chaplain G. L. Gillard, Command Protestant Chaplain, and Surgeon-Cdr. G. W. Chapman, Command Medical Officer. (E-12195)



Petty Officer Donald Batten, an airframe mechanic with the 19th Carrier Air Group, receives the Long Service and Good Conduct Medal from Commodore K. F. Adams, commanding officer of HMCS "Magnificent," at Sunday Divisions on board the carrier while en route to Londonderry. (MAG-1970.)

## HALF MILLION SEE CNE EXHIBIT

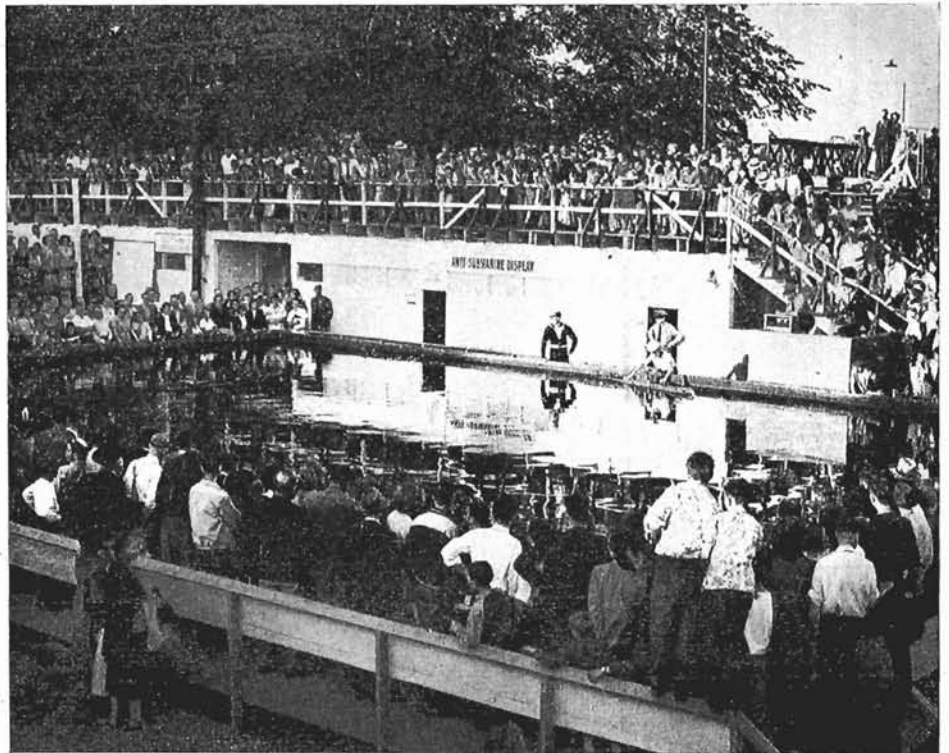
More than half a million persons visited the Armed Forces exhibit at the 1950 Canadian National Exhibition in Toronto from August 25 to September 9.

Featuring a variety of equipment, materials and pictorial displays, this year's Tri-Service exhibit was designed to give an outline of the defence requirements and broad defence organisation as well as to provide illustrations of equipment and service activities.

A specially-trained squad of 90 men — 30 from each service — staged a precision drill display daily during the grandstand performance. With a capacity crowd on hand for each show, it meant that approximately 350,000 people witnessed this phase of the Services' participation in the CNE.

Individually and collectively the Navy, Army and Air Force illustrated the part played by the three Services in national security. Exhibitions took place in the allotted area in the grounds, on the waterfront, in the grandstand show and in the air.

A feature of the Navy's exhibit was a demonstration of the basic principles of anti-submarine warfare, carried out by radio-controlled models



Typical of the large crowds which witnessed the tri-Service display at the Canadian National Exhibition is this one watching the Navy's anti-submarine demonstration. Lieut. A. R. McClung, seated, right, near steps, gives the narrative as the radio-controlled destroyer and submarine go into action.

of a destroyer and a submarine in a 45,000-gallon "ocean."

The Algerine minesweeper, "Portage," engaged in a reserve training cruise in the Great Lakes, was on hand to take guests of the CNE on

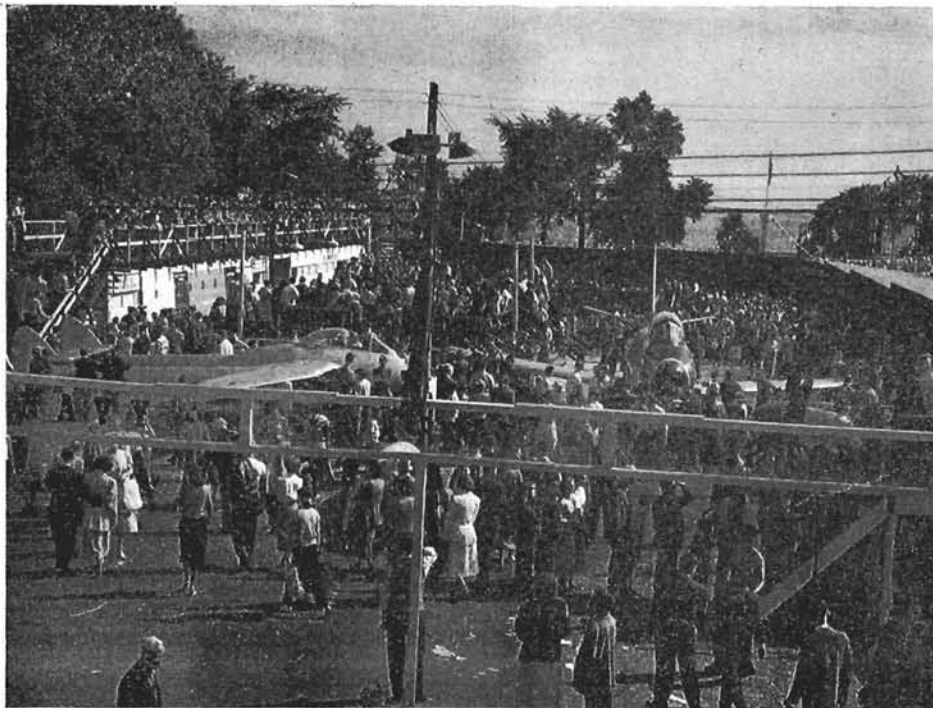
short cruises on Lake Ontario.

The Army display included an anti-aircraft unit operations room in the exhibit area; an "ack ack" battery of light and heavy guns on the waterfront, and a parachute jump tower similar to the one used for training paratroopers at the Joint Service Training Centre, Rivers, Manitoba.

Highlight of the RCAF's individual display was an air show with jet and propeller-driven aircraft taking part. Held over the waterfront, the demonstration included aerobatics and formation flying.

It is estimated that the main joint-service exhibit alone was visited by over half-a-million people, a high proportion leaving the exhibit with a somewhat increased understanding of what Canada's defence problems are, and what steps are being taken to meet them.

As a part of its performance during the grandstand show each evening the tri-service precision squad held a march past at which high-ranking officers of each service took the salute. Senior naval officers who took the salute of the squad were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, and Commodore J. C. Hibbard, Chief of Naval Personnel.



A section of the Armed Forces exhibit at the CNE, showing a Vampire, left, an F-86, right centre, and, at the far left, a crowd watching an Army Anti-Aircraft Operations Room display.

# ONE-MAN BUREAU

*Naval Veteran David Gibson  
Handles All Identification  
In the Atlantic Command*

Since opening for business in September 1947, the Identification Bureau of the Atlantic Command in Halifax has issued almost 10,000 identity cards to naval and civil service personnel on the East Coast.

Responsible for this large output is David Gibson, MBE, the one-man staff of the Identification Bureau.

In a small office in the Command Headquarters building in HMC Dockyard, Mr. Gibson photographs, fingerprints and records the vital statistics of hundreds of persons every month and combines this data on the distinctive identification cards which all naval personnel and civil servants employed by the navy are required to carry at all times.

Mr. Gibson is a naval veteran whose period of service dates back to 1903. He joined the Royal Navy in that year as a boy seaman. In 1920 he was loaned to the RCN as a seamanship instructor. Later he served in the destroyer HMCS "Patrician."

He retired on pension from the Royal Navy in 1927 but returned to active duty shortly after as a CPO instructor in the RCNVR.

Throughout most of the Second World War he served as an instructor in "Stadacona" and "Cornwallis," being promoted to the rank of boatswain in June 1942 and to commissioned boatswain in July 1944. At

present he holds the rank of lieutenant on the Retired List at HMCS "Scotian," the naval division at Halifax.

Thousands of Canadians who passed through "Stad" and "Cornwallis" during the war will remember Mr. Gibson for his erect figure, springy step and seemingly inexhaustible knowledge of seamanship.

Mr. Gibson was appointed an Additional Member of the Most Excellent Order of the British Empire in January 1943 for "utmost zeal, efficiency and devotion to duty."



The versatile Mr. Gibson has to be a photographer, too. Here he snaps the shutter on Ldg. Sea. Garth McEwen, of Montreal. (HS-11369).



Yvonne Jukes, of Halifax, eyes her blackened fingers with dismay after Mr. Gibson has taken an impression of her prints. Mr. Gibson records data on both naval personnel and civil servants employed with the Navy in the Atlantic Command. (HS-11371).

## THE NAVY SAVES THE DAY !

As representatives of their Service and, on occasion, of their country, officers of HMC Ships are used to attending many and varied functions during visits to ports-of-call.

Few, however, have received an invitation comparable to the one received on board a minesweeper of the Royal Canadian Navy, shortly after she had berthed at a Nova Scotia south shore town.

The invitation — actually, it was presented more in the form of an appeal — said that a children's doll carriage parade was being held that afternoon, and would some of the ship's officers be so kind as to serve as Judges ?

The commanding officer took a quick grip on himself and bravely replied that the ship would be delighted to oblige. With two other officers serving as his assistants, he officiated as judge of the doll buggies — and thereby saved a pleasant, peaceful town from a crisis of major proportions.

It seems that, after all other arrangements for the parade had been enthusiastically made, no one could be found who would serve as a judge. None of the locals was willing, apparently, to risk incurring the wrath of parents whose children's entries would miss the prize list.

So the Navy came to the rescue, the crisis was averted and peace and friendship were preserved.

# ISLAND HOLIDAY

"Stadacona" Ships Fund Sponsors  
Summer Camp for Sailor on  
Weekend Leave

A week-end on an island at the head of a beautiful Nova Scotian bay, far from the sound of the bosn's call... A week-end spent sailing, swimming, playing favorite sports, or just relaxing in the cool shadows of tall, sweet-scented pines... And everything absolutely free...

Not so long ago this would have been nothing more than a sailor's idle, wishful thinking. But now Camp Owen, HMCS "Stadacona's" new holiday camp at St. Margaret's Bay, has transformed the dream into reality. Every Friday evening during the summer 30 seamen boarded a bus at "Stadacona" and headed for scenic St. Margaret's Bay, some 30 miles down the coast from Halifax.

Camp Owen is spread over five acres of Crescent Island. The main building is a large wooden house with five bedroom-dormitories, a dining room, a spacious galley and modern plumbing. Until 1936 it was the summer home of the late Mr. David M. Owen, of Halifax. Mr. Owen willed it to the YMCA to be used as a recreational camp. This summer it was leased from the "Y" on a one-year basis by the "Stadacona" Ship's Fund and Welfare Committee.

The Camp Owen daily routine is very simple. Work is confined to the usual camp chores, which are equally divided among those present and, as a result, take up little time. Otherwise the hands do just about as they like — and there is lots to do.

For the fisherman, the bay offers plenty of sport, in scenic surroundings. On Sunday mornings, weather permitting, there is a deep sea fishing expedition on board the "DT3", a sturdy, wooden, Diesel-driven craft which comes to the camp from Halifax solely for that purpose. For those whose favorite pastime is sailing, there is the Camp Owen "fleet." Two RCN whalers and two sailing dinghies are in constant use all week-end; it is hoped that more dinghies will be available in the future.

The archery range appeals to some, while others spend the day near the water's edge, sun-bathing and swimming. Softball, horseshoes, volleyball

and water polo all find enthusiastic followers.

If it rains there is a whole list of indoor activities. They include table tennis, darts, checkers and other games; then there is a piano for sing songs, open fireplace for weiner roasts, a well-stocked library for the reader and a closed-in porch for the loafers.

On Saturday night, unless it rains, there is a weiner roast and sing-song on the point above the jetty. On Sunday morning church parties are organized.

Naval training is the furthest thing from the mind of anyone at the camp but they get some, all the same. Unconsciously, the holidayers add considerably to their fund of seaman-

## Ship's Funds Support Many Worthy Projects

The project described in this article is only one of many worthwhile efforts receiving the backing of the ship's fund committees in ships and establishments of the RCN.

These committees have as their members men elected by the various messes in the ship. Their principal job is to decide on the disposal of funds earned in the ship's canteen. When the ship's company is up in the thousands, as is the case in "Stadacona," this fund is of no small size.

These non-public funds are put to a variety of uses. Besides providing comforts and amenities for the "troops" they contribute to the Naval Benevolent Fund, the Community Chest, the Red Cross and other welfare organizations; they help support the Navy's Well Baby Clinics; they finance parties at Christmas for orphans and other less fortunate children; they give a hand to sailors who may be in distressed circumstances; they perform numerous other good works whose mention never goes beyond the minute sheets of the committee meetings.

In many cases the ship's fund and welfare committees are the same, it having been discovered that the men elected by their messmates to serve on the latter are almost invariably the same ones as chosen for the former.

ship lore as they sail the whalers and dinghies about the bay.

Lieut. A. K. MacDonald, of Summerside, P.E.I., is in charge of the camp. He sees that things run smoothly and that normal seamanlike precautions are taken when boats are away. The only other member of the staff, and an important man indeed, is Petty Officer Clarence Burrell, of Yarmouth, N.S., the camp cook.

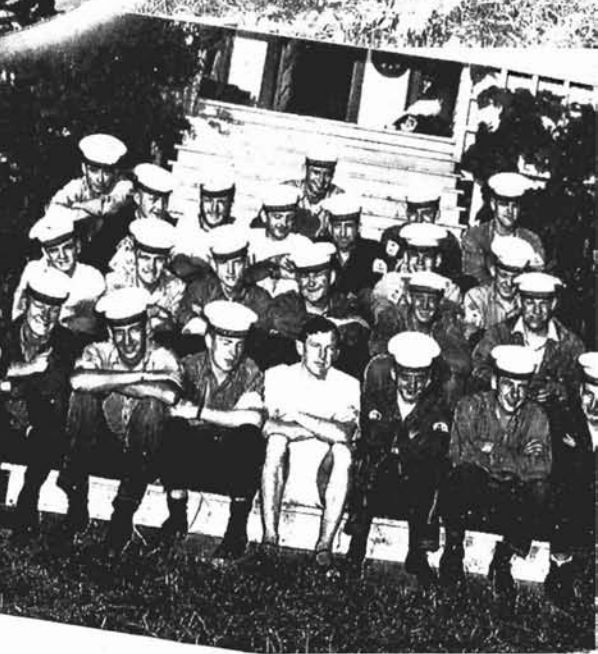
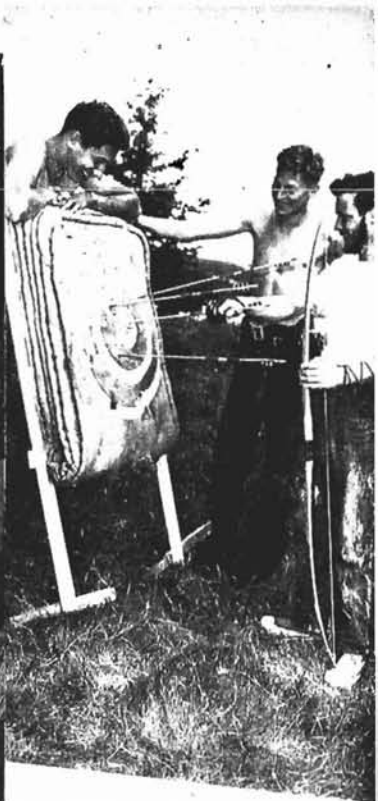
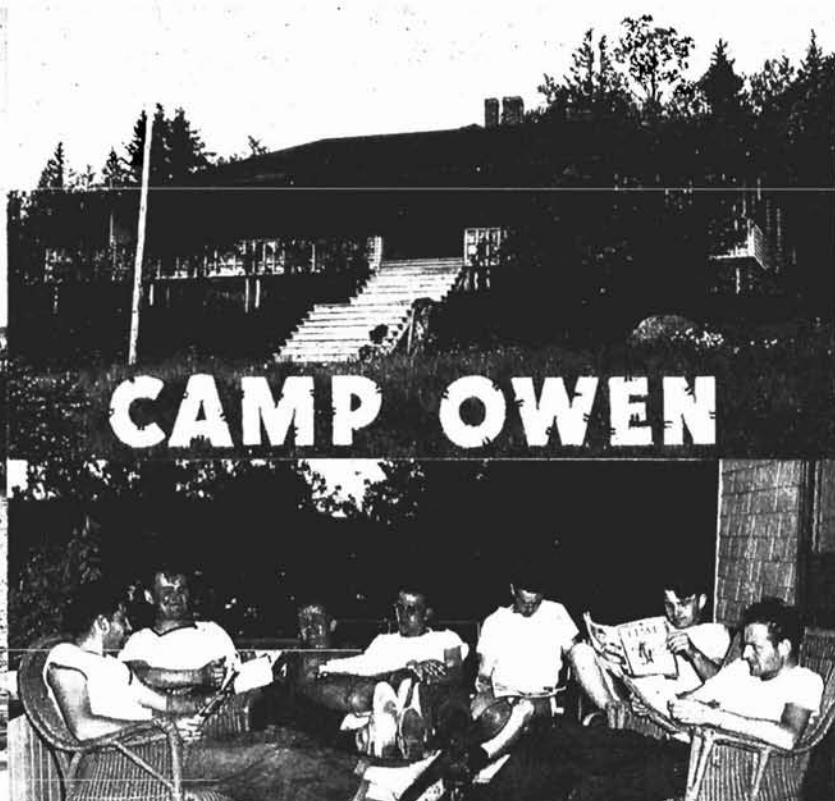
The person chiefly responsible for this popular project is Cdr. J. C. Littler, executive officer of "Stadacona." He knew that there was a large group of young, unmarried men at "Stadacona" who had no real place to go on week-ends. He brought the matter up before the "Stadacona" Ship's Fund and Welfare Committee, of which he is the president. It was decided to look for a camp that could be used for this purpose. Camp Owen fortunately became available and a one-year lease, with promise for next year, was arranged with officials of the YMCA.

Lieut. MacDonald was put in charge of the camp to get it started and to ensure its operating efficiency. One week after the Navy took over he had things all set for the first group of campers.

At a later meeting of the Welfare Committee it was decided to extend the camp facilities to convalescent patients from the RCN Hospital and to men on leave who wished to spend their holidays there. During the July visit to Halifax of the Royal Navy ships HMS "Glasgow" and HMS "Snipe", watchkeepers in heated compartments were invited to the camp for three two-day periods.

Commenting on the camp's activities, Cdr. Littler said: "I feel there is a great need for a place where those who are not enamored of city lights can go and enjoy themselves. Camp Owen is offering normal week-end Canadian life to those who have sacrificed it, to some degree, by their willingness to serve."

Camp Owen was founded with a very definite purpose in mind. It has only been operating a comparatively short while but judging from the comments of all who have been there, it is fulfilling its purpose 100 per cent.





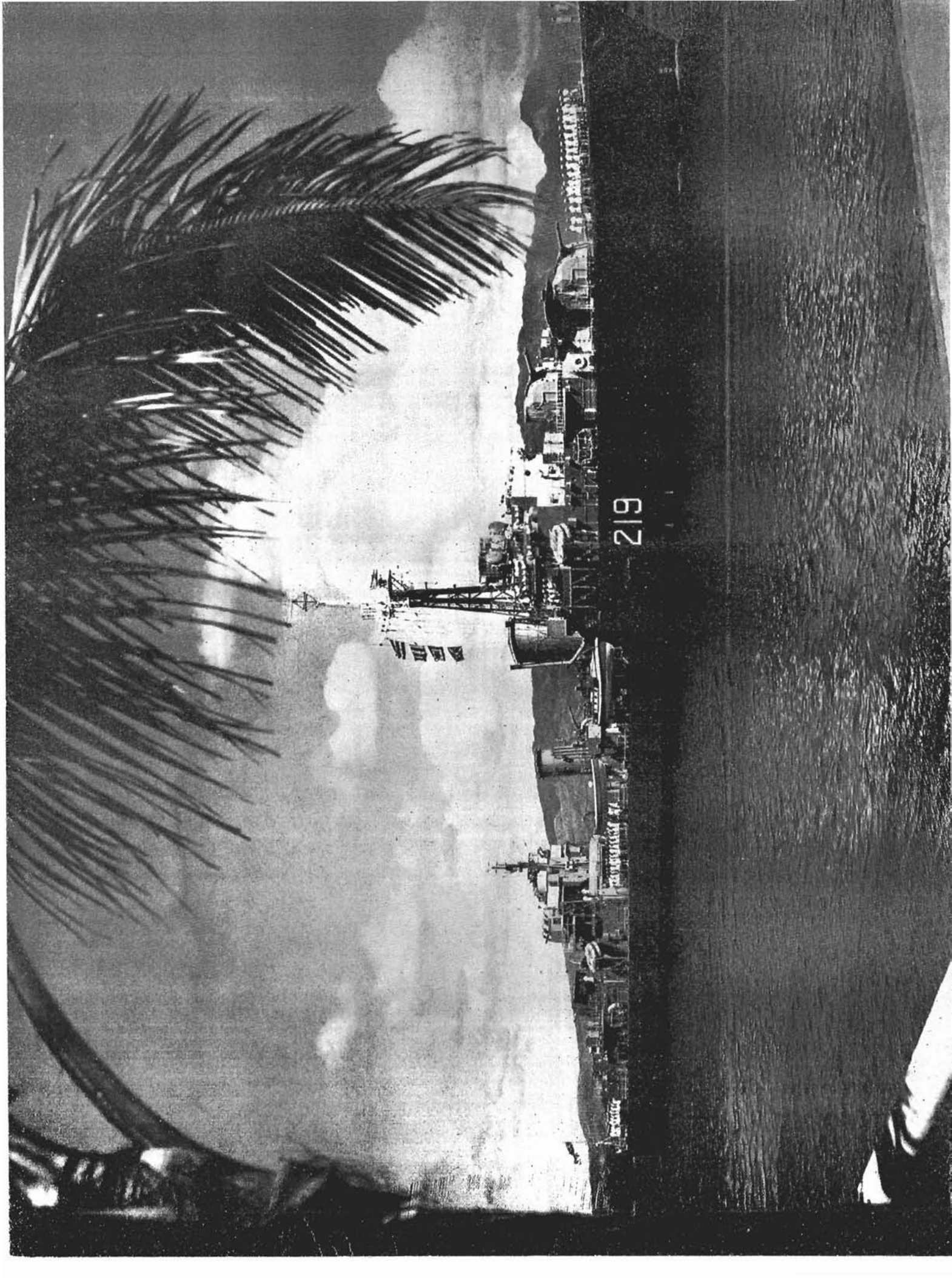


# *The* CROWSNEST



Vol. 3 No. 1

November, 1950



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# The CROWSNEST

Vol. 3 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

November, 1950

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## MESSAGE OF APPRECIATION

A message of appreciation for "the wholehearted effort . . . which has made possible the very real progress achieved during the past year" was despatched by the Naval Board of Canada, on the eve of Canada's first Navy Day, September 7, to officers and men of the RCN and RCN (Reserve), members of the Civil Service and others associated with the Naval Service.

Text of the message was as follows:

"On the occasion of the first celebration of Navy Day and Battle of the Atlantic Sunday the Naval Board express their appreciation of the wholehearted effort made by the officers and men, members of the Civil Service and others associated with the Navy which has made possible the very real progress achieved during the past year.

"Evidence of your achievement is provided by the effective and timely support our ships have given in answer to the United Nations call for assistance to turn the tide of war in Korea.

"In the coming year the planned expansion of the Canadian Navy will contribute materially to national and world security.

"As always, however, an efficient and happy service demands that each individual continue to pull his own weight and in this the Naval Board have every confidence."

## LADY OF THE MONTH

This is not the first time she had been so honored, but it was felt, in view of the excellence of the photo and the fact that her recent conversion has made her a new ship in some respects, that no one would object to HMCS "Athabaskan" being featured once again.

The photo, taken by a US Navy cameraman, shows the "Athabaskan" arriving at Pearl Harbor while en route, with the "Cayuga" and "Sioux", to Japan. The setting is a familiar one, photos of the "Ontario" having been shot from the same vantage point on earlier visits to Pearl. Very likely just about every ship entering the harbor is photographed from here—which isn't hard to understand.

For photos of the "Athabaskan" in different circumstances, see page 3.

★ ★ ★

**Cover Photo**—If you have not already guessed as much, this month's cover is a composite job in which two pictures taken by the same photographer, Petty Officer Fred Polischuck, have been combined by the naval artist, Lieut. (SB) Charles Clark, to produce a scene showing a formation of Avengers flying over HMCS "Magnificent." Astern of the carrier is HMCS "Huron".

★ ★ ★

With the "Crowsnest" beginning its third year of publication, a reader has suggested that as a matter of interest some of the better photos which appeared in the first two volumes be reprinted. The idea has merit but the editors would like to see how our readers feel about it.

We can't offer any prizes but would be very pleased to get some letters from those of you who have some particular, pet photo you think rates a reappearance. Those pictures which receive the most support will be reprinted in a future issue. (Letters need not contain wrappers or box tops in order to qualify.)

The Editors

## SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 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.

## 'JOIN THE NAVY..'

As October drew to a close, two far-flung ventures had progressed to the stage where the ships and men involved had come to regard them as routine assignments.

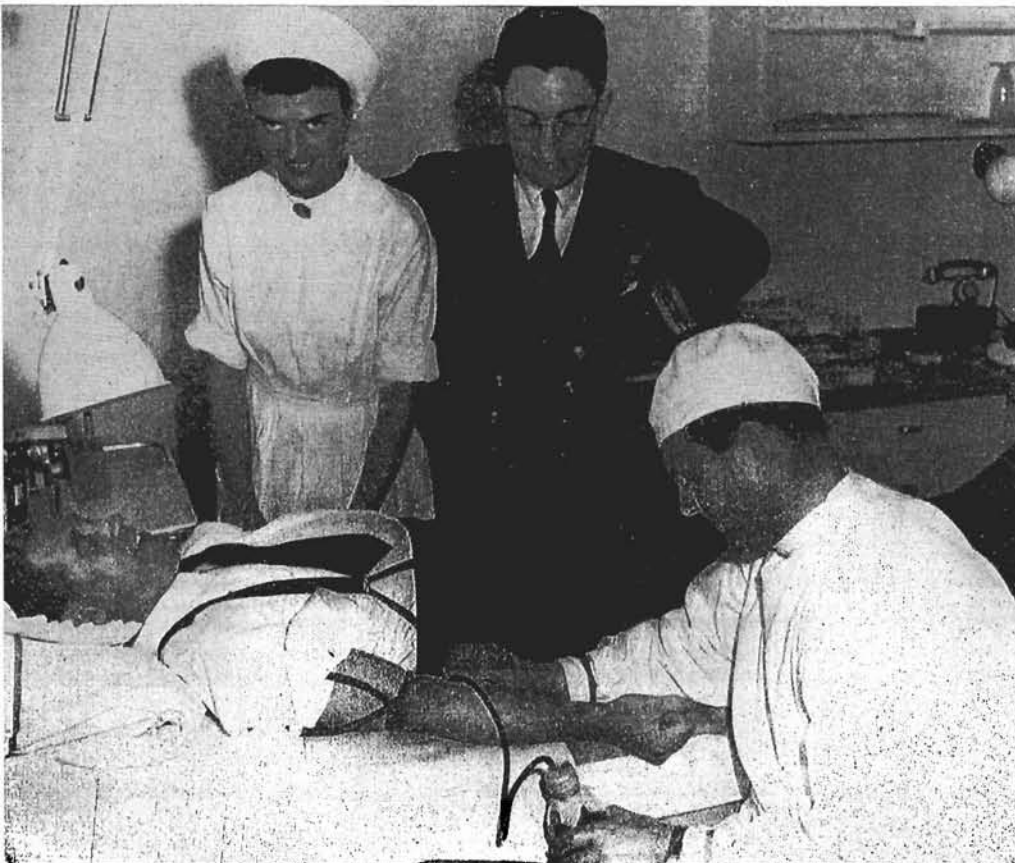
One, in fact, was nearly over. After nearly two months in European waters, the Canadian Special Service Squadron had only two more calls to make — at Lisbon and Gibraltar — before swinging westward for Bermuda, and thence home to Halifax.

Over on the other side of the world, the three Canadian destroyers serving under the flag of the United Nations had three months of steady, diversified duty under their belts and were entitled to look on themselves as seasoned campaigners.

At month's end the United Nations forces were sweeping northward and there were good indications that the Canadian ships would soon be able to enjoy the privilege of having shared in an historic victory and the added satisfaction of having participated in a job well done.

The "Cayuga," "Sioux" and "Athabaskan" have handled a series of assignments that have made them as familiar with some sections of the

Some 300 Canadian sailors answered a Red Cross appeal for blood during the Special Service Squadron's visit to Oslo, Norway. Here CPO Angus Welsh, of Winnipeg and Halifax, gives a donation at the State Hospital. Dr. Otto Mollestad supervises. Standing are Sister Solveig Fridenhagen and Surg. Lieut.-Cdr. V. P. L. Connolly. (MAG.-2254.)



This is the way demolition parties from HMCS "Athabaskan" destroyed five mines in the approaches to Kunsan. Sent away in motor boats, they transferred to dinghies for the actual anti-mine operation. AB Edward Dalton, of Fort Frances, Ont., holds the mine while Comm'd. Off'r. (TAS) David Hurl, of Winnipeg, fastens an explosive charge. Others in the dinghy are AB David Kidd, Winnipeg, standing; AB Ron Souliere, Ottawa, at the oars, and PO Tom Shields, Calgary. A five-minute fuse set off the charge, which in turn detonated the mine. The dinghy meanwhile was towed clear by its parent motor boat. (CA-171.)

Korean coast as they are with their home waters. First there was convoy escort duty; then blockade and patrol; bombardment and small landing operations soon were added, to be followed by more specific duties in support of the Inchon invasion.

About this time, mines began to

make their appearance in channels and harbor approaches and the Canadian ships took on something new — mine destruction. The "Athabaskan" destroyed five and the "Sioux" four during the Inchon operation and the "Sioux" polished off another four when the fighting moved further north.

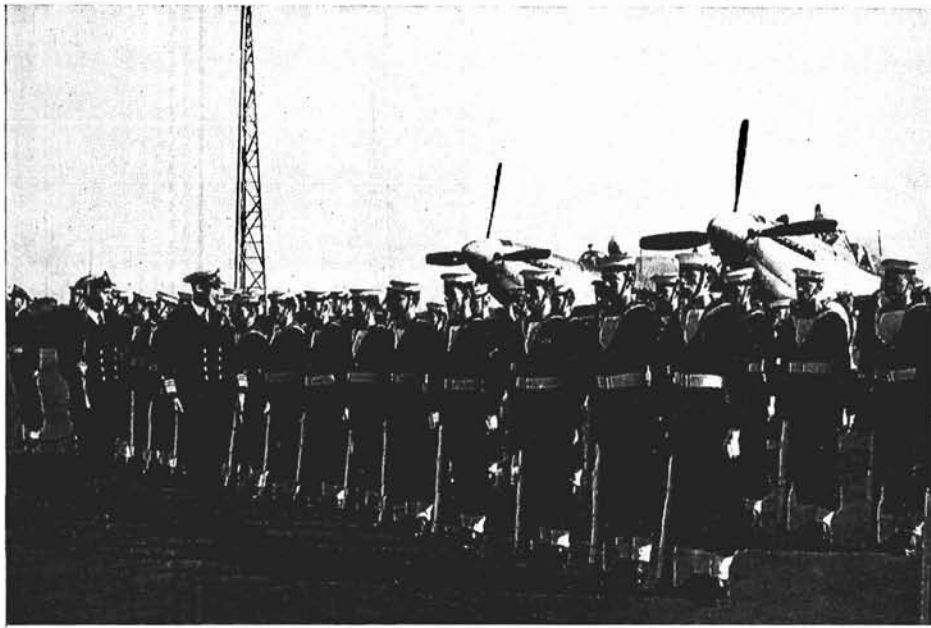
Following the Inchon show, the ships returned to Sasebo for a brief rest before proceeding to new duties. The end of October found the "Cayuga" and "Sioux" attached to a task force operating off the west coast of Korea, while the "Athabaskan" was with another force hitting the Communists from the east.

### Canadians Replenish Oslo Blood Banks

Sailors from the Canadian Special Service Squadron proved that the "good will" portion of their training cruise in European waters was more than just a name.

In Oslo, Norway, Commodore K. F. Adams, commanding officer of HMCS "Magnificent," learned that blood reserves in the city's hospital needed replenishment. He made the fact known to his ship's company and to the destroyers "Huron" and "Micmac," and the response was such that the hospitals could not handle the waiting lines of officers and men.

Among the first in the queues of Canadian volunteers were Commodore Adams and Rear-Admiral E. R. Mainguy, Flag Officer Commanding the Canadian Special Service Squadron.



At Rosyth, Scotland, Vice-Admiral A. E. M. B. Cunningham-Graham, Flag Officer Commanding Scotland and Northern Ireland, inspects a guard of honor on the flight deck of HMCS "Magnificent" on the occasion of his returning the call of Rear-Admiral E. R. Mainguy, Flag Officer Commanding the Canadian Special Service Squadron. Officer of the guard is Lieut. T. W. H. Creery, RCN(R), of Montreal. (Mag-2115).

### CNS Visits Destroyers in Korean Theatre

The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, returned to Canada October 16 after spending 11 days in Japan and with the three destroyers serving in the Korean campaign.

Admiral Grant flew to Tokyo, was met there by HMCS "Cayuga" and sailed in her to Sasebo, where the other two ships were enjoying a brief respite between operations. He inspected the three destroyers and spoke to their ship's companies individually.

The following day Admiral Grant went to sea in the "Cayuga" when she proceeded on an operational voyage to Inchon. It was Battle of

### Sailors Cut Rations to Feed Koreans

A voluntary reduction in their own rations enabled the ship's company of HMCS "Cayuga" to supply desperately-needed food to a number of South Korean island communities cut off from mainland supply centres by Communist invaders.

While on patrol in the Inchon area, before the Inchon landings, the "Cayuga" discovered several villages whose food stocks were dangerously low. The destroyer immediately landed all spare food on board, but her men considered they could do more. A special meeting of the welfare committee unanimously voted to cut the crew's rations to increase the supplies put ashore.

the Atlantic Sunday and a brief, moving nondenominational service was conducted on the quarterdeck by Chaplain (RC) Richard Ward. Admiral Grant read the lesson.

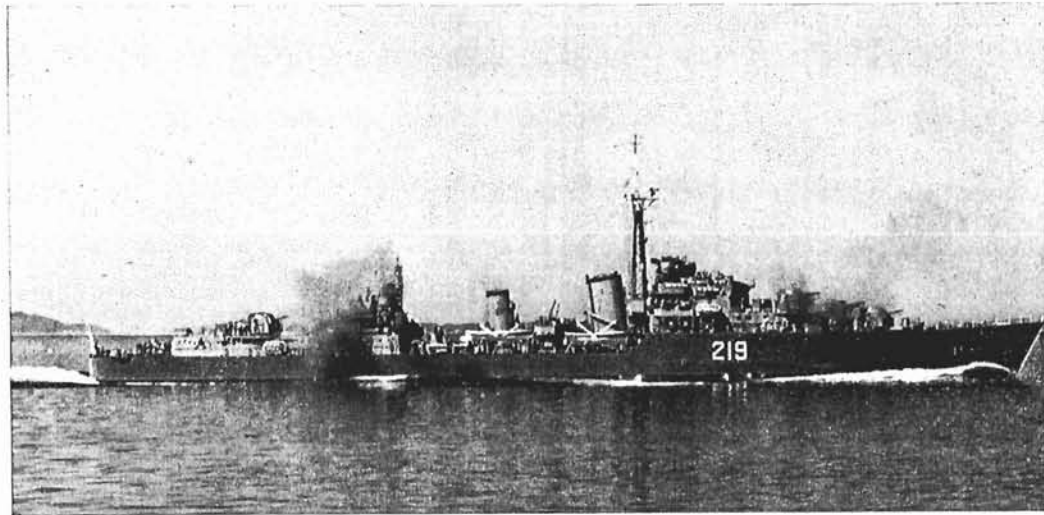
The CNS visited the Inchon-Seoul area, calling on UN naval and military commanders, meeting informally with Syngman Rhee, president of the Korean Republic, and inspecting the recently captured capital city.

Admiral Grant then returned in the "Cayuga" to Tokyo, where he called on General Douglas MacArthur and other senior officers before boarding a plane for the flight back to Canada.

Before leaving, Admiral Grant dispatched to Capt. J. V. Brock, commander of the Canadian destroyer division, the following message:

*"It has been an inspiring experience and a great personal pleasure to visit HM Canadian ships of the Special Force in Korean waters. The keen spirit and efficiency so obviously prevailing is cause for just pride by those who are thinking of you at home. Please convey my appreciation to all commanding officers, officers and men*

*(Continued on Page 32)*



Cordite smoke drifts from HMCS "Athabaskan" as she bombards targets on an island in the Taechon approaches. The destroyer battered gun emplacements and destroyed warehouses and barracks. (CA-162).

The lower photo, taken from a South Korean naval vessel, shows the "Athabaskan" in the distance, firing at warehouses and supply dumps on the island. Clouds of smoke rising from the target area attest to the success of the bombardment. (CA-161).



# Korean Report

A Brief Summary Of 'Sioux's' Activities  
In First Two Months  
In Far East

**ON BOARD HMCS "SIOUX"**— Though it was only 10 weeks or so ago, it seems like a long time since HMCS "Sioux" was following the comparatively quiet routine of a ship-of-war at peace with the world.

The transformation to a wartime footing occurred on the instant. It took a little longer to work up to wartime efficiency. Many of the hands joined at the last minute and of these quite a few had completed their "Cornwallis" courses not long before, so it was a while before everyone was settled into and familiar with his job.

But the days spent on passage across the Pacific were not wasted, and by the time we arrived at our base in South Japan, it was considered the "Sioux" had reached the point where she could venture forth confidently on any job to which she might be assigned.

This proved to be no idle estimate. Since her arrival in the Korean theatre the ship has been called on to perform a great many tasks of considerable variety; all of these she has completed with skill and despatch.

During August and September the "Sioux's" duties, other than one

convoy job to Pusan, consisted mainly of close blockade patrols on the west coast of Korea, generally in company with cruisers and carriers of the Royal Navy. This would appear to be a fairly straightforward job... until one realizes that there are 1,163 islands dotting the operational area.

On several occasions the "Sioux" was detached on independent patrols close inshore. These were carried out in co-operation with ships of the South Korean Navy, who furnished detailed local information and indicated likely targets for bombardment.

The first bombardment by the "Sioux" was the result of a request received from the ROK Navy. The results were good, and the boost this gave the spirits of the crew was even better.

Up to September 22 the ship had carried out three separate bombardments, all with apparent success. The last was on the day prior to the Inchon invasion, when the "Sioux," in company with HMS "Ceylon," bombarded shore installations, be-

lieved to be housing a battery of 120 mm. guns, in the Inchon approaches.

Blockade patrol consisted mainly of stopping and searching the numerous junks moving up and down the coast. Interrogation was carried out by a South Korean naval liaison officer, who was attached to the ship for this and other similar duties.

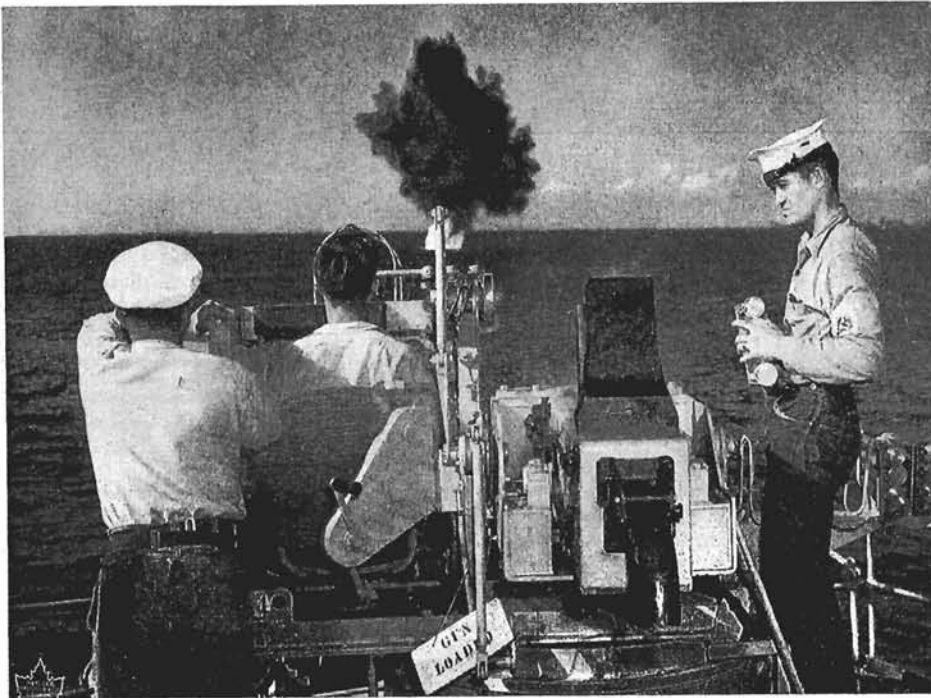
The junks generally were loaded with refugees—men, women and children—fleeing from Communist-occupied territories. It must have been a frightening experience for the innocent women and children to find themselves looking up into the muzzles of Bofors, Hazemeyers and Oerlikons. However, these inspections had to be carried out both carefully and thoroughly, for it was suspected that the enemy was using junks to sew mines.

Speaking of mines, the "Sioux" did quite well by herself in this department, finding and destroying four within a short period of time. These did not behave in the manner to which we had become accustomed on the North Atlantic, blowing up with a most satisfying bang, instead of sinking quietly beneath the surface. The pipe, "All hands not employed in mine destruction, off the upper deck!" was not one to be disregarded.

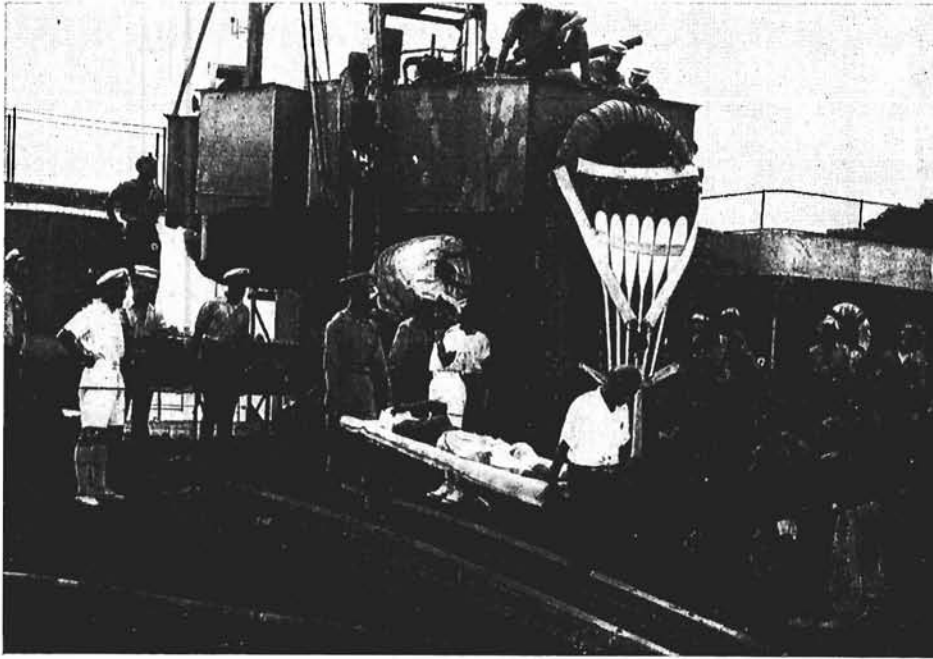
Just another of the numerous tasks given the "Sioux" was that of plane guard for RN carriers. It was a job the ship had not undertaken before but this fact no one would have guessed after seeing the workmanlike way in which she handled the assignment.

Another source of satisfaction was the ease with which the communicators and officers of the watch slide into fleet screening—sure proof of the value of the lessons learned earlier when exercising off Vancouver Island with HMCS "Ontario."

The three destroyers have had to cope with another enemy besides the North Koreans, namely, the weather, and it has been an antagonist of formidable proportions. During the summer the heat was oppressive, and was made worse still by the excessive humidity. The battle against rust and corrosion has been quite a fight in itself, for the dampness penetrates every crack and weld.



Forty-mm. gunfire from HMCS "Sioux" explodes a floating mine off the west coast of Korea. At the firing position is AB Roy Wellburn, of Vancouver, while PO Douglas Allen, of Moose Jaw and Victoria, stands at the left and PO Roy Nordal, of Winnipeg, is at the right. (CA-116).



A wounded South Korean sailor is carried ashore from HMCS "Sioux" at a Japanese naval base. Several wounded Koreans were embarked in HMCS "Athabaskan" for treatment, following the capture of a Communist-held island, and were later transferred to the "Sioux" to be taken to Japan for hospitalization. (CA-178).

The naval base in South Japan from which the ships operate has been taken in stride. In no time at all the "Sioux's" warriors were acting as though they had been in the Far East for years. They quickly learned, for instance, that bartering was accepted practice and soon you heard tales of how souvenirs cost so much "but I beat him down 200 yen."

Tours of the surrounding country

have been organized and there are ample facilities for practically all kinds of sport.

It has been an exciting, unforgettable experience, and the training acquired under actual wartime conditions has been of inestimable value. But there is no one who will be sorry when the officer of the watch reports to the captain, "Flattery's Light bearing Green Two-Oh, Sir."

### CANADIAN DESTROYERS CRACK FUELLING MARKS

*With the Canadian Destroyers off Korea* — In their keen inter-ship rivalry, two Canadian destroyers operating in Korean waters under United Nations command have "knocked the spots off" some unofficial fuelling-at-sea records registered by ships of the Royal Navy.

It all began in late August when HMCS "Sioux", while on patrol in the Yellow Sea, pulled alongside a Royal Naval Fleet Auxiliary to fuel. The lines were passed, the hoses rigged and pumping began. Only after the operation was completed did the Canadians learn they had broken a record for connecting fuel hoses.

The master of the oiler, a man with a penchant for statistics and competition, signalled the Canadian ship that she had taken only seven minutes from the time the first line was passed until the actual pumping of oil began.

This was the fastest time yet recorded by the oiler, which had operated with units of the Royal Navy in the Mediterranean, the Persian Gulf and the Far East. The previous mark was eight minutes, established earlier this year by the destroyer HMS "Chequers" in the Mediterranean, while the Duke of Edinburgh was her first lieutenant.

But it didn't end there. Next time out the "Sioux" clipped another minute off her own newly-established record. Then, a week later, HMCS "Cayuga" carried out a fuelling operation with the oiler and dropped the mark one notch further, to five minutes 39 seconds.

But the "Sioux" wasn't finished. On her next contact with the oiler she whipped through the operation in four minutes 46 seconds.

Now, when the master of the oiler spots one of the Canadian destroyers approaching to fuel, he keeps a keen eye on the hands of his stop watch. Another new record is likely to be established at any time.

## LANDING PARTY

*or: How to Develop a Strong Back*

(From COMNEWSLET, monthly newsletter of the Communications School, Halifax).

The newspapers recently carried a report telling how Canadian Navy men took part in a landing in Korea.

This caused me to recall another landing in 1948 on the Virgin Islands in which our ship (Nootka) took a small part. The landing party was to knock off an "enemy" radar station on top of a "hill." We had to send our landing party telegraphist away and Jimmy Simes was it.

After changing into dungs, Jimmy stood in the office weighing about 130 and ready to be loaded. This loading was done by the staff — all grinning broadly, offering advice, etc.

He first put on a Type W58 (Army type portable) plus a spare battery. This was followed by a pair of over-large gaiters and a tin helmet, courtesy of the GI, plus a "pistol" weighing about two pounds, plus a few extra rounds of ammo. Next came a Verys pistol with several rounds of each of the different colors, an Aldis lamp plus supply, a 1038, three pencils sharpened on both ends, oodles of signal pad, a pair of semaphore flags, a first aid kit, a picture of his favorite Halifax party and a deck of weeds! The cook, meanwhile, not to be outdone, supplied him with three pusser sandwiches (approximate weight two pounds — calory content nil) and a fair portion of that potion known as lime juice.

A pocket full of salt tablets, a pat on the back (or what was visible of it), two hands detailed off to lift him, and Jimmy was on the upper — ready to go.

After trimming the dish to make up for Simes plus equipment, away went the whaler.

Then came the straw that broke the camel's (and Jimmy's) back. The killick i/c of the whaler screamed . . .

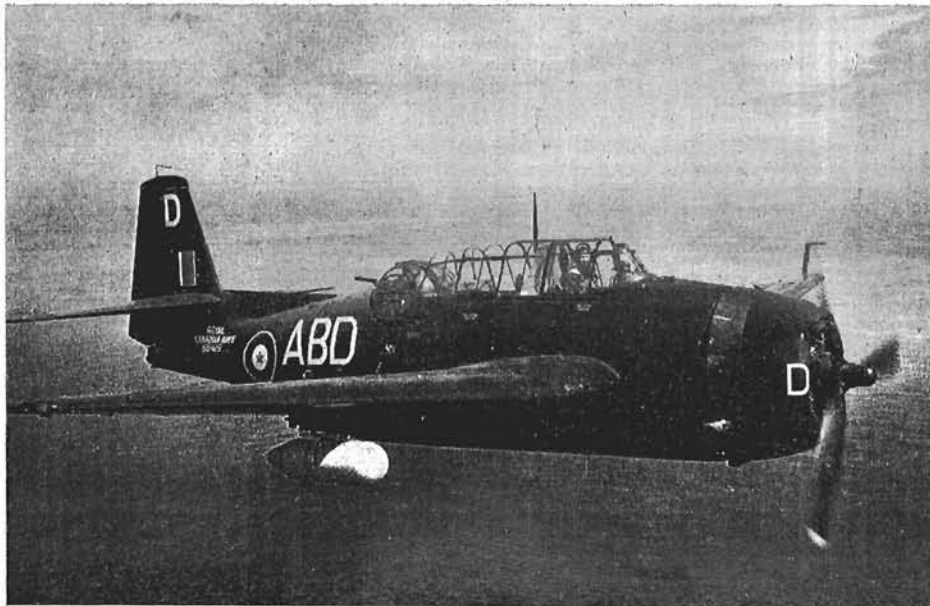
"OK, Simes — grab an oar! — No passengers on this trip!"

### Xmas Mail For Korea

Arrangements have been made with the USAF and RCAF to have Christmas mail for the "Cayuga," "Sioux" and "Athabaskan" flown to Japan.

Parcels must not weigh more than 6½ pounds.

Closing date at the Fleet Mail Office, Esquimalt, for Christmas mail to the three ships is November 25.



## Introducing: THE AVENGER

THE Royal Canadian Navy's latest aerial acquisition, the Grumman Avenger, has by now become a familiar sight in the Halifax-Dartmouth area, where 826 anti-submarine squadron, flying from HMCS "Shearwater," has been working up and exercising with its new planes for several months.

More than six dozen Avengers have been purchased from the United States government for the RCN. After being modified and re-equipped, they will become the Canadian Navy's standard anti-submarine aircraft—a role similar to that in which they are employed by the US Navy.

Designed originally as a torpedo bomber, the Avenger was accepted by the USN in the autumn of 1940 and was put into operational use late in 1941. The first operational carrier squadron to be equipped with Avengers got its planes early the next year and proceeded to the Pacific theatre.

There the Avenger came into its own, becoming the "old faithful" of the US Navy's carrier bombers. To mention all the squadrons that used Avengers and to say something of their achievements would fill many a page. Listed on their records are such battles and campaigns as the Coral Sea, Tarawa, Saipan, Guam, Phillipine Sea, Leyte Gulf, Iwo Jima and Okinawa.

The Avenger proved itself to be a reliable, rugged and durable aircraft, and at the same time very effective and efficient in its work. American pilots had a great regard for its flying and fighting characteristics, and assignments to Avenger squadrons were

highly prized.

The Avenger was not confined to the USN, being used quite extensively by the Royal Navy, as well. RN carrier pilots acclaimed it as a "top-notch aircraft with built-in re-

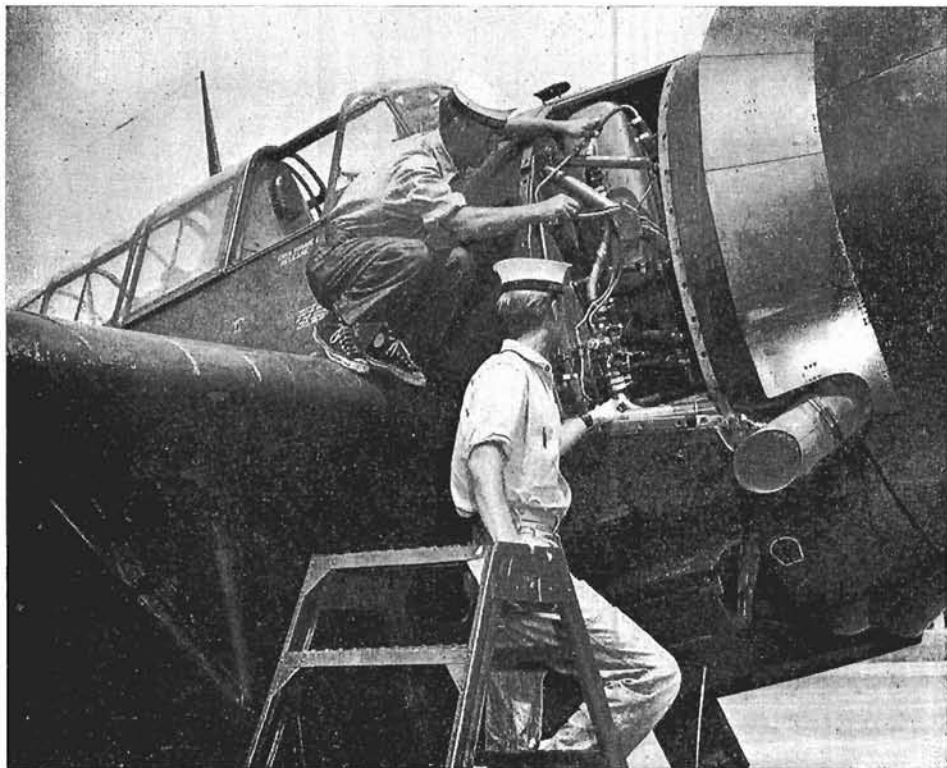
liability."

Interesting to note is the fact that the first aircraft to land on HMS "Puncher," one of the two carriers operated during the war by the RCN, was an Avenger.

This was the first aircraft used by the Royal Navy to have power folding wings, this aspect creating much interest not only among the air and ground crews, but among the engineers and representatives of the various firms connected with naval aircraft production.

Despite having so much history, the Avenger is no "has-been." The installation of modern electronic and other special devices, coupled with the characteristics already mentioned, make it an excellent aircraft for anti-submarine duties—patrol, search, hunt, destruction. The RCN is confident, in fact, that its Avenger configuration program will produce a carrier-based aircraft second to none in this vital, specialized role.

With 826 Squadron already well ahead in its Avenger conversion program, the other anti-submarine squadron, 825, will begin the change-over to Avengers on its return this month from the European training cruise in HMCS "Magnificent."



Ldg. Sea. Fulton Zwicker, of Grand Manan, N.B., and Ldg. Sea. Murray Wood, of Toronto, carry out a daily inspection of an Avenger at "Shearwater." The photo gives some idea of the size of the Avenger, a big, bulky aircraft in comparison with the Sea Fury and Firefly. Its size is in the Avenger's favor, for it is able to carry the crew and equipment needed for anti-submarine operations. (DNS-3296).



## 'OLD TIMER' CHOSEN BY 'CHIPPAWA'

*CPO Joseph Gallo Joined Sea Cadets  
in 1924, RCNVR in '29*

HMCS "Chippawa" has elected as its Man of the Month one of the real "old timers" of the Naval Reserve — Chief Petty Officer Joseph Gallo. "Joe," as he is known far and wide, can look back on a quarter century of association with the Navy and the Royal Canadian Sea Cadets.

The latter was a new organization when young Joseph Gallo presented himself for enlistment in 1924. He was accepted and spent the next five years in the corps, learning the ways of the sea and seamen.

He left the sea cadets to become a boy seaman in the Royal Canadian Naval Volunteer Reserve on December 3, 1929. The following year he was an ordinary seaman in the old Winnipeg RCNVR company, which at that time was under the command of Commander E. R. Brock (now Commodore, RCN(R) Ret'd) and held its weekly drills in an old church on Ellice Avenue.

In his first year of service, young Gallo went to HMCS "Naden," at Esquimalt, for naval training, the first of many such trips he was to make during the ensuing years. He recalls now the "tautness" of the West Coast naval barracks in those days — the leave which expired at 2100, the bugle at 0530, the \$15 a month pay and the concrete lawn roller which formed such a "heavy" part of a defaulter's routine in the dog watches. With a reminiscent smile, Gallo recalls personal contact with that roller.

Our Man of the Month got his first taste of the sea in 1931, in the destroyer HMCS "Vancouver." During a passage in rough weather, he discovered that he had a pair of natural "sea legs," and they have never forsaken him.

"Never a day sick," says the Chief.

In 1932 came his first course for a non-substantive rating. He qualified as a seaman gunner.

At the coast again the next year, he took part in what he calls the "Banfield Patrol" — a cruise around the Queen Charlotte Islands in the minesweeper "Armentieres." Carried out in rough Fall weather, the trip took six weeks.

During the next few years, CPO Gallo took an active interest in various sports, particularly boxing, and can now display quite a bit of

silverware as evidence of his prowess. During those years, also, he was advanced to able seaman and qualified as a layer rating, second class.

In the Summer of 1939 he had the honor of being chosen for the Guard of Honor mounted for the visit to Winnipeg of Their Majesties, the King and Queen.

On September 3, 1939, CPO Gallo was called to active service and the same night was drafted to "Naden." He spent the first year of the war there, served as gunnery officer's writer and passed for the non-sub of quarters rating, second class.

After qualifying for leading seaman early in 1941, he was drafted to the auxiliary cruiser "Prince Robert," in which he served as a leading hand of the top and captain of the starboard three-inch HA gun. It was while a



CPO JOSEPH GALLO

member of the "Prince Robert's" company that Gallo, as coxswain of the seaboat, took part in the removal of three German nationals from the liner "President Coolidge". Later the "Robert" escorted the Canadian Army force despatched to help in the defence of Hong Kong.

On the return trip from Hong Kong, Gallo recalls, the "Prince Robert"

barely escaped the Japanese attack on Pearl Harbor, leaving the United States naval base just two days before the sneak raid. For the remainder of his time in the "Robert" the ship served as part of an escort operating from Fiji and convoying ships carrying New Zealand airmen from New Zealand to a point just north of the equator. In the course of these duties he crossed the line on eight or nine separate occasions.

Back in "Naden" again, Gallo was advanced to acting petty officer and served as an instructor. In October 1943 he was drafted for the first time to the East Coast, where he served in HMCS "Stadacona" only a few weeks before joining the frigate "Valleyfield."

As Chief Boatswain's Mate of this ship he received his introduction to the North Atlantic on convoy escort runs out of St. John's, Newfoundland. He also discovered that the Gallo luck was still holding. Only a week before the ship was torpedoed and sunk with the loss of 115 of her company, he was sent ashore to hospital in Newfoundland.

He left Newfoundland in July 1944 and spent the next year in HMCS "Cornwallis." Then, in June 1945 he went to "Peregrine" at Halifax and, in the same month, to "Chippawa" for demobilization.

However, after almost 20 years of close connection with the sea and seamanship it was too much to give up the Service permanently and in June 1946 he was back in the RCN (Reserve) as an instructor for members of the University Naval Training Divisions at "Chippawa." In this and other capacities he has been a valuable member of the ship's company. He was advanced to the rating of chief petty officer in January 1950.

Prominent in sports and social activities in the division, CPO Gallo has been president of the Chief and Petty Officers' Mess for the past two years and currently is president of the Inter-Service Badminton League.

A tinsmith in civilian life, he lives in St. Boniface with his wife and two daughters.

Asked about his hobbies, he says, "I haven't any, unless you can say the Navy is my hobby. But how can you say that about the better part of a man's life?"



# OFFICERS *and* MEN



## Seven Men Selected to Attend University

Seven men from the "lower deck" of the RCN entered university this Fall under the plan to provide selected men with the opportunity to acquire educational qualifications for promotion to commissioned rank.

Earlier, three others were enrolled at the Canadian Services College, Royal Roads, under the same scheme. ("Crowsnest", October, 1950).

Most of this year's group did not have the necessary educational qualifications for entrance to the Canadian Services College or university when they joined the Service but attained the required standard through attendance at the RCN Preparatory School at HMCS "Naden", Esquimalt.

Following are the men selected to attend university: PO Ernest K. Lukemeyer, Vancouver; AB Victor H. Fast, Vancouver; PO Peter F. Berakos, Winnipeg; PO Oliver J. Grenon, Winnipeg; PO William C. Slade, Ladysmith, B.C., and Ldg. Sea. Thomas A. Deakin, Calgary, all

## 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:

FORTIER, Louis P.	P2AW2
GLENEN, Roy	LSSM2
GOODRIDGE, Victor C.	C2BD3
KEZIERE, Norman	C2PH3
LeBLANC, Lucien J.	P2PH2
MacKAY, Ronald R.	LSBD1
McLEOD, Kenneth	LSPH1
MILNER, Thomas W.	P2BD2
PARK, James	LSCO1
PARTANEN, Vaino O.	P2ER3
REYNOLDS, Edward S.	LSVS1(NQ)
SALTER, Geoffrey E.	C2PH2
SLASOR, Robert H.	LSSM1
SPIRO, Andrew	C2PH3
STILL, Wilfred E.	P1CA3
SWANSON, Harry E.	P1ER3

attending the University of British Columbia, and PO John Allan, Kirkland Lake, Ont., attending Queen's University.

## Ten CPOs Promoted to Commissioned Rank

Ten chief petty officers of the Supply, Medical and Electrical Branches have been promoted to acting commissioned rank. Effective date of the promotions was October 1.

Promoted to the rank of Acting Commissioned Stores Officer were CPOs Duncan H. MacDonald, Victoria; Raymond H. Dallimore, Victoria; and C. L. Hortie, of Porcupine, Ont., and Victoria.

CPO John A. R. Vaillancourt, of St. Pierre, P.Q., was promoted to Acting Commissioned Catering Officer. CPOs Thomas G. Pye, London, Ont.; and James Gray, Moose Jaw, Sask., were advanced to Acting Commissioned Writer Officer, and CPOs Thomas A. S. Kadey, Okotoks, Alta., Albert W. Hood, Halifax, and William C. Duncan, Victoria, became Acting Commissioned Wardmasters.

In the Electrical Branch CPO A. M. Moen, of Outlook, Sask., was promoted to the rank of Acting Commissioned Radio Officer.

## Radio Technicians (Air) Complete First Course

Eight men recently completed a 26-week Radio Technician (Air) course at the Electrical School in Halifax. The first course of its kind in the RCN, it covered air and ground radio, aircraft control electrics and general electronics.

Graduates, who qualified for petty officer first class rating and trade group IV, were POs Howard Langdon, Moose Jaw, Sask.; Paul G. Boon, Tullis, Alta.; William R. Jewell, Vancouver; Leslie Hull, Saskatoon; Francis G. Storey, Young, Sask.; Donald J. Christie, Brantford, Ont.; Ralph W. Bail, Tofield, Alta., and John W. Freeman, Sylvania, Sask.

## Lieut. G. B. Wither "Flags" to Canflagpac

Lieut. G. B. Wither has been appointed Flag Lieutenant to Rear-Admiral W. B. Creery, newly-appointed Flag Officer Pacific Coast.

Lieut. Wither succeeded Lieut. Michael Page, who is now serving in the cruiser "Ontario."



Wartime yarns flew thick and fast when 20 former crew members of the aircraft carrier "Nabob" held a reunion at HMCS "Naden." Among those attending were, left to right, ex-PO R. R. Leason, CPO H. A. Rogers, Captain (S) C. J. Dillon, ex-CPO D. G. Mitton and Commissioned Cookery Officer Fred Barrett. (E-12186).



Members of the committee responsible for the highly successful dance held by the Supply School, HMCS "Naden," are shown above with the senior officers of the school staff. Left to right: Petty Officer and Mrs. Art Cuthbert; CPO and Mrs. Frank Elston; Lieut.-Cdr. (S) Peter Sinclair, officer-in-charge of the school, and Mrs. Sinclair; CPO Neil McLeod, Mrs. J. K. Power, Lieut. (S) J. K. Power, Mrs. Neil McLeod, and Commissioned Stores Officer and Mrs. H. J. Stuart.

### Supply School Staff Enjoys Dance, Social

McMorran's Pavilion at Cordova Bay, near Victoria, was the scene of a successful dance and social evening held recently by the officers and men of the Supply School.

Music for dancing was supplied by the "Cubaneers" Orchestra. During the intermission, hot dogs and coffee were served on the beach and the usual sing-song took place around the blazing Douglas Fir bonfire.

Much credit for the success of the affair goes to the committee, CPO Frank Elston, CPO Neil McLeod, PO Art Cuthbert and PO Garth Blakeney.

The Supply School has said goodbye to Sub-Lieut. (S) Neil (Guns) Walker and Sub-Lieut. (S) Stan Szack, who have returned to university after

spending the summer at the school. Sub-Lieut. Walker did an excellent job of organizing the Supply School "A" and "B" tabloid teams for the summer sports, a task in addition to his instructional duties in the school. Sub-Lieut. Szack completed the 8th Supply Officers' Technical Course and was Reserve Training Officer for supply personnel for the last two

months of his stay on the coast.

Following two and a half years in the school, during which time he was responsible for the training of approximately 250 stewards, CPO Frank Elston has left to take over new duties in the "Naden" wardroom.

### Relinquishes Command of HMCS "Catarqui"

Cdr. Henry K. Hill, for the past two years commanding officer of HMCS "Catarqui", the Kingston naval division, has relinquished that post and has been succeeded by Lieut.-Cdr. Harold Webster, of Napanee.

Cdr. Hill entered the RCNVR early in the Second World War and was appointed overseas for courses and service with the Royal Navy. After training in England, he went to the Mediterranean, where he commanded a converted Norwegian whale-catcher engaged in running supplies between Alexandria, Mersa Matruh and Tobruk, during the period when Tobruk was under siege.

On his return to Canada he was appointed in command of the corvette "Calgary" and remained in her for more than two years. In November 1943 the "Calgary" teamed with two other ships to destroy an enemy U-boat. From the "Calgary", Cdr. Hill went to the frigate, HMCS "Toronto", which he commissioned



The "biggest little band in the land" holds a practice session at HMCS "Stadacona". The skeleton-sized musical group pictured above under direction of Lieut. (SB) Stan Sunderland embarked on a strenuous playing schedule this Fall and came through with flying colors. The band was halved in order to provide another for the European cruise. Left to right, front row: AB Patrice Gaudrean, PO Jack McGuire and Ord. Sea. Ralph Peck. Second row: AB Fred Lovey, AB Percy McCarthy, CPO Victor C. Goodridge, AB Real Walter, AB George Lincoln and PO William T. Stitt. Back row: AB Charles S. Moody, AB Charles Heath, AB Jim Campbell, AB Barry Fletcher and AB Roger Fisher. (HS-12379).

### Well Done, The Band

The following excerpt from the Commander's Daily Orders, in HMCS "Stadacona", is considered worthy of reprinting:

The Ship's Company are to be congratulated for their fine appearance at Divisions last Friday (September 15). 2. The "Stadacona" Band deserves special mention. Though being halved in number to provide a band for the European Cruise, those left have performed extremely well over a strenuous schedule of:

- Lunenburg Exhibition — Thursday
  - Divisions — Friday
  - Football Game — Saturday
  - Battle of Britain
  - Observance — Sunday
3. Their high spirit of willingness is a credit to "Stadacona".

in the spring of 1944. He retired from active service late the same year, returning to the active list of the RCN (Reserve) in September 1948 to command "Catarqui".

Cdr. Hill was twice mentioned in despatches for services at sea.

Lieut.-Cdr. Webster entered the RCNVR at Kingston in July 1940 as an ordinary seaman and was promoted to the rank of lieutenant in December of that year, after completing qualifying courses in the United Kingdom.

Returning to Canada he served in HMCS "Stadacona", Halifax, in "Catarqui", in HMCS "Star", Hamilton, and as executive officer of HMCS "Griffon", Port Arthur.

Demobilized in March 1945, he re-entered the Reserve and was appointed to "Catarqui" in February 1949.

### Staff Changes Made at Albro Lake Station

The following eight men recently joined the staff of the Albro Lake Naval Radio Station: PO John Layton, from "New Liskeard;" PO Donald Worthington and AB James Baskey from "Stadacona;" Ldg. Sea. Garth McEwen, Ldg. Sea. James Jamieson and AB F. Johnston, from "Swansea;" AB Frederick Leafloor, from "Shearwater" and AB Robert Morehouse, from "Portage."

POs Charles Dixon and Wilburt Wright and Ldg. Sea. George Coyle have left the station for new duties in the destroyer "Nootka," and PO William Carson has joined the minesweeper "New Liskeard."

### Capt. Geoffrey B. Hope On Retirement Leave

Captain Geoffrey B. Hope, OBE, RCN, former Assistant Chief of Naval Technical Services ((Works) at Headquarters, proceeded on retirement leave on October 1.

He was succeeded by Cdr. (SB) John B. Roper, formerly Deputy A/CNTS (Works).

Born in England, Captain Hope served in the Royal Navy from 1906 to 1919, when he retired.

A resident of Victoria at the outbreak of the Second World War, he offered his services and was appointed executive officer of the auxiliary cruiser "Prince Robert", with the rank of lieutenant-commander.

In January 1942 he went to Newfoundland as executive assistant to the Maintenance Captain, St. John's. He later became Naval Officer-in-Charge, St. John's, and in January 1944 was appointed Chief of Staff to the Flag Officer Newfoundland Force.

After 10 months in this appointment he went to Headquarters, where he held the posts of Deputy Chief of Naval Equipment and Supply and Chief of Naval Equipment and Supply. He was confirmed in the rank of captain in January 1946 and the following month was appointed Assistant Chief of Naval Administration and Supply (Equipment).

In September 1947 he became Director General of Works and Supply. Later this appointment was changed to Assistant Chief of Naval Technical Services (Works).

A native of North Carolina, U.S.A., Cdr. Roper came to Canada in 1911 and entered the Royal Naval College of Canada as a Cadet in 1919. In 1922, when the college was closed and the strength of the Navy reduced, he found there were no vacancies in the RCN and returned to civilian life, taking up the profession of an architect.

Following the outbreak of the Second World War, Cdr. Roper entered the RCNVR and was appointed to Headquarters, where he served throughout the war years on the staffs of the Superintendent, Construction Liaison, the Director of Naval Organization and the Director of Plans.

Confirmed in the rank of commander in July, 1945, he transferred from the RCNVR to the RCN in November of that year.

Early in 1946 Cdr. Roper was appointed for duty with the Assistant Chief of Naval Administration and Supply (Equipment). In September 1947 he was named Deputy Director General of Works and Supply, a title which subsequently was changed to Deputy Assistant Chief of Naval Technical Services (Works).

Prior to entering the RCNVR Cdr. Roper was a member of the COTC at Ottawa University, in which he qualified as an infantry lieutenant in the Reserve Army.

### Reserve Officer Wins UN Essay Award

Sub.-Lieut. Donald J. Forgie, RCN(R), of HMCS "York," Toronto, has been awarded one of the ten prizes offered in the United Nations International Essay Award.

Residents of 59 countries entered the competition, with only one award allowed to any one competing country.

A graduate of the University of Toronto in political science and economics, Sub.-Lieut. Forgie has spent the past four summers with the Navy, serving as an Information Officer. In this capacity he has served at Naval Headquarters and in ships and establishments on both coasts. While at the University of Toronto, Sub.-Lieut. Forgie made an avocation of journalism and photography and was actively connected with various university and UNTD publications.

\*As a part of his prize, Sub.-Lieut. Forgie will make an expenses-paid trip to New York to study at first hand the organization and activities of the United Nations, with particular emphasis on the UN public relations set-up.



Shown above are members of the ninth Chief and Petty Officers' Leadership Course to be completed in HMCS "Cornwallis". Reading from left to right: Front Row: CPO R. R. O'Neil, CPO D. B. Duncan, CPO J. G. Davis, Lieut. (S) A. F. Reade (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer-in-Charge), CPO B. H. Mancor, CPO D. R. Turner, PO A. R. Underhill.

Centre Row: Petty Officers R. L. Johnson, R. E. N. Geale, J. P. Mason, G. B. Broome, G. E. Hue, J. E. Boyer and G. H. Allen, CPO C. C. Hancock.

Rear Row: Petty Officers W. S. Whittaker, W. L. Bridge, W. J. Prichard, R. W. Dickson, R. J. Gravelle, W. T. Stanbrook, C. W. A. Cadwallader, R. W. MacMillan, J. H. Quinn. (DB-928-1).

# The Bulletin Board

## New Retirement Policy Permits Extensions

A new retirement policy with respect to men of the RCN is in effect. Previously, after completing time for pension, men in some branches were retired, usually at 20 years' service. Now men who are strongly recommended and conform to medical and other requirements may complete 25 years pensionable service.

This extension scheme has been adopted for a number of reasons. One is that experienced men in the upper brackets are going to be needed in a Navy due to expand by 40 per cent.

Another is that experience has shown that many men retired after 20 years of service would prefer to remain in the Navy. In a lot of cases these men have completed their time while still under 40 years of age. Were they to be given their choice, they would stay in the Service. This has now been made possible for those who meet the requirements.

## RCN Amateur Radio Association (RCN ARA)

Consideration is being given to the formation of an RCN Amateur Radio Association (RCN ARA) which will embrace serving members of the RCN and RCN(R) who possess amateur licenses and who operate their own or service equipped stations.

Formation of such an association would provide an organization capable of rendering great assistance to the country's communication systems in time of emergency or disaster. Such assistance was rendered by "hams" in the Fraser Valley floods of 1948 and the Manitoba floods of 1950.

It is not the intention, should the RCN Amateur Radio Association be formed, to attempt to control the activities of members under normal conditions, but rather to form a framework for the furtherance of the interest of amateurs. The association may also be in a position to provide material assistance to members.

All members of the RCN and RCN(R) who have amateur licenses and who own their own stations or who operate stations belonging to

clubs are requested to advise the Director of Naval Communications, Naval Headquarters, Ottawa, of the callsign and location of their station, the frequency bands on which the station is equipped to operate, and the types of emission available.

## Advanced Technical Courses For Supply Branch Men

To advance the technical knowledge of senior men of the Supply Branch and to give them a broader background of organization and administration pertaining to their duties, advanced technical courses have been established in HMC Supply School at Esquimalt.

## SEA POWER

(Trafalgar Day, October 21, 1950)

*It weren't at Waterloo, me boy,  
(Where Boney up an' ran)  
He'd lost all hope long previous,  
Our Navy'd foiled his plan.  
First at Nile, then Copenhagen,  
And Trafalgar, plain's could be,  
Our Nelson crushed his power, on  
The Sea. The Sea. The Sea.*

*When Hitler, Mussolini,  
And the Kaiser hymned their hate,  
They quite forgot old Bonaparte,  
And his inglorious fate.  
Not one o' THEM died fightin',  
Just read your history;  
But Nelson did. In Action. On,  
The Sea. The Sea. The Sea.*

*Sure, our Nations may be noble  
And our Causes just and right,  
But—there aint no "cuttin' corners",  
Makin' sailors—overnight.  
Lay a bet that one-eyed Nelson  
Knew his win'ard from his lee,  
He'd made a life-time study, of  
The Sea. The Sea. The Sea.*

*Now the Anglo-Saxon peoples  
For a good few score o' year,  
When Peace is made uneasy-like,  
And sound o' strife draws near,  
Jest spirits up a . . . Nelson,  
And they toasts "Democracy",  
And finds amazin' comfort, in  
The Sea. The Sea. The Sea.*

by Herman Lordly

These courses, varying in length from eight to nine weeks, are available to all Supply Branch men of the regular force and reserves holding the rank of Petty Officer First Class, Trade Group III (in the case of Stewards, Trade Group II) and above.

Those men desiring to undergo an advanced technical course should apply in the normal manner. Annually, from rosters which are maintained in RCN Depots, individuals will be selected to commence courses on the following dates:

Senior Writers' Course.....	First Monday in March
Senior Storemen's Course.....	First Monday in March
Senior Cooks' Course.....	Second Monday in September
Senior Stewards' Course.....	Second Monday in September

The examinations held on completion of the advanced technical courses are the professional examinations for promotion to branch officer.

## Additional Details On Observer's Mates

The acquisition of three-seat anti-submarine aircraft for service in the RCN created a requirement for a third aircrew member. To fill this requirement a new non-substantive category — Observer's Mate — has been introduced and the first course for Observer's Mates has been completed.

Observer's Mates are classified as First, Second or Third Class.

Observer's Mates Third Class are required to operate radio and radar equipment, to keep watch on the sonobuoy receiver and to assist the Observer generally, particularly in connection with all anti-submarine equipment.

Observer's Mates Second Class will be employed in charge of Observer's Mates Third Class and will also be qualified to carry out certain more advanced aircrew duties.

Observer's Mates First Class will be qualified to carry out many aircrew duties presently carried out by Observer Officers.

Observer's Mates Third and Second Class will normally be drafted to operational groups for employment

as aircrew. One Observer's Mate Third or Second Class is required in each FAE anti-submarine aircraft.

Volunteers for Observer's Mate are being drawn from Able Seamen or Ordinary Seamen of the Aircraft Controlman Branch. Those selected will be drafted to carry out the qualifying course for Observer's Mate Third Class at any time after they have completed the SNAM part of the AC Course. Volunteers must be able to read Morse buzzer at a speed of five words per minute and attain a G score of 51. They must also be medically fit for aircrew duties.

Men of the Aircraft Controlman Branch who qualify as Observer's Mates Third Class will remain on the Aircraft Controlman roster. They will be regarded as possessing the qualification of AC1 and are entitled to Trade Group 1 pay on a like basis to those possessing the qualification of AC1.

### Damage Control to be Required Training

Damage Control is an integral part of a ship's offensive capabilities. In view of this, its application has been made the responsibility of men of all branches in the ship. All men are required to attain, first, a general knowledge of overall Damage Control and, secondly, a specific knowledge of Damage Control peculiar to their branch.

Because of the importance of Damage Control, elementary training is carried out within three months after a man joins his first sea-going ship. Effective July 1, 1951, the successful completion of this elementary training will be a requirement for advancement to a higher rank than Able Seaman in all branches requiring sea service for advancement.

Subsequent to the successful completion of the elementary training, all men are required to undergo

**"Fairly Obvious," Indeed!**

A cablegram despatched from Edinburgh, Scotland, by the commanding officer of HMCS "Micmac" straightens to out a little matter referred to in the September issue of The "Crowsnest."

A report from HMCS "Huron" told in the September "Crowsnest" of a competitive shoot with the "Micmac" and said that, while the analysis had not been completed, the results were "fairly obvious" — suggesting, in other words, that "Huron" had triumphed.

Lieut.-Cdr. Frewer's terse message forwarded on behalf of his ship's company, clears up the question as to who won the shoot:

**"COMPETITIVE SHOOT NOW ANALYSED, CONFIRMS 'FAIRLY OBVIOUS' RESULT: MICMAC BEAT THE PANTS OFF HURON!"**

advanced training in Damage Control. Effective July 1, 1951, the successful completion of this advanced training will be a requirement for advancement to a higher rank than Petty Officer Second Class in all branches requiring sea service for advancement.

### Re-advancement after Disrating or Reversion

On re-advancement, a man is allocated the same number of advancement points that he held prior to being disrated or reverted and his position on the advancement roster is adjusted accordingly.

If a man is offered re-advancement conditional on his accepting a transfer in Port Division, he may elect either to accept the conditional re-advancement or remain at the top of the advancement roster until advancement in his Port Division can be offered.

### GOING TO DAVY JONES

Final chapter in the 73-year-old saga of HMS "Pelican" ("Crowsnest," July 1950) has begun with the arrival in Sydney of a Halifax diver to prepare for the raising of the derelict from its position in Sydney Harbor.

W. N. Macdonald was recently awarded a contract to raise the vessel.

The plan is to close in the hulk, build a cofferdam around it, then pump the vessel out. Unless something unforeseen turns up, the project is expected to take from four to six weeks. The "Pelican" will then find her last resting place in deep water outside Sydney Harbor.



### LEGION SENDING BOOKS TO KOREA

The Canadian Legion, in co-operation with the Department of National Defence, has undertaken to supply books to all Canadian service personnel on active duty at home or abroad. R. B. Curry, president of the Canadian Legion Educational Services, stated that there is a need of thousands of books, fiction or non-fiction, bound or pocketbook variety. The public has been asked to forward books to the Canadian Legion Book Depot at Ottawa. Magazines and newspapers are not needed at this time, these being supplied by an alternative service.

Shown in the above photograph packing reading material for personnel in the three Canadian destroyers in the Korean theatre are (left to right) Miss E. Dundas and Miss H. McIntommy, of the Legion's Ladies Auxiliary, while Instr. Cdr. K. L. Miller, Director of Naval Education, looks on.

# SOUTH WITH THE 'SOO'

by W. J. H.

*Victoria Division's Training Ship  
Had Quite a Bumpy Time of It  
On California Cruise*

NAVAL reservists from HMCS "Malahat", the Victoria Naval division, will be spinning many a "salty dip" this winter as they recount their adventures on an historic training cruise in July.

Already, around British Columbia's capital, the good citizens are referring to it as the "Saga of the Soo" . . . for in the two weeks they were at sea the "Malahat" men earned their sea legs, and earned them the hard way.

The sturdy Algerine minesweeper, "Sault Ste. Marie," is the training ship of the Victoria division. Captain Ronald Jackson, RCN(R), "Malahat's" commanding officer, and Lieut. Cdr. Allan R. Heater, RCN(R), C.O. of the "Soo", decided some months ago that it would be excellent training for the reserves if they made an extended cruise as a unit, together with the permanent ship's company of the "Sault Ste. Marie." Approval for the cruise was obtained and Friday, June 30, was the day set for sailing. The itinerary included calls at San

Diego, San Pedro and San Francisco.

As time drew closer, it became apparent that "Malahat" would not be able to fill all the billets in the ship. Accordingly, invitations went out to other divisions across the country. "Tecumseh", in Calgary, "Queen", Regina, and "Discovery", Vancouver, as well as two sea cadet units in B.C., provided additional officers and men. By sailing time, the ship was knee deep in reservists, all keyed up to a high pitch as they waited the order to slip.

And what a send-off the boys received! On the jetty, microphones and cameras recorded the departure; mothers and fathers, wives and sweethearts, grandmas and granddads waved good-byes, and all the while the "Naden" band blared away with rousing rhythms. One man aboard, recalling his time in the Royal Navy, remarked, "Gosh, you'd think we were the Home Fleet leaving on a world cruise!"

And so, as the sun glinted down, shining blue and gold on the snow-covered peaks of the Olympic mountains in the neighboring State of Washington, the "Soo" set her course for Race Rocks, down the Strait of Juan de Fuca and into the open Pacific.

So far as the crew was concerned, the trip started off very well. The next day was Dominion Day and Sunday routine was declared in observance of the holiday. Sunday morning, Padre Lea Gillard, Pacific Command chaplain, conducted services on the fo'cstle. He took as his theme "Citizenship" and urged members of the ship's company to review their family ties and to build up a better Canada on those roots. The fact that no musical accompaniment was available didn't stop the singing at the service and it was a stirring moment when the entire ship's company joined together in the naval hymn.

It was on Monday that the first indication of weather blew up. Almost imperceptibly, the wind rose, and with it the sea began to move restlessly. Within a few hours the ship began to pitch and toss and roll as she scudded before a brisk wind and a following sea. It was only a few minutes later that the call went out for seasick pills.

But it was too late. More than three-quarters of the ship's company were cut down by the venomous effects of mal-de-mer. Consider now: three days at sea, two of them holidays and one so rough that training had to be packed up. Well, that's the way it was all the way to San Diego and it was with a crew eagerly looking for shore leave that the "Soo" secured at Broadway pier in the Southern California naval port.

The Korean situation was just getting into high gear and San Diego harbor was alive with ships. There were aircraft carriers, troopers, destroyers, minesweepers, submarines, cruisers . . . all of them being readied for departure.

The "Soo" stopped first to refuel and, while alongside, a submarine signalled her, "Anybody aboard from Duncan, B.C.?" A chief filled the bill and so traded visits for an hour



Everything had to be on top line before the Victoria division's training ship, "Sault Ste. Marie," set off on her epic cruise. Checking a carley float's emergency ration kits and rescue light are ABs E. Johnson, left, and J. Philpott. (E-11815).

with a Canadian lad serving aboard the submarine until time came for the "Soo" to move to her jetty in San Diego. The fact that Duncan is a town of only a couple of thousand people on Vancouver Island prompted many a lad to shake his head and murmur, "IT REALLY IS a small world, isn't it?"

As the "Soo" threaded her way carefully through San Diego harbor, signs of intense activity were evident on all sides. Small boats and big boats beetled about the harbor, carrying supplies to anchored vessels, transporting liberty men to and from

escorted to some of the American ships; one even found a cousin aboard a US destroyer.

Shore leave meant one thing to many of the "Soo" and "Malahat" lads. That was a trip to Tijuana, a touch of Mexico a short distance across the border from San Diego. The mission, the old race track and the bright lights of the border town attracted the Canadian tars like moths to a flame and the collection of souvenirs brought back aboard would have stocked a good rummage sale. There were silver trinkets, Mexican cigars and cigarettes, leather goods

complete victory over the Canadian ship and theoretically, at least, the minesweeper was sent to the bottom. In fact, the radio-controlled drone plane rubbed it in just a bit by doing a perfect Victory roll over the bridge.

Next stop was in San Pedro and, as you might expect, the lads drifted the 32 miles to Hollywood, where they took in radio programs, inspected television layouts and dodged in and out of famous Hollywood night spots. Bill Thompson, an ex-navy veteran and star of the Fibber McGee and Molly program, and Penny Singleton, one-time star of the Blondie show, conducted members of the ship's company on a tour of the NBC broadcast and television studios.

San Francisco's Treasure Island was the final port of call.

Naval reservists attached to this big US naval base took our lads on a thorough tour of the installations available to the American reserves at this man-made island which before the war was the home of the World's Fair. The sailors drifted into San Francisco and had fun aboard the cable cars, inspecting Chinatown and visiting points of interest such as the Presidio, Nob Hill, Fishermen's Wharf and the International Settlement, the "little Bohemia" of San Francisco.

Harry Scott, the Canadian Consul-General at San Francisco, paid a formal visit to the ship, while the Hon. Charles M. Banks, British Columbia's Lieutenant-Governor, and Mrs. Banks, who were in San Francisco on a holiday, visited on board informally. The usual courtesy calls were exchanged by Capt. Ronald Jackson and Lieut.-Cdr. Heater with high ranking US officers attached to the Treasure Island base.

It was a blustery, grey-clouded morning when a US naval band appeared at No. 17 jetty to say good-bye to the "Soo." The ship passed under the north span of the Bay Bridge, circled Treasure Island, moved under the south span of the giant bridge, edged up on Alcatraz, the famous "Rock", and finally slid under the Golden Gate bridge into the Pacific, her course set for the North and home.

But it wasn't to be that easy. Within minutes of passing under the bridge, stormy weather began to beat up at an alarming rate. Soon the minesweeper was being kicked around by surly green-grey waves, getting larger and more ominous by the minute. The wind freshened and whipped up into gale force. For the

*(Continued on Page 32)*



HMCS "SAULT STE. MARIE"

their ships, and ferrying senior officers here and there for conferences. Perhaps the most magnificent sight was the picture made by a huge carrier whose deck was filled with jet fighters, with another great carrier loading immediately astern of her. The Canadians secured alongside nine destroyers, all under sailing orders. War fever was in the salty morning air.

When the ship's company heard "wakey-wakey" next morning, San Diego harbor was deserted. The newspapers that day carried the story that during the night all the ships had cleared for Pearl Harbor and thence to Korean waters.

But in the meantime, Canadian and American sailors had got together and the "Soo" that first evening was inundated with visiting gobs who came, they said, "to have a look at your tidy little ship." Our lads were

and a host of other things which were carefully stowed against arrival in Esquimalt.

After two days in Diego, the ship put back to sea, this time in company with two US vessels for a day's practice in minesweeping. For once the weather was good and Canadian officers transferred to the American ships to gain experience in keeping station on the "Soo."

Later that afternoon an experimental ship of the US Navy steamed by. She carried radio-controlled drone planes which were to attack the "Sault Ste. Marie" and give anti-aircraft crews a chance to do their stuff. For about 90 minutes these tiny radio planes roared over, performing amazing feats of aerobatics as they attempted to beat up the Algerine minesweeper. The score was fifty-fifty. The "Soo" shot down one but the other managed to score a



# FIRST RC CHURCH IN RCN DEDICATED AT 'CORNWALLIS'

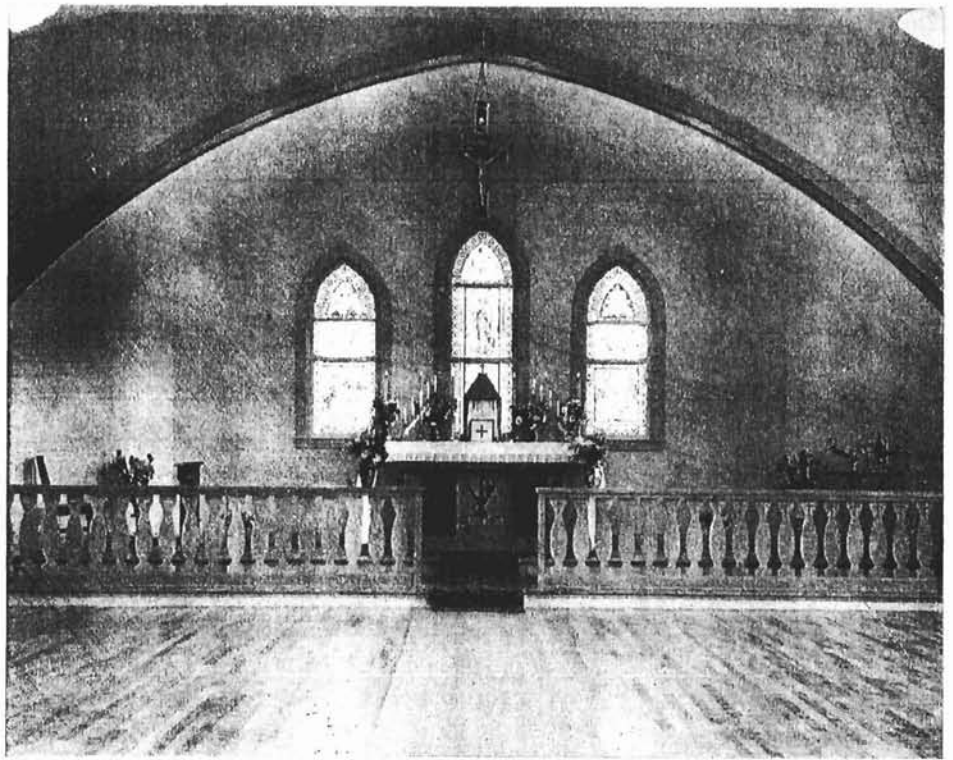
With numerous ecclesiastical dignitaries in attendance, the first Roman Catholic church in the Royal Canadian Navy was dedicated at HMCS "Cornwallis" on September 27.

Monseigneur E. Bourneuf, of Meteghan, was delegated by Archbishop J. T. McNally, of Halifax, to perform the dedication ceremony, and Father Joseph Whelly, Roman Catholic chaplain for the RCN's Atlantic Command, preached the inaugural sermon.

Father Whelly addressed his sermon mainly to the new entries in the congregation and urged them to take full advantage of the many spiritual benefits to be derived from their church.

Father Whelly also thanked Captain A. P. Musgrave, commanding officer of "Cornwallis", for his efforts in behalf of the church and credited him with being largely responsible for its erection.

Other church officials who took part in the service were Father R. R. White, Roman Catholic chaplain of "Cornwallis"; Father James Noonan, HMCS "Stadacona", Father J. B. P.



A view of the altar and stained glass windows in the new Roman Catholic church in HMCS "Cornwallis." (DB-498-8).

Roy, HMCS "Shearwater", Father T. Castonguay, Saulnierville, and Father J. P. Farrell, "Cornwallis".

The Roman Catholic choir of "Cornwallis" sang under the direction of Instr. Lieut.-Cdr. E. Boule. The altar was decorated with numerous

flowers donated by Mrs. L. Sweet, wife of the railway stationmaster at "Cornwallis".

The church is under the control of Archbishop Maurice Roy, Archbishop of Quebec and Bishop Ordinary of the Armed Services.

(A Protestant church has also been erected at "Cornwallis" and its dedication was scheduled for late October. Full details will be reported in the December "Crownsnest." Other RCN establishments and the larger ships have chapels set aside for worship but "Cornwallis" is the first to have separate church buildings.)



Monseigneur E. Bourneuf, of Meteghan, N.S., second from left, conducted the dedication of the new Roman Catholic church at HMCS "Cornwallis" September 27. Others in the photo are, left to right: Father T. Castonguay, Father J. P. Farrell, RCN, Father James Noonan, RCN, Father R. R. White, RCN(R), Father Joseph Whelly, RCN, Ord. Sea. Benoit Quirion, Ord. Sea. Daniel Lemieux and Ord. Sea. Jacques Cartier. (DB497-2).

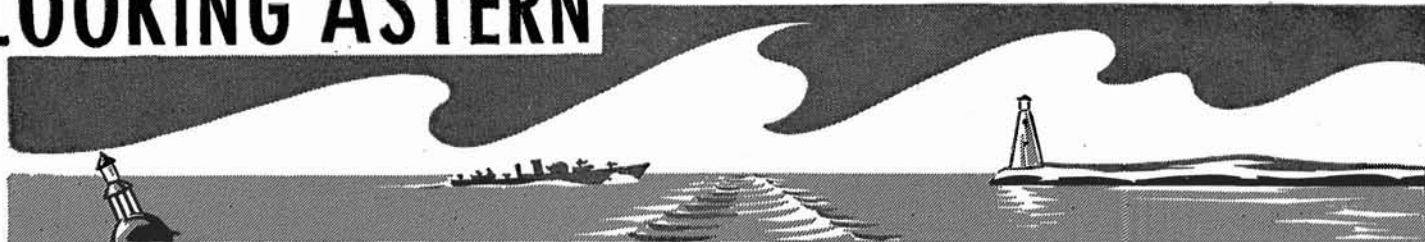
## Memorial Window In Vancouver Church

HMCS "Discovery," the Vancouver naval division, has joined with the local Naval Officers' Association and Wren Association branches in obtaining a memorial stained glass window to be placed in Christ Church cathedral at the coast city.

The cathedral has set aside space for three windows, honoring members of the Navy, Army and Air Force who gave their lives in the service of their country.

"Discovery" and the division's ship's company each subscribed one-third of the cost of the Navy window and the NOAC and ex-Wrens subscribed the balance.

# LOOKING ASTERN



## ROBERT HAMPTON GRAY VC, DSC

CANADIAN Naval Aviation, as officially constituted, was only two months old when there came from the Admiralty an announcement which would furnish the fledgling organization with a tradition of unexcelled brilliance - one which will be an inspiration to its aviators and airmen so long as the Navy spreads its wings.

The announcement was issued November 13, 1945. It said:

*"The King has approved the award of the Victoria Cross posthumously to the late Lieut. Robert Hampton Gray, DSC, RCNVR, HMS 'Formidable,' for valour in a successful attack on a Japanese destroyer in Onagawa Gan on 9th August, 1945, in the face of fierce opposition, an action which cost him his life."*

Robert Hampton Gray was the only member of the Canadian Naval Service to receive the Victoria Cross in the Second World War. He won the award six days before the Japanese surrender.

Leading an air strike against Onagawa Gan, Gray dove into a hail of fire from shore batteries and ships as he pressed home his attack. Although his plane was hit and set afire, he held his attacking course and did not release his bombs until within 50 feet of the destroyer. He obtained at least one direct hit which sank his objective.

In recommending Lieut. Gray for the posthumous award of the Victoria Cross, Vice-Admiral Sir Philip Vian, Flag Officer in Command of the British task force to which the "Formidable" was attached, said:

"I have in mind firstly his brilliant fighting spirit and inspired leadership — an unforgettable example of selfless and sustained devotion to duty without regard to safety of life

and limb. The award of this highly prized and highly regarded recognition of valour may fittingly be conferred on a native of Canada, which Dominion has played such a great part in the training of our airmen."

"Hammy" Gray was born at Trail, B.C., on November 2, 1917. Later his parents moved to Nelson, B.C., where he attended public and high school. He entered the University of Alberta, at Edmonton, in September 1936 but transferred a year later to the University of B.C., at Vancouver, from where he graduated, in arts, in the class of 1940.

An extremely popular student at UBC, he took an active part in campus affairs. He was associate editor

of the university year book, "Totem," for two years and was also a member of the Canadian Officers' Training Corps.

On graduating from university, he entered the RCNVR as an ordinary seaman, officer candidate, and in July 1940 went overseas, with a class of 75 from all parts of Canada, for training with the Royal Navy.

A short while after completing his initial course, he went to Gosport for naval aviation training. Then it was back to Canada for six months at the service flying training school at Collins Bay, near Kingston. He had received his commission as a sub-lieutenant in December 1940.

Gray's first squadron was No. 757, which he joined at Winchester, England. Subsequently he served in 795, 803 and 877, flying part of the time from the air station at Nairobi, in East Africa, and the remainder from HMS "Illustrious." The period at Nairobi was spent waiting for a Japanese fleet that never came.

In August, 1944, he joined the "Formid." In "The Far Distant Ships," Joseph Schull says of Lieut. Gray:

"He was by that time a seasoned flier; though five years of war do not seem to have aged him unduly. 'Deceptively youthful in appearance,' is a comment which appears in one of the reports following him from appointment to appointment. 'Might assert himself more,' is another.

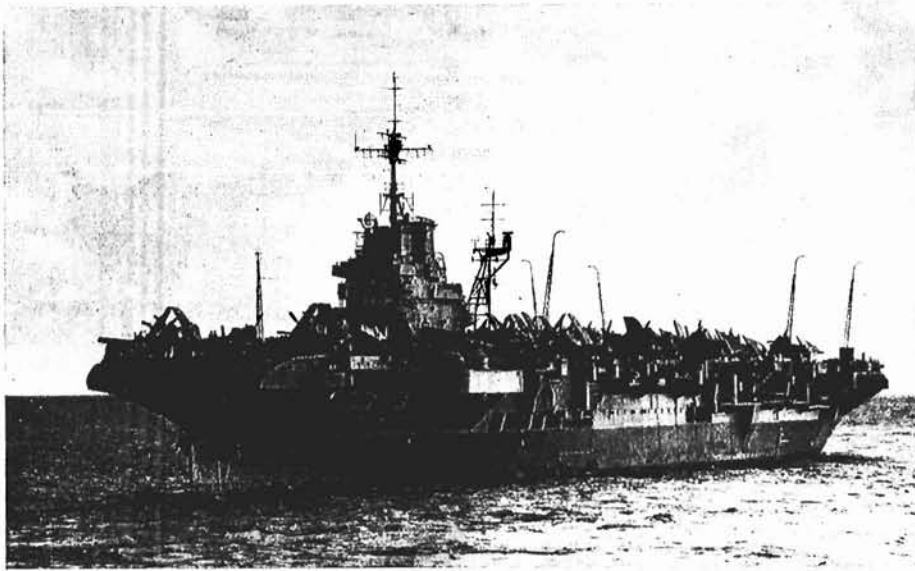
"Less official are the comments of his brother officers: 'He had to be good to do the things he did and live as long as he did,' and, 'He was a rare hand in a crap game.'

"Not one of the reports fails to mention in some way the engaging personality which made him a welcome addition to any squadron and to any ship."

Lieut. Gray was to earn a mention in despatches within a few days after joining the "Formidable," which at



ROBERT HAMPTON GRAY



HMS "Formidable," the carrier from which Lieut. Gray took off on the mission that was to earn him the posthumous award of the Victoria Cross. Lieut. Gray served in the "Formid" for a year. He joined her at Scapa Flow, during the time when she was launching air strikes against the German battleship "Bismarck." (M-2117).

that time was concentrating her attention on the German battleship "Tirpitz", lying in Alten Fjord.

Between August 24 and 29, Gray, flying a Corsair fighter, took part in the strafing of massed enemy gun positions around the fjord to pave the way for Barracudas to carry out torpedo attacks on the "Tirpitz."

On the 29th Gray led his section in an attack on three Narvik class destroyers at anchor in the fjord. Despite intense fire from the shore batteries and the Narviks, the Corsairs pressed home their strafing attacks.

A shell hit Gray's plane and carried away most of his rudder. He coolly returned to his ship, circled overhead for 45 minutes while the "Formidable" manoeuvred into position, then made a neat landing.

He was mentioned in despatches "for undaunted courage, skill and determination."

By April 1945 the "Formidable" had joined the British Pacific Fleet and her airmen were soon in the thick of the fighting. The battle moved northward and by July they were striking at the Japanese homeland.

On July 18, Gray led a flight of planes which strafed airfields in the Tokyo area.

On July 24, he led an air strike to the inland sea, damaging one merchant ship and strafing two seaplane bases and an airfield.

On July 28, he led another strike to the inland sea, where he attacked and obtained a direct hit on a destroyer, which was reported later to have sunk.

For his part in these actions — "for determination and address in air attacks on targets in Japan" — he was

recommended for and later awarded the DSC.

On August 9 he took off from the "Formidable" for the strike on Onagawa Gan. From this one he was not to return.

Again quoting "The Far Distant Ships":

"The flights approached Onagawa, and as the naval base and harbor came in sight five warships were seen lying at anchor. From them and from the

powerful batteries ringing the bay a curtain of anti-aircraft fire, steadily increasing in intensity, began to envelop the planes.

"Fliers astern of Gray saw him go into a run aimed at one of the destroyers. As his plane swung onto an attacking course a cone of fire from ships and shore batteries centred upon it. A first hit registered; then a second. A moment later streamers of flame began to bleed out astern of the aircraft.

"It still held steadily to its course. Weaving and ablaze, it bore down to within fifty yards of the destroyer before its bombs were seen to fall. One struck directly amidships; a second fell on or near alongside the target. The ship sank almost immediately, but before it disappeared Gray's riddled plane had dived into the waters of the bay.

"The attack had been delivered with the cold precision of an instructor at a training school. It had been made with the skill born of five years' experience; and with complete understanding of the risks involved. It had been made by a man who considered both himself and his plane expendable; who was prepared to trade both for the chance of inflicting greater damage on the enemy; or, to put it another way, who was prepared to offer everything for the advancement of the cause he fought for."

An artist's conception of the attack which won for Lieut. Gray the Commonwealth's highest award. Although his plane was hit and afire, Gray pressed home to within 50 yards of the destroyer before releasing his bombs. Seconds after Gray's aircraft crashed alongside it, the destroyer sank.



# OPERATION 'CABOT'

by W. L. F.

THE Gulf Stream is a great warm ocean current which flows in a meandering arc off the Atlantic seaboard of North America towards the tail of the Grand Banks and then onward to Europe, where it has an important moderating influence on the climate as far as the northern tip of Norway. This current continues to be one of the most interesting and important problems of oceanography and the six-ship survey of June 1950, known as Operation Cabot, undoubtedly increased our knowledge of its behaviour more than any previous undertaking.

Until the immense amount of data collected is analyzed, any statement of specific results would be premature. It is expected that several important scientific papers will result from this

expedition. However, the need for further similar surveys is already apparent since the cruise revealed new phenomena which will undoubtedly call for investigation.

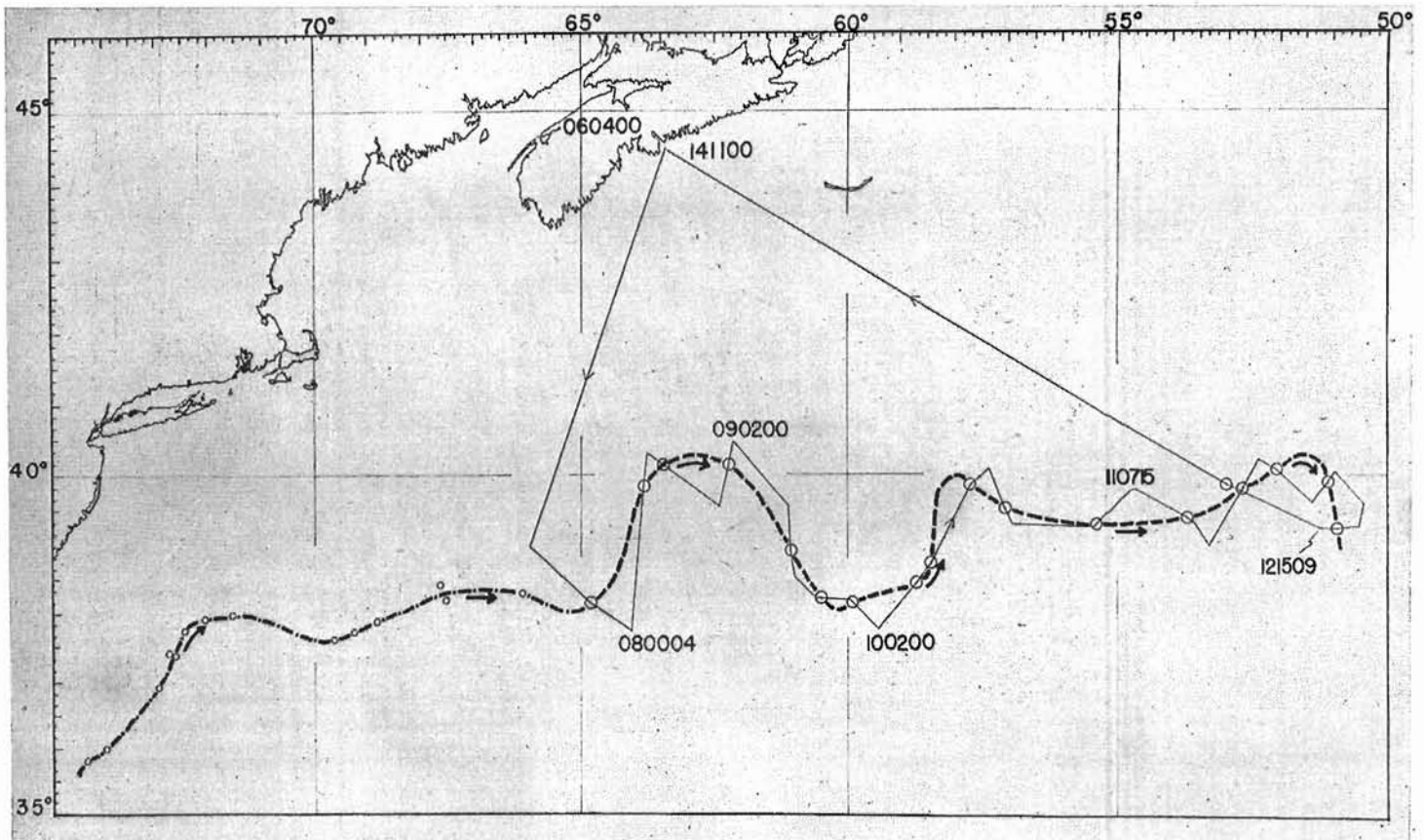
Canada was represented in the expedition by scientists from the Naval Research Establishment, Halifax, and the Atlantic Oceanographic Group, St. Andrews, N.B., and by the Canadian research ship, HMCS "New Liskeard" (Lieut.-Cdr. W. W. Maccoll). The scientific group consisted of Dr. W. L. Ford (senior scientist), Messrs. J. R. Longard, J. N. Lyons, W. R. Mackasey and B. L. Fanning of the Naval Research Establishment, Mr. L. V. Worthington of the Woods Hole Oceanographic Institution, Woods Hole, Mass., and Dr. L. M. Lauzier of

the Atlantic Oceanographic Group.

The other five ships involved in the survey were USS "San Pablo", which served as the Command Ship and carried the chief scientist, Dr. R. H. Fleming, in charge of the entire expedition; USS "Rehobeth", R/V "Atlantis" and R/V "Caryn" of the Woods Hole Oceanographic Institution, and R/V "Albatross" of the US Fish and Wild Life Service.

The cruise began on June 6 and was completed on the 23rd. During this period about 25,000 sea miles were steamed in the area of the Stream between Cape Hatteras and the Grand Banks. HMCS "New Liskeard" logged more than 4,000 miles of this total. A bathythermograph was lowered to a depth of 900 feet and readings were taken every half hour throughout the cruise. On each occasion the position was determined by Loran so that the exact location of data could be obtained and a precise track chart kept of the ship's movements. Several other oceanographic observations were made, including a large number of determina-

**Operation Cabot, Phase I, June 7-12, 1950.** The heavy dotted line is the inshore edge, or "cold wall", of the Gulf Stream as found by HMCS "New Liskeard". The dot-dash line, based on information from the other ships, extends the "cold wall" west to Cape Hatteras for a total of 1,500 miles. The Stream is to the right of this line looking downstream. Arrows show the direction of current which varies from 2-5 knots. The fine line is the ship's course. The numbers are date time groups GMT.



tions of speed and direction of the current.

Figures 1 and 2 show the shape of the Gulf Stream as found in part by the "New Liskeard". They illustrate the way it may meander. These diagrams are not a complete picture of the patterns of the Stream as found during the cruise, but represent only some of the more outstanding

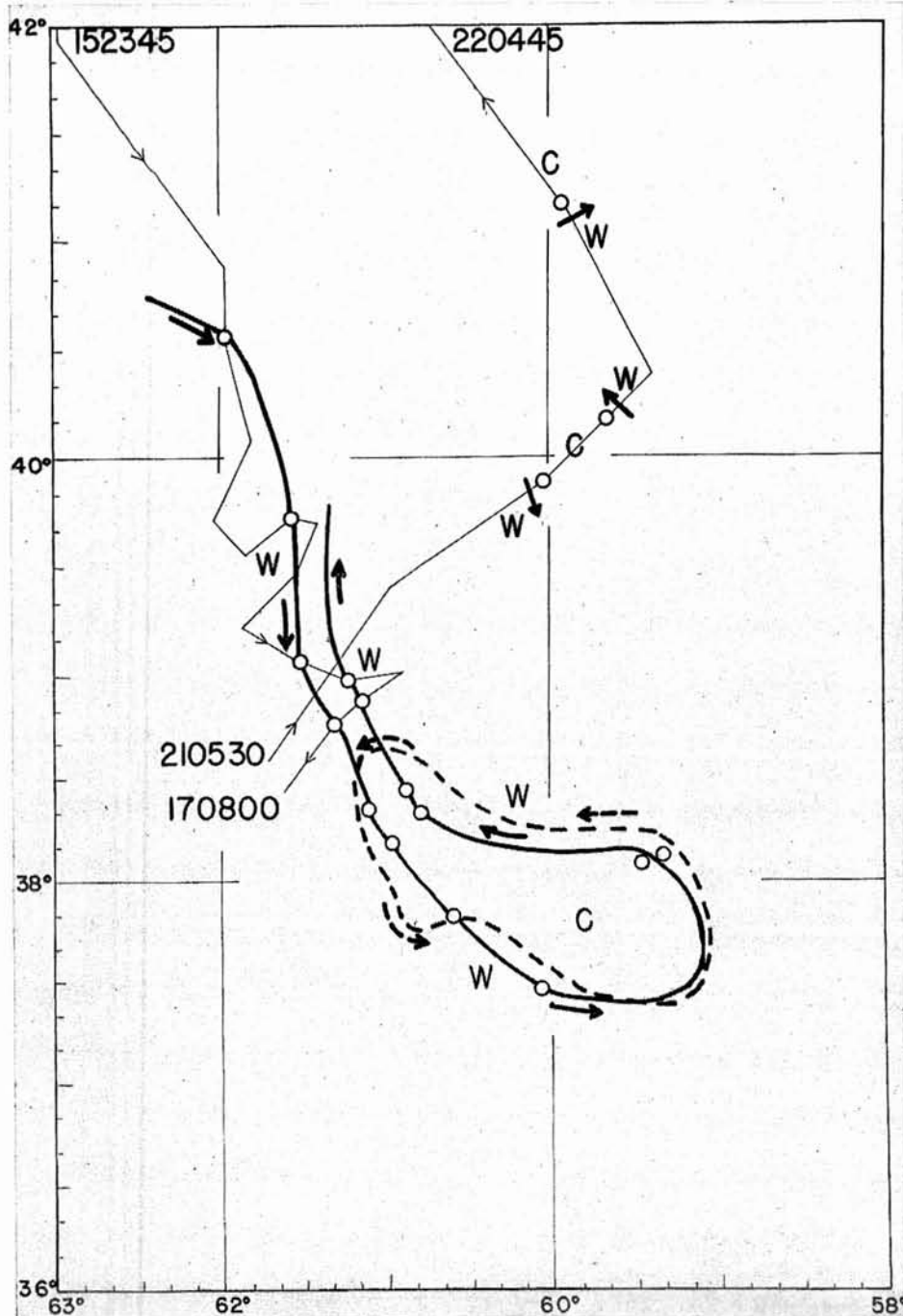
features.

As shown in Figure 2, large eddies are sometimes thrown off. This particular eddy, about 150 miles long and 40 miles wide, was formed on the off shore side of the Stream, was revolving in a counter-clockwise fashion and contained relatively cold water in its centre.

There is evidence that eddies are

also thrown off to the north which rotate in a clockwise direction and contain huge masses of warm water extending to a depth of several hundred feet. These eddies may travel well north of the northern limit of the Stream, which is found about 200 miles south of the coast of Nova Scotia.

The author wishes to express his appreciation to the commanding officer of the "New Liskeard" and his ship's company for their untiring co-operation in carrying out the very extensive navigational detail and in the operation of scientific equipment.



Operation Cabot, Phase III, June 16-22, 1950, showing the development of an eddy. The heavy solid line is the "cold wall" of the Stream as found by HMCS "New Liskeard" during a 48-hour period beginning on June 16, during which the eddy broke off. The dotted line represents the shape of the eddy after it broke off. The "W" indicates warm stream water, "C" indicates cold water, not of the stream. The heavy arrows show current direction.

### DARTMOUTH PRESENTED WITH FRIGATE'S BELL

Close to 3,000 persons gathered in Dartmouth's Memorial Park on July 31 to witness ceremonies during which the ship's bell of the wartime frigate "Wentworth" was formally presented to the town.

The "Wentworth" was adopted by the Town of Dartmouth during the war and civic organizations and individual citizens undertook to provide amenities and comforts for the men who took her to sea. As a token of appreciation, the Royal Canadian Navy officially presented the ship's bell to "the biggest town in Canada." The presentation was made to Mayor C. H. Morris by Lieut.-Cdr. W. Graham Allen, executive officer of HMCS "Scotian," the Halifax naval division, on behalf of the RCN.

Among others present at the ceremonies was Capt. E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," who sailed in the "Wentworth" as senior officer of an ocean escort group.

A guard of honor from "Shearwater" was paraded for the occasion.

### Fish Story

Inhabitants of the fishing village of Queensport, in Guysboro County, N.S., had quite a fish story early in September.

In fact, the whole town turned out to see it.

The dragger "Barbara J. Howell" caught a "tin fish" off Pictou Island. The skipper, Captain John Howell, notified naval authorities in Halifax by radio telephone. Ordnance Lieut.-Cdr. W. A. Tangye hastened to the fishing port.

He found the "fish" harmless — an old RCN type with blowing head.

The torpedo now rests in the Naval Armament Depot, Halifax.

# Afloat and Ashore

## ATLANTIC COAST

### HMCS "Nootka"

Less than a month after being recommissioned, the destroyer HMCS "Nootka" (Cdr. A. B. Fraser-Harris) carried out a successful rescue mission to fishing grounds 125 miles southeast of Halifax September 18.

The "Nootka" was still in the trials and work-up stage when she received a rush order to slip and proceed to rendezvous with a Halifax trawler whose chief engineer had suffered a severe concussion and possible fractured skull in an accident aboard the vessel.

The destroyer found the trawler, the "Rayon d'Or", at 0545. Seas were too heavy to run alongside and the "Nootka's" motor cutter was ordered away. Just as it touched the water the boat was struck by a big wave, smashed against the ship's side and swamped.

Its crew got a dunking but was quickly hauled back aboard. Then another crew took a second boat away, picked up the injured man and returned without incident.

The "Nootka" steamed back to Halifax where the patient was transferred by ambulance to the Halifax Infirmary. At last reports his condition was good.

### Gunnery School

More than 150 members of the University Naval Training Divisions completed courses at the Gunnery School in HMCS "Stadacona" during the summer months.

Classes have slackened off generally at the school and several of the instructors have been drafted to other ships and establishments. CPO Sam Short, well-known in "Stad" for his portrayal of Santa Claus at the annual Christmas parties, went to join the staff at "Cornwallis" on September 22.

Others who have left the school include PO Robert Heath, to the leadership course at "Cornwallis", and Commissioned Gunner "Tug" Wilson and PO Jack Gaynor to the United Kingdom for a fire control course.

Among graduating classes recently have been one from the Junior Officers' Technical Course and a class of 13 AA3s, which took its last three weeks' instruction in the destroyer "Nootka". There they came under the charge of Lieut. C. E. Richardson, first lieutenant of the ship, who was once a seaman gunner himself.

### Albro Lake Radio Station

Thirty new housing units have been completed at Albro Lake and that many families are now happily settled in these brand-new, up-to-date homes. Landscaping is still to be completed.

Personnel of the station have made plans for an extensive round of off-duty entertainment during the Fall and Winter months. Starting it off was a corn roast for "off watch" personnel and their families on September 15, with a second similar affair for the remainder a week later.

It was also planned to start regular dances about the same time. — B.A.B.

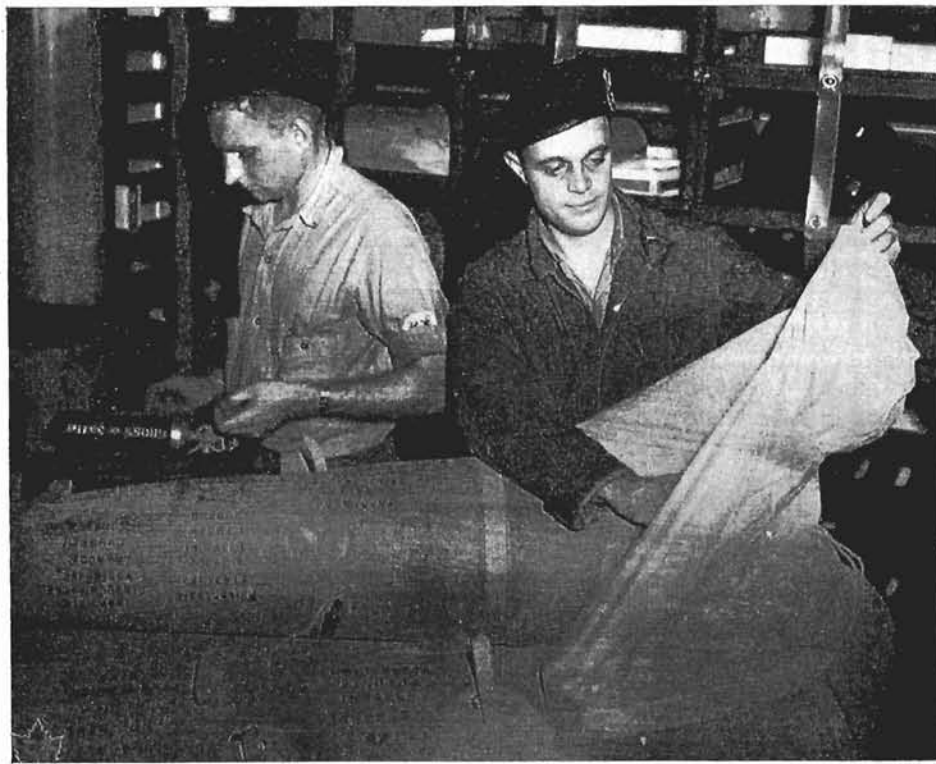
### Navigation Direction School

Activity at the Navigation Direction School slackened off in September but resumed its normal place in October as new courses got under way.

The final course for University Naval Training Division cadets ended on September 11. During the Summer months a total of 320 Cadets took courses in Nav. I or Nav. II.

An RP2 class completed on October 23. Members of the Junior Officers' Technical Course have arrived for instruction that will take the remainder of the year. An RP3 class is scheduled to complete November 13.

A two-week familiarization course in radar and radio aids was laid on for Department of Transport personnel. Plans at present call for the first Quartermaster 1st class conversion course to get underway in late November.



Equipment on which naval pilots may have to depend for their lives has to be 100 per cent efficient and men who are specially trained for the job examine and test it frequently and minutely. Here Petty Officer Frank Cox, left, of Stettler, Alta., and PO Gordon Mason, Ottawa, check the components of a pilot's inflatable dinghy on board HMCS "Magnificent" during the European cruise. (MAG.-2081).

## HMCS "Swansea"

Cruise Dog of the UNTD Summer training cruises took the ship to Charlottetown, P.E.I. and to Cornerbrook. While at Cornerbrook a good many of the ship's company took advantage of the offer to tour the huge pulp and sulphite mill there. This was a very interesting tour and was much appreciated.

Thanks also go to Local 63 of the Pulp and Sulphite Workers Union of Grand Falls and Local 64 of Cornerbrook for the hospitality and entertainment they arranged for some of the ship's company.

While on Cruise Dog, a sports day was held, topped off by a variety concert at night. Much hidden talent was revealed, a sample of which is a verse written by two Cadets, Dave Fay and F. W. Galloway, which was sung to the tune of the "Squid Jigging Grounds". A few verses are printed here:

*Oh, we are the boys who came on board Swansea,  
With 5B's and khakis, no press and all worn,  
The coxswain, Chief Foster, looked over the  
roster,  
"My sons, in this ship you will shave every  
morn."*

*We looked at our mess deck, my gosh what a  
shambles,  
Our duffle bags, hammocks, had made it a wreck,  
We all felt much weaker when over the speaker,  
"Hands muster for work on the after gun deck."*

*"Cadets will go pulling, cadets will go sailing,  
Prepare to tow forward, prepare to tow aft,  
They carry on training sometimes when it's  
raining —  
Life would be softer alone on a raft."*

*Oh what a confusion, they're mooring the  
Swansea,  
This evolution is for the cadets,  
They tackle each shackle with great noise and  
cackle,  
And it's raining like heck and we're all getting  
wet.*

*"Great guns", said the Yeoman, "haul down  
starboard outer!  
"You bent on three flags — and that was  
correct —  
But take a good look, it's not here in the book,  
You've hoisted three flags and a struggling  
cadet!"*

## HMCS "Cornwallis"

The stepped up recruiting drive has been reflected in more and larger drafts of new entries to this big training establishment. At present there are almost as many men under training as there were during "Cornwallis'" peak period last February, and more are still arriving.

Although the new entry side of activities is booming, the Divisional and Leadership courses were suspended while the staff took some well-earned leave. The classes resumed on September 25.



Commodore A. M. Hope, Commodore of the RCN Barracks and acting Flag Officer Atlantic Coast, points out to Mayor Gordon S. Kinley of Halifax some of the symbols on the 18-pound mace presented by the Navy to the city of Halifax. The mace, valued at \$1,000, was fashioned by hand in the Mechanical Training Establishment at "Stadacona" and was presented to Mayor Kinley at a ceremony on the Grand Parade. (HS-12088.)

Recent social activities included a corn boil and clambake by the ward-room officers and a Labor Day "Hard Times" dance sponsored by the Chief and Petty Officers' Mess. The establishment's band gave a concert in the theatre recently to which the public was invited. The large number who attended thoroughly enjoyed the program.

Chaplain Harry Ploughman, Command Chaplain (P) of the Atlantic Command and former Chaplain of "Cornwallis", was a recent visitor. In addition to conducting Divine Service, he attended, in an advisory capacity, the ceremony of placing a stained glass window in the new Protestant Church.

## HMCS "Shearwater"

Tenders have been called for an additional 100-house married quarters development at "Shearwater". Site of the new project is near the present "Shearwater" housing area but on the opposite side of the Eastern Passage highway.

Overall cost of the new homes, including streets, services and landscaping will be approximately

\$1,000,000, according to officials of Central Mortgage and Housing Corporation.

The contract for the construction of a 10-room school at "Shearwater" has been awarded and is expected to start shortly.

## TAS School

Sixteen TD3s graduated from the Torpedo Anti-Submarine School at "Stadacona" during September and have been drafted to various ships for practical experience.

Members of the Junior Officers' Technical Course finished the TAS portion of their syllabus at the school in September.

## Communication School

A total of 87 communicators are taking classes in the school which will qualify them for their able seaman rating.

A P2CM qualifying class of 16 men also is underway. PO W. Moyes is instructor.

Communicators in Halifax are publishing a monthly shop organ — the "Comnewslet" — for the benefit

and enlightenment of "sparkers" and "blinkers" across the country. The school staff puts out the monthly under the editorship of Lieut. Rex Carr. It contains shop talk, editorials and gossip, as well as an enthusiastic "letters to the editor" corner where technical and other problems are thrashed out.

## PACIFIC COAST

### HMC Supply School

During the summer training program for men of the University Naval Training Divisions, a total of 74 Cadets (S) completed courses of instruction in the Supply School at HMCS "Naden".

Early in September eight West Coast and 16 East Coast naval and victualling storemen completed their 10-week professional course and were drafted via leave to their new duties.

Six pay writers successfully completed their 16-week professional course. One of the graduates, AB Victor Fast, of Langley Prairie, B.C., has been selected to attend the University of British Columbia following his promotion to Cadet (S).

Five East Coast petty officers have completed an eight-week cooks' refresher course and have returned to their respective ships with a broader knowledge of the finer points of cookery.

Cook class C49, consisting of nine men, successfully completed a professional course in the cookery school.

The Supply School staff is at

present knee deep in books of regulations in preparation for the half-yearly professional examinations for advancement which take place in November.

### HMCS "Cayuga"

The stifling heat has somewhat abated, much to the relief of men aboard the "Cayuga". On arrival in Southern Japan late in July, the crew found the heat almost unbearable. Ankles quickly became swollen from walking on the hot steel decks and heat sores and boils broke out on most of the men. It took about two months for the ship's company to become acclimatized, but now practically everyone is back to normal.

Since the RCAF began bringing it across, mail has arrived more frequently. This alone helps to brighten up the "Cayuga's" arrival back in harbor after each patrol. — J.A.B.

### Mechanical Training Establishment

Three classes of stokers are currently taking a refrigeration course and a post-entry ERAs' course. Meanwhile, the first West Coast internal combustion engine course "passed-out" late in September with very good marks.

Considerable practical training and experience has been given to members of the MTE shop staff and to personnel under training, the post-entry ERAs and new entry stokers having been given specific projects on board the destroyers "Crescent" and "Crusader."

## Information, Please

HMCS "Ontario" has a novel scheme for providing the ship's personnel with background information on current news.

During the breakfast period, from 0700 to 0730, a daily "information talk" is broadcast over the cruiser's loudspeaker system. The topics vary widely but their general purpose is to stimulate interest in world affairs and create a clearer, broader conception of the issues involved. Two recent subjects included The History of International Communism and The Meaning of Canadian Help in Korea.

Before the "Ontario" visits a port of call one of the morning broadcasts is devoted to a description of the place and its history.

The talks are prepared by the ship's instructor officers. The cruiser's "schoolies" have also organized a weekly 45-minute quiz program which has proven both educational and entertaining. Prizes are provided by the Ship's Fund and Welfare Committee.

Stoker D. Waddell was recently transported by airlift to join HMCS "Athabaskan" in Korea.

### Canadian Services College, Royal Roads

Seventy-eight Navy, Army and Air Force cadets arrived at Esquimalt early in September to begin their training at the Canadian Services College, Royal Roads.

With the exception of four from Vancouver Island, the cadets made the last leg of their journey, from Vancouver to Esquimalt, on board the frigate HMCS "Antigonish".

The new arrivals were joined on September 15 by 72 cadets who are starting their second year at the college. The academic term commenced September 18 and will end April 30, 1951.

Three graduates of the RCN Preparatory School at "Naden" are among the first year cadets.

## NAVAL DIVISIONS

### HMCS "Chippawa"

(Winnipeg)

In common with other divisions across Canada, reserve officers and men of HMCS "Chippawa" went "back to school" in September. The first parade of the year was held September 11, with an exceptionally high percentage of personnel attending. They came back to find "Chippawa's" gun battery moved and new equipment added as part of the A/A specialization program. Wiring was to have been completed in



The stoker petty officer's mess in HMCS "Crescent" was presented by Mr. and Mrs. C. L. Fraser, of the Half-Way Lunch in Esquimalt, with the dinnerware set pictured above when the destroyer was re-commissioned in September. Left to right in the photo are: PO A. O'Connell, Dartmouth; PO H. Hogan, Ottawa; PO R. Mott, Dartmouth; PO W. Melanson, Montreal; PO William McCrimmon, Edmonton; PO E. Haugh, Halifax, and AB L. Page, Montreal. (E-12320).





Sub-Lieut. (NS) Sadie Rankin, of HMCS "Chippawa," Winnipeg, hands a dose of medicine to Ord. Sea. Peter Wilkins, a patient in the RCN Hospital at "Stadacona." Looking on are, left to right, Sub-Lieut. (NS) Marion Brown, of HMCS "York," Toronto, Sub-Lieut. (NS) Beryl Rutherford, of HMCS "Donnacona," Montreal and Sub-Lieut. (NS) Joyce Finlayson, of HMCS "York." The four Nursing Officers, all members of the RCN (Reserve), recently completed their annual two weeks naval training at "Stadacona."

For Sub-Lieut. Rankin it was the second period of full-time naval duty this year. She was placed on active service in "Chippawa" during the Winnipeg floods and assisted the division's medical officers in looking after a large number of flood refugees as well as providing necessary medical facilities for almost 700 naval personnel. (HS 12025).

October to enable the gunnery staff to go "full speed ahead."

A new appointment has been that of Lieut.-Cdr. F. H. Pinfold, who, as training commander, has full responsibility for the stepped-up instruction to take place this year. A new addition in Lieut. Justin Green, who has been named staff officer UNTD.

A further indication of the increased emphasis on training is shown in the new classrooms which are about to be constructed. The Summer seamanship program, which involved the use of the harbor craft and whaler, has continued into the Fall. Sub-Lieut. Bill Wilson has taken charge of several parties of ordinary seamen in some exciting whaler sailing on Lake Winnipeg.

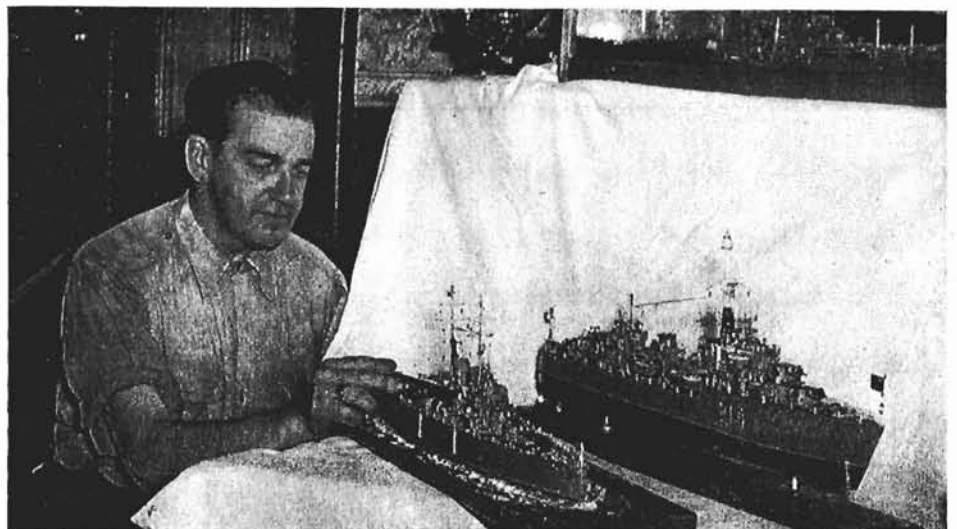
Surgeon Lieut.-Cdr. Gordon Fahrni has returned to his duties as principal medical officer after a lengthy leave of absence. PO F. Lucky has been drafted to "Naden".

The first social event of the winter season was the WRCNS annual dinner on September 20.

Lieut. E. J. Hyman, staff officer of "Chippawa", has been elected president of the Inter-Service Hockey League in the Manitoba capital.

"Chippawa" will enter a team in this league and also is planning a series of exhibition games with other Western divisions.

With four teams from the division already entered, the division's ten-



James W. Humphries of Halifax served through two wars in his 31 years with the Canadian Army, but his avocation has a completely naval flavor. Since he retired on pension he has devoted his spare time to making models of ships. Here he points out details on the bridge of HMS "Vanguard." Alongside the battleship is a scale model of HMCS "Micmac," complete even to the rivets. Partly visible in the glass case at the top is an aircraft carrier. (HS-12120).

pin bowling league has got away to a good start.

### HMCS "Catarqui"

(Kingston)

The ship's company of HMCS "Catarqui" last month said farewell to Commander Henry K. Hill, who is relinquishing his post after two years in command of the Kingston naval division.

Succeeding Cdr. Hill in command is Lieut.-Cdr. Harold Webster, of Napanee.

HMCS "Catarqui" made a good showing in the 1950 Great Lakes Naval Regatta, the division's team placing fourth, just two points behind the third place "Portage" team and four points astern of HMCS "Hunter," which finished second.

Much of the credit for "Catarqui's" success was due to Cdr. Hill, who obtained three first places in sailing races. CPO A. Walsh also added points for the team.

The Fairmile "PTC 721" made her last trip of the season a courtesy cruise to Oswego, New York. On her return she was laid up for the Winter.

### HMCS "Donnacona"

(Montreal)

Two chartered railway coaches took "Donnacona's" triumphant team and the division's band from Montreal to Hamilton for the Great Lakes Naval Regatta and return. When the train stopped over for an hour in Toronto on the homeward trip the "Donnaconas" put on a show for the

citizens of the Ontario capital and guests of the Royal York hotel.

The team fell in behind the band on the station platform and, with the latter playing "Roll Along Wavy Navy", marched smartly out of the station, across the main street and into the hotel lobby, where they were greeted by the smiling manager and cheering guests. The return trip to the train was made to the tune of "Anchors Aweigh".

The regatta team claims a good deal of the credit for the victory is due to the division's band, which, with Lieut. Norm Moulard directing, spurred the contestants on to greater efforts with its fine playing. — R.F.D.S.

### HMCS "Star" (Hamilton)

Navy Day, October 7, was marked at HMCS "Star" by "open house" at the division for the people of Hamilton and by the presentation of war-won medals to eligible members

of the ship's company. In addition to his Second World War awards, CPO Robert C. Donaldson was presented with the Long Service and Good Conduct Medal.

On October 8, "Battle of the Atlantic Sunday," the ship's company moved out to nearby Dundas for a church parade to St. Paul's Presbyterian Church, the regular church of "Star's" Protestant Padre, Chaplain Callum Thompson. Following the service a wreath was laid on the Dundas Cenotaph.

"Star's" Fairmile motor launch has been laid up for the Winter. It is hoped that new engines will be installed before next Spring.

Fall and Winter training has opened in the Division with TD3 and QR3 courses already underway. The new entry training schedule has been enlarged to provide a full basic training course for the large number of recruits now in the ship's company.

children on Sunday, July 30, when each family "adopted" one or more children for a picnic held at Boysdale Camp on the Sturgeon River, just north of Edmonton. In this manner all 28 of the children from the home were fitted into a family group and received the same care and supervision as the members' own children.

The afternoon was spent in sports, swimming and consuming vast quantities of pop, ice cream and hot dogs. In fact, those commodities were stowed away in such large quantities that it was thought advisable not to distribute the 70 pounds of watermelon which had been taken along. This was delivered to the home the next day.

The picnic was organized by the entertainment committee, under the guidance of CPO Ernie Melvin and consisting additionally of PO L. Minogue, PO G. Wells and PO A. W. H. George, whose untiring efforts resulted in the picnic being declared a high success by all concerned. Donations of pop, hot dogs and watermelon were received from local firms and a bus was donated by an Edmonton bus company to transport the children to and from the outing.

It is hoped that from time to time the Chief and POs' Mess will be able to provide entertainment for these youngsters whose conduct and manners certainly made the efforts on their behalf seem well worth while.

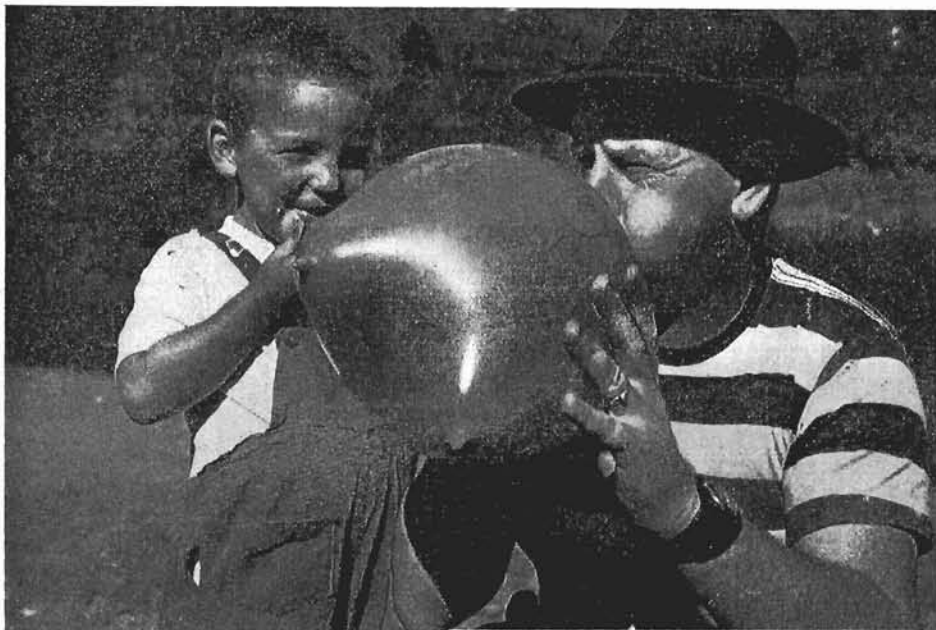
### HMCS "York" (Toronto)

With the Canadian National Exhibition in full swing and the division playing host to the first National Wren Re-union, late August and early September were busy periods for HMCS "York".

Activities during September started with the Great Lakes Naval Regatta at "Star". A contingent from the Toronto division made the trip and finished in fifth place with 49 points. Among the point-getters for "York" were CPOs Lester Bell and Murray Robertson, who took first place in the men's dinghy race. Ord. Sea. Jack McMurray, who weighed in at 147 pounds, won in his class in the boxing show.

Seaman divisions at "York" have been reorganized on a basis of technical branch rather than "part ship". This was done to consolidate divisional training with branch instruction.

A smoker honoring men of the visiting minesweeper "Portage" was held on August 31 and was much enjoyed by all who attended. Ar-



CPO Arnold Parkinson puts his heart and soul into the effort as he blows up a balloon for a young guest at the picnic held by the chief and petty officers of HMCS "Nonsuch" for boys and girls from the Edmonton Home for Ex-Servicemen's Children. An astonishingly large amount of food and "pop" was disposed of at the picnic and, in the photo at the left, two youngsters demonstrate how this was accomplished. (Photos courtesy of *The Edmonton Bulletin*.)

### HMCS "Nonsuch" Edmonton)

The chief and petty officers of HMCS "Nonsuch" and their wives played hosts to the orphans of the Edmonton Home for Ex-servicemen's

rangements were under the charge of PO James Fleming, PO John Mahone and Ldg. Sea. Gordon Spiker.

A few days earlier the wardroom and the various messes held receptions for approximately 1,200 former members of the Women's Royal Canadian Naval Service.

CPO W. R. Franklin presented a souvenir mug to the Chief and Petty Officers' Mess at the US Naval Reserve Division at Rochester, N.Y., when part of the ship's company visited the establishment recently.

The Chief and Petty Officers' Mess at "York" lost one of its most popular members when Louis (Little Sir Echo) Gould was promoted to Commissioned Bos'n recently and moved into the wardroom.

### HMCS "Discovery" (Vancouver)

The 1950-51 training season opened on September 5 with some 25 recruits going through their "in routine."

During the visit of Captain H.L. Quinn, Director of Naval Reserves, a completely new training set-up was approved for "Discovery". The division's organization has been broken down into two sections, one devoted to training and the other to administration. Lieut.-Cdr. Ralph Newstead will take charge of the training side of the program, while Lieut.-Cdr. Bill Davidson, "Discovery's" executive officer, assumes control of administration.

Meantime, most of the TAS equipment has arrived and been installed and emphasis will be placed upon this phase of naval training during the coming months. The Reserve recruiting rate has increased and Lieut.

### Gavel Becomes Museum Piece

A gavel, presented to the Royal Canadian Navy Gunner's Mates' Friendly Society by the Royal Navy Gunner's Mates' Friendly Society of Devonport, England, in March 1945, has been donated to the Maritime Museum in HMC Dockyard, Halifax.

The gavel was presented as a token of fellowship and goodwill between the two societies. Its head is made of wood salvaged from the British House of Commons after it had been bombed during the Battle of Britain.

The RCN Gunner's Mates' Society was a wartime organization, its aims and objects being the betterment of conditions for GMs who had served in the RCN and the establishment of a benefit fund to assist dependents of members lost at sea. It was disbanded in 1947.



Foreign military attaches accredited to Ottawa and Washington, who recently visited military and naval establishments on the West Coast, are shown at the entrance to the wardroom at HMCS "Naden," where they stayed while at Esquimalt. Left to right, front row: Capt. A. Gaumont, Canadian Army, one of the conducting staff; Col. Sverre Refsum, Norway; Col. Umberto de Martino, Italy; Brigadier N. A. T. Raza, Pakistan; Col. Max Waibel, Switzerland; Brig. P. C. Banergi, India; Major C. R. R. Douthwaite, UK, and Captain G. E. Fardell, RN. Rear row: Col. Pilot Carlo Unia, Italy; Col. F. Pillet, USA; Rear-Admiral Luis F. Merlo-Flores, Argentina; Major E. Green, USA; Lieut.-Col. Janko Susnjar, Yugoslavia; Major K. S. Hamilton, UK; Sqdn.-Ldr. A. Tilley, RCAF, conducting staff; Captain F. H. Gardner, USN, and Wing Cdr. S. G. Birch, RAF. (E-12315).

Andy Ross, new entry training officer, has devised a "familiarization" program which acquaints the recruits with the naval service, its traditions and its aims, and tells them what they can expect to learn in the coming season.

The establishment was host recently to 15 members of foreign embassy military staffs, accredited at both Ottawa and Washington, D.C. Several US destroyer escorts have called at Vancouver in recent weeks and on every occasion "Discovery" has been thrown open to the visiting ships' companies.

Plans are underway for the erection of a rifle range in "Discovery". — W.J.H.

### HMCS "Hunter" (Windsor)

The Fall training season opened at HMCS "Hunter" on September 11 and the ship's company has begun a full and comprehensive training schedule. A highlight was an evening cruise in the Fairmile, "PTC 762", on September 18, for which all hands present at drill on that night were embarked.

The Fairmile was busily engaged in training activities all Summer and in September it was possible for the first time to carry out courtesy cruises. Members of the town council of Amherstburg were taken for a trip on the Detroit River and later

directors of the senior and junior Chambers of Commerce of Windsor enjoyed a cruise on Lake St. Clair.

Fitting ceremony marked the observance of Navy Day and Battle of the Atlantic Sunday in Windsor. "Open House" was held at "Hunter" on October 7 and church parades to city churches marked Battle of the Atlantic Sunday the following day. — R.M.P.

### HMCS "Queen" (Regina)

Lieut. D. M. Howitt relieved Lieut. G.F. Clarke as staff officer of HMCS "Queen" during September. The latter, who was serving temporarily as staff officer, returned to Ottawa and took up his former duties in HMCS "Carleton".

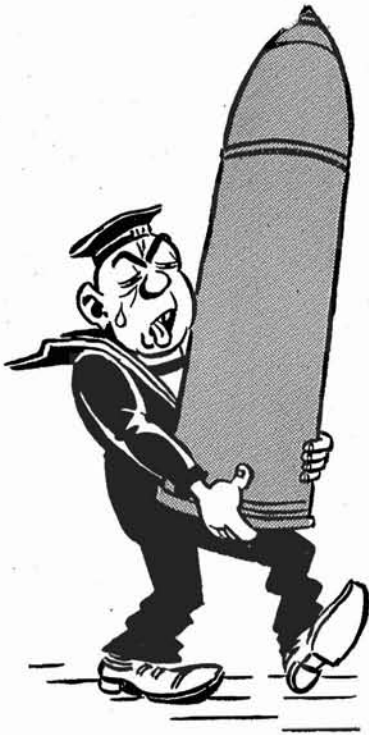
Lieut. Howitt came to Regina from Halifax, where he had completed the Junior Officers' Technical Course.

PO R. Dickson, a writer in the division for the past 17 months, has left for the West Coast. He was relieved by PO L. Fortier, from "Naden". Prior to his departure, PO Dickson was guest of honor at a reception in the Chief and Petty Officers' Mess.

The infant son of Lieut. (P) W. L. Walker and Mrs. Walker was christened with traditional ceremony in the wardroom recently. Canon J. W. Carter, of Lethbridge, formerly chaplain at "Queen", officiated, using the ship's bell as a font.

# This is Naval Ordnance

(From "Shipmate", the monthly magazine of the U.S. Naval Academy Alumni Association).



phasis was reversed. This was the time to evaluate the weapons we had afloat and those coming off the production lines. How had they performed during the war? How effective could they be expected to be against the threats that probably lay ahead of us? What are these threats and what new weapons must we develop to meet them? Production was quickly brought to a standstill. Research and development became the magic phrase which would chart our course through the coming age of supersonic flight, atomic energy and push-button warfare.

It is natural that the glamorous potentialities of high speed aircraft and guided missiles should attract a great deal of attention in the development of new ordnance. But as long as ships sail on and under the seas, mines and submarines present as deadly — perhaps more deadly — if less glamorized, a menace to our ability to control the seas. The Ordnance Department's efforts in research and development, therefore, are apportioned roughly equally among aircraft armament, anti-aircraft and undersea warfare.

Guided missile developments embrace the three fields, air, surface and underwater targets. The work of the Ordnance Department in guided missile development is co-ordinated closely with that of our sister services. Ordnance Department's own programs include air-to-air missiles, air-to-surface and sub-surface, ship-to-air, and ship-to-surface missiles. The Department attacked the problem of research and development of guided missiles along the proven lines used in the successful development of VT fuzes. A competent scientific agency is selected to be responsible for technical direction of the project. The agency selects other leading scientific and industrial groups to carry out the details of the program. The Ordnance Department confines itself to broad direction of the work to insure the development of satisfactory naval weapons. When successful prototypes have been built, groups skilled in production engineering are brought into the picture to ready the design for actual production. In the

meantime, of course, the agency responsible for technical direction continued with research and development leading to improved versions of the weapon.

It must not be imagined that guided missiles make all other weapons obsolete. Guided missiles have their limitations. They are complex, costly and not practical for all tactical situations. Although great emphasis has been put on their development, this has not been done to the neglect of improved conventional type weapons.

Aircraft armament has felt the impact of the trend towards very greatly increased plane speeds. Externally carried stores — bombs, rocket launchers and machine gun packages — must be re-designed for streamlining. The trend in machine guns and aircraft rockets is toward higher velocities and greatly increased rates of fire. The performance of aircraft fire control must be vastly improved to meet the interception problems imposed by increased speeds, to permit evasive action during the approach, and to control armament

**I**N the Navy, ordnance is everybody's business. This is natural enough, because after all it is ordnance which makes the difference between a fighting ship and just a ship. In the last analysis, a fighting ship exists to carry its armament to the scene of action and to make it possible to use that armament effectively. This widespread interest in ordnance has its advantages: It explains why the Department quickly hears about it if its equipment is faulty. It explains, also, the Fleet's interest in the trends of development of new ordnance and why no new design is likely to satisfy all of the potential users.

Throughout the Second World War, the emphasis was on producing proven weapons in great volume. By and large, new and improved weapons could be considered only to meet an existing threat; for example, defence against Kamikaze attacks. Research was by no means neglected, but unless it contributed to the immediate problem of winning the war it had to give way to production.

With the end of the war and after the chaos of demobilization the em-



of widely differing ballistic performances.

Although great hopes may be placed in guided missiles and interceptor aircraft to protect the Fleet from air attack, it is plain that ships must still be able to protect themselves from air attack at the closer ranges. Recently, improved AA gun and fire control systems have been reaching the Fleet. Although the

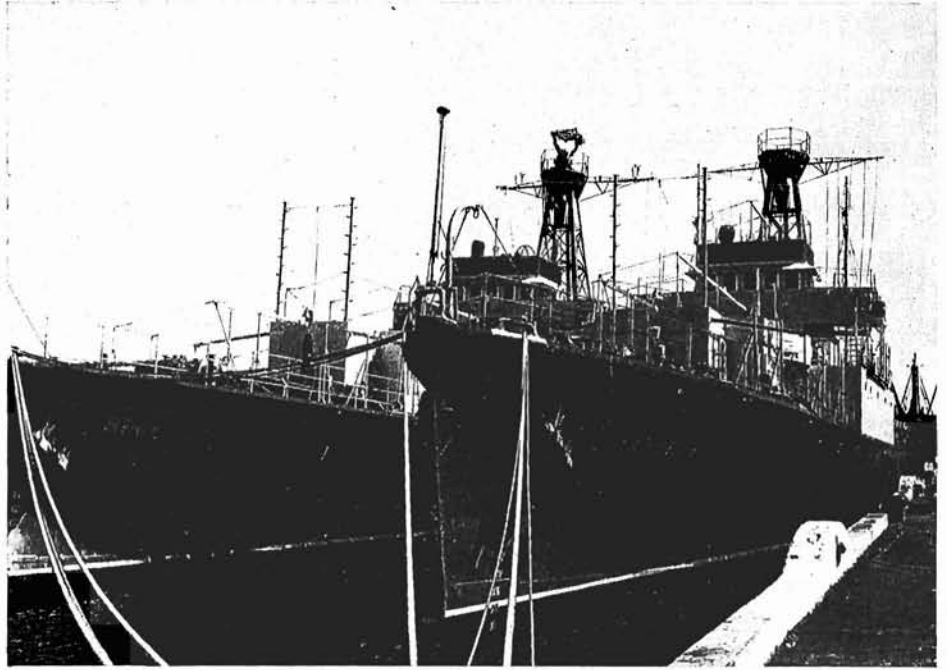
performance of these systems has been markedly better than the Second World War systems they replace, it must be realized that these new weapons are actually of Second World War design. Such is the lead time required to design and build modern ordnance equipment, and it serves to emphasize again the axiom that a war is fought with the weapons in existence on D-Day.

The AA gun of "modern" or "future" design must have much higher performance, higher rate of fire, shorter time of flight, and practically automatic operation. Radical changes in the design of the projectiles and in the fragmenting characteristics of the warhead may be expected. The fire control tends towards the greater complexity needed to give automatic operation. Above all, radical improvement in our means of detection, identification and acquisition of high speed air targets appears needed.

Recently, newspaper articles have highlighted the increasing concern felt regarding the threat to our control of the seas posed by modern and future submarines. What is perhaps the greatest problem here is detection—a problem not strictly ordnance at all. Weapons to destroy the improved submarine must reach out to greater ranges and in some cases must seek out the target. The ASW aircraft must be armed with improved depth bombs, and rockets having better underwater ballistics. The fire control, as might be expected, tends toward automatic operation and the ability to control several different weapon systems.

These are the trends in the broad fields of weapons. There are details too numerous to mention, such as: more powerful explosives, the ability to function in cold weather, and, covering a multitude of sins, better electronics.

It is unfortunately true that the trend in ordnance is toward equipment which must be paid for in terms of complexity, weight, space and large sums of money. The Bureau of Ordnance realizes that such weapons' systems cannot be carried by all ships or aircraft, even if the country could afford the cost. With this in mind, the Bureau is not neglecting the design of ordnance which will be needed in quantity for large numbers of smaller ships. The overall goal is to provide the best weapons possible, within the limitations of funds, for a balanced Fleet.



The former RCN frigates "St. Catharines" and "Stonetown" are shown in HMC Dockyard, Halifax, where they were fitted with radar and other equipment prior to going to the West Coast for duty as Pacific weather ships. Their appearance drastically altered, the frigates are now operated by the Department of Transport. (HS-11267).

## Former Navy Frigates Have Faces Lifted

*'St. Catharines,' 'Stonetown'  
Now Weather Ships*

The Department of Transport's latest weather ships—"St. Catharines" and "Stonetown"—left Halifax in early autumn to bring a "new look" to the weather observation business on the West Coast.

Both are former RCN frigates, but to a Navy type they are a far cry from the low-slung warships which operated on the North Atlantic during the Second World War.

Their respective silhouettes have been changed by an extension of the upper decks to their sterns. Battleship gray has been softened to warm greenish gray. Awnings are slung over the outside companionways.

Inside, the familiar forecastles have been changed to a system of two-man cabins for the crews of 62 men who will make the ships their homes.

Reconverted at Sorel, the frigates later had additional wireless and electronic equipment installed at Halifax for their duties as weather observation ships.

The "St. Catharines", under the command of Capt. J. P. Sleight, a former naval officer who served in her during the war, sailed from Halifax September 21, and the "Stonetown,"

under command of Capt. John McMunigale, left for the West Coast October 18.

Here are some of the alterations which have been made in each of the two frigates:

The quarterdeck, which was once a flush, open deck occupied by depth charge rails, racks and throwers, has now been covered over and converted into a lounge room for the crew.

Major changes have also been made up forward. The wheelhouse, for instance, has been shifted one level higher and the former wheelhouse has been converted into a dining room for the senior officers.

Where the after gun-housing was located is now a cabin for the meteorological men, with facilities for inflating and controlling the balloons used for upper atmosphere readings.

The "St. Catharines" was the second frigate to be commissioned by the navy in the Second World War. Built at Esquimalt by Yarrows Limited, she was accepted July 7, 1943. In March 1944 she took part, as senior ship, in the famous 32-hour hunt of "U-744." (see "Crow'snest," March 1949).



# The Navy Plays



## "Stadacona" Opens Grid Season with Victory

HMCS "Stadacona" successfully opened defence of the Halifax Canadian Football League championship by downing a powerful "Shearwater" club 16 to 5 before an opening day crowd of about 1,500 fans.

CFO "Ed" MacSweeney, of Halifax, was the spearhead of the "Stad" attack, running for some large-sized gains, kicking a 40-yard field goal and booting two singles and a convert.

Others prominent in "Stadacona's" win were AB Ron Hayter, of Halifax, PO Len Murray, of Toronto, who scored the first touchdown, and the team's quarterback, AB Ken MacElroy, of Montreal, who plunged for the other major. In addition, PO Laurie Larsen from Yorkton, Sask., made some great catches of forward passes and AB Ed. MacLeod, of Toronto, displayed some spectacular broken field running.

Although defeated by a two-touchdown margin, "Shearwater" showed great promise, particularly in their aerial offensive. Stars in the attack

were Lieut. (L) Mike Milovick, of Hamilton, Ont., and AB Mike O'Connor, of Ottawa. Milovick brought the fans to their feet early in the second quarter as he whipped three consecutive forward passes which, coupled with a smart running play, brought the ball to "Stad's" one yard line. From there he went over for a TD. O'Connor, besides being on the receiving end of many of Milovick's passes, made some good yardage on line plays and end runs.

The game was livened up by the RCN Band, under the direction of Lieut. Stan Sunderland, which gave its usual excellent display on the field at half time.

## "Cornwallis" Awaiting Ice Rink Opening

Although the unusually cold and damp summer forced cancellation of several sports events at "Cornwallis", notably swimming and track meets, other leagues have been going ahead, weather permitting.

The second half of the "Corn-

wallis" inter-part soccer league is in full swing, and with the divisions becoming larger and more numerous, a good brand of ball is being shown. It looks as though the officers, who won the first half of the league, will be given a stiff battle for the Dargie Trophy.

The establishment's soccer team continued its mastery over the RCAF Greenwood Flyers, trouncing them 5-0 in a recent match. The game was closer than the score would indicate, but the accurate-passing "Cornwallis" forwards, led by PO Ray Ellison, who scored the hat-trick, overpowered the Air Force defence. The other two goals were scored by Ord. Sea. Robert Roe and Lieut. F. C. Pettit.

In the August track and field meet, "Sioux" Division amassed a total of 59 points to win by a wide margin.

In tennis, the officers' team defeated a team from the nearby Annapolis Royal Club, six matches to two.

"Iroquois" and "Athabaskan" Divisions joined forces to win the monthly cross-country run, with Ord. Sea. George Delmo, of Port Arthur, Ontario, taking individual honors.

All personnel are eagerly awaiting the opening of the ice rink and the start of the hockey season. The bowling addicts also are preparing for an early start in league play.

## East Coast Badminton Club Starts Season

A large and enthusiastic turnout was present for the first meeting of the Atlantic Command Badminton Club September 12 in the P. and R.T. School in HMCS "Stadacona."

Cdr. G. M. Wadds was elected president of the club and Lieut. (S) D. S. McNicol and Instr. Lieut. D. A. Robertson were elected secretary and treasurer, respectively.

Play was resumed September 26 and 27 at the "Stadacona" gym and continues every Tuesday and Wednesday, from 1930 to 2300, throughout the season. An expansion of membership has made it necessary to hold play on two nights per week instead of one as formerly.

The club is open to naval officers and men, their wives and friends.



Dismayed "Shearwater" gridmen tumble after AB Ken MacElroy of Montreal as he completes a quarterback sneak for a touchdown in the opening game of the Halifax Canadian Football League. "Stadacona" triumphed by a 16-5 score. (HS-12333).

### RCN Hockey Team Plays Exhibition in Scotland

A hockey team from the Canadian Special Service Squadron suffered a 10-4 defeat in an exhibition game with Dunfermline Vikings, of the Scottish Ice Hockey League, during the squadron's visit to Rosyth, Scotland.

The game was the first for the Navy team, which had held its first practice only two days before. The Vikings, most of whom are Canadian imports, were held to a one-goal margin until the last 15 minutes of play, when they broke loose for five tallies.

The Navy squad is coached by Cdr. (L) H. G. Burchell. Those who dressed for the opening game were CPO Cyril Benn, AB Jack Naylor, CPO Bernard Gordon, PO Francis Lowe, Lieut.-Cdr. F. C. Frewer, AB Douglas Stinson, PO James Crawford, AB George Seleski, Ldg. Sea. Harold Gregory, Ldg. Sea. John Kozac, Ord. Sea. John Neve, Lieut. R. C. Brown, PO Vincent Jarvis, PO Joseph Conrad, Lieut. J. W. Logan, AB Robert Fontaine, PO Garfield Charles, AB John Bechtold and PO George Ghikas.

Fontaine, Brown, Neve and Gregory scored the Navy's goals.

### Technicians' Class Wins School Softball Title

The Electrical School Inter-Class Softball League in HMCS "Stadacona" ended Sept. 7 when Electrical Technician "I" Class defeated Radio Technician "E" Class 25-6 in a sudden death game for the school championship.

This was the first year for inter-



Ord. Sea. Taylor Gordon, captain of the winning "Huron" division team, is presented with the team trophy by Captain A. P. Musgrave, commanding officer of "Cornwallis," following a track and field meet at the new entry training centre. Ord. Sea. Gordon distinguished himself by winning the cross-country race for the third straight time. (DB-918-6).

class softball competition in the Electrical School.

Members of the championship team were: Ldg. Seamen Harold Price 2B, Ivan Latimer 1B, Dewain Wickstrom C, John Muir P, Douglas Welch SS, Archie McArthur 3B, John Logan LF, Frank Myers CF, and D. J. Hunter RF. Ldg. Sea. Edwin Heibert and ABs Jack Webb and E. A. Ferguson filled in as substitutes. — J.W.M.

### "Naden" Stokers Lead in Softball, Water Polo

The Stokers' team from the Mechanical Training Establishment at HMCS "Naden" won the first game in the best-of-three playoff series with "Naden" Supply for the barracks softball championship. The score was 5-4. Manager and coach of the Stoker team is P.O. W. Grondin.

The Stokers were faring even better in the barracks water polo league. At time of writing, the MTE stars had not had a single goal scored against them and had only one game left to play in the knockout series for the title. Ord. Sea. James W. Platz is team captain and coach and Ldg. Sea. Raymond Hampton is playing manager.

### "Stad" Team Edges "Shearwater" Netters

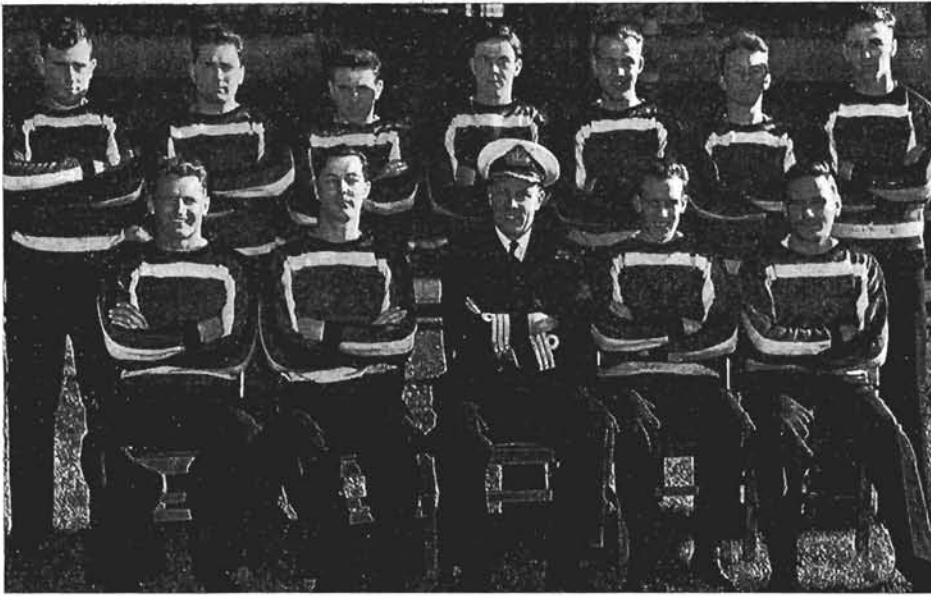
HMCS "Stadacona" was victorious by a 5-4 margin in a nine-match tennis tournament played with HMCS "Shearwater".

The matches, limited to single sets, consisted of three mixed doubles, one ladies' doubles and four men's doubles. "Shearwater" picked up two wins in the mixed and two in the men's doubles. "Stad" took one mixed doubles, the ladies' doubles and three of the men's doubles. Scores were as follows:

Mixed doubles — Sandes, Duffie ("Shearwater") def. McCormick, Wallace, 6-4; Woodbury, Kenny ("Stadacona") def. Sandes, Finkbeiner, 6-4; Sandes, Cocks ("Shearwater") def. Farrell, Woodbury, 6-4.



The RCN hockey team from the Canadian Special Service Squadron poses with the Dunfermline Vikings for an informal photo following an exhibition game in the Scottish city. At the extreme right is Cdr. (L) H. G. Burchell, coach of the Navy team. At his right is Lieut.-Cdr. F. C. Frewer, CO of HMCS "Micmac," who played on the Navy team. (Mag.-2140).



Shown above are members of Electrical "B" team, winners of "B" section of the Inter-Part Softball League in HMCS "Stadacona". Front row, left to right: PO Vic. Mytruk, PO Tom H. Graham, Cdr. (L) J. Deane, officer-in-charge of the Electrical School; CPO Duncan Bishop, CPO Allan B. Loucks. Rear row: CPO Duncan Stevenson, Ord. Sea. Eugene H. Woods, Ord. Sea. Tony P. Keeler, Ldg. Sea. John W. Muir, PO Charles G. Rennie, Ord. Sea. Don W. Wheeler and PO Jack H. Strachan. (HS-12356.)

Ladies' doubles — Woodbury, Wallace ("Stadacona") def. Sandes, Coons, 6-2.

Men's doubles — Utting, Finkbeiner ("Shearwater") def. Coles, Kenny, 6-2; McCormick, Farrell, Sandes, Cocks ("Shearwater") def. 6-4; Coles, Kenny ("Stad") def. Utting, Finkbeiner, 6-4; Coles, McCormick ("Stad") def. Duffie, Utting, 6-0; McCormick, Farrell ("Stad") def. Cocks, Duffie, 6-5.

### Supply School Plans Winter Sports Program

Summer sports are at an end and the Supply School at "Naden" is busy planning for the Winter sports program. During August the Supply School "A" team won the medley marathon relay race in "Naden" inter-part competition. Besides getting five points towards the "Cock of the Barracks" trophy, the boys also won the big cake which was offered as first prize. The "B" team came third, being nosed out by the Medical Dept. squad.

In inter-part softball, Supply "B" team reached the semi-finals only to be eliminated by MTE.

### Albro Lake Softballers Lose Playoff Series

The Albro Lake Naval Radio Station softball team lost out to Fairey Aviation in the best-of-three playoff series for their league championship, two games to one. While the Albro Lake team finished near the bottom in league play, the

"sparkers" came to life in the playoffs to eliminate Dodgers and Clarence Park before bowing out to the Fairey crew.

Three men from Albro Lake are members of the Navy's football team in the Halifax senior league. Ldg. Sea. George Coyle plays quarterback, PO Gordon Lothian left end, and Ldg. Sea. Andy Baribeau halfback.

Ldg. Sea. Boyd Hutchinson, another communicator, has been burning up the local golf links. While

he regularly shoots in the low 70's, he recently carded a 69 at the Brightwood Golf and Country Club, in Dartmouth.—B.A.B.

### Communicators, Electricians Win Inter-Part Softball

Communication School and Electrical School "B" were crowned champions of the "A" and "B" Sections of the "Stadacona" Inter-Part Softball League for 1950.

Both teams had to go the limit to win the playoffs in their respective sections. The Communicators took the odd game of their best-of-three series with Electrical "A", while Electrical "B" won two in a row from Mechanical Training Establishment after losing the opener.

Ord. Sea. William McEtric pitched both victories for Communication School, while Ldg. Sea. Douglas Welch was the winning moundsman for Electrical "A".

After MTE had won the first game of the "B" section playoff by an 8-7 score, Electrical School came back with 13-6 and 10-6 triumphs to cop the title. Ord. Sea. Donald Wheeler and CPO Duncan Stevenson hurled for the winners. Ldg. Sea. Joe Emke pitched all three games for MTE.

### "Stadacona" Breaks Even in Tennis Tournament

HMCS "Stadacona" and Windsor, N.S., tennis clubs staged a one-day tourney on the courts of the latter club and, after the keenest kind of competition, finished in a 7-7 tie. Fourteen one-set matches were played, with the following results:

Mixed doubles—Arsenault and Kerr



From all reports, the children's swimming classes held this year in the "Stadacona" pool were bigger and better than ever. Here Ldg. Sea. John Pike instructs a group of children of naval personnel serving in the Halifax area. (HS-11957).



("Stad") lost to Meagher and Seary 3-6; Russell and Pearce ("Stad") defeated Allbon and Smith 6-1; McCormick and Korning ("Stad") lost to Hughes and Hughes 3-6; Coles and Russell ("Stad") lost to Moxner and P. Schofield 7-9.

Men's doubles — Duffie and Coles ("Stad") defeated Hanson and Moxner 6-4; Kerr and Pearce ("Stad") lost to Smith and Seary 4-6; Kenny and McCormick ("Stad") defeated Munroe and Blenkhorne 6-0; Donald and Stewart ("Stad") lost to Hughes and Schofield 3-6; Cole and Kenny ("Stad") defeated Moxner and Munroe 6-4; Kerr and Duffy ("Stad") lost to Hanson and Seary 5-7; Stewart and Pearce ("Stad") defeated Smith and Schofield 7-5; Kenny and Duffie ("Stad") defeated Smith and Munroe 6-2; McCormick and Coles ("Stad") lost to Hughes and Hanson 2-6.

Ladies' doubles — Korning and Russell ("Stad") defeated Livingstone and Aylward 6-1.



Shown above are members of the "Stadacona" swimming team which scored convincing victories in Halifax and Dartmouth swimming and diving competitions this year. Front row, left to right: Caroline Logan, Eileen O'Neal, Joanne Beaubien, Pat Logan and AB Robert LeClair, in front. Rear row: PO Albert Trepanier, coach; AB Pete Mill, PO Ross Cawley, PO Jack Cressey, Ord. Sea. Cliff Neard, PO Mike Bidnock and Ord. Sea. Richard Bowden. (HS-12153).

### Swim Team Follows Stiff Training Schedule

Petty Officer Albert Trepanier has a swimming team in HMCS "Stadacona" he vows will not be allowed near the swimming pool for a full eight weeks.

He's not annoyed with them, for the mixed aggregate scored smashing wins this summer in Halifax and Dartmouth swimming and diving competitions.

An ambitious coach, Trepanier insists on perfection and has embarked on a training program he hopes will

enable his crew to swamp all competition in the Nova Scotia indoor swimming and diving championships early next Spring.

Roughly, this is his schedule:

*Eight weeks' pre-water conditioning* — Chest and shoulder muscles are loosened and enlarged by three sets of progressive calisthenics.

*Six weeks' preliminary pool work* — Slow easy distance swimming to develop endurance and work on basic styles.

*Eight weeks' hard training* in which distance swimmers practice on dashes, learning to cover distances swiftly, and the dash men work out over the longer routes.

*Two weeks' polishing up* — Swimmers concentrate on their specialties, aiming at maximum proficiency.

The team — a dozen men and eight girls — turns out Mondays, Tuesdays, Wednesdays and Thursdays for an hour's work-out at noon and another hour in the evening. To relieve the tedium of steady swim training, Trepanier has thrown basketball, volleyball and other gym games into the schedule to condition his squad.

Trepanier has rounded up a keen and capable group of swimmers, among them Ord. Sea. Dick Bowden, who came fourth in the last Olympic trials and missed making the Canadian team by one. Another is Mike Bidnock, a masterful diver and swimmer.

### Army Officers Victors in Softball Series

HMCS "Stadacona" officers went down to defeat in a best two out of three series with Canadian Army officers in Halifax.

After winning the first game by a 12-6 margin, "Stadacona" proved no match for the Army in the next two contests, going down by 32-19 and 11-4 scores.



The two gentlemen pictured above are not plotting a play with which to confound future football opponents — they're working out marching manoeuvres to be performed by the "Stadacona" band during the half-time interval at Halifax football games. They are Lieut. (SB) Stanley Sunderland, right, the bandmaster, and CPO Victor Goodridge. (HS-12379.)

for the cheerful manner in which they have accepted the rigors, dangers and monotony of active service in the cause of the United Nations. Good luck and a safe return to your home waters."

### Special Service Squadron Receives Warm Welcome

From all reports, the first European cruise ever to be undertaken by the Royal Canadian Navy was proving successful beyond all expectations. Officers and men of the "Magnificent," "Huron" and "Micmac" were practically overwhelmed by the warmth, sincerity and extent of the welcomes accorded them on visits to Scotland, Norway, Sweden, Denmark, The Netherlands, Belgium and France. Even in Portsmouth, where Canadian ships and sailors are no strangers, the citizens went all out in greeting the blue-clad visitors.

The training and experience gained have in themselves made the cruise worthwhile. But perhaps of even greater value have been the good will and friendship which the squadron's visits enabled Western Europeans and Canadians to demonstrate in tangible fashion.

Naval ships have long been noted for their ability to perform ambassadorial missions; the Canadian Special Service Squadron of 1950 has been no exception.

### Canada Marks Navy Day, Battle of Atlantic Sunday

Canada's first Navy Day was celebrated on Saturday, October 7, with parades, demonstrations and other functions, designed to make Canadians better acquainted with the seagoing service, being held from coast to coast.

The divisions did a particularly good job of putting the Navy in the public eye, holding "open house" and staging various special events as they carried out their individual Navy Day programs.

A number of congratulatory messages were received and acknowledged by Defence Minister Brooke Claxton and Rear-Admiral H. G. DeWolf, who was acting as Chief of the Naval Staff during Vice-Admiral Grant's absence. Among those from whom messages were received were Francis Matthews, United States Secretary of the Navy; Admiral Forrest Sherman, Chief of Naval Operations; Vice-Admiral R. V. Symonds-Taylor, Commander in Chief, America and West Indies, and Capt. G. E. Fardell, Senior British

## Weddings

Lieut. John D. Harbron, Royal Roads, to Miss Sheila E. Lester, of Toronto.

Lieut. Donald F. Slocombe, HMCS "Beacon Hill," to Miss Maeford A. Wilson, of Victoria.

Lieut. Pierre E. G. Simard, HMCS "Stadacona," to Miss Geraldine M. Armitage, of Halifax.

Lieut. A. Peter Campbell, HMCS "Ontario," to Miss Elizabeth Ann Foote, of Victoria.

PO Donald A. Cameron, HMCS "Bytown," to Miss Patricia D. Higgs, of Gunningsville, N.B.

Ldg. Sea. William T. Barlow, HMCS "Stadacona," to Miss Ruth F. Sullivan, of Saint John, N.B.

AB C. C. Williams, HMCS "Stadacona," to Miss Irene Griffiths, of Halifax.

AB Victor H. West, HMCS "Griffon," to Miss Pearl J. E. Allen, of Port Arthur.

AB Donald Bruce, Albro Lake Radio Station, to Miss Joyce Simpson, of Halifax.

AB Leon Closs, Albro Lake Radio Station, to Miss Evelyn Ferris, of Oshawa, Ont.

AB Joseph Morrow, Albro Lake Radio Station, to Miss Jean Foggie, of Dartmouth, N.S.

## Births

To CPO J. W. Jackson, HMCS "Stadacona," and Mrs. Jackson, a daughter.

To PO Douglas Miller, HMCS "Stadacona," and Mrs. Miller, a son.

To PO George V. Smith, HMCS "Stadacona," and Mrs. Smith, a daughter.

To PO Jack McDonald, HMCS "Stadacona," and Mrs. McDonald, a son.

To PO B. J. Allday, HMCS "Stadacona," and Mrs. Allday, a daughter.

To PO J. F. Barteaux, HMCS "Stadacona," and Mrs. Barteaux, a son.

To PO Bernard Best, Albro Lake Radio Station, and Mrs. Best, a son.

To Ldg. Sea. Claude Gravel, Albro Lake Radio Station, and Mrs. Gravel, a son.

To Ldg. Sea. Edward Duncan, Albro Lake Radio Station, and Mrs. Duncan, a son.

To Ldg. Sea. John Wesley, HMCS "Cornwallis," and Mrs. Wesley, a son.

To AB H. H. Bailey, HMCS "Stadacona," and Mrs. Bailey, a son.

To AB Neil M. (Suds) Sutherland, HMCS "Cayuga," and Mrs. Sutherland, a daughter.

Naval Liaison Officer in Canada.

Admiral Grant's inspection, highlighted Navy Day on board the destroyers in Japan, while the Special Service Squadron held "open house" in Copenhagen, Denmark.

Battle of the Atlantic Sunday was observed the following day, October 8, also for the first time. In centres where there are naval establishments, special church parades were held and in many of them marched former navy and merchant navy personnel, as well as serving members of the RCN and RCN (Reserve).

The Navy League of Canada also gave active sponsorship and support to the Navy Week program and the 80 Sea Cadet corps across Canada pitched in with their usual enthusiasm.

## "SOO" CRUISE (Continued from Page 14)

next three days mountainous seas lashed at the "Soo", forcing her for 15 hours to reduce to three knots as she rode out a gale that at times gusted up to 68 knots. The waves bashed like claps of thunder against the ship, throwing clouds of spray and water over the exposed decks and bridge. Lifelines were rigged on the upper deck and all hands were cautioned to stay below.

It was only when they were 200 miles from Esquimalt that the weather began to abate; then for over an hour the "Sault Ste. Marie" ran into pea-soup fog. But finally the weather did clear and for six hours the storm-weary and seasick crew had a chance to breathe again and make themselves spick and span for the arrival in port.

Channel fever mounted as the Algerine rounded Flattery and started down the final stretch. Mal-de-mer vanished and forlorn and pallid faces lit up at the prospect of getting home. The ship was only ten hours late — and hadn't they gone through a storm that was just about equal to anything their comrades had faced on the North Atlantic during the war, with the exception of the cold weather? Hadn't they earned their sea-legs? Weren't they now experienced Jack Tars?

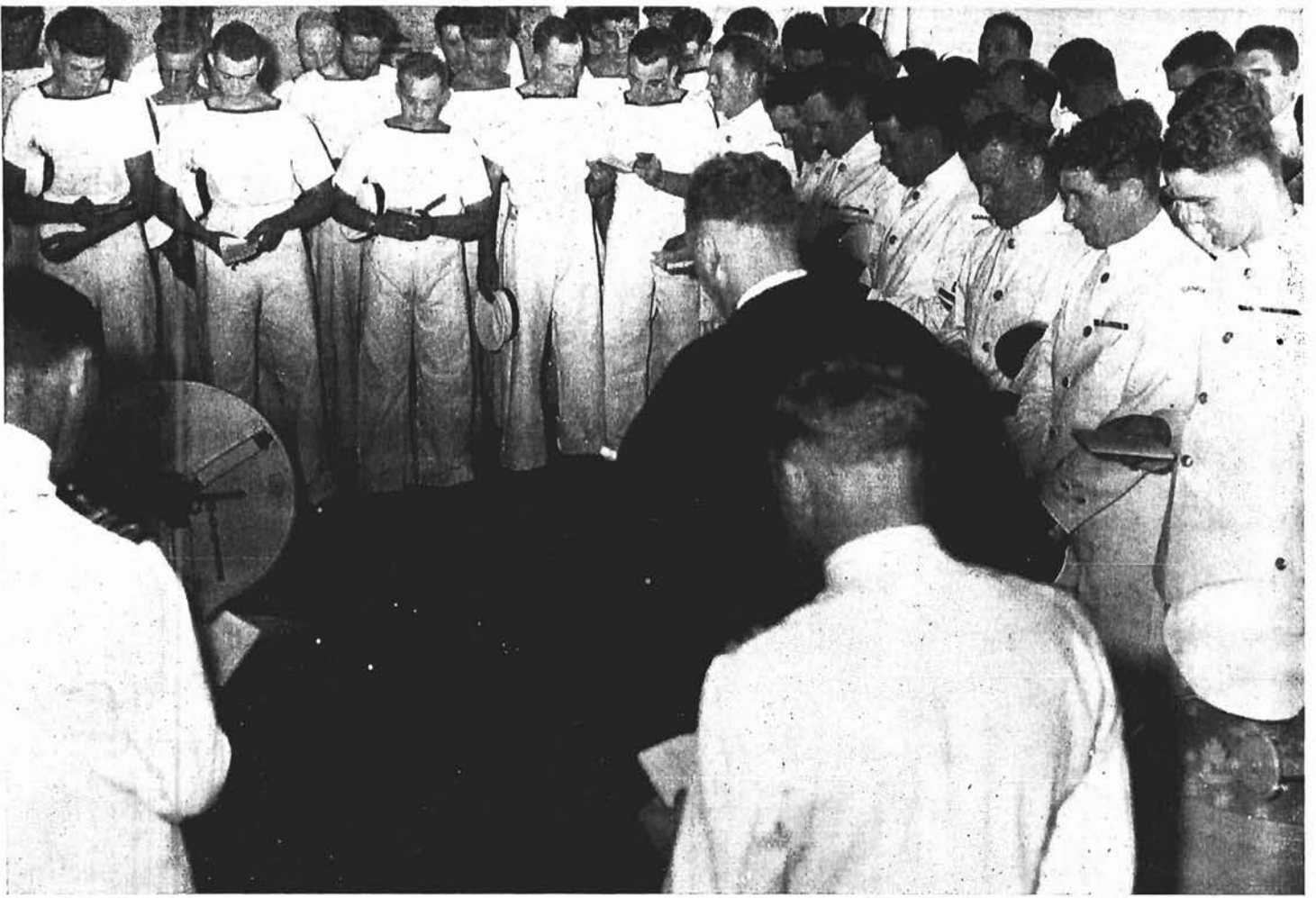
It was a proud, if much buffeted ship, which crossed the gates and rounded the harbor for her usual berth. And the men themselves were smiling, as each recalled some personal and individual experience in the storm. They had earned their passage . . . the hard way.

### War Prison-Mates Meet Again in Oslo

The visit of the Canadian Special Service Squadron to Oslo, Norway, brought together two men who last saw each other in a German prison camp.

Lieut.-Cdr. Richard E. Bartlett, now Air Co-Ordinator in the carrier HMCS "Magnificent," and Per Waaler, an Oslo chartered accountant, both were shot down during air operations over the European continent during the Second World War and both ended up in Stalag Luft III.

The former, flying from the aircraft carrier "Ark Royal", was shot down during an attack on the German battle cruiser "Scharnhorst" at Trondhjem in June 1940. Waaler, who trained in Canada at "Little Norway," outside of Toronto, was downed later while flying a bomber over Germany.



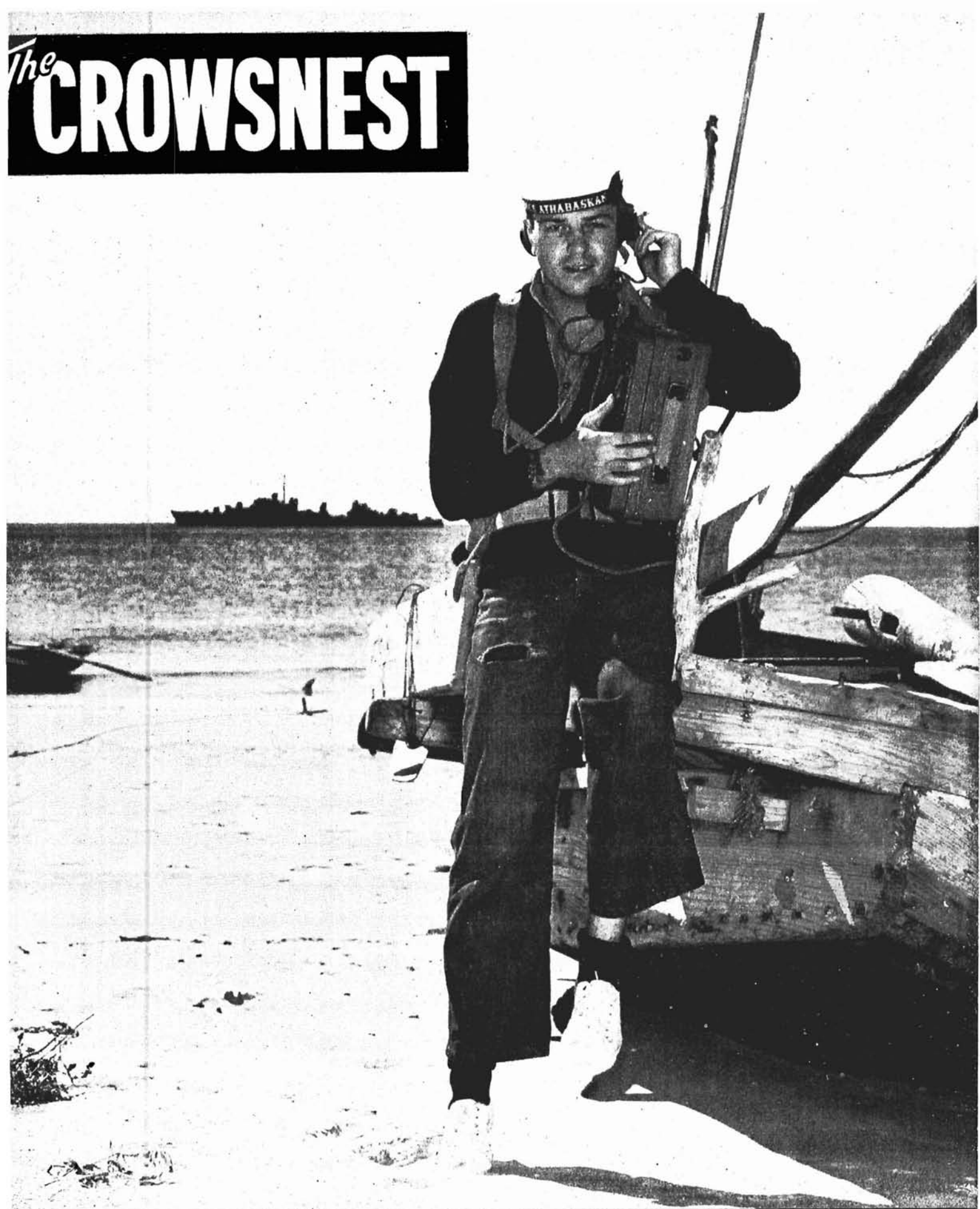
## Shipboard Sunday

On opposite sides of the world, officers and men attend divine service on board two Canadian warships. In the upper photo, Chaplain (P) Horatio Todd holds services on the quarterdeck of HMCS "Cayuga" at a naval base in Japan. Below, Chaplain of the Fleet (RC) M. P. MacIsaac conducts mass on board HMCS "Magnificent" during the Special Service Squadron's crossing of the North Atlantic. (CA-118 and MAG-1982)



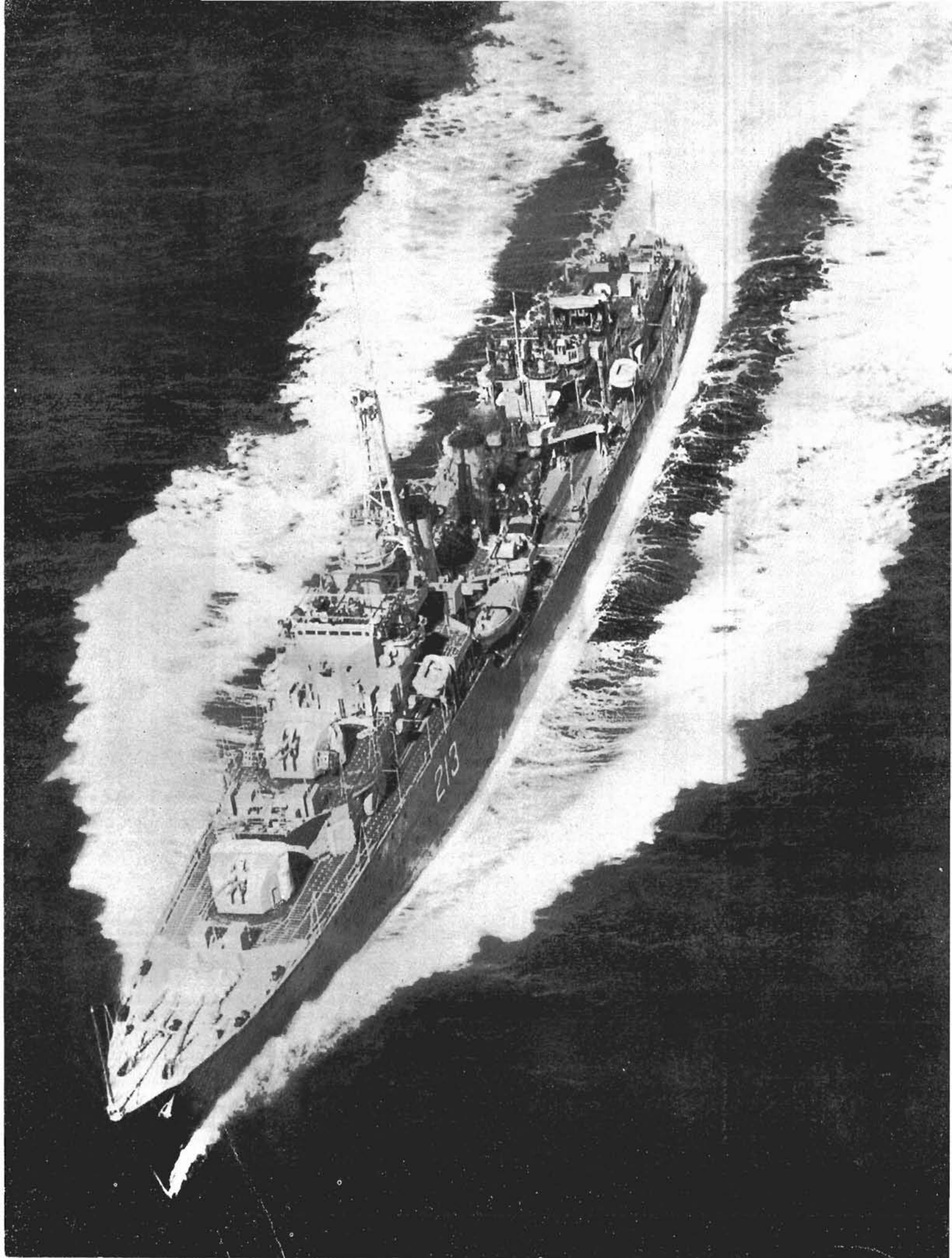


# *The* CROWSNEST



Vol. 3 No. 2

December, 1950



# The CROWSNEST

Vol. 3 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

December, 1950

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### LADY OF THE MONTH

She is HMCS "NOOTKA," Tribal class destroyer now making the long journey from Canada's East Coast to the Korean zone of operations. The "Nootka" began her second commission August 29 and, after three months of trials, work-ups and other preparations, sailed from Halifax November 25. For more about the "Nootka" see pages one and 25. (DNS-3409).



### Just a Suggestion . . .

But if you'd like to keep the folks back home up to date on what you, your ship and your Service are doing, the year around, why not send them a Christmas gift in the form of a year's subscription to The "Crowsnest?"

The cost is \$1 and all you need to do is send your order, together with a cheque or money order made out to the Receiver General of Canada, to:—

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



This month's issue is bulkier than usual—by four pages to be exact. Mainly responsible for this are the destroyers, several of whom reported at length from far distant places . . . the naval information officers serving with the Special Service Squadron and the Korean destroyer force . . . and the photographers who have recorded on film the Navy's many and varied activities over the past two months. To all of them go our thanks.

The Editors

Page one

*Cover Photo*—During one stage of their operations, the Canadian destroyers serving in the Far East made a number of landings on islands fringing the west coast of Korea. In order to maintain constant, immediate contact with their ship, landing parties included a communicator carrying a portable radio-telephone set. Here Petty Officer Gordon Fraser, of Vancouver, keeps in touch with HMCS "Athabaskan" from a beach on a small Korean island. (CA-156).

# R.C.N. News Review

## Destroyers Begin 5th Month in Far East

Three Canadian destroyers have begun their fifth month of operations under the United Nations flag. The advent of December finds the "Cayuga," "Sioux," and "Athabaskan" patrolling an area off the west coast of Korea, in company with units of the British, Netherlands and French navies. In over-all command of this cosmopolitan force is Captain J. V. Brock, in HMCS "Cayuga."

For a time, as UN land forces swept swiftly northward, it looked as though one or more of the destroyers might be home for Christmas. But that possibility went by the boards when winter weather and stiffened communist resistance slowed the UN advance. In Captain Brock's words, the Canadian ships were going to stay "till the job we set out to do is done."

Meanwhile, the first relieving ship, HMCS "Nootka," was on her way to the Far East. She left Halifax November 25, is due in San Pedro, California, December 14 and reaches Pearl Harbor on Christmas Eve. There she comes under UN command.

## Ships Roughly Treated on Hong Kong Voyage

Early in November the three des-

troyers were released from their Korean duties in order to make a semi-operational visit to Hong Kong. The "Cayuga" and "Athabaskan" were to sail in company from Japan; the "Sioux" would proceed directly from her patrol area off the Korean west coast, accompanying the British light carrier "Theseus."

It was a pleasant prospect. Hong Kong, nervousness and all, had a lot more to offer than the Japanese port that had served as their base of operations for the previous three months. . . . As it transpired, the trip provided them with more uncomfortable excitement than they had experienced in some weeks.

"Cayuga" and "Athabaskan" got it first. Leaving Japan on Sunday, the 5th, they had been at sea only a few hours when they encountered rough weather. It was not long in developing into a full-fledged gale that was to last for two days, damage boats, rip off carley floats and tear other equipment from its upper deck lashings. It was as good — or as bad — a storm as most of them had ever seen.

At about 1800 on Monday, just when the storm was reaching its height, the cry, "Man Overboard!"

came from the "Athabaskan's" quarterdeck. Ord. Sea. Robert Elvidge, of Ladner, B.C., had been picked up and washed overboard by a "big green one" as he stepped from the after canopy to make his way forward.

AB Ron Soulieré, of Ottawa, saw him from the quarterdeck, threw Elvidge a lifebuoy and raised the alarm. Both ships went into immediate action. Elvidge was carried under and the "Athabaskan" lost sight of him, but the "Cayuga," which had cut over at full speed from her position 1,000 yards on the "Athabaskan's" beam, spotted him when he surfaced. "Cayuga" was to leeward of Elvidge and couldn't manoeuvre close enough to rescue him. She sent a quick signal to "Athabaskan" and the latter closed the position, taking care to stay to windward.

AB Joseph Adamson, of Sudbury, sighted Elvidge bobbing in the water, threw him a Kisbee buoy with a heaving line attached and started heaving in. This time the seas helped, a wave lifting Elvidge to guard rail level. Adamson grabbed him by the belt and he and AB Peter Doyle of Victoria hoisted Elvidge on board.

The whole operation was completed within 10 minutes.

The "Sioux," starting later for Hong Kong, missed this storm — only to hit a worse one. She and the "Theseus" tangled with a China Sea typhoon severe enough to be given a name by the meteorologists (they called it "Clara").

The destroyer came out of it with her port side looking as though it had been punched and clawed by a giant mailed fist. Guard rails were twisted out of shape, a steel ladder was bent, the port whaler was torn from its davits and smashed to bits. The seas snapped a wire funnel stay and warped watertight doors.

The three ships' latest tour of duty prior to their going to Hong Kong consisted chiefly of routine screening and patrols. The "Cayuga" and "Sioux" were with a Commonwealth fleet off the west coast of Korea, the "Athabaskan" was attached to the U.S. Seventh Fleet, operating off the east coast. The "Athabaskan" destroyed three mines and was present at the Wonsan landings, but otherwise re-



There were 27 happy South Koreans in this forlornly drifting tug when a Canadian destroyer, HMCS "Sioux," steamed over the horizon and closed to within shouting range. Carrying 22 ROK troops, in addition to her five-man crew, the tug had broken down some distance off the coast and had been drifting for 20 hours, without food and water, before the "Sioux" came in sight. In desperation, the South Koreans had rigged a couple of blankets on bamboo poles as a makeshift sail. The Canadian fed the South Koreans, fixed the tug's engine, gave them supplies and sent them on their way. Said one grateful Korean: "Canadian Navy — good navy."



ported few exciting happenings as she rolled up 23 consecutive days at sea.

### **Special Service Squadron Receives High Praise**

The Canadian Special Service Squadron, officially designated as such when it formed up off Halifax on August 23, was disbanded November 26 with the return to their home port of HMC Ships "Magnificent," "Huron" and "Micmac."

It was unlikely, however, that the 1,200 officers and men who sailed in the three ships would soon forget those three months in which the carrier and the two Tribals travelled together under the CSSS title.

In 99 days the Canadian ships covered more than 9,000 miles, visited 13 ports in nine different countries and carried out, in addition, a comprehensive program of operational training.

Their officers and men met and made friends with Norwegians, Swedes, Danes, Dutch, Belgians, French and Portuguese, renewed friendships in England, Scotland and Northern Ireland, and in general helped to strengthen the ties between Canada and her neighbors on the other side of the North Atlantic.

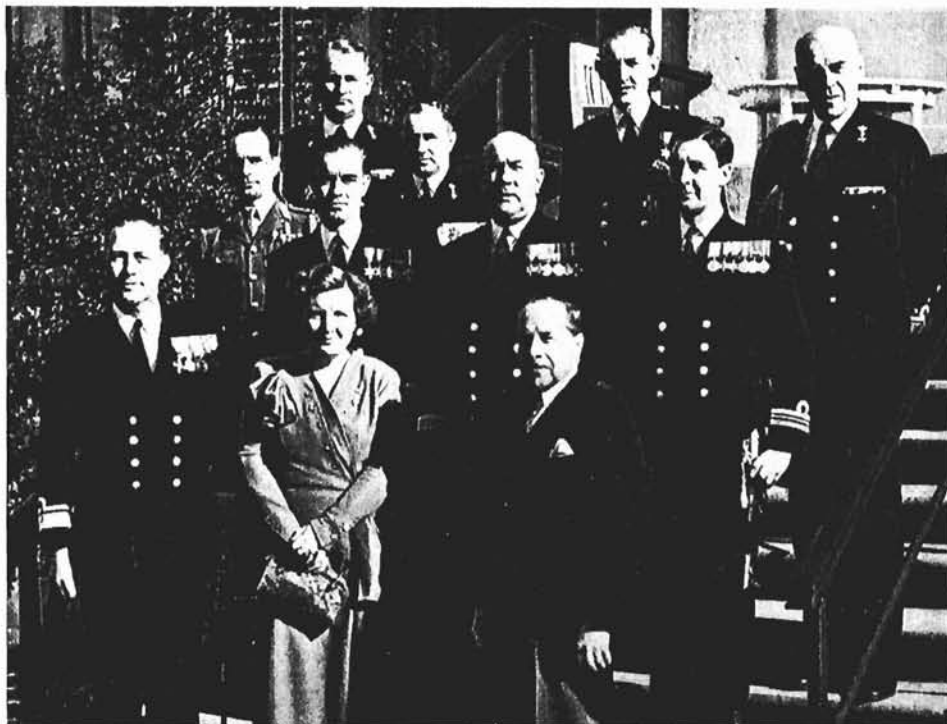
That the good will portion of the cruise was successful, and to a high degree, is indicated by the volume and tone of the messages, formal and informal, which followed the squadron from port to port and country to country.

The Canadian Minister to Norway, Mr. E. J. Garland, in reporting on the squadron's visit to Oslo, had particular praise for the contribution made by some 200 officers and men to Oslo's blood banks.

It all started, Mr. Garland said, at a reception held at his residence. During a conversation between Dr. Johannes Heimbeck, chief doctor of Oslo's Red Cross Clinic, and Petty Officer Douglas Backman, of Halifax, coxswain of HMCS "Huron," the subject of blood donations came up.

Dr. Heimbeck remarked that the local blood banks were hard-pressed for supplies. PO Backman promptly offered to make a donation and expressed the opinion that many others in the squadron would be glad to do likewise. A proposal was made through Mr. Garland to the Flag Officer, Rear-Admiral E. R. Mainguy, who readily agreed to the scheme.

For three days officers and men from the three ships steadily filed into Oslo's three main hospitals. Alto-



Queen Juliana of The Netherlands received Rear-Admiral Mainguy and the commanding officers of the three ships comprising the Canadian Special Service Squadron during the Squadron's visit to Amsterdam and Rotterdam. In the above photo, taken at the royal palace at the Hague, are: Front row, left to right, Rear-Admiral E. R. Mainguy, Queen Juliana and Pierre Dupuy, Canadian Ambassador to The Netherlands. Second row, Col. H. E. T. Doucet, Canadian military attache; Lieut.-Cdr. F. C. Frewer, Commodore K. F. Adams and Lieut. Cdr. E. T. G. Madgwick. Back row, Lieut.-Cdr. Baron van Boetzelaer, adjutant to the Queen; Cdr. Van Erkel, liaison officer; Lieut. Ian Webster, flag lieutenant to Admiral Mainguy, and Vice-Admiral Rost van Tonningen, chief military advisor to the Queen.

gether there were 188 donors, and there would have been at least as many again had there been the facilities to handle all those who volunteered.

This, said Mr. Garland, was regarded in Norway as an "outstanding" effort, "has received wide and favorable publicity and has reacted to the benefit of Canada in a striking manner."

At the conclusion of the squadron's visit to Gothenburg, Sweden, Mr. Thomas A. Stone, the Canadian Minister, dispatched the following message to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff:

"Royal Canadian Navy Special Service Squadron visit to Gothenburg brilliantly successful. I have already informed Rear-Admiral Mainguy that a splendid impression was created by his ships and by his officers, petty officers and men. The visit immeasurably enhanced the prestige of my legation here and I only hope it can be repeated some time."

To Rear-Admiral Mainguy went the following note from the Commander-in-Chief of Sweden's west coast naval base:

"I should like to tell you how very

much impressed I am by the fine conduct shown by your men during the visit to Gothenburg. I have had reports from naval and civilian authorities, as well as from different restaurants, and they all say the same thing, namely, that your men have behaved in the most perfect way. Their smart appearance and their kindness have made a very favorable impression on us all."

From The Hague, Canadian Minister Pierre Dupuy reported:

"I can say in all sincerity that the officers and men of the Squadron have made a very favorable impression on those they met in The Netherlands. From all sides (and particularly from the Burgomasters of Amsterdam and Rotterdam) I have heard only the most flattering comments on the men's appearance and behavior on Dutch soil. The particularly cordial relations established by the Canadian Army have been well maintained by the Canadian Navy."

These and other similar compliments were still being received after the squadron had completed its return crossing of the Atlantic and was back home in Halifax.

The three-month cruise, with its

heavy program of training at sea and almost continual round of official functions and ceremonies in port, was far from being a pleasure jaunt. But it achieved its purpose in every degree, and to the officers and men who formed an ambassadorial staff some 1,200 strong go full marks for a job well done.

### **Gate Vessel Launched, Keel of Escort Laid**

The first of five trawler-type gate vessels being built for the RCN was launched November 22 at the yards of George T. Davie and Sons, Ltd., Lauzon, P.Q., and two days later the keel of the first anti-submarine escort vessel was laid at Canadian Vickers, Ltd., Montreal.

Mme. Maurice Bourget, wife of the member of Parliament for Levis County, christened the new gate vessel HMCS "Porte Saint Jean." The name is taken from that of a gate in the historic old wall around Quebec City.

Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, officiated at the laying of the keel of the escort vessel on November 24.

High ranking officers from Naval Headquarters, government officials and representatives of the shipbuilding industry were present at the ceremony, which marked a significant step in the current naval shipbuilding program in Canada.

### **Open Joint RCN-RCAF Martime Warfare School**

A joint RCN-RCAF Maritime Warfare School was launched officially at Halifax early in November.

Located in HMCS "Stadacona," the school will conduct courses for naval and air force personnel in sea-air warfare subjects, with particular emphasis on joint anti-submarine operations. Classroom theory will be supplemented by practical exercises at sea.

Principal objects of the school are to develop a common doctrine for operations involving the two services and to achieve, by means of joint instruction and practice, complete co-operation and understanding between the country's sea and air forces.

The school is patterned along the same lines as the Joint Anti-submarine Training School at Londonderry and in Canada has a parallel in the Canadian Joint Air Training Centre at Rivers, Man., where instruction is provided in air-ground co-operation.

Under the administration of the

*(Continued on Page 36)*

Page four

## **THEY ARE NOT FORGOTTEN**

*They shall grow not old, as we that are left grow old,  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them.*

As evening darkened into night, the ship's company of HMCS "Huron" remembered, six-and-a-half years later, the 129 Canadian officers and men who lost their lives in the sinking of HMCS "Athabaskan."

On October 28, 1950, in the waters off Ile de Vierge where the first HMCS "Athabaskan" was sunk in action, the "Huron" stopped to pay tribute to those who went down with that gallant ship.

A bos'n's call sounded the "still" and the "Huron's" ensign was lowered to half mast.

Then, with his ship's company around him, Lieut.-Cdr. E. T. G. Magdwick, commanding officer of the "Huron," recounted the story of the "Athabaskan." He began with her commissioning, followed her through Murmansk convoy runs and English Channel forays, told of her survival of a damaging glider bomb attack in the Bay of Biscay, and, finally, described

the action on the night of April 19, when the "Athabaskan", though mortally wounded, continued to fight until she sank.

The remembrance ceremony continued with Chaplain Gower Stone, of Halifax, conducting the committal service. As he did so, Lieut.-Cdr. Magdwick, CPO Robert Williamson and PO William Topping, all of whom served in of other Canadian Tribals which had sailed many times in company with the "Athabaskan," carried a wreath to the ship's side and the commanding officer dropped it on the calm sea.

A guard of honor fired three volleys, and the Last Post was sounded. There was a minute's silence followed by Reveille. The guard presented arms, the "still" was piped and the ensign was re-hoisted.

Slowly the "Huron" got under way and proceeded to re-join the "Magnificent" and "Micmac."



A wreath is dropped on the sea by Lieut.-Cdr. E. T. G. Magdwick, commanding officer of HMCS "Huron," in memory of the 129 officers and men who lost their lives in the sinking of the first HMCS "Athabaskan" in April 1944. A memorial service was held on board the "Huron" October 28 in the same waters in which the "Athabaskan" was lost. Wreath bearers were CPO Robert Williamson, left, and PO William Topping, who knew the "Athabaskan" well from having served in ships of the same destroyer flotilla. (MAG-2477).

# COMMUNICATORS TURN BAKERS

*Raise Money For Orphans' Party  
By Whipping Up, Selling  
1,000 Apple Pies*

THE officers and men of the Naval Radio Station at Coverdale, N.B., went into the apple pie business with great success this fall.

It all started when some of the staff began discussing a repeat of last year's Christmas party for the children of the Catholic and Protestant orphanages in nearby Moncton. A year ago, each of the 40 members of the station's staff sold his blood to Moncton hospitals at \$10 a pint and, with the \$400 thus raised, the communicators threw a whopping party for the kids. To top it off, they bought a combination radio-phonograph for each of the children's homes.

This year, raising the cash posed more of a problem. The blood-selling scheme was out because the Red Cross had opened a blood clinic in Moncton and this provided the hospitals with ample supplies. (Incidentally, the staff of the radio station were among those who lined up to make donations.)

Then someone had an idea: How about baking and selling 1,000 fresh apple pies?

The wheels began to turn. Volunteers picked close to one-and-a-half tons of apples contributed by local farmers.

Moncton food wholesalers and

bakers donated 300 pounds of shortening, 490 pounds of flour and 200 pounds of sugar.

A baker contributed aluminum foil pie-plates, a Sackville box manufacturer made and printed containers at a discount. The wife of one of the men made large advertising posters.

The station strategists designated Friday, October 20, as "Pie-Day". The ship's company and members of the Ladies' Auxiliary volunteered their services and were divided into four-hour watches, with the first watch due on deck at 0800 Thursday. So that baking could start without delay, 200 pounds of pastry and 300 pounds of apples were prepared on Wednesday.

Things started on schedule Thursday morning, with a watch of seven men peeling and coring apples, two men cooking them in steam kettles, one cook preparing pastry, three women rolling pastry, and two men helping to put the pies in the ovens and being of general assistance.

Although the three cooks borne at the station were supposed to be in watches of eight hours only, they remained on the job from the beginning until the last pie came out of the oven at 0200 Friday morning.

The baking oven, which can accommodate 20 pies, and the galley range oven, which takes six pies, were used. It had been anticipated that approximately 52 pies an hour could be baked. However, an average of 70 pies an hour were turned out. Every pie was a nice golden color (no milk and sugar wash was used, ladies) and contained about one-and-a-half pounds of fresh apples.

Throughout the entire proceedings the workers displayed the greatest enthusiasm and never for a moment did anyone doubt the objective of 1,000 pies would be reached before Friday morning.

As a matter of fact, 1,104 pies were baked and were delivered first thing Friday to a large retail store on Main Street and to two other stores on St. George Street, in the uptown shopping district.

The sale was planned to start at about 0930. The local newspaper and radio station, having been brought into the picture early on, had opened up with a barrage of publicity on

*(Continued on Page 36)*



Volunteer harvesters from Coverdale Naval Radio Station picked nearly a ton and a half of apples, donated by local farmers, for their apple pie sale. Left to right are AB Donely Corkery, PO Francis Savage, AB Weldon Tabor and, on ladder, Ldg. Sea. Bryce Eckstein.



Time out for a smoke between bombardments. These four members of a gun's crew aboard HMCS "Athabaskan" are, left to right, Ord. Sea. James Cree, Bounty, Sask.; Ord. Sea. Charles Algate, Cardinal, Ont.; Ord. Sea. Anthony Sutton, Marshall, Sask., and Ldg. Sea. William Glover, Calgary. (CA-175).

## Reports from Korea

# INVASION, 1950

ON BOARD HMCS CAYUGA— It started out like any one of a number of escort jobs this destroyer had been carrying out since her arrival in the Far East. The "Cayuga" was to ensure safe passage for a tanker to an area where United Nations naval forces were operating off the west coast of Korea.

But, as dawn broke on the second day, there were three tankers — not the usual one — astern of the "Cayuga" as she cut a zig-zag pattern in the placid waters of the Yellow Sea. That was the tip-off. Above and below decks, the amateur strategists went to work. This was no ordinary escort job; something was in the wind. Soon there was more evidence to fit into the picture. A stoker reported that he had it from a reliable source that the engineer officer had received orders to bank up number three boiler.

"That'll give us better than 30 knots, and that kind of speed ain't for dinky Pusan convoys."

The quartermasters added their bit. The captain, they said, had

scurried about to a "lot of the big wheels when we were in port". And the stewards, regarded as unimpeachable sources of information because of their proximity to the wardroom and captain's quarters, reported that there was a lot of conferring going on until small hours of the morning.

Later that day — September 12 — the crew's suspicions were confirmed. Captain Brock, in a broadcast over the public address system, said, "We are going on a mission that is still top secret. I cannot give you any details about it now, but will do so as soon as I possibly can".

On the 13th there was more information both from the captain and by observation. In the morning, units of the US Seventh Fleet were sighted, bristling with air and sea power. PO Jack Ross, of Montreal, seemed to echo the feelings of most of the crew. "There's something big cooking", he said, "those ships usually work the east side".

Later, British and French units came into sight. And word was received that the "Athabaskan" had

sailed from port after being delayed by typhoon "Kezia" which lashed the southern part of Japan. She was to join the other Canadian destroyers in the area near Inchon and the three RCN ships would operate together for the first time.

By this time it was fairly obvious that invasion was the mission of the UN ships. At dusk on September 14, it was certain. Several ships suddenly hove into sight on the horizon. First there were ten, then 15, 20 . . . and many more. The ship's company of the "Cayuga" scrambled up on deck as the word quickly made the rounds of the ships: "The invasion fleet is in sight."

Actually, it was only part of the invasion fleet but even that looked formidable. From the messdecks had come a large supply of private binoculars, field glasses and even opera glasses and these were passed around until every one had had a look at the fleet and had made a rough count of the invasion craft.

As the invasion force came into clear sight, the captain came on the air and filled out the details. Yes, it was an invasion, aimed at Inchon and Seoul. It was to get under way at 0630 on Friday, September 15, with the second wave going in at 1830. He went on to tell the crew that elements of the landing force had been passing through to the assault area all day and were poised for the big push.

"Our part in the invasion is to protect this vital convoy you see about us", he said, "and also to blockade an area south of Inchon towards Kunsan. The 'Athabaskan' and 'Cayuga' will guard the convoy during the first days of the landing. The 'Sioux' is now making contact with a number of ROK patrol vessels and will begin the blockade. Each ship will have a turn at both duties".

(This entire escort-blockade force of RCN-ROK ships was under the command of Captain Brock).

During the night, the convoy was joined by a large ammunition supply ship, and the two destroyers, with radar and asdic crews closed up, and gun crews standing by, were zig-zagging in front and on the flanks of the convoy.

On the morning of the 15th it was quiet in the escort and patrol areas, but on Wolmi Do, at the entrance to Inchon, the Marines were making a successful landing. The invasion had begun. The ships of the Royal Canadian Navy were playing a vital part in the behind-the-lines opera-

tions so necessary for the success of the daring amphibious operation.

When the "Sioux" came back from her blockade patrol to relieve the "Cayuga", she had a story to tell. She came within hailing distance of the "Cayuga" and men lining the upper deck shouted bits of information across the waters. The "Sioux" had taken part in a pre-invasion softening up bombardment at the entrance to Inchon. A couple of days later she found three floating mines and destroyed them with gunfire. These were the first mines sighted by Canadian ships. Later on in the month the "Athabaskan" found a minefield near Kunsan and destroyed five by counter-mining.

During the days that followed the initial landings, the officers and men of the three ships anxiously listened to newscasts and traced the progress of the ground troops slashing towards Seoul and beyond. On board the ships there was plenty of activity, too.

The "Cayuga" and "Athabaskan" teamed up during a blockade patrol and blasted enemy shore installations near Kunsan. The "Athabaskan" followed up the next day with another successful bombardment of warehouses, troop concentrations and shore batteries in the approaches to Taechon harbor.

During their patrols, the RCN destroyers were active in other fields. They helped members of liberated South Korean villages near Inchon to get back on their feet following Communist domination. Landing parties went ashore to investigate the villages and if the community was friendly the ships gave what food and medical supplies they could spare to the grateful South Koreans. Additional supplies were voted to them by the welfare committees of the ships. Captain Brock, as senior UN officer in the area, established fishing sanctuaries to enable the people to get back to work without fear of being attacked.

There was, too, the relentless vigil of guarding the convoy. It was a job as unspectacular as that done during the past war in the North Atlantic by the Royal Canadian Navy, but it was equally as necessary for over-all victory.

When the ships returned to their naval base in South Japan at the end of September, they carried tired but satisfied crews. They had done a job of which they could justly be proud.

## MINES OR JELLYFISH?

ON BOARD HMCS "SIOUX" — "Sioux" claimed the distinction — and nobody else challenged it — of having spent the longest period at sea of any of the Commonwealth ships taking part in the Inchon invasion operation.

The destroyer sailed from Sasebo on September 7 and did not return until September 28. During this period she patrolled the Inchon area with HMS "Ceylon" and teamed with the cruiser in a bombardment of gun emplacements in the approaches to the port. Later she rendezvoused with the RCN-ROK force commanded by Captain Brock and alternated between convoy and blockade.

On her next tour of duty, the ship worked with Commonwealth units in the vicinity of the 38th parallel and still further north. Her assignments included the bombardment of enemy gun positions on Fangochi Point and on one of these she was assisted by a spotting aircraft. The aircraft reported complete success, hits and straddles having destroyed the target.

It was known that there were mines in the area and the next day, after aircraft had completed their charting

of the locality, the "Sioux" learned that somehow she had managed to penetrate  $2\frac{1}{2}$  miles into a minefield whose density was reported as ranging from mere yards to a quarter of a mile.

Still, for those who like an easy mind in retrospect, it must be said that mines and the enormous brown jellyfish which abound in these parts probably look much alike from the air.

Mines continued to be an easy mark for the "Sioux." The record showed five exploded and three sunk in September and October.

During one of her prowls the ship found, about 90 miles off-shore, a broken down South Korean tug trying to make headway through heavy seas using two blankets as sails. Twenty-three of the 28 South Koreans on board were transferred temporarily to the "Sioux" and the tug was taken in tow until her engine could be repaired.

Everything possible was done to make the Koreans embarked in the "Sioux" comfortable. They delighted in showers and baths, having had none in weeks, and the ship even produced chopsticks for those who had difficulty with forks.—P.C.B.



The Canadian destroyers drew upon their provisions to supply several Korean island villages whose food stocks had become almost depleted during the Communist invasion. Here Petty Officer Carl Petersen, of Kingston, Ont., hands food parcels down to a Korean boat. (CA-146).

# 'CAYUGA'S' THANKSGIVING

ON BOARD HMCS "CAYUGA"  
— On Thanksgiving Day, 1950, HMCS "Cayuga" was swinging at anchor in the harbor of Inchon. A cold wind sent rain clouds scudding across the sky. It was a bleak, unfriendly day for Thanksgiving — far from what the "Cayugans" would expect this day to be like in Canada.

There was a danger of enemy air attack on shipping in the harbor and only 30 of the crew were allowed ashore.

An American LCP came alongside at 1300 for the sightseers and landed them at Charlie Pier on White Beach, which borders the business section of the city. Among the men who went ashore were Petty Officer Lawrence Dempster, of Calgary, and AB Fred Hughes, of Winnipeg.

The Canadians were taken through the shell-ripped streets of the city in a US Army truck. They visited Kimpo airfield and saw their first Russian-built Yak fighters. One of the GI's on guard at the airport remarked to AB Rupert Brodeur, of Domremy, Sask., "Take one home as a souvenir if you want — we're going to burn them tomorrow."

Brodeur didn't think he could manage a whole plane as a memento, so was content with a few of the empty cartridge cases which littered the ground.

## Glad Tidings

Two ROK naval liaison officers serving with RCN ships in the Korean theatre had more than a passing interest in the UN landings at Inchon. Both had families in Seoul from whom they had not heard for some four months. They watched anxiously as the UN forces attacked and captured Seoul and eagerly awaited their chances to get into the city to find their loved ones. The opportunity came for both of them.

The "Athabaskan's" liaison officer went ashore when his ship entered Inchon harbor on September 29. Ten days later the ROK officer in the "Sioux" transferred to the "Cayuga" and visited Seoul when the ship dropped anchor in Inchon harbor. Both officers came back, cheerful and greatly relieved. They had found their parents and families safe and well. Their houses and property had been damaged in the street fighting but, as one of them said, "The important thing — my family — was spared".



On Thanksgiving Day, 1950, three Canadian sailors on shore leave from HMCS "Cayuga" view the badly damaged British consulate in Inchon. (CA-210).

The group next visited the hill where what was left of the British Consulate stood. This had been the scene of some of the fiercest fighting in the Inchon landings. They came upon pieces of bloodied packs, and uniforms were scattered about the steep slope, which was criss-crossed by trenches and pockmarked with fox holes. The consulate, once a fine, imposing building, was only a shell.

AB Neil Cave, of Saskatoon, found a North Korean steel helmet, which he promptly claimed as a souvenir.

They inspected eight Russian-built tanks that had been knocked out by US Marines. The sailors saw the terrible effects of the bazooka. The projectile makes only a small hole in the armour of the tank, but burns the interior beyond recognition.

CPO Hugh Dunbar, of Victoria, who brought back a range strip off a 75 mm. field gun, remarked that you could see the difference between a naval bombardment and an aerial bombardment by the paths which the blasts took.

Besides the scenes of the recent conflict, the Canadians were fascinated by the small-sized oxen pulling antique wooden carts, women threshing grain by means of wooden flails, and the amount of peppers which the

civilians had everywhere in baskets along the roadside. Ldg. Sea. James Armit, of Lethbridge, Alta., claimed he "saw a woman with a basket of peppers on her head, I bet it weighted nearly a 100 lbs."

Their tour ended at 1800 and when they came back aboard the "Cayuga" they had many stories to tell their shipmates and relate in letters to the folks back home — J.A.B.

## USN Admiral Presents Flag to "Athabaskan"

One of HMCS "Athabaskan's" prized souvenirs of her participation in the Korean campaign is the personal flag of an American admiral.

During the Wonsan landings in October, Vice-Admiral Arthur Dewey Struble, commander of the operation, went on board the Canadian destroyer for a trip to the inner harbor. As he came over the side, his blue flag with three stars was hoisted to the truck — the first time, it is believed, that a United States admiral's flag has been worn by a Canadian ship during a wartime operation.

Admiral Struble showed great interest in the history of the ship and of her famous predecessor, and complimented the Canadians on their part in the Korean campaign. Before leaving to return to his headquarters ship, he presented his flag to the "Athabaskan" as a memento of his visit.

# Memories Revived

*Veterans re-Visit Ports,  
Waters Last Seen  
In Wartime*

## ON BOARD HMCS "MICMAC"

— The clatter of "klompen" echoed through the messdecks of HMCS "Micmac" as she slipped down the long canal from Amsterdam to the open sea. For many a rating who had invested his last guilder in souvenirs it was the first chance he'd had to try out the wooden shoes picked up on sight-seeing tours through Holland.

Wooden shoes weren't the only items stowed away on this cruise. There were steins from Oslo, glasses from Sweden, china dishes from Denmark and ash trays from everywhere.

Moaning — probably for the first time in history — that the time between ports was too short, every last matelot tried to stretch his pay from city to city and from country to country — and still wind up with gifts to carry home. Switching from pounds to two kinds of kroners, to two kinds of francs and then to Portugese escudos, he had a job that would stagger a minister of finance.

If his mission was accomplished, it was largely the result of the hospitality of the ports which provided free dances, excursions and receptions to prove to the Canucks that the link between Western Nations is more than a raft of red tape and newsprint.

For the younger men aboard it was a voyage of discovery — discovery that their own country holds no monopoly on the good things of life. For older ratings, like CPO Alex Burns, of Hamilton, it was a return to waters remembered from the Second World War.

At Gothenburg, Sweden, Burns saw the Norwegian merchantman he'd been attached to in 1941. The trip to Cherbourg was his first since 1939, when he'd gone there with HMS "Vansittart", escorting the first British contingent to France.

Petty Officer Vic Dougherty, of Toronto, had a few things to remember, too. At Oslo he looked up records of his service with Norway's merchantmen; and later, as the "Micmac" slipped past Flushing, Holland, at 0400 of an October morning, he was on deck to look at the lights of the

town and to think of a similar morning in November 1944, when he and PO Stanley Lawrence had taken part in a sudden raid on the Dutch coastal city. PO Lawrence had been in HMS "Warspite," Dougherty with the beach signals unit attached to the 18th LCT Flotilla.

Oslo and Copenhagen stirred thoughts of other days for CPO Tom Kenny, of Owen Sound, Ont., and Lieut.-Cdr. D. L. Macknight. They'd been in the "Iroquois" when she escorted the Crown Prince of Norway home after the war and had then gone on to the Danish capital to pick up the "Prince Eugen".

Off the French coast, when the "Huron" paused to hold services honoring the memory of the first HMCS "Athabaskan," AB Marcel Belanger of Quebec City paid a personal, silent tribute to brother Lionel, who had been lost with the ship.

Still, the "Micmac's" crew was far from living in the past. The strenuous cruise program provided work aplenty and a few new interests besides. For instance, there was "Spanky", the purebred cocker spaniel that Petty Officer Stan Lawrence of Dartmouth, N.S., and Strood, Kent, England, had picked up in Chatham and had brought back to the "Micmac" in 'Derry. Happily established in his own pocket-sized hammock, "Spanky"

rode through the rough seas from Copenhagen to Amsterdam without so much as a burp.

CPO Burns and CPO Frank Gardner, of Toronto, had polished up on their bridge game, beaten everybody in the "Micmac" and issued a challenge to anybody in the Navy. There were no comers to pick up the gauntlet.

In the sports department, "Micmac" was keeping abreast of her reputation. Last year's "B" series Atlantic Command hockey champs packed the Squadron team that met Dunfermline Vikings. "Micmac" men were credited with one goal, two assists.

The "Micmac's" rigger stars accounted for most of the Canadians' points in the two games the squadron played with the British. In softball, "Micmac" and "Huron" were tied with one win each. In Antwerp the two ships joined forces to meet a picked Belgian team.

But even more active than the athletes were the bulb and shutter fiends. The cruise was a paradise for candid camera men. Comparing notes on results, the "Micmac" crew thought it was high time The "Crow's-nest" sponsored a contest to pick and publish the best amateur pictures taken on the cruise. There'd be thousands, including many top-notch views to choose from, and the "Micmac" would be willing to stack its pictures against any the "Huron" or "Magnificent" could produce.

After all, where opposition is concerned, the Norwegians have a word for it. It means "pack of trouble". The exact pronunciation happens to be "Micmac".



"Spanky," Cocker spaniel mascot of HMCS "Micmac," takes a solemn view of things from his specially-made hammock. (MAG-2175).

# The Bulletin Board

## **Navy to Administer Correspondence Courses**

The Navy has lately taken over the administration within the Service of correspondence courses introduced by the Canadian Legion during the Second World War and afterwards administered by the Department of Veterans' Affairs.

These courses helped a great many men who served in the armed forces during the war to prepare themselves for return to civil life; hundreds of others making a career of the Service have used the courses as a stepping-stone to advancement.

The practice was to place a man undertaking one of the courses under the tutelage of an instructor, who was generally a high school teacher or a retired teacher and was usually a long way from the student. The course was progressed on a correspondence basis and was strictly a remote control proposition.

Now naval instructor officers will be acting as correspondence instructors for all of the courses authorized for use in preparing for naval educational tests. Wherever possible, the marking and correcting of correspondence exercises will be done by an instructor officer in the student's own

ship or establishment, or by an officer who will visit the ship from time to time.

The instructor officer to whom a man has been assigned will maintain an up-to-date record of the man's progress and will correct his exercises promptly. Furthermore, he will be able to give the student first-hand help and guidance.

This system has already been tried out on a small scale and has produced such a vast improvement in results that it has been extended to all courses preparatory to naval educational tests.

As a further improvement in the system, DVA courses which do not fully meet naval requirements are being replaced gradually by courses especially designed for the navy. The first of these are now in use—BRCN 3701, the Naval Correspondence Course in BET English, and BRCN 3702, the Naval Correspondence Course in BET Arithmetic.

Normally a man will apply for a course through an instructor officer, but in ships or establishments where no instructor officer is borne he may request a correspondence course through the commanding officer, who will forward the request to the Com-

mand Education Officer in the manner prescribed in the new Naval General Order on correspondence courses.

## **Release Routine**

In addition to the RCN Barracks at Halifax and Esquimalt, "Donnacona," "York," "Bytown," "Chippawa" and "Discovery" have now been designated as release centres for personnel entitled to rehabilitation leave.

Officers and men who are to be released in Canada must pass through a release centre for medical examination and documentation before reaching civilian status. With the increase in the number of release centres, personnel who are serving away from the coasts no longer have to make the trip to the nearest RCN Barracks. Release can be effected from the nearest of the establishments mentioned above, and all necessary action can be completed at the time of reporting and before leave is granted.

Officers and men need report back to the release centre only if they wish to obtain a medical re-check or to pick up post-release benefits. Under the previous procedure, it was necessary to report back to the nearest naval division at the end of leave before final release could be effected.

## **Post Release Medical Treatment Benefits**

The Department of Veterans' Affairs now provides certain medical treatment benefits to former members of the RCN who have not been granted a disability pension entitlement, for medical conditions which were treated during service since September 30, 1947, or existed at the time of release. Treatment benefits of this nature were not available between September 30, 1947, and January 31, 1950.

Application for treatment must be made within 365 days from the effective date of release. Length of treatment is based on periods of service since September 30, 1947, up to a maximum of one year.

The Department of Veterans' Affairs is the authority for assessing eligibility to medical treatment benefits.



Cdr. P. D. Budge, executive officer of "Cornwallis," awoke last Christmas morning to find this sign outside his residence. Erected by his brother-officers, it suggests a favorite expression of Cdr. Budge, who insists that things be done in a "seamanlike manner." The XO liked the idea and there the sign has remained. (HS-12946).



In addition to the medical treatment benefits provided, certain financial benefits are available to persons requiring hospital care.

### Diver Non-Substantive Rates

In future only men of the Seaman, Stoker Mechanic and Shipwright Branches will be permitted to qualify for Diver non-substantive rates. Men of other branches who are now in possession of Diver non-substantive rates will retain them subject to their requalifying within a stipulated period.

An additional class of Diver has been introduced — Diver 3/c. This third class rate is open to leading, able and ordinary ranks of the Seaman Branch; leading and able ranks of the Stoker Mechanic Branch, and Petty Officer first and second class ranks of the Shipwright Branch. In order to qualify, men must be under 25 years of age, able to swim (passed provisional test), medically fit, have a strong sense of responsibility, and, if they belong to the Seaman Branch, hold a third class non-substantive rate.

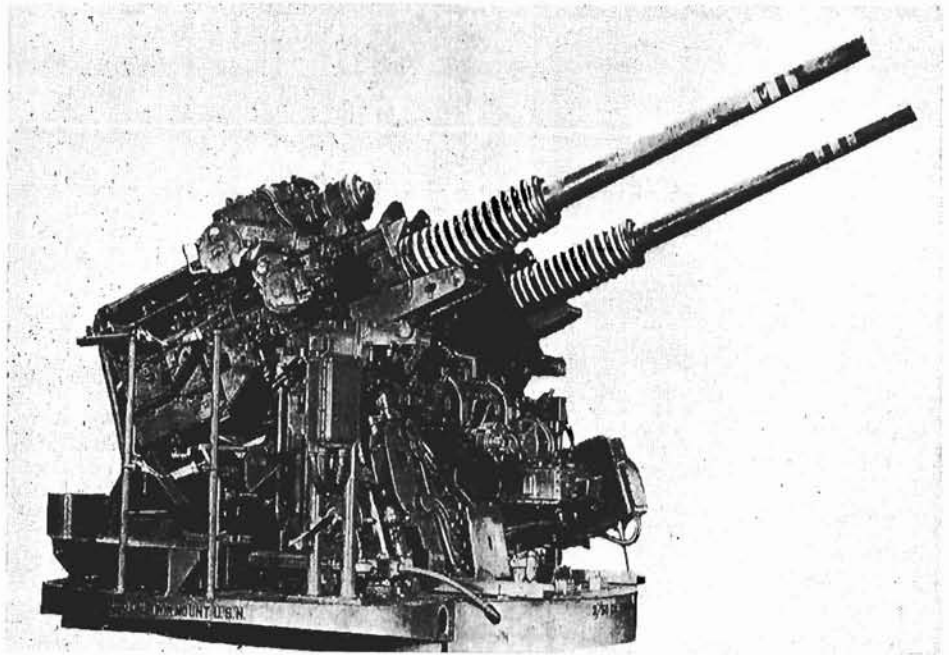
The Diver 2/c non-substantive rate is open to Divers 3/c who have two or more years' seniority as a Diver 3/c and who hold the rank of P1, P2 or LS in the Seaman Branch, LS in the Stoker Mech. Branch, or P1 or P2 in the Shipwright Branch. Applicants to qualify must be medically fit and must have more than three years remaining of their current engagement, or three years before completion of time for pension. Men of the Seaman Branch must also hold a second class non-substantive rate. LSSMs on promotion to P2SM will relinquish their diving qualification.

The Diver 1/c non-substantive rate is open to petty officers first and second class of the Seaman Branch who hold the rate of Diver 2/c and have two or more years' seniority in that rate. Applicants must be medically fit, not hold another first class specialist qualification and have obtained over 80 per cent on qualifying or requalifying for Diver 2/c.

### White Webbing Equipment for Ceremonial Purposes

Webbing equipment in the natural colour of white is being introduced in the RCN as a substitute for the old type khaki webbing painted white.

White webbing equipment will be used at all times by RCN bands and by guards of honor. It may also be used by patrols, sentries, gangway staff, etc., at the discretion of senior officers.



This is the 3-inch 50 calibre rapid fire twin mount gun which is due to become a familiar piece of fighting equipment in ships of the Royal Canadian Navy. A United States Navy development, the gun is to be built in Canada by Sorel Industries, Sorel, P.Q., for the USN and RCN. (US Navy photo).

### Electrical Branch Training for Men of the RCN(R)

To insure that RCN(R) men of the Electrical Branch attain acceptable technical standards, training providing a much higher degree of specialization is being introduced. Men of each technician branch will be trained in one of three specialties.

The specialty in which a man has been trained will be indicated by adding the specialty letter after his trade group. For example, a P1ET4 specialized in Fire Control would be designated as a P1ET4(G); if specialized in Navigational Instruments and Asdic as a P1ET4(N). The Electrician's Mate Branch is divided into three specialties: General (no specialty letter), Power (L) and Electronics (R).

Correspondence courses prepared and administered by HMC Electrical School will form the basis of most technical training for these branches.

These courses will be supplemented by practical training in ships and establishments and by courses and examinations at HMC Electrical School or Training Centre.

On completion of correspondence courses, men will undergo a further course at HMC Electrical School or Training Centre during their period of naval training. This course consists primarily of practical training on equipment which operates on the principles studied during the correspondence course. When desirable, consideration will be given to providing further training at civilian technical schools.

Because of the necessity for men of the Electrical and Radio Technician (Air) branches (EA and RA) to spend their period of naval training in an aircraft carrier or at a naval air station, men of western divisions are to be trained for the ET and RT branches only.

*BRANCH*

Electrical Technician (ET)

Radio Technician (RT)

Electrical Technician (Air) (EA)

Radio Technician (Air) (RA)

*Specialty and Specialty Letter*

Electrical Fitter (L)  
 Fire Control (G)  
 Navigational Instruments and Asdic (N)

Communications (C)  
 Detection Radar (N)  
 Gunnery Radar (G)

Aircraft Instruments (I)  
 Aircraft Electrics (L)  
 Ground Electrics (S)

Air Radio (C)  
 Air Radar (R)  
 Ground Radio-and Radar (S)



# OFFICERS *and* MEN



## **First Observers' Mates Class Receives Wings**

A new career in the Royal Canadian Navy was launched November 3 with the presentation of wings to six observers' mates, the first to qualify for the recently-established non-substantive rating.

Successful graduates were Able Seamen William D. Hunter, Watrous, Sask.; Douglas Carr, Chesterville, Ont.; Robert L. Rogers, Westboro, Ont.; William A. Harnell, Three Rivers, P.Q.; Douglas S. Moffatt, Montreal, and Harry Sully, Mt. Forrest, Ont.

The wings were presented by Capt. E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," at a ceremony at the RCN Air Station. The six OMs are slated to join 826 Squadron, the first to be armed with Avenger aircraft, for aircrew duties. Their duties will include operation of radio and radar equipment and anti-submarine search apparatus.

The 17-week course teaches electronics, communications, anti-submarine warfare, airport traffic control, elementary navigation, aircraft recognition, medical aspects of flying, and survival and dinghy drills.

Officer in charge of the observer's mate training is Lieut.-Cdr. (O) R. I. W. Goddard. Instructors include CPO Robert Hogg, Leaside, Ont., and PO Robert Geale, Port Colborne, Ont.

## **King's Commendation for Two Navy Men**

Able Seamen David Brooks, RCN, and David Early, RCN(R), both of Saskatoon, have been awarded the King's Commendation for rescuing a woman from drowning in the South Saskatchewan River at Saskatoon last May 5 ("Crownsnest," July 1950.)

The woman had fallen from a bridge into the river near where the two men were working at HMCS "Unicorn," the Saskatoon naval division.

In recommending Brooks and Early for the award, Cdr. O. K. McClocklin, commanding officer of "Unicorn," pointed out that the temperature of the water at the time was in the neighborhood of 40 degrees, while the current was approximately 10 knots per hour.

Said Cdr. McClocklin, "The calm and direct action of these two young Able Seamen in the face of very serious personal risk cannot be too highly commended in that, by this action, they saved the life of a human being."

## **Cdr. F. R. K. Naftel To Command "Prevost"**

Cdr. Frank R. K. Naftel, RCN(R), of Goderich, has been appointed commanding officer of HMCS "Prevost," the naval division at London. He took up his new duties October 31.

Cdr. Naftel succeeded Lieut.-Cdr. T. F. Owen, RCN(R), CO of the division since May 1949, who has taken over the post of staff officer



Teams from the Special Service Squadron engaged in exhibition hockey, basketball and soccer games in several of the ports visited during the European cruise. Prior to a basketball game in Copenhagen, Leading Seaman Roy Sharkey, of Saint John, N.B., and Gordon Taylor, Niagara Falls, chat with two Danish players. (MAG-2317).

(administration) at HMCS "Montcalm," Quebec City, succeeding Lieut.-Cdr. Paul Savard, who has been appointed to "Cornwallis."

Born in Perth, Ont., Cdr. Naftel entered the RCNVR at Montreal in April 1940. During the war years he served as executive officer of the minesweepers "Armentieres" and "Wasaga" and as commanding officer of the 'sweepers "Milltown" and "Kenora" and the Algerine escort vessel "Wallaceburg." He also commanded HMCS "Brunswick," the naval division in Saint John.

During the latter months of the war, he served as Chief Canadian Staff Officer to Commodore (D) Western Approaches, at Londonderry.

Returning to Canada in June 1945, he was demobilized at Montreal in August. He re-entered the Reserve in October 1950 to take command of "Prevost."

For his services during the war, Cdr. Naftel was Mentioned in Despatches, the citation reading, in part, "for utmost zeal, cheerfulness and devotion to duty."

## **Sixteen Stoker Mechanics Complete Course at MTE**

After a 19-week course at the Mechanical Training Establishment at HMCS "Stadacona" 16 stoker mechanics qualified for the rating of P2SM2.

Following are the successful graduates: POs Gerald E. McDormand, Westport, N.S., and James C. Moreton, Victoria, and Leading Seaman William G. Sparrow, Medicine Hat, Alta.; James R. Clarke, Victoria; Frank S. Judd, Toronto; Frank E. Harding, Victoria; Alan Way, Saskatoon; Hudson E. Carroll, Halifax; Jack A. Friis, Dartmouth, N.S.; Jack E. Groves, Victoria; David G. Klassen, Mission City, B.C.; Charles F. Mosher, Chase, B.C.; Ronald S. Taylor, Moncton, N.B.; Donald Pratt, Toronto; James F. Marsh, Halifax, and John W. Knowler, Upper LaHave, N.S.

## Former Cadet Captain Teaching in Ethiopia

For the next three years, Sub-Lieut. Edward A. Vincent-Barwood, of Nelson, B.C., isn't going to be able to pursue his spare-time career as an officer of the Royal Canadian Navy (Reserve).

Sub.-Lieut. Vincent-Barwood, a former member of the University Naval Training Division at Mount Allison University, Sackville, N.B., has accepted a position as teacher of industrial arts in a school eight miles outside of Addis Ababa, Ethiopia. He and his Toronto-born wife, left Canada for their new home late in September.



S/LT VINCENT-BARWOOD

Sub-Lieut. Vincent-Barwood's first Service connection was with the Air Force. While at high school in Vancouver, he joined 1601 Cadet Wing of the RCAF in 1938. Later he spent four years as a sergeant technician in the Royal Canadian Dental Corps. He joined the University Naval Training Division when he entered Mount Allison and last summer served as a Cadet Captain in HMCS "Stadacona," Halifax. He graduated this year with a degree in fine and applied arts.

## Prep School "Students" Flown from Europe, Asia

Three men of the Royal Canadian Navy were flown from opposite ends of the world recently so that they could commence studies at the RCN Preparatory School in HMCS "Naden," Esquimalt. Successful completion of their courses will qualify them academically for promotion to commissioned rank.

Petty Officer John O'Neill, 22, Pointe Claire, P.Q., and Ldg. Sea. Bruce Richards, 22, of Edmonton and Vancouver, left HMCS "Magnificent" at Portsmouth, England, flew to Montreal, then entrained for the West Coast. Ord. Sea. Douglas Jebson, 19, of Burnaby, B.C., who had been serving in the destroyer "Sioux," crossed the Pacific by air from Japan.

Petty Officer O'Neill has been in the RCN for four-and-a-half years, two of which were spent with the 19th Carrier Air Group. Ldg. Sea. Richards, a member of the "Magnificent's" ship's company since early this year,

joined the Navy five years ago. Both men were selected as officer candidates and appeared before a Fleet Selection Board convened in the carrier while on passage between Amsterdam and Rotterdam.

Ord. Sea. Jebson entered the RCN in 1949. After basic training he served in the cruiser "Ontario," he was drafted to the "Sioux" just prior to her departure from Esquimalt for the Far East in July.

Return of the three men to Canada for the course is in accordance with the Navy's policy of providing selected candidates from the "lower deck" with the opportunity to obtain educational qualifications for promotion to commissioned rank.

Fifteen men are enrolled in the class currently under instruction in the Prep School.

## Twelve Men Complete Radar Plot Course

The following men have completed a course at the Navigation Direction School, Halifax, which qualified them as Radar Plotters, second class: Ldg. Sea. Glen Kekewich, Toronto, and Able Seamen Harvey Jones, Victoria; Gordon David, Halifax; Harold Bailey, Truro, N.S.; Clyde Williams, Halifax; Ronald Yeats, Claresholm, Alta.; James Duncan, Nordegg, Alta.; Richard Lopeter, Swift Current, Sask.; Ralph Hancock, Dominion City, Man.; Gilbert St. Laurent, Winnipeg; James Armstrong, Peterborough, Ont. and Robert Miles, St. Stephen, N.B.

## "Father Mike" Received in Audience by Pope Pius

Father Michael P. MacIsaac, of Glace Bay, N.S., and Ottawa, Chaplain of the Fleet (RC), has been received in audience by and given the blessing of Pope Pius XII.

"Father Mike," as he is known throughout the Service, flew to Rome from England when the "Magnificent," in which he then was serving, arrived at Portsmouth in mid-October for a week-long visit in the course of the European cruise.

The trip to the Holy City was arranged by Father MacIsaac at his own expense. With him he took some two dozen rosaries to be blessed during his audience with the Pope. The rosaries, for the most part, had been purchased by Canadian sailors during the Special Service Squadron's stay at Londonderry, Northern Ireland, in September.

Later, while the squadron was at Lisbon, Father MacIsaac took a party of 150 officers and men to the shrine at Fatima, about 90 miles north of the Portuguese capital.

## USN Officer Commends RCN Laboratory Assistant

PO Donald M. Halverson, of Malagash, N.S., a laboratory assistant, has been commended by the commanding officer of the United States Naval Medical School, Bethesda, Maryland, for the "outstanding manner" in which he performed his duties while taking a course at the school.



Shown above are members of the tenth Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis". Front row, left to right: PO J. Delisle, CPO P. R. Herold, CPO C. V. Scott, Cd. Bos'n H. J. Andrews (instructor), Lieut.-Cdr. J. C. O'Brien (officer-in-charge), CPO R. J. Fitzsimmons, CPO T. G. Williams, PO R. S. Davis. Centre row: PO R. L. Johnson (Instructor), PO D. J. Regimbal, PO J. P. Mooney, PO W. Saranic, PO L. O'Brien (instructor), PO E. L. Stein, PO G. H. Southern, PO W. C. Salisbury, CPO C. C. Hancock (instructor). Rear row: PO E. N. Huppe, PO F. J. Savage, PO G. L. Oakley, PO C. Lewis, PO N. Keziere, PO J. H. Bellavie, PO W. J. Kittson. (DB-934-1).

The letter of commendation, signed by Captain B. W. Hogan, USN, stated Halverson had "consistently maintained a high standard of proficiency in both studies and applied clinical laboratory work," and had demonstrated "a keen sense of judgment, tact and ability."

"Your conduct, patience and personal military bearing have been exemplary and a credit to the military service you represent," the letter ended.

### **Commend Former Chaplain for Work Among Japanese**

Father Michael Dwyer, of Halifax, a former RCN chaplain, has been commended by the authorities of Shimabara, Japan, for his work among the people there.

Father Dwyer went to Japan last year as a missionary and at present is the Superior of the Canadian Scarborough Foreign Mission Fathers in Shimabara.

Father Dwyer entered the Navy at Toronto in May 1942. While most of his time in the Service was spent in establishments on the East Coast, he served for a while in "Givenchy" and "Naden," at Esquimalt, and for several months was Chaplain (RC) at Londonderry.

He was demobilized at Halifax in March 1946.

### **Promotions**

#### **CPO T. C. Shuckburgh Receives Promotion**

CPO Trevor C. Shuckburgh, of Stettler, Alta., has been promoted to the rank of Acting Commissioned Gunner after successfully completing a qualifying course in the United Kingdom. He was the only Canadian in his class, the others being Royal Navy and Royal Marine personnel.

Born in Stettler, CPO Shuckburgh joined the RCN as a boy seaman in July 1940. During the war he served at sea in HMC Ships "Prince Henry," "Gananoque," "Stratford" and "Teme" and ashore on both coasts, in Newfoundland and the United Kingdom.

He was in the "Teme" when the frigate, while on convoy duty in the English Channel in March 1945, was struck by a torpedo which blew 60 feet off her stern. He was commended by the C.-in-C., Devonport, for "outstanding courage, coolness and devotion to duty after the torpedoing of HMCS 'Teme,' thereby contributing substantially to the salvaging of the ship."

#### **Two TAS Branch Men Earn Commissions**

Chief Petty Officers Richard E. Dorken, of Galt, Ont., and Douglas B. Babineau of Halifax, have been promoted to the rank of Acting

Commissioned Gunner (TAS) following their successful completion of qualifying courses in the UK.

Both men entered the RCN at Halifax on March 1, 1937, as ordinary seamen and both took early training in "Stadacona" and at sea in the destroyers "St. Laurent" and "Skeena."

Dorken subsequently served in the destroyers "Restigouche," "Fraser," "St. Francis," "Huron," "Iroquois" and "Nootka," the armed yacht "Sans Peur" and various shore establishments in Canada and the UK. Babineau saw service in the destroyers "Ottawa," "Haida," "Huron" and "Nootka," the frigate "Swansea" and the armed yacht "Renard." He also served ashore on both coasts, in Newfoundland and in Great Britain.

Acting Commissioned Gunner Babineau was awarded the Distinguished Service Medal in October, 1944, for "good service in action with enemy coastal forces."

#### **Former "Chief Jaunty" Commissioned Officer**

CPO Joseph Ball, of Winnipeg, has been promoted to the rank of Acting Commissioned Master-at-Arms and has been appointed to HMCS "Shearwater," Dartmouth, N.S.

Born in Liverpool, England, Commissioned Master-at-Arms Ball was living in Winnipeg when he joined the RCNVR as an ordinary seaman in February 1932.

Called on active service in September 1939, he served during the war in shore establishments on both coasts and in the escort carrier "Nabob." Following the war he served for a time in HMCS "Warrior."

Commissioned Master-at-Arms Ball was awarded the British Empire Medal in June 1946 for "meritorious service" during the war.

#### **Thirteen Graduate as Communicators**

Thirteen ordinary seamen recently completed a 35-week course at the Communication School, Halifax, which qualified them as communicators.

Graduates were Ordinary Seamen Clayton W. Spencer, The Pas, Man.; Douglas Rouch, Lindsay, Ont.; Joseph R. Devean, Metaghan, N.S.; Sanford J. McGrath, Descousse, Cape Breton; John J. P. Hurtubise, New Liskeard, Ont.; George W. Griffin, Digby, N.S.; D. Joseph Pierson, Winnipeg; Russell T. Matthews, Barry, Ont.; Burton Schnurr, Walkerton, Ont.;



Former Sea Cadets who are attending Royal Roads on Navy League of Canada scholarships were luncheon guests in Victoria of R. C. Stevenson, Co-ordinator of Sea Cadet Activities, during his annual tour of the Pacific Coast. Front row, left to right: Captain R. H. Ley, chairman, Victoria Sea Cadet Committee; Mr. Stevenson and F. L. Shaw, president, Vancouver Island Division, Navy League of Canada. Rear row: D. W. Brown, member of the Navy League Committee; Cadets K. G. J. McKey, P. E. Biron, T. A. P. Eyre, G. E. Van Sickle, J. C. Till, and H. J. Walton; Lieut.-Cdr. G. J. Manson, Sea Cadet Area Officer, and G. R. Turner, member, Navy League Committee. (E-12465).

## Mascots Three

Each of the three destroyers operating in Korean waters has a dog as mascot. The pups, all less than four months old, are of doubtful lineage but that doesn't affect their popularity.

On board the "Cayuga" is Alice, a brown and white dog whose chief claim to fame, prior to her being featured as Lady of the Month in the October "Crow'snest", was her abnormally long ratlike tail. In the "Athabaskan" it is Pom-Pom, a perky black pup with a fondness for members of the engine room branch, while in the "Sioux" is brown and white Sue, who has her own special box slung on gimbals in the after flat, where she is placed out of harm's way during bombardments.

Arthur A. Wayte, Toronto; Harvey B. Greene, Vancouver; L. Benoit, Terrace, B.C., and Douglas C. South, Belleville, Ont.

## Eight CPOs Qualify for 1st Class Rating

Following a 30-week course at the Electrical School, HMCS "Stadacona," Halifax, the following chief petty officers, second class, qualified for the first class rating: Robert W. Bright, Victoria; John K. Walker, Verdun, P.Q.; Gordon Trevor, Dartmouth; Robert O. Taylor, Victoria; Gordon W. MacNeill, Ottawa; Clarence A. Redden, Halifax; Allan B. Toucks, Windsor, N.S., and Donald Tripp, Ellershouse, N.S.

## "York" Messes Hold Annual Elections

CPO Wilfred Franklin was re-elected president of the Chief and Petty Officers' Mess in HMCS "York", Toronto, at annual elections held recently. PO William Clewes was named mess secretary.

Following annual elections in the Seamen's Mess, Ldg. Sea. Gordon Spiker was installed as president. PO James Fleming and ABs Arthur Otley and Howard Craddock were elected to the committee.

## Former Navy Man Wins VLA Award

Gordon Stancombe, of Victoria, a former Engine Room Artificer in the Royal Canadian Naval Volunteer Reserve, has been named B.C. Provincial Winner in the Veterans' Land Act small-holding development competition.

An engineer employed in the Empress Hotel in Victoria, Mr. Stancombe won out over 4,100 other VLA settlers in British Columbia.



Navy cheerleaders and the RCN band have been adding a lot of color to games involving "Stadacona's" entry in the Halifax Canadian Football League. In the troupe of entertainers who rouse the Navy's rooting section are, in front, AB Keith Morrison and mascot "Queenie," and, in rear, Ord. Sea. Ray Charlton, PO Mike Bidnuck and Ord. Sea. John Graham. (HS-12415).

## Weddings

Lieut. C. R. Manifold, HMCS "La Hulloise," to Miss Sheila Challice, Halifax.

Lieut. Walter S. Blandy, HMCS "Naden," to Miss Norah A. Stanton, Victoria.

Sub-Lieut. (S) Thomas A. Cove, HMCS "Crescent," to Sub-Lieut. (NS) Audrey Miller, Mission City, B.C.

Ldg. Sea. Richard H. Applejohn, HMCS "Cornwallis," to Miss Vera Mae Warner, Digby, N.S.

Ldg. Sea. W. E. Dunbar, HMCS "Stadacona," to Miss Helen S. DeWolfe, Saint John, N.B.

Ord. Sea. H. J. Dinn, HMCS "Portage," to Miss Marie Gregory, Salmonier, Newfoundland.

## Births

To Lieut-Cdr. George Rooke, Naval Headquarters, and Mrs. Rooke, a son.

To Lieut. R. A. Beach, HMCS "Portage," and Mrs. Beach, a daughter.

To Lieut. D. J. Kennedy, HMCS "Portage," and Mrs. Kennedy, a son.

To Lieut. D. G. Meredith, HMCS "Portage," and Mrs. Meredith, a son.

To Lieut. (P) J. B. Fotheringham, HMCS "Sioux," and Mrs. Fotheringham, a daughter.

To Lieut. (S) Peter J. Bates, HMCS "Bytown," and Mrs. Bates, a son.

To Sub-Lieut. E. S. Parker, HMCS "Sioux," and Mrs. Parker, a son.

To CPO Charles Perry, HMCS "Stadacona," and Mrs. Perry, a son.

To CPO Reginald R. Rimmer, HMCS "Sioux," and Mrs. Rimmer, a son.

To CPO John Tizard, HMCS "Stadacona," and Mrs. Tizard, a son.

To CPO C. W. Henderson, HMCS "Sioux," and Mrs. Henderson, a daughter.

To PO Fernand J. Guinard, HMCS "Cornwallis," and Mrs. Guinard, a daughter.

To PO Jack Kiley, HMCS "Stadacona," and Mrs. Kiley, a son.

To PO Terence Gollinger, Gloucester Naval Radio Station, and Mrs. Gollinger, a daughter.

To PO C. L. Pacaud, HMCS "Portage," and Mrs. Pacaud, a son.

To PO Edward A. Bray, HMCS "Portage," and Mrs. Bray, a son.

To PO Keith M. Roberts, Gloucester Naval Radio Station, and Mrs. Roberts, a son.

To PO Richard G. Seager, HMCS "Sioux," and Mrs. Seager, a son.

To PO George Vanthaaff, HMCS "Sioux," and Mrs. Vanthaaff, a son.

To PO Allan W. Tassell, HMCS "Sioux," and Mrs. Tassell, a daughter.

To Ldg. Sea. Edward F. Cadue, HMCS "La Hulloise," and Mrs. Cadue, a son.

To Ldg. Sea. Howard A. Rands, HMCS "La Hulloise," and Mrs. Rands, a son.

To Ldg. Sea. Joseph J. L. Grimard, HMCS "Portage," and Mrs. Grimard, a son.

To Ldg. Sea. Walter E. Taylor, HMCS "Sioux," and Mrs. Taylor, a son.

To Ldg. Sea. Kenneth C. Hawkins, HMCS "Sioux," and Mrs. Hawkins, a daughter.

To Ldg. Sea. Harold C. Offer, HMCS "Sioux," and Mrs. Offer, a son.

To AB Ronald L. Tessier, Gloucester Naval Radio Station, and Mrs. Tessier, a son.

To AB Lawrence A. Patton, HMCS "Stadacona," and Mrs. Patton, a son.

To AB John W. Bowes, HMCS "Portage," and Mrs. Bowes, a son.

To AB David R. Green, HMCS "Portage," and Mrs. Green, a daughter.

To AB Hector J. Larocque, HMCS "Cornwallis," and Mrs. Larocque, a daughter.

To AB Walter Moeckl, HMCS "Sioux," and Mrs. Moeckl, a daughter.

# RE-ENTRIES

## How Do They Affect Your Naval Career?

In its effect on the personnel picture, the Royal Canadian Navy's current expansion program goes considerably beyond simply creating a requirement for some 3,000 recruits.

Additional experienced men are needed to train these recruits; others are going to be needed to serve as instructors in technical schools and to fill key billets in ships of an expanding fleet.

The result has been a general increase in openings for advancement. A number of men can vouch for this on the strength of personal experience, having been advanced quite a bit earlier than they anticipated. And there are vacancies awaiting others as soon as they obtain the necessary qualifications.

This, however, still does not provide sufficient experienced men to fill all the comparatively senior positions created by the expansion program. This is particularly so of instructors.

For this reason, the Navy has modified its recruiting policy to permit the re-entry of a certain number of men who have had former service. Some of these have had their applications in for long as two years.

This may grate on men who have stayed in the service and who feel their advancement is being held up by the re-entry of men in ranks which otherwise might be open to them. To some extent this is understandable, but the re-entry scheme is, in fact, being carefully handled in order to interfere as little as possible with the careers of men already serving.

Perhaps it might be as well to explain the reasons a little more fully. Take a look at "Cornwallis". Earlier this year, new entries were arriving at the rate of 45 a month. Some months there were about 60, others 35.

Suddenly the entry was stepped up to 300 a month, or increased more than six times. Instructors had to be found to train these men — more regulators, more PTIs, more seaman-ship instructors, and so on.

Advancement was opened up in all branches, but this still did not come near filling the bill, so re-entries had to be accepted.

In addition, the technical and professional schools are going to have their commitments increased as the

demand grows for gunners, radar plotters, stokers, electricians, communicators, and so on. Here again there is a problem.

In this case, men now in the Service could be held up for advancement because there were no instructors available to take them through their courses. But by re-entering men with the necessary qualifications, chief or petty officers could be relieved to go to the schools for instructional duties, and advancement thus accelerated again.

In any event, the man in the Service is protected, because long before there is any chance of the advancement channels becoming clogged the door for re-entry of men in higher ratings will be closed.

Re-entries, incidentally, are not given their former ratings or seniority. They are dropped a long way down the line and fitted into the rosters in positions considered to be equally fair to the men already on the roster and to themselves.

### 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.

ABRAHAM, John R. .... C1GI3  
 ARCHER, Ross D. .... P2FM2  
 BEAKLEY, George S. .... P2AO2  
 BECKER, Anton. .... P2FM2  
 BELL, Ronald H. .... P2AR2  
 BELLIVEAU, Raymond J. .... P2AR2  
 BLACK, Edward J. .... P2AO2  
 BOUTILIER, Michael F. .... LSSM1  
 BRADLEY, Robert C. .... P1QR1  
 BRANDT, William H. .... P2LR1  
 BROWN, Douglas W. .... LFSM2  
 BUCKLEY, Cecil E. .... C2TD2  
 BURR, George A. .... LSA1  
 BUSH, Donald R. .... LSA1  
 BYATT, William A. .... C2GI3  
 CLITHEROE, Robert E. .... P2AF2  
 COLBERT, John E. .... P2PH2  
 COLTER, William A. .... LSTD1  
 COUPE, Roy S. .... P1TD1  
 CROOKSTON, Kenneth. .... C2AT4  
 DARLING, Frederick G. .... P2AO2  
 DAVIS, Roy S. .... P1TD1  
 DOBING, Sydney. .... C2TC2  
 DOWNING, Robert F. .... P1AL2  
 DUKE, John H. .... P2AL2  
 EADE, Ralph. .... C2AA2  
 ELDRIDGE, Richard H. .... P1TD1

FEX, Robert W. .... LSAC1  
 FLACK, Robert A. .... LSPH1  
 GILBEAU, Joseph P. .... P1AO2  
 GILLIS, Earle C. .... P2AC2  
 GLAWSON, John E. .... P2AO2(NQ)  
 GNATIUK, William. .... LSAAS  
 GOMEZ, Jack P. .... C1AN3  
 GOUCHER, John F. .... C2TC2  
 GRAHAM, Bruce C. .... P2RC1  
 GRAHAM, Kenneth B. .... P2QR1  
 GRAY, Thomas. .... LSA12  
 HAAS, Eugene A. .... P2AA1  
 HARDY, Reginald J. .... LSAR2  
 HART, John E. .... C2PC3  
 HAVERON, John H. .... LFSM1  
 HAYES, Gordon T. .... LSQR5  
 HILL, Norman B. .... P1PI3  
 HOARE, Harrison J. .... C1AT4  
 HODGSON, Garth C. .... P2FM2  
 HOGG, Robert W. .... C2AC3  
 HOGG, William R. .... LSRP1  
 HOLLAND, Delmar A. .... LFSM2  
 JAMES, Wallace E. .... C2AN3  
 JARDINE, Harold J. .... P2AL2(NQ)  
 JENKINS, Everett M. .... LFSM2  
 JONES, Gerald C. .... LSA12  
 JONES, Wilfred C. .... P2FM2  
 KEIR, Gordon R. .... LSAO1  
 LAMBERT, Norman Mc. .... C2AT4  
 LIPTON, John F. .... C1TI3  
 LITTLE, Lorne M. .... P2RP1  
 LONNIE, Donald R. .... LSAAS  
 LOWES, William G. .... LFSM1  
 MANYK, George M. .... LSAF1  
 MARTENSON, John R. .... P2TD1  
 MAURO, Orlande E. .... P1LR1  
 MacKAY, George H. .... LFSM1  
 McCALLUM, Burrett C. .... P1AO2  
 McCOLM, Clayton W. .... LSA2  
 McCULLOCH, Donald D. .... P1QR2  
 McDONALD, John. .... P1TD2  
 McDONALD, MacAvoy. .... LSRP1  
 McLAUGHLIN, John B. .... LSAO2  
 MERGAERT, Gilbert. .... LSA12  
 MIDDLETON, Morley J. .... P1TD2  
 MILLER, Thomas A. .... LSAF2  
 MONAGHAN, Hubert J. .... P2FM2  
 MORTON, Eldon L. .... LSA1  
 MOSEHOLM, Harold. .... P1AN2  
 MULOIN, Wallace F. .... C2TC2  
 MURRAY, Alexander D. .... LSA1  
 O'BRIEN, Jack L. .... LSAO2  
 OSTROWSKI, Stanley J. .... P2AL2(NQ)  
 PATERSON, William C. .... P2FM2  
 PETERS, Edward L. .... LFSM2  
 PEAKMAN, Jack. .... C1ER4  
 PETTIGREW, Joseph R. .... P1CR1  
 PITT, Reginald G. .... P1PT2  
 PROSEILO, Walter R. .... P2AN2  
 PRYNE, Allan S. .... P2FM2  
 RAYNARD, Robert B. .... P2AN2  
 REID, Ray W. .... LSPH1  
 ROGER, Robert N. .... P2RC1  
 ROGGEVEEN, Paul A. .... LSRP5  
 RUBIN, Donald J. .... LSAR2  
 RUSSELL, James F. .... P2AA1  
 SHAH, Mohamed S. .... LFSM1  
 SHEPPARD, Robert E. .... LFSM1  
 SKOKO, Norman M. .... LSA1  
 STARK, Stanley E. .... LSRP5  
 TORRENTS, Thomas H. .... P1RP1  
 TREPANIER, Albert J. .... P1PT2  
 TROUGHTON, Gordon A. .... P2AF2  
 WALDRON, John C. .... C1PT2  
 WALLACE, Duncan A. .... C2TI3  
 WIGMORE, Robert A. .... C2DV3  
 WILSON, Murray L. .... P1LR2  
 WILSON, William T. .... C2TC2  
 WILLIAMSON, Thomas R. .... LSA2  
 WIWCHARUCK, Peter G. .... C1AT4

## Ditty Bags on Way to Three Destroyers

Ditty bags made up and contributed by citizens in many parts of the country have been assembled by the Navy League of Canada and forwarded to the three Canadian destroyers serving under the UN flag in the Far East. All told there were 813 of them, enough for all hands in the three ships.

The Navy League, in addition, sent the following message to Captain Jeffrey Brock, senior officer of the destroyer division:

"On the occasion of our annual meeting just completed, provincial presidents and officials of the Navy League of Canada unanimously resolved that we convey to you, all ex-Sea Cadets and others under your command greetings and best wishes. Your combined sacrifices and services to Canada and the United Nations are an inspiration to the citizens of Canada and all Sea Cadets. We hope that in the building of character and in the training of Sea Cadets we shall be successful in holding high the standard of your heroic service."

In his reply, Captain Brock revealed that there are 180 ex-Sea Cadets, himself among them, serving in the destroyers. He said:

"All under my command thank you for your kind wishes. As one of the 180 ex-Sea Cadets serving in Korean waters I have been asked to convey our special thanks for your help in the past and your continuing interest in our activities. Your inspiring message has been much appreciated."

## Communicators Promoted to Commissioned Rank

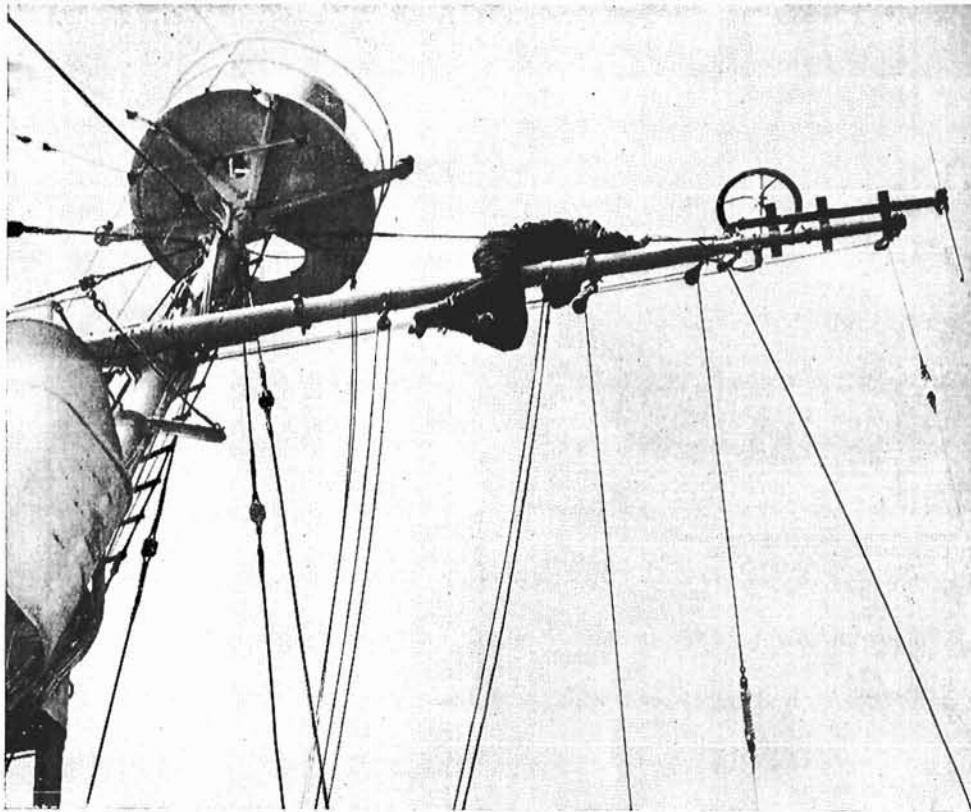
Four chief petty officers of the Communication Branch have been promoted to the rank of Acting Commissioned Communication Officer following completion of a 34-week qualifying course at the Communication School, Halifax.

The new "one ringers" are A. E. Shirley, Victoria; Herbert C. Clark, Vancouver; George R. Milne, Regina, and Donald McGee, London, Ont.

Born in England, Cd. Comm. Officer Shirley served in the RN before transferring to the RCN as a signalman in September 1937. He has served at sea in the "St. Laurent," "Skeena," "Ottawa," "Assiniboine" and "Uganda" and in shore establishments on both coasts.

A resident of Vancouver prior to joining the RCN as an ordinary seaman in July 1937, Cd. Comm. Officer Clark has served in destroyers, frigates and other ships of RCN, and in various shore establishments.

Cd. Comm. Officer Milne joined the RCNVR in Regina in April 1939 and went on active service there at the outbreak of war. Subsequently he served in various shore establishments



It is a long standing tradition in the Navy that a signalman who loses a halyard while flag-hoisting will go "up the stick" to retrieve it. Here Cadet David Richards, of Wolfville, N.S., clammers out on the yard to secure a lost halyard. Cadet Richards performed his acrobatics aboard HMCS "La Hullose" during a summer training cruise. (HS-11555).

and naval radio stations and at sea in destroyers, the "Uganda" and the minesweeper "Malpeque."

He was mentioned in despatches on January 1, 1945, for his "untiring devotion to duty" during a prolonged but successful U-boat hunt.

He transferred to the RCN in June 1943.

Also mentioned in despatches for war service, Cd. Comm. Officer McGee, a native of London, joined the RCN in November 1933 as a boy seaman. He received his MID while serving in Canadian destroyers on North Atlantic convoy duty, the citation praising his "efficiency, cheerfulness and whole-hearted devotion to duty."

Ships in which he has served include the "Magnificent," "Uganda," "Saguenay," "Assiniboine," "Skeena," "St. Laurent" and "Restigouche." He also served for a time in the aircraft carrier HMS "Courageous."

## Division COs Hold Annual Conference

Commanding officers, or their representatives, of the 21 naval divisions across Canada met at Naval Headquarters October 23 to 27 for their third annual conference.

The Reserve Training Commanders of the Atlantic and Pacific Commands and heads of various directorates at Headquarters also attended the meet-

ing.

Captain H. L. Quinn, Director of Naval Reserves, was chairman.

Delegates were welcomed in brief addresses by Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Commodore J. C. Hibbard, Chief of Naval Personnel.

The following week staff officers of the divisions held a similar conference at Headquarters.

## "Sioux" Claims Flotilla Softball Championship

Despite long periods spent at sea on a variety of UN assignments, HMCS "Sioux" has found time to develop a softball team which lays title, at least temporarily, to the championship of the three-ship flotilla serving in the Far East.

While exact records are not available, the "Sioux" sluggers claim to have scored victories in the majority of games they have played with teams from both the "Cayuga" and "Athabaskan." They admit, however, that they showed a "complete reversal of form" after winning the opener of a recent two-game series with the "Athabaskans." "Sioux" won the first contest 19-3 but took a 16-1 trouncing in the second.

The "Sioux" also won the odd game of a series with the American supply ship "Jason."

# Three Years 'Dead'

by A. J. P.

Report of Lieut. Richard Leir's  
Demise Proved To Be  
'Slightly Exaggerated'

ON BOARD HMCS "ATHABASKAN".—When I joined this Tribal class destroyer near Kunsan for a week's stay in late September, one of the first things I noticed upon entering the navigator's cabin, where I was billeted, was a neatly framed official card of commemoration hanging on the forward bulkhead. It bore the signature of the Minister of National Defence for Naval Services and was addressed to the next of kin of Richard Hugh Leir, Midshipman, RCN, who, it said, had given his life in the service of his country.

Fifteen minutes later in the wardroom I met Richard Hugh Leir. He was one and the same person, now a lieutenant and navigating officer of the "Athabaskan".

How had the supposedly deceased Midshipman Leir become Lieutenant Leir? Here is his unusual story:

It begins back in 1942, when he was serving in the cruiser HMS "Exeter," of River Plate fame. With units of the American, British and Dutch Navies, the "Exeter" took on a vastly superior Japanese fleet in the Battle of the Java Sea. Four enemy cruisers cornered the "Exeter" and sank her in a blaze of gunfire.

There were nearly 400 survivors. Most of them were in one group, but some 100 officers and men drifted away and were separated from the main party. The larger group was picked up by Japanese ships and taken to Maccassar prisoner of war camp in Indonesia. From here, the names of the landed survivors were forwarded to the Admiralty.

Meanwhile the smaller group, of which Lieut. Leir was a member, was picked up by an enemy destroyer and landed in South Borneo. Later, they were transferred to the camp at Maccassar, where they met their shipmates. But the list of survivors had already gone to the Admiralty and the Japanese officials made no effort to correct it. Lieut. Leir and his band thus began their three years as "lost" men.

Back home in Canada, he was listed as missing, presumed dead.

Six months later, in the summer of 1943, he was discharged dead. Shortly after, his parents, in Penticton, B.C., received the card of commemoration which now hangs in his cabin in HMCS "Athabaskan" and the Memorial Cross.

But in Indonesia, young Dick Leir was very much alive and learning a new kind of life. A Japanese admiral in charge of the camp needed some extra pocket money, and rented his charges out to a nearby mining company for 60 cents per man per month. Lieut. Leir spent nine months in bondage before American Liberators came over the island and bombed the place, smashing the machinery and equipment to bits.

Next he took up the oil business. As a laborer he carried lumber, pipes and drilling equipment for 10 or 11 hours a day in South Borneo.

"In these and in the other places where I was sent later, we worked 14 days in a row, including Sundays, and then got a day off. We were so beat," he recalls, "that we usually spent that day sleeping."

Leir spent about a year and a half in this type of forced labor. Then in the summer of 1944 he went to Java

to do some farming. He planted castor oil beans and worked on a banana plantation.

"That was the best job of the lot," he says with a smile, "we had plenty to eat—it was a good thing I liked bananas."

But carrier-borne British aircraft flew over and levelled the countryside, and Lieut. Leir found himself back in the oil business, this time in Sumatra.

"Then came another interesting spell of work," he continued. "The Japanese wanted to get a motor car assembly plant back in operation in Batavia. The place was complete with all the parts and equipment but they had no men to operate it."

The camp officials mustered the POW's and asked for volunteers. Nobody moved. But the officials wouldn't take no for an answer. It seems they thought all Europeans were mechanics because there were so many cars in that part of the world. The POW's, they reasoned, were just holding out. So the Japanese cut off the men's food. Three days later they came again for volunteers.

"You know," chuckles Lieut. Leir, "in those three days even I had learned the mechanic's trade."

"I was put into a bay with two other fellows and it was our job to assemble the engines. None of us knew a thing about it, but we discovered an English manual which gave step-by-step instructions on how to assemble the thing. We tried it. It took us three weeks, but we finally got it together. And, by George, do you know that thing really worked."

The POW's had been keeping in touch with world news by means of concealed radios. At one time they had built a receiving set into a pair of hollowed out wooden clogs, which all the prisoners wore. The Japanese knew their prisoners were receiving news and tried to find the radios, but without success.

"I think those clogs are now part of the British War Museum," Lieut. Leir said.

It was the summer of 1945. Suddenly two atomic bombs burst over



Lieut. Richard Leir holds the card of commemoration sent to his parents after his "death." (CA-184).



Japan and the war was ended. The POW's quickly organized their forces and took over from the Japanese in Batavia. "They had little fight in them when they learned of the surrender," Lieut. Leir related. "We got in touch with Admiral Mountbatten's headquarters in Ceylon and got official sanction to take over the city. Three senior officers of our group set up administration. We policed the city and restored property and homes to the Indonesians." This work kept him busy until October, 1945.

Meanwhile, back home, some information had filtered through to his parents. At the POW camp the guards permitted their prisoners to write letters on certain days every few months, assuring their charges that the letters would be mailed. Very few of them were. But one of these few letters provided the first evidence that Lieut. Leir had not been lost in the sinking of the "Exeter."

"A friend of mine wrote his mother in England and said that he had seen me," he explains. "She, in turn, wrote my mother. But they still weren't sure I was alive. That letter took three years in getting to England."

In October, 1945, he began the long voyage home. He boarded an aircraft which took him to Calcutta for repatriation. From here he sent a telegram to his parents.

"They wouldn't have recognized their little boy," he says with a laugh. "I was a sorry sight. I had come down from 160 pounds to 107, my head was clean shaven according to Japanese POW rules, and I was dressed in clothes I had made out of borrowed car upholstery."

In Calcutta he was scrubbed, sprayed with various powders and insecticides, and put on a plane bound for England. There he boarded the Canadian-manned aircraft carrier HMS "Puncher" for the trip to Halifax.

"All the way I dreamed of the big juicy steak I would eat when I arrived—110 grams of rice three times a day gets a little tiresome," he smiled, "but when I got to Halifax they slapped me in the hospital as a malnourished type and put me on a diet of soup and liquids."

There were other surprises awaiting him, too. He found that since he had been discharged dead, he had to rejoin the Navy. He was also required to requalify as a sub-lieutenant although he now held the rank of lieutenant. But a more pleasant experience was catching up on his finances.

## A HELPING HAND

*Benevolent Fund This Year  
Has Disbursed \$100,400  
In Financial Aid*

**M**OST of us are fortunate in that the only time we think of the Canadian Naval Service Benevolent Trust Fund is when the question arises as to how much our ship or establishment should contribute to the fund.

But there are others who are keenly aware of and deeply thankful for its existence. Over the past ten months there have been several hundred of these—persons who have run into tough times and have been helped back on their feet by the Benevolent Fund. They have included serving personnel, former navy men and dependents of both.

In the first nine months of 1950, they received assistance to the total amount of \$100,399.48. This consisted of \$52,994.41 in grants and \$47,405.07 in loans.

How much this help was appreciated may be judged by reading the following four letters, which are samples of some recently received by the fund's officers. No names or addresses are printed as all applications to the fund are dealt with on a confidential basis.

\* \* \*

*I would like to express my very deep appreciation for the help you are giving us.*

*I can quite easily meet the payments I have left to pay. Thank God the strain and worry will be now eased.*

*Once again I want to express my very deepest gratitude for the help the fund has given us.*

*Yours sincerely,  
Ex Service Member.*

\* \* \*

*My wife and I wish to take this opportunity to thank the Fund for their kind assistance when we were in need. It has enabled us to get on our feet and I hope we never have to seek help financially again. If ever I am in a little better position I will contribute to the Fund.*

*I remain,  
Yours truly,  
Serving Member.*

"You know, when they figured it all up, I got over \$8,000 in back pay, gratuities and clothing allowances. "But," he hastened to add, "there are lots of easier ways of making \$8,000."

*I would like to take this opportunity to thank you for your kindness and consideration to me recently. Would you kindly convey my thanks to the Members of the Naval Benevolent Fund who were responsible for the granting of the loan and their kindness in making the grant.*

*It certainly gives me a much brighter outlook on life and lifts a lot of worry off my shoulders.*

*Thanks again.*

*Yours truly,*

*Dependent of Ex-service Member.*

\* \* \*

*The loan was a big help. It took my family over the rugged period. We deeply appreciate it. You might even say it helped earn an M.D., C.M., for this boy, come next June.*

*Yours truly,*

*Ex-Service Member*

*University Student*

\* \* \*

During the same period in which more than \$100,000 was distributed to distressed cases, donations from Service sources totalled \$2,064.02. Broken down, these were as follows:

Canadian Task Group 214	
("Ontario", "Cayuga",	
"Sioux").....	\$ 16.92
HMCS "Haida" Ship's Fund..	75.00
"Naden" Ship's Fund.....	946.13
"Ontario" Ship's Fund.....	328.20
"Ontario" Wardroom Mess... ..	65.60
"Rockcliffe" Ship's Fund.....	98.78
"Rockcliffe" Wardroom.....	33.40
"Stadacona" Ship's Fund.....	301.99
"St. Stephen" Ship's Fund....	150.00
"Swansea" Canteen.....	20.00
"Unicorn" Seamen's Canteen...	10.00
Lieut. D. R. Chassels, RCN...	18.00
Total.....	\$2,064.02

Information on the Benevolent Fund, its principles and how it operates, can be found in a booklet published in March of this year and available through ships' representatives or the secretaries of the eastern and western claims committees.

Though you may not know or hear much about it, the fund's good work goes on, day in and day out, as it strives to abide by the terms of its charter and "relieve the distress and promote the well-being of the members or ex-members of the Naval Forces of Canada or their dependents."

Use it if you need it—support it whenever you can!

# Afloat and Ashore

## PACIFIC COAST

Navy Day was observed in the Pacific Command with all ships and establishments open to the public and special displays and events scheduled for the benefit of the visitors.

On the following day, Battle of the Atlantic Sunday, detachments of the Royal Canadian Navy, the RCN (Reserve) and naval veterans attended church parades in Esquimalt and Victoria.

Coinciding as it did with the Thanksgiving weekend, Navy Day did not attract the number of visitors expected. However, the several hundred who attended "open house" at HMCS "Naden," the Dockyard and on board HMC Ships "Ontario," "Crescent," "Antigonish" and "Beacon Hill" found much of interest in

the displays of equipment and demonstrations of training techniques.

The church parades on Battle of the Atlantic Sunday were the first occasions on which Second World War medals were worn by naval personnel in the Pacific Command.

Officers and men of the permanent force marched to Christ Church Cathedral, the First United Church and St. Andrew's Cathedral in Victoria, while Reserve personnel from HMCS "Malahat" made up the main part of the parade to historic St. Paul's Garrison Church in Esquimalt. The RCN band from "Naden" marched with the Victoria contingent while the bugle band from HMCS "Ontario" accompanied the parade in Esquimalt. Special services in the churches commemorated those who took part in the Battle of the Atlantic.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, visited the Pacific Command for two days en route back to Ottawa following his visit to the three Canadian destroyers in the Korean theatre. Accompanied by his secretary, Cdr. (S) Dudley Elcock, Admiral Grant carried out a number of inspections and attended functions held in his honor.

The winter-long race for the Cock-of-the-Barracks Trophy, emblematic of inter-part sports supremacy in HMCS "Naden," is well underway, with teams entered in soccer, basketball, volleyball, bowling and .22 rifle meets.

Supply School and the Mechanical Training Establishment again appear to be the principal contenders.

## HMCS "Crescent"

Following her re-commissioning on September 29, HMCS "Crescent" carried out the usual round of calibrations, full power trials and armament tests.

A party of newspaper and radio men was on board the destroyer for her power trials in the Straits of Juan de Fuca. For one of them, M. V. Chestnut, manager of radio station CJVI in Victoria, it was a modern homecoming. He was one of the original members of the RCNVR in Calgary and Victoria and served in the old destroyer "Patrician" as a sub-lieutenant when the present Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, then a lieutenant was her "No. 1."

The "Crescent" made a visit to Vancouver shortly before she left the West Coast for her new base at Halifax. With more than 90 per cent of her company from the Halifax Port Division, the trip to Vancouver provided many of her crew with their first sight of the big seaport.

## ATLANTIC COAST

### Gunnery School

Refitting of the rifle range and renewal of the butts was under way during October in preparation for



A plotting team is shown at action stations in the "ops" room of HMCS "Huron" during the course of one of the many exercises carried out during the Special Service Squadron's European cruise. In the foreground is AB Bertrand Gosselin of Sherbrooke, P.Q. Left to right in background are AB Robert Desgagne, Quebec City; AB Robert Trottier, Montreal; PO Victor Rochon, Levis, P.Q., and PO George H. Jones, Port Stanley, Ont. Sub-Lieut. R. P. Morris, of Halifax, is at the inter-comm. microphone. (MAG-2118).

the RCN Interpart shooting competitions.

Newcomers to the school include Lieut. Geoff. Barrick, from Headquarters, CPO Ernie Finter and POs George Perogi and Bill Leduc. CPO Finter has been placed in charge of gunnery stores, replacing Commissioned Gunner "Tug" Wilson, who is taking a fire control course in the U.K.

### Mechanical Training Establishment

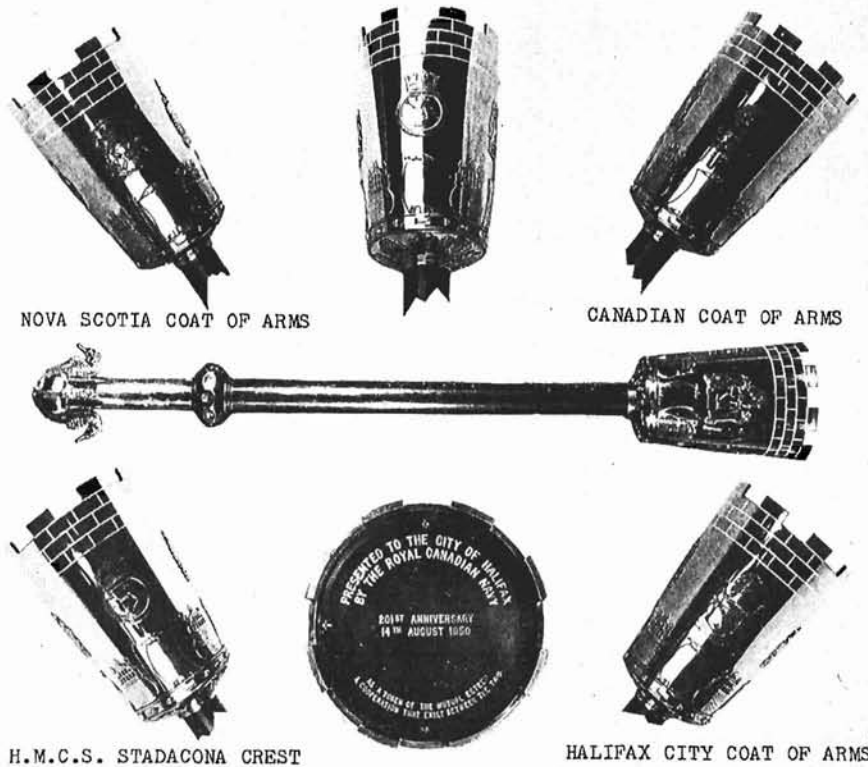
Practically the whole staff of the MTE at "Stadacona" had a hand in the making of the mayoral mace presented earlier this year to Mayor Gordon S. Kinley of Halifax.

The mace was designed by Lieut.-Cdr. Donald MacKay, RCN (R), Ret'd, well known Halifax artist, and was fashioned in the MTE workshops. After planning details had been completed by Lieut.-Cdr. (E) Adrian Abbot, officer-in-charge of the MTE, and his staff, the job was turned over to Lieut. (E) Cecil Beanlands, officer-in-charge of MTE shops.

Castings were made by CPO Mel Johnson, of the molding shop. Machine work was done by CPOs John Lekman and Roy Moore, of the machine shop staff, under the direction of CPO Arthur Dixon. Woodwork on the mace and the stand on which it is mounted when not in



"If daddy can do it, so can we," say Marilyn and Kathryn Tate, daughters of CPO Herbert Tate, an instructor in the Communication School, Halifax, as they operate one of the 20-inch signal projectors during Navy Day "open house" at the school. (HS-12568).



H.M.C.S. STADACONA CREST

HALIFAX CITY COAT OF ARMS

Shown above are the main components of the mayoral mace fashioned by hand in the Mechanical Training Establishment, HMCS "Stadacona," and presented by the Royal Canadian Navy to the city of Halifax.

use were the responsibility of CPOs Norman Longmore and Lawrence Garnett.

The fine finishing work was made possible through the co-operation of the dental clinic, which loaned a drill, and was carried out by the fitting shop staff—CPOs Frank Galley, Hugh Ashcroft and Lloyd Lawson. The intricate welding and silver soldering were done by CPO Charles Church of the MTE welding shop.

The mace took three months to complete and is valued at \$1,000.

### HMCS "Swansea"

With the completion of the summer training period, the "Swansea" went into Saint John drydock for a hull cleaning and painting job. While the ship was there half of her company went on leave.

PO Al Hughes, "buffer" of the "Swansea," returned from leave a married man.

Hockey enthusiasts have been organizing a team to compete in the inter-ship league and play exhibition games this winter.

A number of the frigate's officers and men have been getting in a bit of duck hunting but to date no record bags have been reported.

### HMCS "Portage"

HMCS "Portage" arrived back at her base in Halifax in mid-September after three-and-a-half months on the Great Lakes. It was the ship's third successive summer training cruise on inland waters.

During the period on the Lakes, a total of 19 officers and 123 men from inland naval divisions were embarked for training periods of varying lengths. In addition, short two or three-hour cruises for civic officials of the cities visited and local Navy, Army and Air Force personnel were an almost daily event. In harbor, members of the ship's company acted as hosts and guides to well over 10,000 persons who came on board during periods when the ship was open to visitors.

Training and public relations were the two main commitments of "Portage's" crew, but the men nevertheless found time to play softball games against local teams in most of the ports visited. Inter-part sports in the ship developed a strong competitive spirit, with the Miscellaneous team finally emerging victorious.

In the Great Lakes Naval Regatta at Hamilton, strong pulling teams from "Portage" helped the ship gain third place honors. A smooth-stroking

stoker mechanics' crew won the men's whaler pulling race, while a seamen's crew came first in the open race and the "Portage Indians" paddled the winning war canoe. "Portage" officers were inched out in the final yards of the officers' whaler pulling event to take the runner-up ribbon.

### Communication School

Included among the classes underway at HMC Communication School at Halifax is a P2CM2 qualifying course of 16 men under PO William D. Moyes. Five classes are qualifying for ABCM1. CPO Herbert Tate is instructing 14 men; CPO Charles Bourzeois has 16 men in his charge; PO Robert Watson has a class of 17 and POs Al Bonner and Mike Ciz each are teaching 24 men.

An Observers' Mate course, under PO Sam Iscoe, had an enrollment of six. Qualifying for Communicator (Shore) are nine men under PO Len Murray and 14 men under PO James Layton.

A class of shore communicators finished up at the school late in October and went on to one of the naval radio stations to complete the qualifying course for ABCS2.

### HMCS "Huron"

The ship's company of HMCS "Huron" is looking back on three months of intensive training, interesting trips ashore in foreign countries and a host of new friends of many different nationalities.



One of the features of the banquet closing the National Wren Reunion in Toronto was the "Can-Can" number presented by the Scotia division of the Wren Association. Left to right are Vocalist Gloria Nichols; Nora Cunningham, Jean MacKenzie and Irene Belliveau, seated at table, and Dancers Jo Towers, Mary Benjamien and Marge Warren. Anne Eade, Edna Vokey and Atlanta Clark also took part. The same group also presented a "Heads of Departments" skit. (HS-12149).

## YOU CAN'T KEEP A GOOD MAN DOWN

CPO Vincent C. Greco of Winnipeg, an aircraft controlman serving in HMCS "Shearwater", was due to appear before a Fleet Selection Board at the naval air station Wednesday, October 18.

In the meantime he landed in the RCN Hospital with a twisted knee received in a rugby game.

Captain E. W. Finch-Noyes, commanding officer of "Shearwater" and president of the selection board, conferred with the other members.

The following day a drastic departure from customary practice occurred. Like the story of Mohamet and the mountain . . . the board convened at RCNH.

CPO Greco, clad in hospital bathrobe, slippers, enormous bandages, etc., trundled into the board room on a wheel chair and was examined.

He passed.

Other members of the board were Cdr. N. S. C. Dickinson, RCN (R), Cdr. (L) John Deane, Instr. Cdr. I. F. Ritchie and Lieut.-Cdr. J. R. Doull.

After anti-submarine exercises at Londonderry and a short visit to Rosyth, the Special Service Squadron crossed the North Sea and sailed into Oslo, Norway.

As few of the crew of the "Huron" had visited Norway previously, the stay in Oslo was both interesting and enjoyable. The citizens proved to be willing and generous hosts and arranged tours of the city and surrounding country, dances, receptions and many other forms of entertainment. Canadians were admitted to all Oslo theatres free of charge.

At Gothenburg, Sweden, the welcome was equally warm. Highlight of the visit here was a trip to a fighter air station of the Swedish Air Force.

Copenhagen, Denmark, saw the Canadian ships a few days later and again the warmth of the welcome and the quality of the hospitality extended

to the visiting sailors could not be excelled. At Amsterdam, Holland, many of the "Huron's" crew toured the city's canal system in "water buses." Other Canadians enjoyed seeing the many fine old buildings for which Amsterdam is famous.

When the destroyers left Amsterdam, the flag of Rear-Admiral E. R. Mainguy, Flag Officer Commanding the squadron, was hoisted in the "Huron" for the trip to Antwerp, Belgium. On coming aboard the "Huron", Rear-Admiral Mainguy complimented the destroyer's guard on its smart appearance.

While all hands were happy to get back home, the unanimous verdict was that they would be only too glad to return to Europe next year.

### HMCS "La Hullose"

During the course of the summer, "La Hullose" steamed more than 10,000 miles on operational and training cruises in waters on the east coast of Canada and the United States.

The frigate also made a trip to Quebec City, during the railway strike, with reserve officers and men returning to inland divisions after training at the coast. Another ferrying trip saw "La Hullose" pick up 35 new entries in Saint John, N.B., and take them to "Cornwallis".

Later the ship embarked nine men qualifying for TD3 and provided them with practical experience in anti-submarine work. HM Submarine "Andrew," on loan from the Royal Navy, operated in company with "La Hullose" during these exercises.

Late in the summer the ship was docked for three weeks in Saint John, where the ship's company enjoyed the traditional hospitality of the people of the city and the officers

and men of the local naval division, HMCS "Brunswicker." Softball games between the seamen and engine room personnel ended in a tie—one win apiece.

### Electrical School

The Electrical School at Halifax was busier than ever during October with 325 officers and men taking 11 different courses.

The instructor staff has been increased in order to cope with the large volume of business and 11 chiefs and POs from the West Coast have been added to the roster.

CPO Harry Neaves is laying claim to the record for the shortest successful hunting trip of the current season. He left the school at 1630 and by 2000 was back at his home with a 100-pound buck slung across his motorcycle.

CPOs Cecil Hancock and John Dykes, former "L" School stalwarts, are at present in "Cornwallis" taking the leadership course.

### HMCS "Llewellyn"

The "Llewellyn" was alongside for most of October being fitted with Oropesa minesweeping gear. She is now equipped for dan laying and for Oropesa and "LL" sweeping.

A diesel-driven vessel, the "Llewellyn" recently made several short cruises to enable stoker mechanics from the Mechanical Training Establishment to obtain experience with diesel machinery. She also took classes from the Torpedo-Anti-Submarine School on dan laying and



CPO David Freeman, of HMCS "Chippawa's" permanent staff, gives Bren gun instruction on the St. Charles range to four members of a class taking extra-curricular small arms training in the Winnipeg division. Left to right, standing, are Ordinary Seaman D. McLean, R. A. Coffey, R. E. Gorman, G. L. James and G. F. Drummond.

"LL" sweeping exercises, mostly in Bedford Basin.

The Chief and POs' mess aboard the ship has acquired a new mascot, a purebred dog who goes by the aristocratic name of "Butch."

## NAVAL DIVISIONS

### HMCS "Chippawa" (Winnipeg)

The month of October saw a marked increase in interest in small

arms training and competition in "Chippawa".

In the Eaton Cup competition for marching and firing, a "Chippawa" team, though handicapped by being one man short, placed third among 11 Winnipeg reserve units. In shots on the target the sailors were only 6½ points behind the leaders.

At the same time, the gunnery class is voluntarily taking an extra two-and-a-half hour period each week to study the operation and use of rifles and revolvers and the Bren, Sten and Lanchester automatic weapons. The extra drill night is augmented each Sunday by firing on the St. Charles ranges.

October saw the end of boat work for the season, and the harbor craft has been placed in winter quarters at Riverton, Man.

A specialist team of Commissioned Electrical Officer H. S. Lentz, CPO W. H. Firman and PO A. L. Livingstone was hard at work providing the necessary electrical power to the newly-repositioned gun battery.

Two special parades were held during the month, one the annual church parade, and the other in the town of Selkirk to mark War Memorial Week there.

Three officers from "Chippawa" were guests of the commanding officer of the US Naval Air Station in Minneapolis on October 25, when USN and US Marine Corps reserve air squadrons stationed there held

### THREE NAVIES JOIN IN NELSON TRIBUTE

Officers and men of the Royal Navy, the Royal Canadian Navy and the Royal Australian Navy took part in a colorful service at Portsmouth, England, on Trafalgar Day, October 21.

The ceremony, in commemoration of Admiral Lord Nelson and in observance of the 145th anniversary of the Battle of Trafalgar, was held on board HMS "Victory," Nelson's flagship.

Commodore K. F. Adams, commanding officer of HMCS "Magnificent," headed a group of 24 Canadian officers and men attending the services. Capt. D. H. Harries, commanding officer of HMAS "Sydney," attended the service with a representative group of officers and men from the Australian aircraft carrier. The Royal Navy was represented by Admiral Sir Arthur J. Power, Commander-in-Chief at Portsmouth.

The ceremony commenced at 9 a.m. with a bugler sounding the "still." Then Nelson's famous signal, "England This Day Expects That Every Man Will Do His Duty," was hoisted to the yardarm of the "Victory." Colors were hoisted simultaneously, the Royal Marine Band struck up "God Save the King" and the guard presented arms.

The senior chaplain of the dockyard, Rev. James Waters, opened the service with the prayer written by Lord Nelson on the eve of the battle. This was followed by the reading of Lord Collingwood's general order issued after Nelson's death and the achievement of victory.

After the last hymn Admiral Power laid a wreath on the spot where Nelson fell. Commodore Adams and Capt. Harries also laid wreaths on behalf of their countries' navies.

The ceremony ended with the naval officers of the three countries paying silent tribute.

their annual inspection.

Two successful dances were held at the end of the month. The first was the Trafalgar Ball, sponsored by the Naval Officers' Association. A week later the annual Hallowe'en party attracted one of the largest turn-outs of the season.

On the sports side, hockey practice was due to start in the middle of November, while the establishment's 10-pin bowling league is now half way through the first part of its schedule.

Four members of the ship's company left "Chippawa" during October. Lieut.-Cdr. (S) Jack McBurney, former supply officer of the division, went to "Stadacona"; PO G. Bramley and AB A. Rostick to "Naden," and PO E. E. Wackett to "Cornwallis."—L. B. McI.

### HMCS "Tecumseh" (Calgary)

With a complete training syllabus drawn up, HMCS "Tecumseh" launched a comprehensive drive for recruits at the beginning of the fall training period.

Details of the new program and the division's training equipment were outlined in the press and on the radio and at the time of writing the campaign had resulted in more than 20 new RCN(R) recruits.

A record crowd of more than 400 persons visited the division during the Navy Day "open house." A church parade and special service at the Cenotaph were held the following day, Battle of the Atlantic Sunday.

A successful Trafalgar Day Ball, sponsored by the Calgary Branch of the Naval Officers' Association of Canada, was held at "Tecumseh" on October 20.—A. W.S.

### HMCS "Star" (Hamilton)

One of the most active sections of Hamilton's far from inactive Reserve is the Chief and Petty Officers' Mess in "Star."

Some time ago the enterprising members of the mess provided themselves with a television set. Recently they acquired a new record player. Now, perhaps envious of the "Admiral's verandah," they have built a patio adjoining the mess.

On October 27, the Chiefs and POs held their annual mess dinner, the first function in the newly enlarged mess. About 50 members sat down to dinner by candlelight. Commander S. F. Ross, commanding officer of "Star", was a guest.

CPO W. J. (Pat) Morrow recently signed on for another four years to complete time for pension. He has already put in 21 years in the Navy.

### HMCS "Hunter" (Windsor)

Tribute to the officers and men who fought the Battle of the Atlantic was paid by serving and former naval personnel in Windsor on October 8, Battle of the Atlantic Sunday.

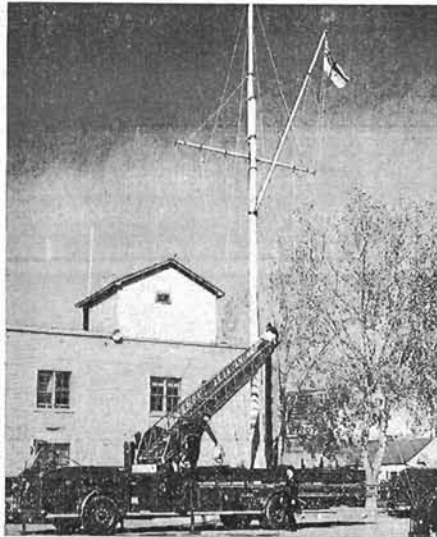
Despite heavy rain, which curtailed a portion of the program, more than 175 persons took part in church parades to St. Mary's Anglican Church and St. Anne's Roman Catholic Church. Services were conducted by chaplains from "Hunter," Chaplain (P) B. A. Silcox and Chaplain (RC) W. J. O'Flaherty.

Following the services, the "Hunter" band led a parade through the centre of the city.

Taking part were reserve and permanent force officers and men, members of the local branch of the Naval Officers' Association, the Convoy Branch of the Canadian Legion and Sea Cadets from RCSCC "Agamemnon."

On Navy Day, October 7, the division was opened to the public and many took advantage of the opportunity to inspect training facilities and learn how instruction was carried out at "Hunter."

In appreciation of the co-operation



Clean up and paint up was the order of the day at HMCS "Nonsuch," the Edmonton naval division, prior to Navy Week and "open house" on Navy Day, October 7. The problem of applying a new coat of paint to the division's flagstaff was neatly solved when the Edmonton Fire Department loaned the services of its extension ladder truck. (*Edmonton Journal Photo*).

which exists in Windsor between the RCN (Reserve) and the Navy League of Canada, Cdr. K. S. Maclachlan, OBE, RCN(R), Ret'd., chairman of the Ontario Division of the Navy League, presented HMCS "Hunter" with two naval officers' swords at a ceremony in the wardroom on October 10. The gift was accepted by Cdr. W. A. Wilkinson, commanding officer of "Hunter." A. R. Davidson, chairman of the local branch of the Navy League, presided at the ceremony.—R.M.P.

### HMCS "Nonsuch" (Edmonton)

More than 500 Edmontonians visited HMCS "Nonsuch" during the division's "open house" on Navy Day, October 7. Officers and men of the reserve and members of the Edmonton Sea Cadet Corps conducted the visitors through the establishment and explained the operation of the various pieces of training equipment. Chief Petty Officer William Mundy, of "Nonsuch", kept a large crowd interested in his demonstration of the working of gun mountings in the division's gun battery.

One of the highlights of the "open house" period was a demonstration by Ldg. Sea. Ernest W. Jeffered of the correct methods of getting into and out of a sailor's hammock. At the conclusion of the afternoon, Ldg. Sea. Jeffered was about ready for a lengthy stay in the hammock.

A church parade featured Battle of the Atlantic Sunday. Members of the RCN (Reserve), University Naval Training Divisions and Sea Cadets took part. Following the church service, a parade was held through the business district and back to the division.

### HMCS "York" (Toronto)

A parade to St. Paul's Church by the ship's company of HMCS "York" marked Battle of the Atlantic Sunday in Toronto. A color party, made up of representatives of various branches, deposited a White Ensign at the church.

On October 7, Navy Day, the Toronto naval division was crowded with visitors attending "open house." Training equipment and techniques were demonstrated for the guests and the film "The Navy Flies" was shown.

The dance held by the Seamen's Mess on October 7 turned out to be such a success that this type of affair

probably will become a regular feature.

AB Louis Corner, formerly a member of the Underwater Training Unit at Halifax, who is in the Hamilton Sanatorium, is being supplied with cigarettes and other comforts by the Seamen's Mess at "York." Members of the mess pay regular visits to the patient and all wish him a speedy recovery.—*P.N.*

### HMCS "Donnacona" (Montreal)

A large crowd of Montreal citizens witnessed the ceremony of Beating the Retreat, performed at the Cenotaph on Navy Day, October 7, by the band and guard from HMCS "Donnacona."

On the following day, Battle of the Atlantic Sunday, detachments from "Donnacona," the Ex-Naval Men's Association of Montreal and other organizations associated with the Navy held a combined church parade and march past.

The Montreal Naval Officers' Association held its annual Trafalgar Day Ball on October 20. Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff, and Mrs. DeWolf were guests of honor. More than 200 serving and former naval officers, members of Army and Air Force units in the area and other guests were in attendance.

Cdr. Phillippe A. F. Langlois, commanding officer of "Donnacona," was honored recently by the Carling Breweries Ltd., on a news broadcast sponsored by that company over two Montreal radio stations. Each week the company "selects from the news a personality or group of personalities for the high place of honor they occupy through their activities in the public interest." Cdr. Langlois was presented with "Carling's Red Cap of News Merit," a red satin huntsman's cap together with a certificate duly citing the circumstances.

### OFFICERS ELECTED BY SCOTIA EX-WRENS

Miss Jean MacKenzie was elected president of the Wren Association, Scotia Division, at the annual meeting in "B" Mess, HMCS "Stadacona."

Other officers elected were: Mrs. Edythe Backman, vice-president; Miss Marge Warren, secretary; Mrs. Gloria Nichols, treasurer; Mrs. Betty Striker, social convenor; Mrs. Margaret MacKinnon, Red Cross Lodge convenor; Miss Edna Vokey, sick and visiting convenor, and Miss Isabel Abernethy, membership convenor.

### Note from 'Nootka'

## READY FOR BUSINESS

"Permission to commission the ship, sir."

The request came from Cdr. (P) A. B. Fraser-Harris. Commodore A. M. Hope, acting in his capacity of Flag Officer Atlantic Coast, acknowledged, the order was passed on to the Officer of the Watch and HMCS "Nootka" returned to active service after a year in reserve.

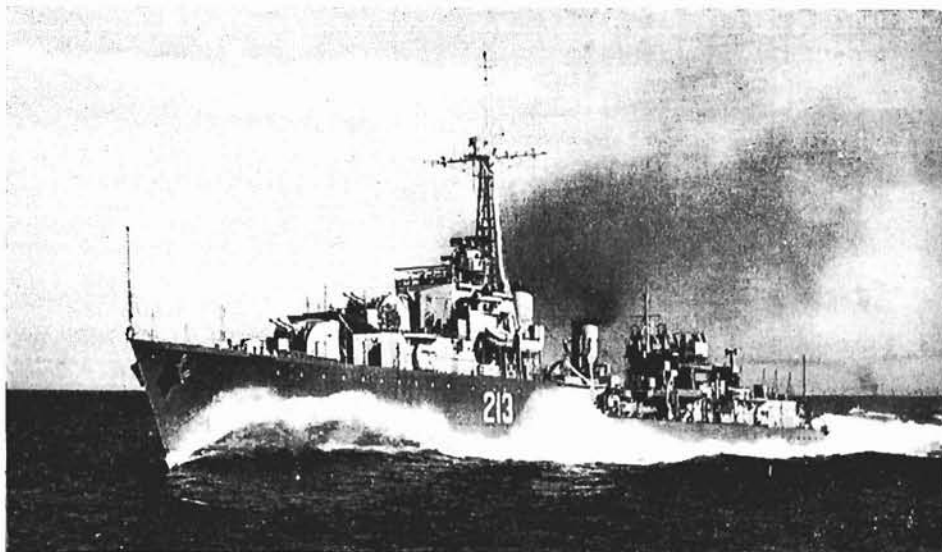
Many of those who read this will have taken part in this same ceremony and will remember its significance. It is a starting point, something to fire the imagination. The Captain summed it up very well in his address to his men:

"For all her beauty, her power and maze of intricate machinery, she is ...

ler. The 180-mile round trip had been completed and the man was in hospital at 1030 the same morning.

On August 21 we sailed for Bermuda. With St. George serving as our base of operations, we occupied ourselves with cleaning up the ship, carrying out practices and drills and getting properly settled. By the time we returned to Halifax, October 1, we felt that good strides had been made toward achieving the degree of efficiency that will enable HMCS "Nootka" to take her place alongside the other units of the fleet.

Later, the ship went to the Bay of Fundy area for a two-week training period with the submarine "Andrew." The cruise was broken by a pleasant



still an inanimate object, dead in the water. It is we, her ship's company, who will give her vitality, provide her with brains and hitting power."

"Nootka" was commissioned on August 29. It is now time to take stock of what has happened to her since we left the starting point.

For the first two weeks we were busy completing trials. Swarms of dockyard workers came aboard every day, there was much bustle and confusion and the hands had little opportunity to settle down in their new home. But eventually everything was set in order and preparations were made for the next stage in the proceedings — workups at Bermuda.

Three days before the departure for Bermuda, the ship was called on for an emergency mission which sent her out of port at 0200 to bring to hospital in Halifax a man who had been seriously injured aboard a traw-

weekend in Saint John, where the citizens extended their usual warm hospitality to the visiting navymen.

During the stay, the newly-formed "Nootka" soccer team took on the submariners from the "Andrew" in a game that ended in favor of the latter by a 5-1 score. PO George Martin is captain of the "Nootka" eleven, with PO "Scotty" Crabb serving as his assistant.

The news that the ship would be going to Korea as a relief for HMCS "Sioux" served as an additional incentive during her training and work-up period. By the time this appears in print, and unless the situation changes in the interim, the "Nootka" will be on her way. November 25 was her scheduled date of departure.

After returning to Halifax, the ship went alongside for a leave period and to prepare for the trip to the Pacific. — *J. S. K.*

# Mother Watson Bakes Bread

(Written After Baking Some 550  
Loaves in HMCS "Ontario")

(From "White Twist" 1950 year book of  
Cadets under training in the Pacific Com-  
mand.)

Perhaps you too have long wanted  
to try your hand at the ancient craft  
of breadbaking.

You have? Splendid! Nothing sim-  
pler. From her vast store of esoteric  
knowledge Mother Watson will impart  
to you the ancient secret passed from  
generation unto generation.

Now first you must decide how  
many loaves you need. About two,  
you say? OH NO!! Why man, for all  
you know all your friends and relations  
may drop in on you tomorrow. You  
may have to hold a civic reception.

You will need at least . . . say . . .  
one hundred and ten loaves.

Did you say something? No? Then  
now that we have agreed like such  
good friends on the amount we will  
need for tomorrow, I shall untwist  
your arm and we are all ready to  
begin this great adventure.

Or, rather, we are almost ready to

begin, for there is still the matter of  
your hat. A white hat is really quite  
indispensable. Some people are under  
the illusion that its purpose is to keep  
your hair out of the dough (how silly),  
but we who know better realize that  
without a hat the baking will be a  
dismal failure. Now it matters not  
what shape the hat is; what really  
matters is that it be placed correctly  
on your head. Stick it over your right  
eyebrow so that the right ear is  
covered while the left side of the head  
is quite bare, and presto! you are an  
artiste (accent that last syllable,  
please). For bread baking is indeed an  
art. And baking bread is a very, very  
solemn business.

To begin with, you will need 100  
pounds of hard white flour. Now  
flour comes in 98 pound bags. Alas;  
but do not despair; buy two bags and  
use Mother Watson's leftover flour  
recipes to dispose of the other 96  
pounds. Or you could always start a  
macaroni factory. With a flick of the  
little finger you empty the flour into a  
suitable receptacle. If you have none

large enough you might try the  
kitchen floor, although this is not ac-  
cording to the ancient tradition.

Add two pounds of shortening and  
two pounds of milk powder and mix  
thoroughly. If this proves somewhat  
strenuous, you might see if the Ready-  
Mix concrete people will rent you one  
of their machines.

While the cement mixer is humming  
away merrily, you mix three ounces of  
sugar, seven pounds of water and  
18 ounces of "Fleischman's Active  
Dry Yeast." This yeast looks like in-  
nocent brownish seeds; and then, all  
of a sudden, they dissolve mysteri-  
ously in the water, leaving you a  
sinister liquid. Shortly, this huffs  
and puffs and throws its chest out,  
and you have quantities of bubbling  
fluff. Add this to your mixture and  
stir again.

Into this perfumed conglomeration  
pour a solution of one and one half  
pounds of salt, 15 ounces of sugar  
and one pound of paromalt in 50  
pounds of water. (This paromalt is  
just the thing for home brewing;  
write me personally for the recipe).  
Mix the whole thing furiously for  
about 20 minutes until thoroughly  
kneaded.

Then you have your dough. Cover  
it while rising for 90 minutes. Then  
lift the lid ever so stealthily, peek  
with one eye, and lo! you will find  
that your mix has surreptitiously  
flowered into a beautiful white puff-  
ball about three feet in diameter.

And now you are pressing your fists  
down to the bottom of this lovely  
creation. Ooh . . . what lovely stuff!  
. . . so gooey! . . . down, down, down  
. . . and what a wonderful sme . . .  
Whew! Bon Dieu! Quelle odeur!  
PE-YEW! Never mind. You are  
letting out the gas from the yeast;  
plunge in again and turn the dough  
over six times.

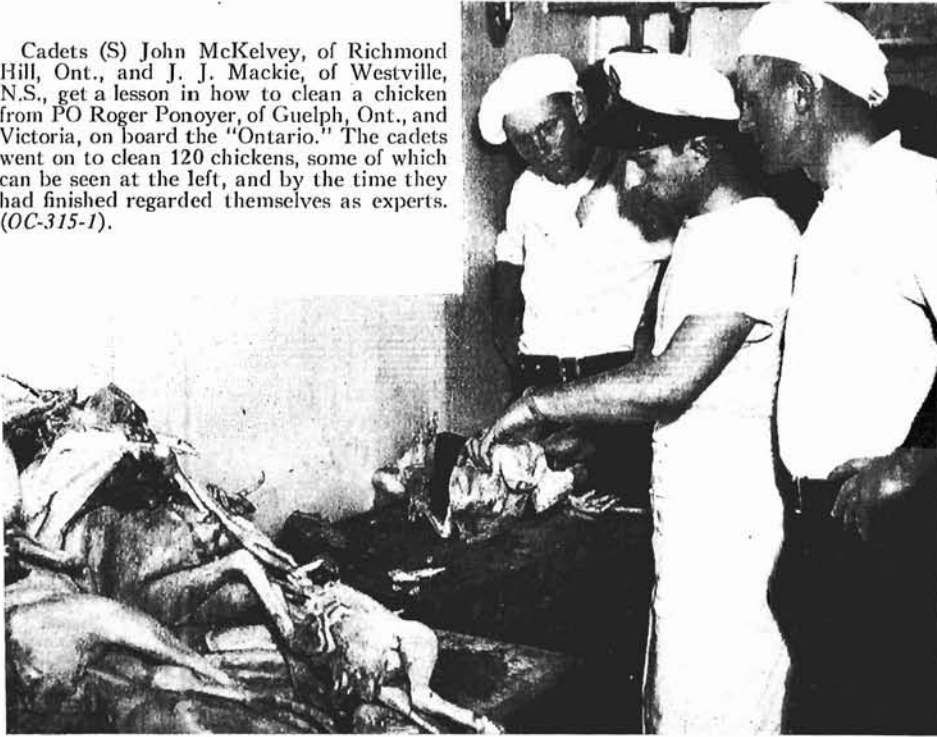
Now you should cut the dough into  
three great oozing slabs, and pick up  
one. Quickly, before it—oops—  
flops all over the deck, get it into that  
bowl over there. Transfer the other  
two as well. How very squishy the  
dough is now! How very delightful it  
would be to put 70 pounds or so  
of this into your husband's side of the  
bed when he is returning late from a



Petty Officer Arthur Smith, of Vancouver and Victoria, a member of HMCS "Ontario's"  
galley staff, shows Cadet (S) R. J. Todd, of Owen Sound, Ont., how not to hold a loaf of bread  
fresh from the oven as the latter prepares to remove a batch of 110 loaves he has just baked. A  
group of Cadets (S) taking annual training with the Navy manned the galley of the "Ontario"  
during one of her cruises last summer and gained much practical experience. (OC-315-4).



Cadets (S) John McKelvey, of Richmond Hill, Ont., and J. J. Mackie, of Westville, N.S., get a lesson in how to clean a chicken from PO Roger Ponoyer, of Guelph, Ont., and Victoria, on board the "Ontario." The cadets went on to clean 120 chickens, some of which can be seen at the left, and by the time they had finished regarded themselves as experts. (OC-315-1).



boisterous stag! Or could you accidentally let 50 pounds slip out a window just as your worst enemy approaches your welcome mat? In this case it would be advisable to double the recipe.

Now this dough should be allowed to stand for half an hour before work begins in earnest. Then slice off 22 ounce chunks and beat each mercifully (you can try imagining you are a Chief Cadet Captain), stretch and slap down, fold down from the top and press the seam with your knuckles, roll the seam; and voila! the embryonic loaf of bread.

Your batter should give you exactly 110 of these little dears. Tenderly drop each cozily into her compartment in the pans, and put them to bed in the wet-proofer for 20 minutes at 120 degrees. Then into the oven at 425 degrees for three quarters of an hour.

What a thrilling moment, 45 minutes later, as you open the oven door, to see the bread you baked yourself, all 110 loaves, sitting row on row, brown, crisp and aromatic!

Bravo!!

Quick, take one out, slice off the top crust, drench it with butter and enjoy yourself. Have some more. Soon, sick but supremely happy, you will realize with the greatest men that the necessities of life are so utterly unnecessary; it is the luxuries, such

as hot bread, that are so indispensable to pleasant living.

May you often have the exquisite pleasure of making yourself quite ill on the fresh bread you have baked yourself.

### Destroyer Men Honor Hong Kong Fallen

Officers and men of the "Cayuga" and "Athabaskan" and members of the Canadian colony in Hong Kong held a Remembrance Day memorial service in honor of Canadian soldiers who lost their lives in the defence of Hong Kong in December 1941. The ceremony was held at Saiwan military cemetery, 14 miles from the heart of the city.

Among those present at the service were Capt. J. V. Brock, commanding officer of the "Cayuga" and senior officer of the Canadian destroyer division; Cdr. Robert P. Welland, commanding officer of the "Athabaskan;" Thomas R. Fletcher, Canadian trade commissioner; Roy Dunlop, president of the Canadian Club of Hong Kong, a number of Canadian residents of Hong Kong and about 80 men from the two ships.

Chaplain Richard Ward opened the service with a short prayer. At 11 o'clock, the Canadian flag was lowered to half mast and two minutes' silence was observed. A 12-man firing party fired three volleys, following which Capt. Brock placed a wreath on the Canadian plot. As he stepped back for the general salute, the firing party presented arms and a bugler sounded the Last Post, followed by Reveille.

### JILL TARS HOLD FASHION SHOW

The Jill Tars Club of Halifax, an energetic naval wives, organization, presented a successful Fall Fashion Show at the Navy League Auditorium October 3 and 4.

Club members styled apparel provided by local merchants and staged a show that would have done credit to a corps of professional models.

Out of the proceeds they donated \$100 to the Seagull Club, the Navy recreational centre in Halifax, and further sums to the Community Chest. They are saving the balance for a party this winter.

Models were Mrs. K. Hanley, Mrs. F. Jackson, Mrs. M. Wood, Mrs. J. Pilkington, Mrs. B. McCall, Mrs. A. Hall, Mrs. E. Iscoe, Mrs. R. Forman and Mrs. J. Coyle.

Committee members who organized the show were: Mrs. S. Short, Mrs. C. Brodie and Mrs. F. Wilson; show convener, Mrs. S. Iscoe; ticket convener, Mrs. K. Rowan; publicity, Mrs. F. Rushton; commentator, Mrs. E. Roberts; wardrobe mistress, Mrs. G. Greene; stage decorations, Robert McCutcheon; make-up, Olga Winship.

Flowers were donated by Rosedale Nurseries, while the musical accompaniment was provided by B. Inglis, with R. Jollimore as vocalist.

### TRAFALGAR BALL HELD IN "STADACONA" GUNROOM

A successful Trafalgar Day Ball was held in the Gunroom of HMCS "Stadacona" on October 20, under the sponsorship of the RCN, the RCN (Reserve) and the Halifax Branch of the Naval Officers' Association of Canada.

Greeting guests as they arrived were Cdr. J. C. Littler, RCN, president of the "Stadacona" officers' mess, and Mrs. Littler; Lieut.-Cdr. Graham Allen, RCN(R), president of the wardroom in HMCS "Scotian," and Mrs. Allen, and J. L. McGerrigle, president of the Halifax branch of the NOAC, and Mrs. McGerrigle.

### EDMONTON NOACs HOLD SECOND TRAFALGAR BALL

Second annual Trafalgar Day Ball sponsored by the Edmonton branch of the Naval Officers' Association of Canada was held in the drill hall of HMCS "Nonsuch" on October 21. About 160 attended. A buffet luncheon was served and intermission entertainment was provided by Jack Dennistoun, Edmonton radio artist.

## He Molds Future Sailors

At "Cornwallis," CPO "Darby" Bond  
Acquaints New Entries  
With the Navy

THEIR first two weeks at "Cornwallis" are probably as tough as any for the navy's new entries, but the man who pilots them through that first fortnight and helps them make the transition from civilian to service life apparently does a good job of it.

In any event, Chief Petty Officer Walter James (Darby) Bond, a member of the instructing staff whose particular duty is to introduce newly-arrived recruits to the Navy, has been elected by his fellow members of the Chief and Petty Officers' Mess at "Cornwallis" as Man of the Month for December.

CPO Bond and his staff take the embryo sailors in hand almost as soon as they disembark from the train; and for the next two weeks they carry out a special instructional program in which the new entries are made acquainted with the Navy, learn something of its customs, traditions and requirements, and in general are enabled to start their service careers on the correct course.

"Darby" Bond's own naval career began in 1935. Born in Halifax in January 1918, he entered the Royal Canadian Navy there 17 years later as a boy seaman. He trained initially in HMCS "Stadacona," then went to sea in the destroyer "Champlain."

Back in "Stadacona" in November 1937, he sailed to the United Kingdom early the following year as a member of the commissioning party of the new destroyer HMCS "St. Laurent." He returned to Halifax in the "Sally" and subsequently sailed in her to the West Coast.

In April 1938 he was transferred to another destroyer, HMCS "Skeena". Later he served a further period in "Stadacona", then joined the destroyer "Saguenay," where he was serving at the outbreak of war.

He was advanced to the rating of leading seaman in "Stad" in 1940, and in September of that year joined

the old "four stacker" "Niagara," one of 50 former American destroyers traded to Great Britain in the now famous "destroyers for bases" agreement.

He served for a year in the "Niagara," mainly on convoy escort duty in the North Atlantic. His next sea-draft was to the Fairmile motor launch "Q-075," where for six months he served as regulating coxswain for



CHIEF PETTY OFFICER WALTER (DARBY) BOND

a flotilla of Fairmiles operating out of ports in Florida and Cuba.

During this period he had many "interesting experiences," Bond says, but, with a smile, refuses to elaborate.

The summer of 1943 found him in "Cornwallis," where he qualified as a Quarters Rating, first class, and was advanced to chief petty officer. In October 1943 he was drafted to the destroyer "Hamilton," a tender to "Cornwallis," as an instructor of officer candidates. This job occupied

him for the next six months, then he went back to convoy escort duty as coxswain of the frigate "Nene."

In his 11 months aboard the "Nene" he saw service in the English Channel and on the bleak Murmansk convoy run. Leaving the ship when she was paid off at the end of the war, he served ashore on the East Coast and in HMCS "Donnacona," Montreal, until May 1947. Then he joined the Algerine minesweeper "Portage" and was occupied largely in instructional duties, training Reserves and UNTDs. Later he served in HMCS "New Liskeard," tender to the Naval Research Establishment at Halifax.

He was drafted to "Cornwallis" and his present job in June 1949.

CPO Bond doesn't participate actively in athletics any more but he nevertheless takes a keen interest in the many sports carried on in "Cornwallis", and can generally be found among the enthusiastic sideline rooters.

Most of his spare time is spent with his family and he is extremely proud of his two daughters, Beverley, aged 12, and Patricia, 10. His hobby is woodcarving and in this, too, his efficiency leaves little to be desired.—W.A.E.

### Frigate Saves Day When Soldiers Stranded

Fifteen Special Force soldiers were feeling pretty low — until the Navy came along.

Bound for their homes in the Annapolis Valley on a 72-hour furlough, the soldiers arrived in Saint John to find the Fundy ferry, the SS "Princess Helene," was in drydock. They faced the prospect of a long land journey that would give them only a few hours at home.

As they pondered their ill luck, there arrived in Saint John the frigate "La Hullose," which was ferrying naval new entries to "Cornwallis" while the "Helene" was laid up.

The soldiers begged — and got — a lift. They were home a few hours later, with many kind things to say about the sea-going Service.

# FLEET CHAPLAIN DEDICATES FIRST PROTESTANT CHURCH

St. George's Church, first self-contained Protestant church to be erected in an establishment of the Royal Canadian Navy, was formally dedicated on the evening of October 27 at HMCS "Cornwallis."

St. George's is unique not only in its naval character but also because it serves all Protestant denominations. Present at the service were clergymen from several denominations, including Anglican, Baptist, Presbyterian and United.

The dedication was performed by the Rev. E. G. B. Foote, Protestant Chaplain of the Fleet and a minister of the Presbyterian Church. The late Most Rev. G. F. Kingston, of Halifax, Anglican Archbishop of Nova Scotia and Primate of all Canada, preached the inaugural sermon.

The service was conducted by Rev. F. Temple Kingston, Protestant chaplain of "Cornwallis" and a son of the late Archbishop Kingston. Rev. H. R. Pike (Baptist), Protestant chaplain of HMCS "Stadacona," read the First Lesson and Rev. Harry Ploughman



Four key figures in the opening of Saint George's Protestant Church at "Cornwallis" are shown above. Left to right, they are: Rev. F. Temple Kingston, RCN(R), Staff Protestant Chaplain at "Cornwallis" and son of the late Most Rev. G. F. Kingston, Anglican Archbishop of Nova Scotia and Primate of Canada; Captain A. P. Musgrave, commanding officer of the new entry training establishment; Cdr. P. D. Budge, executive officer and choir leader, and Archbishop Kingston. (HS-12742).

(Anglican), Atlantic Command Protestant chaplain, read the Second Lesson.

In the congregation as guests were ministers from several United and Anglican churches in the Annapolis Valley district.

The dedication itself was brief and simple. Captain A. P. Musgrave, commanding officer of "Cornwallis,"

made the presentation to Chaplain Foote with these words:

"Reverend Sir, in the name and on behalf of the people of this place, I request you to bless this Church, and to dedicate it, with the fittings and ornaments thereof, to the service and worship of Almighty God."

Padre Foote then performed the dedication, saying:

"We dedicate this Church to the glory of God, in the name of the Father, and of the Son, and of the Holy Ghost. Amen."

The "Cornwallis" choir, under the direction of Cdr. P. D. Budge, led the singing and, as the Anthem, sang the Dutch Hymn of Thanksgiving.

A link with naval history was provided in the use of a processional cross made of wood from the timbers of Nelson's "Victory" and the French ship "Implacable."

Later, Padre Foote paid tribute to Captain Musgrave for his work on behalf of the church and stated that it was almost entirely due to Captain Musgrave's efforts that the church, with its capacity for 500 persons, was built.

St. George's Church was the second to be dedicated at "Cornwallis" within a month, a Roman Catholic church, St. Patrick's, having been dedicated September 27 ("Crow's-nest," November 1950). The two churches were built chiefly because there are no places of worship within easy reach of the establishment, which have sufficient capacity to provide for the numbers of men under training in "Cornwallis."



An interior view of Saint George's Protestant Church at "Cornwallis." Capable of holding more than 500 persons, the church will serve all Protestant denominations.



# The Navy Plays



## East Coast Hockey Loop Expects Large Entry

Sixteen teams were listed as likely entrants in the RCN Inter-Command Hockey League when an organizational meeting was held in the Physical and Recreational Training School, Halifax, October 26.

Teams include five from training schools and three from "Shearwater," with Albro Lake, "Scotian," Mechanical Training Establishment, Manual Office, Pay and Supply, Admiralty House, RCN Hospital and the Band completing the list of probable entries.

Games will be played from 2000 to 2200 on Mondays, Wednesdays and Fridays throughout the winter at the newly completed Dalhousie University Memorial rink.

After five years of trying unsuccessfully to make a go of the portable outdoor skating rink, Lieut. Bob Greene, officer-in-charge of the P and RT School, finally gave up and sent it to Coverdale Naval Radio Station, where the winter weather is colder and

drier. The Communicators there have set it up, organized a team to compete in a Moncton league and installed a public address system to provide music while skating.

## "Shearwater" Trounces Halifax Grid Champs

"Shearwater" turned the tables on an injury-riddled "Stadacona" team in the season's second meeting between the two clubs in the Halifax Canadian Football League, defeating the defending champions 33-5 in a Thanksgiving Day game.

The "Stad" team came out of a game played four days earlier against Wanderers' AAC with several players on the limp and in the Thanksgiving contest proved to be no match for their Navy rivals from across the harbor.

After a two-week layoff, the "Stadacona" squad returned to form and defeated Dalhousie University 30-0 on October 21.

Up to October 25, the Tars had lost ten players through injuries.

## "Naden" Teams Launch "Winter" Sports Program

"Winter" sports have taken over in HMCS "Naden," with hockey, soccer and basketball making up the main portion of the recreational menu for the next few months.

With softball playoffs over and other summer sporting activities at an end, ice hockey move into the spotlight with the entry of RCN teams in the Victoria Commercial League and the junior loop.

Also in action in "civvy" leagues are the Navy entries in the Saanich and Suburban Senior Basketball circuit and the Wednesday Senior City Soccer League.

## West Coast Yachtmen End Successful Season

After a highly successful season, members of the Royal Canadian Navy Yacht Club (West Coast) have put up their craft for the winter.

Under the guidance of Cdr. J. C. Reed, "Naden's" executive officer and Commodore of the RCNYC, the organization put in its first full season this year. Competitions were held with the Royal Victoria Yacht Club and international yachting groups.

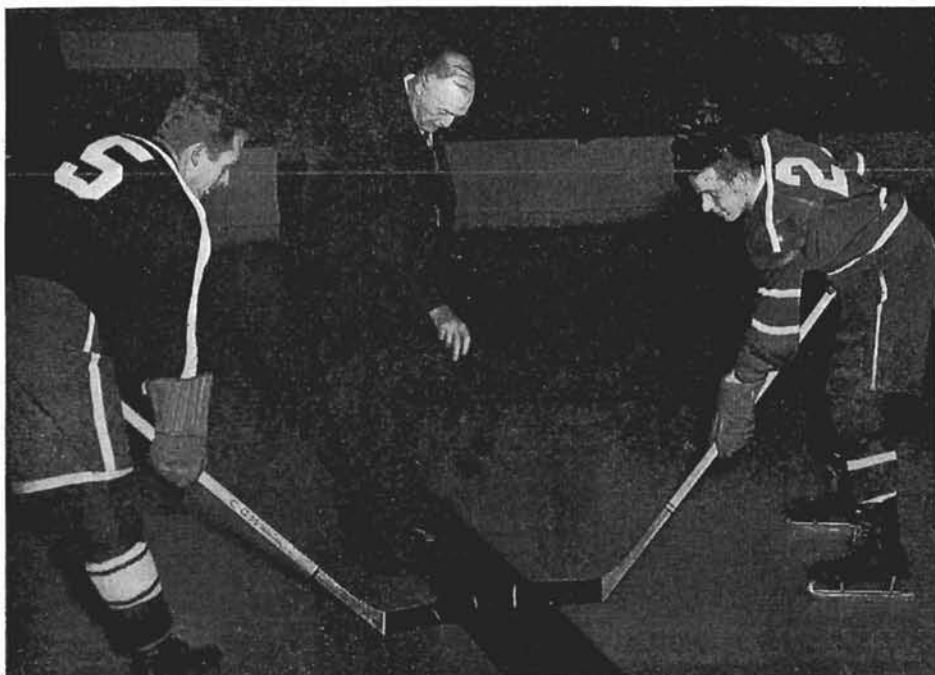
Final regatta of the year was held recently, with the principal trophy, the Admiral's Cup, going to Lieut.-Cdr. J. C. L. Annesley, skipping his "Frolic."

## Chiefs and PO's Win "Cornwallis" Softball

The softball season wound up at HMCS "Cornwallis" with the Chief and Petty Officers, losers of only one game all season, overpowering the Firemen 15-1 to win the base championship.

Indoor sports have taken over and now under way are basketball, two bowling leagues, and two hockey leagues, one of ten teams and the other eight.

The badminton club is practicing regularly in preparation for a series of matches with "Stadacona," RCAF Greenwood, Yarmouth and other clubs. Lieut. John Wilkes is president of the club.



Navy opened defence of its Victoria Commercial Hockey League championship with a 6-0 victory over Gladwell Meteors. Here Sub-Lieut. Rene LaRoche and his opposing centreman await the ceremonial face-off as Ald. Frank Mulliner, representing the mayor, drops the puck. (E-12466).

## West Coast Golfers Continue Active Play

The approach of winter saw no slackening of activity among the golf addicts of the Pacific Command.

The fourth annual handicap tournament of the RCN Golf Association was held in mid-October at the tricky Gorge Vale course. Fifty "divot diggers" from the command participated.

CPO V. G. (Puffy) Scott, of HMCS "Ontario," took medalist honors in the qualifying round with a net 67 and went on to win the championship flight, defeating Capt. Charles Coull, Royal Canadian Artillery.

The first flight cup went to CPO Thomas S. MacIntyre, of HMCS "Naden," after a close final match with Chaplain (RC) Ronald MacLean, of the "Ontario." Winners of the second to fifth flights were Cd. Constr. Officer C. M. Holland, PO Leonard Ebbing, Lieut. (E) J. O. Aitkens and AB Innes L. Cooper, respectively.

## "Cornwallis" Boxing Champions Decided

Sailors from points as widely separated as Vancouver, B.C., and Trinidad, British West Indies, were listed on the roll of titlists decided at the "Cornwallis" boxing championships September 27.

Winners in each division were as follows:

*Bantamweight* — Ord. Sea. Robert Roe, Vancouver.

*Featherweight* — Ord. Sea. Gabriel Caron, Montreal.



Ord. Sea. Guy Jutras, of Montreal, representing "Athabaskan" division, receives his trophy from Capt. A. P. Musgrave after winning the welterweight boxing championship at HMCS "Cornwallis." (DB-946-8).



Flight winners in the fourth annual handicap tournament of the RCN Golf Association are pictured above at the Gorge Vale Club, Esquimalt. Left to right are AB Innes Cooper, 5th flight; Commissioned Constructor Officer C. M. Holland, 2nd flight; CPO V. G. (Puffy) Scott, championship flight; PO Leonard Ebbing, 3rd flight, and CPO T. S. MacIntyre, 1st flight. Lieut. (E) J. O. Aitkens, 4th flight winner, was absent when the photo was taken. (E-12501).

*Lightweight* — Ord. Sea. James Rochemont, Trinidad

*Welterweight* — Ord. Sea. Guy Jutras, Montreal.

*Middleweight* — Ord. Sea. James Puddifant, Battersea, Ont.

*Light Heavyweight* — Ord. Sea. William McCormick, Springhill, N.S.

At the conclusion of the bouts, Capt. A. P. Musgrave, the commanding officer, presented individual trophies and prizes and congratulated all contestants on their fine showing.

## College Rugby Teams Outpoint Navy Squad

The Navy has been running into some stiff opposition since re-entering the English rugby picture on the East Coast this fall.

While Navy teams have pretty well dominated the Canadian football scene, RCN rucker fifteens have taken some sound beatings at the hands of Nova Scotia colleges, where the game is deeply rooted and standards of play are high.

In their first three games, the sailors were defeated 34-0 and 32-0 by Nova Scotia Tech and, in a match played at Wolfville, lost to Acadia University 27-0. However, it was hoped that with more practice and the addition of a few more players the Navy team would be able to make things closer in future contests.

## "Nonsuch" Shipmates Honor Fastball Team

The Naval Reserve fastball team which campaigned in the Edmonton City Senior "B" League at Kingsway Park during the summer was entertained recently in the Seamen's Lounge at HMCS "Nonsuch."

The team gained a playoff berth but was eliminated by the Air Force.

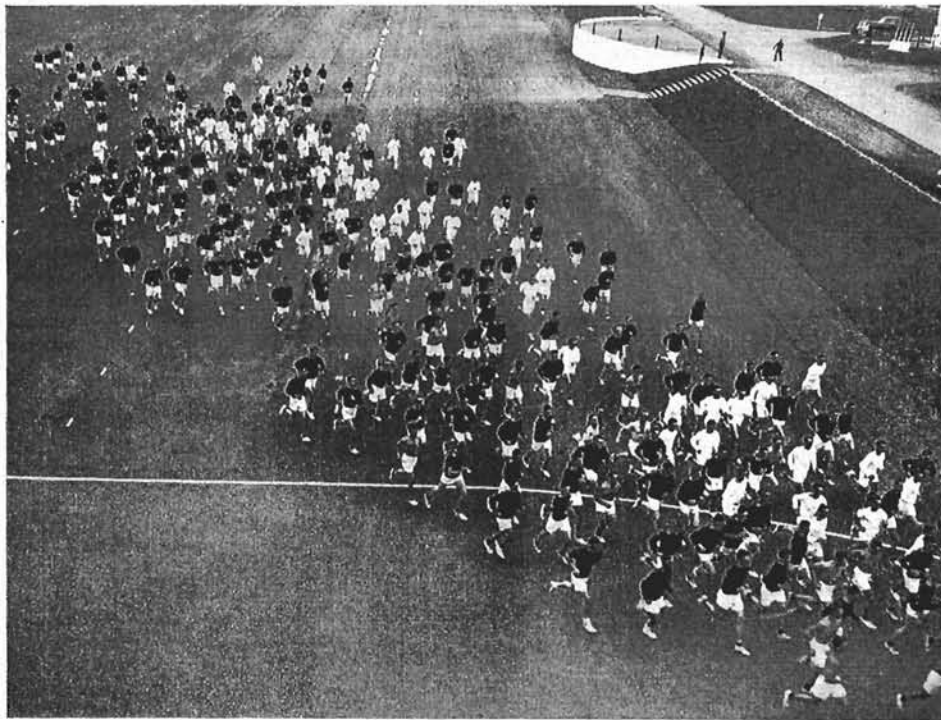
PO John Oster, team manager, was complimented for his good work in piloting the team through the tough schedule. Coach Ron Brocking stated that although the team had failed to win the championship it would be back better than ever next season.

## Fifty Teams Bowling On "Stadacona" Alleys

The bowling season got away to a flying start on the "Stadacona" alleys October 16, with 50 teams, totalling some 300 keglers, competing in three different leagues.

The Inter-Part, Mixed and Service leagues will keep the alleys busy five days a week until April 30. All three leagues play five-pins and use the handicap scoring system.

Thirty teams are entered in the inter-part loop. Electrical A, MTE C, Plumbing Shop and RCNH were setting the pace at the end of the first week of play.



The pack streams off the parade ground at "Cornwallis" at the start of one of the monthly cross-country runs. (DB-942-3).

#### 40 Squash Players Compete in Tourney

The squash courts in the gymnasium at HMCS "Stadacona" have been renovated and now comply in all respects with the specifications of the Canadian Squash Racquets Association.

More than 40 players, representing the three services and civilians in the city, are competing in the current squash ladder tournament. Name cards are mounted on a handsome bronze ladder donated by Cyril Benninghoff, former US Consul General in Halifax, and Bruce Oland.

#### Instructors Undefeated In Comschool Softball

Downing all opposition in the play-offs, the Instructors team won the inter-class softball championship of HMC Communication School, Halifax. The Instructors went through the season without a loss.

Bowling and basketball leagues are now under way at the school with eight teams entered in each.

#### Naval Veteran Wins Prairie Bike Classic

A naval veteran, James Purdy, of Edmonton, pedalled his way to first place in Western Canada's annual bike-racing classic, the 100-mile Red Deer to Edmonton Labor Day race, winning the R. B. Bennett Trophy and a new bicycle.

Purdy served in the RCNVR during the war and was at sea in HMCS "Norsyd," a corvette; the frigate "Meon," and the destroyer "Hamilton." Purdy returned to civilian life after his demobilization in October 1945 and is well known in Edmonton athletic circles.



The inter-part softball championship at HMCS "Naden" was won this year by the Mechanical Training Establishment team pictured above. Front row, left to right: Ord. Sea. Jack Miron, Ord. Sea. Walter Proceviat, Ord. Sea. Roderick Shoveller and PO Ronald Starling. Centre row: Ord. Sea. Richard Foster; Lieut.-Cdr. (E) D. H. Fairney, officer-in-charge of the MTE; Lieut. (E) W. G. Attwell, Ord. Sea. Richard O'Regan and Ord. Sea. Clive Fowler. Rear row: Ord. Sea. John Clark, Ord. Sea. Joe Fortune, PO William Grondin, Ord. Sea. William Babb and Ldg. Sea. Frank Ball. (E-12328).

#### Royal Roads Drops Rugby, Adopts Canadian Game

In an historic break with tradition, the Canadian Services College, Royal Roads, has dropped English rugby from its sports curriculum and has replaced it with Canadian football.

Main reason for the switch was the fact that most of the Cadets come from centres where only the Canadian game is played. Also, many Royal Roads students will take their final two years at Royal Military College, Kingston, where Canadian football is a major sport, and it was felt that the change would give them a better opportunity to make the RMC team.

Playing in the city league, which is still pioneering the game in Victoria, Royal Roads was undefeated as of Nov. 1. Up to then the Cadets had had only a single point scored against them. Chaplain (P) Ivan Edwards is coaching the Service College squad.

#### Lieut.-Cdr. G. E. Fenwick Recaptures Golf Title

Lieut.-Cdr. G. E. (Ted) Fenwick, of Naval Headquarters, defeated Pte. John Luchuck, 26th COD, five and four, to take the Ottawa City and District match play golf championship for the second time in three years. Lieut.-Cdr. Fenwick won the title in 1948 and was runner-up in 1949.

The 36-hole final was played over the Ottawa Hunt and Golf Club layout.

## MEDICAL ASSISTANTS HAVE LIVE-WIRE CLUB

The Medical Assistants Club in the RCN Hospital, Halifax, has completed its first year of existence with the reputation of being one of the liveliest organizations of its kind in the Atlantic Command.

Though small in size — it has 25 active and 10 associate members — the club has been operating in a large way and has made considerable headway toward achieving its objectives. These include the promotion of comradeship among medical assistants serving in the command and the sponsorship of social and recreational activities for the benefit of members and their families.

Guiding the fortunes of the club are Petty Officers Sidney Wallace, president; Chester Napier, vice-president, and John Jacobs, secretary-treasurer. FO Jacobs is also the hospital staff's representative on the "Stadacona" Welfare Committee.

All MAs in the command who are not serving in the hospital, are associate members and may attend the club's meetings and functions without paying dues. Members are kept up to date on club affairs by a series of reports and minutes.

A favorite social function is the quarterly dance. At the last one, held in October, Jed Meehan's orchestra played for dancing and several members of the Halifax Entertainment Guild performed for the guests' amusement.

The club executive has circulated a minor masterpiece in the way of recruiting literature. Slightly backhanded in its approach, the piece is entitled, "Ten Ways to Kill an Association." It advises:

1. Don't attend the meetings.
2. If you do, arrive late.
3. If the weather doesn't suit you, don't even consider going.
4. When you don't attend the meetings, find fault with the officers and members.
5. Never accept office — it's easier to criticize than it is to do things.
6. If by any chance you are appointed to a committee, don't attend its meetings. If you're not appointed — get mad.
7. If the Chairman asks for your opinion on some important matter, tell him you have nothing to say. After the meeting, tell everyone exactly how things should have been done.
8. Do nothing more than is absolutely necessary. When other

## 'OUR DOC'

by J. A. B.

*ON BOARD HMCS "CAYUGA"*  
— A great deal has been heard of the Gunnery Branch and its devastating bombardments of the Communists in Korea, of the intrepid mine exploders and the Commando-trained landing parties. But little has been said of some of the Navy's hardest working heroes — the "Medics".

Each of the Canadian destroyers who have been working with the United Nations naval forces carries a General Duty Medical Assistant. The General Duty man is in the same category among Medical Assistants as the general practitioner is among MDs. There's not much glamor attached to his work, not like that of the Laboratory Technician, Radiographer or Operating Room Assistant. His is a more or less dull existence — patching cuts, treating common colds, trying to teach his shipmates how to take care of themselves in the never ending war against disease.

Aboard the "Cayuga" is PO Alix Matte from Montreal. The "Athabaskan" carries PO Frederick Kelly, who hails from Toronto, and in the "Sioux" is PO John Plastow of Victoria. These are the only RCN Medical Assistants serving in the Korean theatre.

When the "Doc", as he is always called, starts his daily routine with his "Sick Bay Lineup," he finds anywhere from one to 20 men waiting to be checked. The small run of the mill cases — cuts, bruises, notes in eyes, etc. — he takes care of himself. The serious cases are referred to the Medical Officer.

The "Docs" were particularly busy during the first weeks after arrival in Korean waters. The hot, humid climate caused much discomfort, which manifested itself in outbreaks of rashes, heat sores and boils.

Later they helped look after wounded South Koreans embarked in

their ships for treatment following landing operations on islands off the west coast of Korea.

If the "Doc" has patients in Sick Bay, diets must be worked out for them until they can be landed in hospital ashore. His training in RCN hospitals under qualified dieticians, plus what he has picked up through studying on his own, has given him the proper knowledge as to what his



PETTY OFFICER ALIX (DOC) MATTE

charges should be fed and how it should be prepared.

Instruction of the ship's company in first aid also falls on "Doc's" shoulders. He gives special training to the first aid and stretcher parties. Another of his responsibilities is the organization of clearing stations, and the strategic stowage and division of medical stores and equipment.

The general duty "medic" always has one thought in the back of his mind. One day he may find himself the only person in the ship capable of attending to the needs of the sick and wounded. If this should ever happen — and it frequently did during the Second World War — the responsibility would be extremely heavy. It is no wonder, then, that he takes his duties seriously, observes carefully and closely the work of the medical officers and devotes a lot of his spare time to the study of his profession. If ever such an emergency arises, "Doc" wants to be able to live up to his name.

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members roll up their sleeves and accomplish something, complain that the organization is being run by a "clique."

9. Hold back your dues as long as possible. Better still — don't pay at all.
10. Don't worry about recruiting new members. If you must, though, make sure they are bellyachers like yourself.

# 'Operation Overboard'

*Vancouver Island Reserve Units  
Stage Highly Successful  
Joint Exercise*

A SUCCESSFUL experiment in combined operations of reserve Navy and Army units was undertaken in lower Vancouver Island waters this autumn.

The exercise, "Operation Overboard," was carried out by HMCS "Malahat," Victoria's naval division, and the Canadian Scottish Regiment September 30 and October 1. Over the two days the two reserve units wiped out "enemy" forces which, theoretically, had driven down the coast to take up strong defence positions on a number of islands.

In planning the exercise, the Navy and Army reserves set for themselves the following problem:

"Without warning, enemy forces have made landings from special troop-carrying submarines on islands south of Alaska, the Queen Charlottes and the northwestern coast of Vancouver Island.

"Owing to the element of surprise and their regard for security, the enemy forces have the initiative and are now advancing down the east coast of Vancouver Island and from island to island in the Gulf of Georgia where there is scattered resistance and no organized force to oppose them.

"It is anticipated that by this method of approach they will soon be attacking Salt Spring Island in preparation for an all-out drive down the Saanich Peninsula to capture the Patricia Bay airport and then Victoria.

"Having captured the airport, they could bring in their aircraft, which would then operate against shipping in the straits. These operations could virtually seal the ports of Vancouver and Seattle to unarmed ships.

"There is at present very little in the way of close support. The heavier fighting elements of the RCN are at

sea on anti-submarine patrol off the west coast of Vancouver Island. The RCAF is committed to reconnaissance and the protection of vital communication centres against bomber attack."

With this the situation, B company of the Scottish theoretically withdrew from the Sidney area, while the Sea-forths protected a line, along the Island Highway with elements at Cowichan Bay and headquarters at Langford Lake.

The 75th Heavy Anti-Aircraft was in strategic posts at Victoria and at Patricia Bay airports, while the 5th B. C. Coast Brigade was manning the forts.

At Bay Street Armouries, the CSRs regrouped and proceeded to HMC Dockyard, where they embarked in HMCS "Sault Ste. Marie", "Malahat's" headquarters and training ship, for their assault on enemy positions on Salt Spring Island.

Arriving at the island on Saturday evening, the "Sault Ste. Marie" came under unexpected aerial attack, organized by a "fifth column" formed among residents of the island and headed by Lieut.-Col. Desmond Crofton, one of the wartime commanders of the attacking CSRs.

With Col. Crofton as bombardier in the attacking aircraft, several direct hits were scored. Fortunately for the ship, the "bombs" consisted of paper bags filled with lime; but, for the purpose of scoring, the ship was badly hit.

However, as hostilities were not supposed to open officially until Sunday morning, the "Sault Ste. Marie" got away scot-free.

After reaching Ganges on Salt Spring Island, the ship disembarked the Scottish, who set up camp near Harbor House and placed guards at strategic road points.

Shortly after her arrival, saboteurs became active and the "Soo's" hull was liberally done over with paint. As far as the "Buffer" was concerned, this was the final straw, coming as it did so soon after the bombing that had left his erstwhile trim, clean ship plastered with lime.



CHARGE! PSM Rae McDonald, Scottish Cadets, and PO Archie McLean, RCN, display commendable ferocity during "Operation Overboard," joint exercise carried out by Navy and Army Reserve units on Vancouver Island. (Photo-by courtesy of James Ryan, *Victoria Daily Colonist*).



Finally, all was secured and attackers and enemy remained quiet until shortly after dawn, when the real offensive began.

Scottish forces began advancing on enemy positions but ran up against stiff opposition and shortly called for naval reinforcements, which were despatched in the ship's motorboat.

Quickly the naval landing party took cover, then began to fight their way up with the Scottish as the "Sault Ste. Marie's" guns hammered at enemy positions, pinning the invaders down.

Meantime the navy-army force drove through rough country in the face of heavy enemy ground fire and under constant aerial attack. In a last charge across a wide-open field the attackers routed the enemy and pursued the remnants into flanking wooded areas.

Umpires later had little fault to find with the way in which the reservists had handled themselves. Half of them green troops, they assaulted the enemy area with all the spirit of seasoned fighters.

On the left flank, the naval reserve unit took its full share of the enemy fire but despite "casualties," continued the advance until its objective was taken.

Even without taking into consideration the fact that the Navy lads had spent their summer training weekends at sea carrying out minesweeping and related exercises, with never a thought of land warfare, they conducted themselves in the Salt Spring Island assault almost as if they had received just as much training in infantry work.

An assessment of the exercise by the two senior reserve Navy and Army officers gave a good indication of the value of the exercise.

Capt. Ronald Jackson, commanding officer of "Malahat", and Lieut.-Col. Walter Mosedale, commanding officer of the Scottish, in a joint statement said:

"On the basis of the success of this operation, it is definitely indicated that future operations should be expanded.

"The value of this one combined scheme was such that there can be no doubt of the desirability of including all reserve units in any future operation.

"It now is intended that an operation on a considerably larger scale

will be organized and carried out early next year."

Although "Operation Overboard" was primarily intended as a reserve exercise, it should not be overlooked that also taking part in the movements of the "Sault Ste. Marie," commanded by Lieut.-Cdr. Alan Heater, were the ship's permanent force crew, who have been doing a consistently fine job throughout the reserve training period.

### NAVY WAS FIRST LOVE, BUT LATIN STUMPED HIM, SAYS RETIRING GENERAL

"My first love was the Navy," confided Major-General Harry W. Foster, CBE, DSO, retiring General Officer Commanding Eastern Command, to officers of the Royal Canadian Navy who tendered him a farewell dinner in Admiralty House, Halifax, October 12.

General Foster is to leave shortly for a post with the Imperial War Graves Commission in Europe.

General Foster recalled taking entrance exams for the Royal Naval College of Canada, then in Halifax, but was stalled by Latin requirements. Latin "just didn't make sense", he confided.

After graduating from McGill in 1924, he joined the permanent Army. Though he had always a "secret-ven for the sea," the Army posted him on the prairies for 18 years.

General Foster, a wartime commander who served on three fronts, told of operations in which he worked with units of the Allied navies and reminisced about visits on board ships of the RCN. He remembered, particularly, the hospitality accorded him on a visit to the first HMCS "Athabaskan".

General Foster spoke of the friendly atmosphere and co-operation of the three services in Halifax during his four years there, and exhorted: "Whether a man be in a soldier's, sailor's or airman's suit, he's still working for (King) George—For pete's sake, keep it up!"

Special guests included Hon. J. A. D. McCurdy, Lieutenant-Governor of Nova Scotia; Premier Angus L. Macdonald, Air Commodore R. C. Gordon and senior RCMP officers.

President of the mess dinner was Commodore A. M. Hope, Acting Flag Officer Atlantic Coast.

## Retirements

### Chief Petty Officer Joseph E. Patry

Rating: C1SM3  
Age: 46  
Home Town: Quebec City, P.Q.  
Joined: June, 1925, as a Stoker, second class.  
Served In: HMS "Victory," "Crusader," HMCS "Stadacona," "Festubert," "Patriot," "Champlain," "Saguenay," "Ottawa," "Assiniboine," "Cornwallis," "Niobe," "Qu'Appelle," "Peregrine," "Magnificent," "Bytown" and "Carleton."  
Awards: Long Service and Good Conduct Medal, June 1940. Mentioned in Despatches, December 1942. Mentioned in Despatches, October 1944.  
Retired: 11 November, 1950.

### Chief Petty Officer George H. West

Rating: C1VS3  
Age: 41  
Home Town: Victoria, B.C.  
Joined: June 1930, as a Victualling Assistant.  
Served In: HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Stadacona," "Venture," "Givenchy" and "Cornwallis."  
Awards: Long Service and Good Conduct Medal, June 1945.  
Retired: 6 November 1950

### Chief Petty Officer Grenville Sutcliffe

Rating: C1SM3  
Age: 41  
Home Town: North Augusta, Ont.  
Joined: November 1929, as a Stoker, second class.  
Served In: HMS "Victory," "Vernon" and "Dragon," HMCS "Stadacona," "Festubert," "Ypres," "Saguenay," "St. Laurent," "Skeena," "Ottawa," "Swift Current," "Cornwallis," "Hochelaga," "Eastview," "Avalon," "Scotian," "Magnificent" and "York."  
Awards: Long Service and Good Conduct Medal, March 1945.  
Retired: 8 November, 1950.

### Chief Petty Officer Ernest A. Parsons

Rating: C2SM3  
Age: 39  
Home Town: Victoria, B.C.  
Joined: September 1930, as a Stoker, second class Engagement expired September 1937, re-engaged November 1937.  
Served In: HMCS "Naden," "Vancouver," "Skeena," "Armentieres," "Fraser," "Margaree," "Stadacona," "Royal Roads," "New Westminster," "Chatham," "Givenchy," "Canso," "Hochelaga II," "Wallaceburg," "Chaleur," "Cap de la Madeleine," "Peregrine," "Burrard," "Niobe," "Cornwallis," "Ontario," "Chippawa" and "Cabot."  
Awards: Long Service and Good Conduct Medal, November 1945.  
Retired: 8 November 1950.



Ldg. Sea. Bryce Eckstein samples one of the pies — just to make sure it tastes as good as it looks. Standing expectantly by are two of Coverdale's cooks, Leading Seamen Bruno Jacuzzi and Robert McCann. The station's three cooks stayed on the job steadily from 8 a.m. one morning until 2 a.m. the next.

#### APPLE PIE SALE (Continued from Page 5)

Wednesday and repeated the effort on Thursday.

Thanks to this publicity campaign, which drew the sale to the attention of Moncton's public-spirited citizens, all the pies were gone in less than three hours, in spite of a heavy rain which kept people off the streets most of the morning.

By 1300 the navymen were assured that they would be able to give the orphans an even bigger party this year than last:

In the party fund was \$462.

#### JEFFERSON'S TEN RULES

The following rules for practical life were given by Thomas Jefferson in a letter of advice to a friend in 1825. The same rules are as true today as they were 125 years ago.

1. Never put off till tomorrow what you can do today.
2. Never trouble others for what you can do yourself.
3. Never spend your money before you have it.
4. Never buy what you do not want because it is cheap.
5. Pride costs us more than hunger, thirst and cold.
6. We never repent of having eaten too little.
7. Nothing is troublesome that we do willingly.
8. How much pain have those evils cost us which never happened.
9. Take things always by their smooth handle.
10. When angry, count to ten before you speak — if very angry, count to a hundred.

#### RCN NEWS REVIEW (Continued from Page 3)

Commodore, RCN Barracks, Halifax, the school will be staffed and operated jointly by the RCN and the RCAF, with the post of officer-in-charge rotating annually. For the first year, Lieut.-Cdr. (TAS) Philip S. Booth, RCN, of Victoria and Halifax, will serve as director and officer-in-charge.

#### Varied Assignments Keep Ships Active

The end of the month found two RCN destroyers in Caribbean waters. The "Nootka" was heading for the Panama Canal and the passage into the Pacific; the "Crescent" was entering Havana, Cuba, for a three-day stop en route to Halifax.

The latter left Esquimalt November 6 and is due in Halifax December 10. There she will be employed as a training ship and plane guard to the "Magnificent."

The two east coast frigates, "La Hullose" and "Swansea," went separate ways early in November. The former served as a transport, taking new entry drafts between Saint John and "Cornwallis" while the SS "Princess Helene" was in drydock. The "Swansea" went to Bermuda for anti-submarine exercises with HMS "Andrew."

The Algerines "Portage" and "New Liskeard" accompanied her but returned to Halifax on the 15th. The "Portage" was scheduled to join three other ships, the "Wallaceburg," "Revelstoke" and "Llewellyn," in a week-long minesweeping exercise, while the "New Liskeard" went alongside to have new equipment fitted.

Meanwhile, "La Hullose" packed up the passenger detail and rejoined her sister-ship, the "Swansea," in Bermuda on the 20th, arriving there the same day as the Special Service Squadron. Then all ships sailed on the 23rd for Halifax.

Early in December the two frigates will put to sea again for a training cruise that will take them to New York.

On the West Coast, the "Ontario" was alongside for a leave period and for alterations and additions that involved an increase in accommodation for junior officers under training and the modernization of her armament.

The frigates "Beacon Hill" and "Antigonish" sailed on the 18th for a week of A/S exercises with an American submarine. Next on their program was a cadet training cruise to San Diego, lasting from December 4 to 20.



SAMUEL THOMPSON, AND CHAIR

#### VETERAN CIVIL SERVANT HONORED ON RETIREMENT

Samuel Thompson, head clerk in the Directorate of Victualling, at Headquarters, was honored recently on the occasion of his retirement after approximately 35 years of service with the Defence Department.

Mr. Thompson's service included three years overseas during the First World War.

At a ceremony held in the Naval Board Room, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, paid tribute to Mr. Thompson's good work during his lengthy period of service and, on behalf of naval personnel and civilian employees of the Directorate of Victualling and the Naval Stores Branch, presented him with an upholstered chair.

Mr. Thompson's daughters, Mrs. B. J. Ennis and Miss Sheila Thompson, Reg. N., attended the ceremony.

Canadian sailors "doing their bit" in one war hearkened back to another when they gathered on the quarterdeck of HMCS "Cayuga" October 8 to observe Battle of the Atlantic Sunday. The non-denominational service, conducted by Chaplain (RC) Richard Ward, was held on board the destroyer as she proceeded northward through the Yellow Sea, bound for recently captured Inchon. Standing at Father Ward's right is Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who made the voyage in the "Cayuga" during the course of his visit to the Canadian ships in the Korean theatre. (CA-206).

