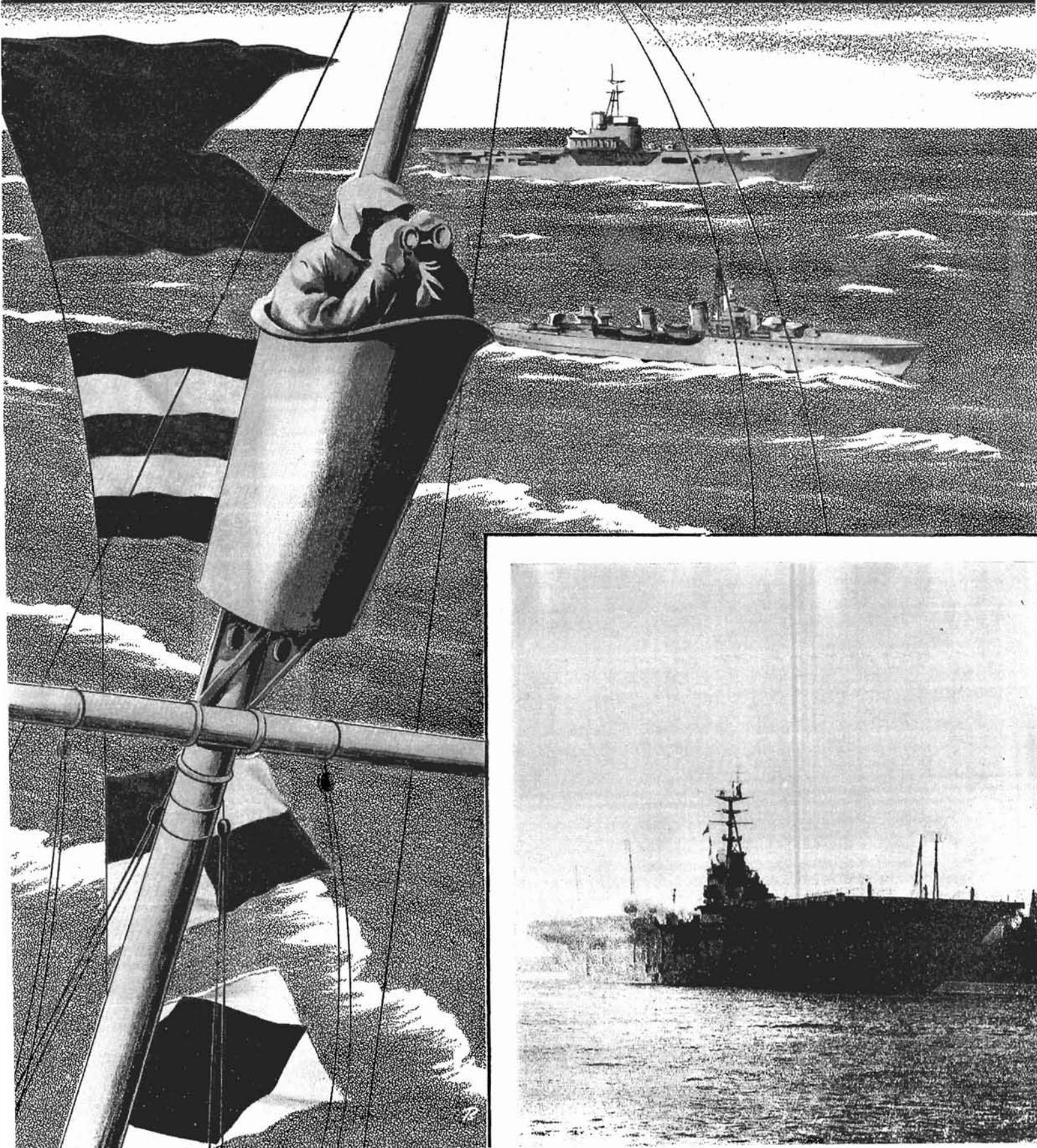


The CROWSNEST

Vol. 1 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

January, 1949



THE STRENGTH OF A CHAIN

by Engineer Rear-Admiral, G. L. Stephens, R.C.N. (Retired),
President Canadian Naval Service Benevolent Trust Fund.

From 1910 to 1948 is a short time in the history of a nation but it is a long time in the life of an individual and in the history of the Royal Canadian Navy. It has been my honour to have been connected with the Canadian Navy for that period, and from that lifetime association I feel privileged to recall its development, the changes that have taken place and its achievements through these years.

What a change in the types of ships—from the old "Rainbow" and "Niobe" to the "Magnificent" and "Ontario", the destroyers, and frigates! What development in equipment, what an increase in personnel, what changes in pay and allowances! In the early days there were no pensions, no transportation or travelling allowances of any kind for wives and dependents, no marriage allowance, no separated family allowance, no Canadian Naval Service Benevolent Trust Fund. What a record of achievement, sacrifice and devotion to duty throughout these years, particularly conspicuous during the Second World War!

I do not for one minute think there is no room for further development, improvement or change. I believe we are only at the real beginning of all these things.

Of one thing I am confident: that if the Royal Canadian Navy is ever again called upon to contribute its share in the defence of our country, it will again live up to the naval traditions of the centuries which were so enriched by our contemporaries in the last war. As a "has been" I am not one of those who thinks the Navy is going to the dogs because I have left it. On the contrary, as it is still my privilege to be in constant contact with the Navy, I am in a position to see for myself that such is not the case and I am thrilled with what I see. I am sure that the same devotion to duty and service exists among present personnel and that they are as fully competent as, if not



Engineer Rear Admiral George L. Stephens, C.B., C.B.E., R.C.N. Retired, was born in Plympton, England. He started training in naval engineering at the age of 13 in H.M. Dockyard, Devonport, and eight years later, when the Royal Canadian Navy was established in 1910, he enlisted in the R.C.N. as an Engine Room Artificer. In 1912 he was promoted to warrant rank and three years later received a commission as Engineer Lieutenant.

During his career he served in a number of ships of the Royal Navy and Royal Canadian Navy and held responsible positions in the dockyards on both coasts and at Naval Headquarters.

In 1941 he was appointed Engineer-in-Chief, at Headquarters, and the following year became Chief of Naval Engineering and Construction, a post he held until his retirement from the service in September, 1946. He was promoted to Engineer Rear-Admiral in January, 1943. He is presently serving as a Special Advisor to the Minister of National Defence.

more so than, the "has beens" to go on developing and building a Service second to none.

From my experience there is no organization or service that illustrates more clearly the old adage that "the strength of a chain is that of its weakest link". I do not know of any other organization in which there is such dependence on every single individual for the efficiency and safety of that organization as there is in a ship, and what is true about the personnel is true of all branches and services on which the Navy depends and functions.

The more I have to do with it the more fully I realize the value and necessity for the Canadian Naval Service Benevolent Trust Fund as one of those services essential for the social and moral welfare of the Service and as an important link in the Naval chain. The introduction of pension, marriage and separated family allowances in the Service and the improvements in social legislation are slowly but surely providing for the ordinary expenses of living and the necessities of old age, but neither the Service nor the State provides or will provide for many years to come, if ever, against the abnormal misfortunes of life. It is for this latter purpose the Canadian Naval Service Benevolent Trust Fund exists.

An appeal has just been made for greater financial support to the Canadian Naval Service Benevolent Trust Fund from Service (both permanent and reserve) personnel. We who are at present responsible for the administration of the Fund firmly believe

that we should have your support. We do not look upon this Fund as a charitable organization but regard the financial resources of the Fund as a means of relieving distress due to misfortune, and we therefore feel that we are quite reasonably justified in asking you who may be the beneficiaries of this assistance to support it. "He gives twice who gives quickly".

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Cover Photo — A Royal Salute of 21 guns was fired on Monday morning, November 15, by H.M.C.S. "Magnificent" in honour of the birth of a son to Princess Elizabeth. The carrier boomed out her salute in Halifax harbour, while on her way seaward for a week of exercises. The occasion was marked also by the hoisting of masthead flags by ships and establishments and a general signal from the Chief of Naval Staff to the fleet to "splice the main brace."

This is the first issue of the CROWSNEST magazine for 1949. The venture is only three months old. Whatever success the magazine has so far achieved can be attributed chiefly to the interest taken in it by officers and men who have contributed in one way or another to its pages. The future of the CROWSNEST must depend, more than anything else, upon the enlargement of the number of those voluntarily taking an active part in the work which gives it life.

There is no ship or establishment in the Navy which is not of interest to the rest of the service: there is no ship or establishment in the Navy which can not have its place in the pages of the CROWSNEST. Indeed, it is the intention that every ship and establishment should be properly represented, if possible in every issue of the magazine, in the year ahead. In wishing its readers the best of everything for 1949 the editors of the CROWSNEST have nothing more to say on this page than what has been said before namely:—

KEEP A GOOD LOOK-OUT FOR "CROWSNEST" MATERIAL. SEE THAT YOUR CORRESPONDENT GETS IT. SEE THAT HE GETS IT TO . . .

The Editors

Page one

R.C.N. News Review

New Escort Planned

Construction of a new type of anti-submarine vessel designed specifically to deal with the "fast" submarine is to be undertaken in Canadian shipyards. This was announced in late November, concurrently with a statement that the manning ceiling for the R.C.N. had been substantially raised.

The type of ship that would be built and equipped as an answer to the problem presented by the high-speed submarine was decided upon only after exhaustive experiments with various types of craft and consideration of all related problems and factors.

The exact specifications of the ship have not been made known; nor, for obvious reasons, will they be. However, that it will be fast and manoeuvrable, and that it will be "stiff" with the latest A/S gear and weapons, can be taken for granted.

"Cornwallis" to Re-open

The training establishment through which passed most of the 90,000 men who enlisted in the Royal Canadian Navy in the Second World War will be re-opened by the R.C.N. in May, 1949, as a New Entry training centre.

H.M.C.S. "Cornwallis", which had been declared surplus in January, 1946, was returned to the Navy last month. During the intervening period some of its buildings had been used as a hospital by the D.V.A., while the remainder had been in the hands of War Assets Corporation.

The principal purpose in re-opening "Cornwallis" is to provide a centre which will be devoted entirely to new entry training. H.M.C.S. "Naden", which is essentially a barracks and includes schools for advanced specialist training, did not answer all the requirements in this respect and it

was felt that a completely separate establishment was necessary to carry out the all-important new entry training program.

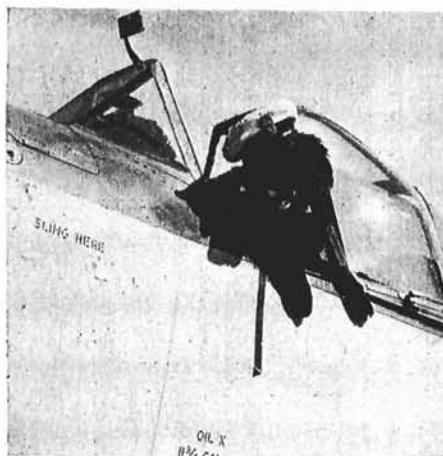
The facilities at "Cornwallis" will permit greater emphasis to be placed on physical training and sports and it is anticipated that these will figure more prominently than ever in the new entry training syllabus.

Only those buildings at the base which are necessary for training requirements will be used by the Navy. New entry seamen will continue to receive their sea training in H.M.C.S. "Ontario," based at Esquimalt.

H.M.C.S. "Shearwater"

The Royal Canadian Naval Air Station at Dartmouth, N.S., was commissioned Wednesday, December 1, as H.M.C.S. "Shearwater", with Acting Captain A. B. Fraser-Harris, D.S.C. and Bar, in command.

The following message was dispatched from Naval Headquarters to the air station: "On the occasion of commissioning of the first R.C.N. Air



Chief Petty Officer "Newfie," R.C.N., mascot of the 18th Carrier Air group, looks out the side of the cockpit to make sure all is well. The dog accompanied the Group when it went by airlift to and from the Joint Air School at Rivers, Manitoba, last year.

Station the Chief of Naval Staff and the Naval Board extend, on behalf of the Royal Canadian Navy, best wishes for a happy commission and continued progress in naval aviation."

The station's name is derived from that of a bird which spends long periods at sea and makes for land only at nesting time. The name has further significance to the R.C.N. in that a Royal Navy sloop of that name was based at Esquimalt prior to the First World War and was paid off at the West Coast port.

Home for Christmas

The approach of Christmas was the signal for a temporary slow-down in seagoing activity, several ships proceeding alongside to grant leave periods over the holiday season. These included H.M.C.S. "Magnificent," "Ontario," "Athabaskan," "Haida," "Crescent" and "Antigonish".

In mid-November "Magnificent," "Nootka," "Haida" and "Swansea," together with a squadron of Firefly aircraft from R.C.N.A.S. and three R.C.A.F. Lancasters from Greenwood, carried out a two-day exercise off Halifax with eight modern-type U.S. submarines. The submarines were on their way back to their bases after participating in U.S. Atlantic Fleet manoeuvres off Newfoundland.

Following these exercises the four R.C.N. ships put in six days of strenuous sea training. Among the evolutions practised was the transfer of personnel at sea and among those who made the journey from one ship to another by jackstay method was Commodore G. R. Miles, Commanding Officer of the "Magnificent" and senior officer of the force.

Senior Officers Meet

The annual conference of senior officers of the R.C.N. was held at Naval Headquarters, Ottawa, No-

vember 30 to December 3. Those attending were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Rear-Admiral F. L. Houghton, Vice-Chief of the Naval Staff; Commodore R. I. Agnew, Senior Canadian Naval Liaison Officer, London; Commodore G. R. Miles, Commanding Officer of H.M.C.S. "Magnificent" and Senior Canadian Officer Afloat; Commodore W. B. Creery, Chief of Naval Personnel; Commodore V. S. Godfrey, Naval Member of the Canadian Joint Staff, Washington; Commodore H. N. Lay, Assistant Chief of Naval Staff, and Commodore (E) J. G. Knowlton, Chief of Naval Technical Services.

New Rig

Men of the supply and secretariat and artificer and artisan branches who formerly wore the Class III uniform, came out in a new rig on January 1. As announced earlier, the seaman's uniform became on that date the universal dress throughout the service for all men below the rank of confirmed petty officer.

U.S. Ships Visit Canada

Ships from a United States Amphibious Force visited six ports on Canada's east coast during November. The carrier, U.S.S. "Palau," led a group of six into Halifax; nine others visited Sydney; five called at Charlottetown, four at North Sydney, two each at Bridgewater and Liverpool and one at Lunenburg. The ships represented practically all the types that go into the make-up of an amphibious force and its fleet train.

Earlier in the month the U.S. submarine "Baya" visited Esquimalt and was opened for public inspection on two successive days.

Divers Give Display

One of the most popular exhibits at the Halifax Marine and Industrial Exhibition during Port of Halifax Week was that of the Royal Canadian Navy. The Navy set up a large tank in which divers from H.M.C. Dockyard demonstrated their equipment and duties. The original and interesting exhibit attracted large crowds of spectators, few of whom had ever seen divers in action before.

"GAD, SIR"

Victoria City — "that little bit of old England" — has had something new added. Sturdy brogues, ancient tweeds and old flannel bags are passé these days. If you don't sport aloha shirts, grass skirts, leis and maybe a tablespoon of poi, you're simply not in the swim.

The blame for this amazing metamorphosis lies (or leis) directly on the shoulders of men of the R.C.N. who made the training cruise to Pearl Harbor in the Hawaiian Islands.

When the five ships of the squadron thrust their noses around the corner of Race Rocks, sniffing the aroma of crumpets and tea drifting seaward, strains of the Hawaiian War Chant were still echoing through the mess decks. The ships moved in on Victoria, the stamp of Oahu and Hawaii with them. The R.C.N. band on "Ontario's" quarterdeck struck up "Song of the Islands" as she came alongside . . . There was no doubt about it — Kealahou Bay, Pearl Harbor, Honolulu, Hilo, the Pali, Don the Beachcomber, and the Pago Pago had arrived.

Long used to returning naval ships, Victoria collectively gasped at this uniformed hula. Distinguished old Colonels (God bless them!) hurriedly sought sanctuary in their favourite clubs. Dear old ladies prepared to defend themselves with umbrellas, and many an old school tie turned pale. It was reliably reported that Queen Victoria, standing in regal sturdiness on the grounds of the Parliament Buildings, frowned, and a voice was heard to say: "We are not amused."

Victoria City gasped, yes . . . but she stood the shock; and if this story had a point (which it hasn't) it could well be . . . Let us go back to Hawaii sometime for another training cruise.

"MAGNIFICENT" CADET CORPS

The newly-formed "Magnificent" Sea Cadet Corps, at Dartmouth, N.S., got off to a start in keeping with its name. More than 100 boys showed up for the first drill night and 134 on the second.



During a November visit to Halifax, the Prime Minister, the Right Honourable Louis St. Laurent, visited naval establishments and, at R.C.N. Barracks, inspected a naval guard of honour. It was the Prime Minister's first visit to Halifax since assuming office.

The Bulletin Board

Railway Transportation

Rising costs of transportation, among other items throughout the country, have resulted in the Department paying more for railway fares, approval having been given for an increase in first class rates from $2\frac{1}{2}$ to 3 cents per mile, and in second class rates, from $1\frac{3}{8}$ to $2\frac{1}{6}$ cents per mile. An increase in the value of meal tickets to cover recent price increases in meals served in railway dining cars and on coast steamships has been authorized.

Educational Requirements

Educational requirements for advancement, which have varied over the past three years due to the changing requirements of the Service, are now consolidated in a new Naval General Order. If in doubt about your educational qualifications, the information contained in this order will be of assistance to you. (N.G.O. Appendix X/1).

Naval Air Station

The Royal Canadian Naval Air Station, Dartmouth, Nova Scotia, is now commissioned as an independent command, and known as H.M.C.S. "SHEARWATER". Correspondence, however, should continue to be addressed to "....., R.C.N. Air Station, Dartmouth, N.S."

Retention of Regulation Kit

Certain articles of regulation kit may now be retained by a man of the R.C.N. (R) on his discharge from the Reserve or transfer to the Emergency List, instead of surrendering his entire kit, as was formerly the practice. Detailed information in this regard may be obtained by those concerned in their ships or establishments.

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Ordnance Officers

Regulations recently established provide for the promotion of Ordnance officers under conditions and requirements similar to those existing for officers of other branches.

Federal Elections

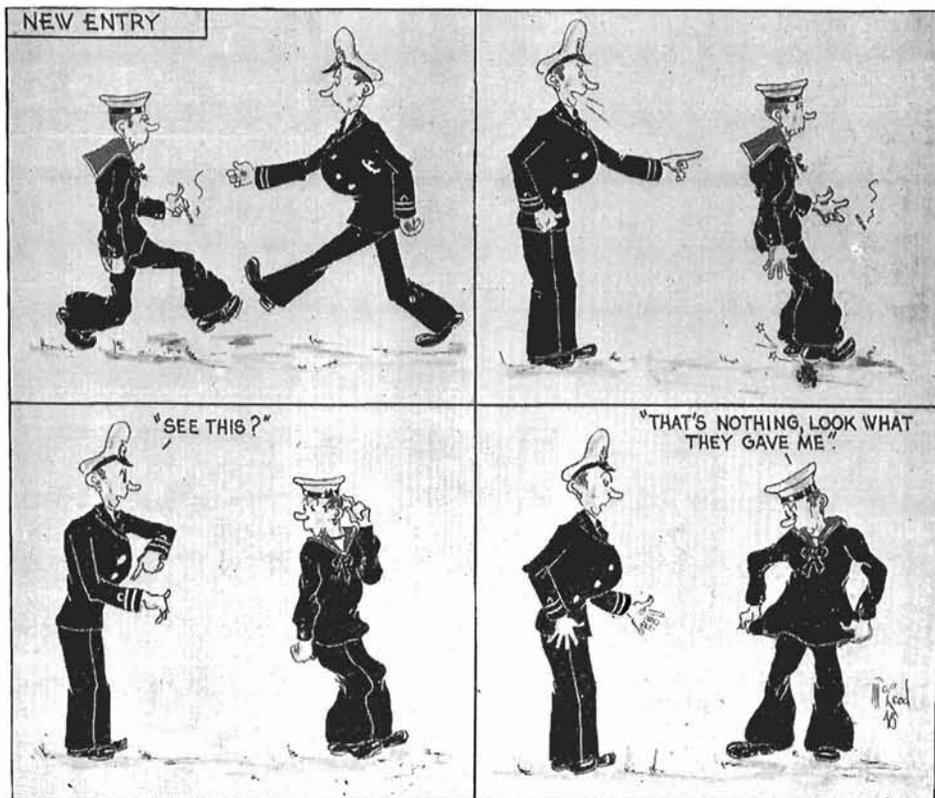
A recent amendment to the Dominion Elections Act provides regulations for the taking of votes of members of the permanent Armed Forces of Canada at federal elections and attribution of votes to the electoral district in which the voter's place of ordinary residence is situated. This procedure necessitates the rendering of a Statement of Ordinary Residence to Naval Headquarters by every person who was a member of the R.C.N. on 1st August, 1948, and detailed instructions in this regard are in course of issue.

Warrant Officers

Following the recent incorporation of the ranks of Gunner (T) and Boatswain (A/S) into the rank of Gunner (TAS), a new rank has been instituted, that of Boatswain (Plotting and Radar) to provide an avenue of promotion to Warrant rank for men who specialize in that field. These officers will be known as Boatswains (PR).

Messing, Cabins and Canteens

K.R.C.N. Chapter 46, which provides regulations and instructions regarding messing for officers and men, the allocation of officers' cabins and the operation and administration of canteens and Ship's Funds in ships and fleet establishments, has received final approval and will be promulgated shortly.



FIRST MARRIED QUARTERS PROJECT COMPLETED

A naval housing project which was launched a year ago at North Dartmouth, N.S., is now completed and the 90 apartments contained in it have been allocated to married men of the R.C.N. serving in the Atlantic Command.

In addition to the naval married quarters at North Dartmouth, a second project comprising 100 houses is well underway at the Naval Air Station at Eastern Passage. Approximately 10 of these houses will be ready for occupancy within the next few weeks.

The North Dartmouth married quarters are located at Tuft's Cove, near the Naval Armament Depot. They consist of six building blocks, each of which contains six three-room apartments and nine four-room apartments. Each apartment is equipped with refrigerator and electric stove.

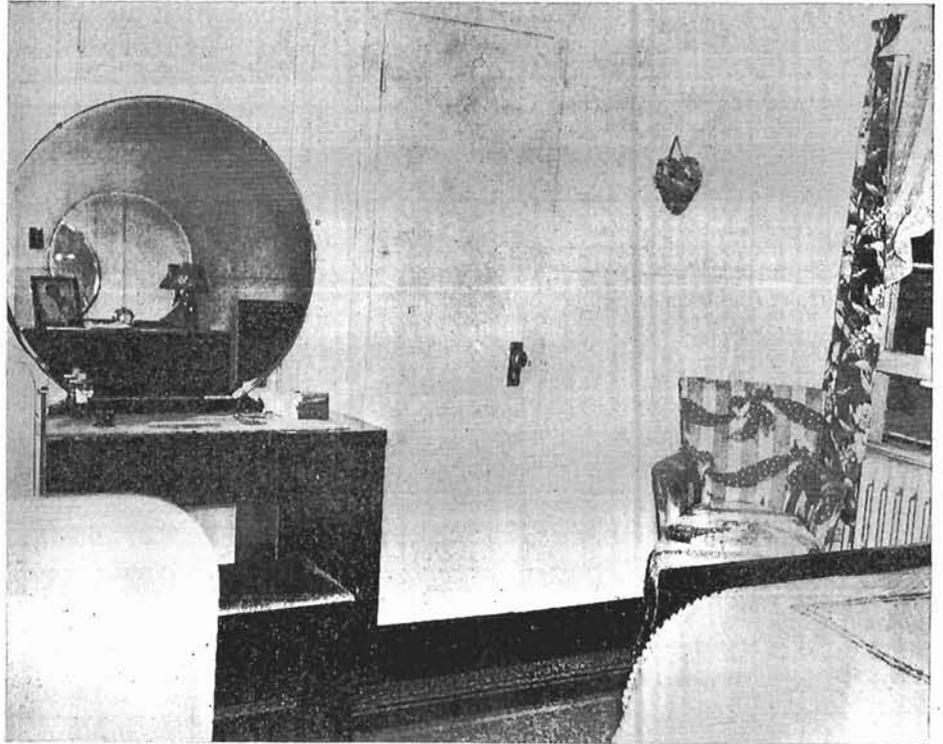
All applications for the apartments were reviewed and rated as to their priority by a committee on which sat a representative from each ship and establishment on the East Coast. In rating the applications the committee took into consideration such factors as length of service, existing housing accommodation and size of family. Prior to the committee reviewing applications, divisional officers interviewed men who had applied from their division and in some cases investigated claims of inadequate housing.

Some 37 of the apartments were allocated to chief petty officers and petty officers while others were assigned to leading rates and below. Men occupying the married quarters are serving either at R.C.N. Barracks in Halifax or in one of the following ships: "Magnificent," "Nootka," "Haida," "New Liskeard," "St. Stephen," "Portage," "Iroquois" and "Swansea."

The majority of those occupying the new apartments previously lived in quarters where as many as five and six families shared the same bath-

room and kitchen facilities. There were many compassionate cases where serious ill health had resulted from inadequate housing conditions. Others had been separated from their families because they were unable to find as

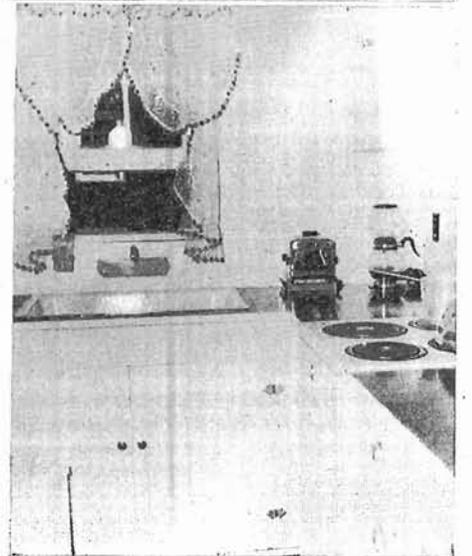
family due to lack of housing. Applicants for these houses must be stationed at the air base, be serving in the aircraft carrier H.M.C.S. "Magnificent," or be attached to one of the two carrier air groups.



much as a room in the crowded port.

In the new apartments the naval men are finding life much more amenable. Their housing problems of the past no longer exist. The problem of transportation back and forth across Halifax harbour has also been taken care of by the Navy. Harbour craft carry out regular daily schedules enabling the men to get to their work in time and home again in the evening.

The houses under construction at the naval air station are all two storey six-room houses. Allocation of these houses will be worked out on a basis of points for priority. Four points will be given for each year of service, 10 points for each child and a maximum of 12 points for either inadequate housing or separation from



The top photo shows a section of a typical bedroom in one of the apartments in the North Dartmouth naval married quarters. At the bottom is a portion of the kitchen in the same apartment.

HUNTING THE "BISMARCK"

(On May 22, 1941, an aircraft normally used for target towing on the Royal Naval Air Station, H.M.S. "Sparrowhawk", was pressed into service for a reconnaissance flight — and thereby won for herself a place of distinction in the annals of naval aviation.

From this plane sparked a signal which touched off one of the most dramatic episodes of the war — the pursuit and eventual destruction of the German battleship "Bismarck".

The story of the chase and sinking has been told many times. Little known, however, is the story of how the Royal Navy found out that the "Bismarck" had put to sea. It is told here by Captain (O) G. A. Rotherham, D.S.O., R.N., who was captain of the aircraft. Captain Rotherham served with the R.C.N. on loan from June, 1946, until December, 1948, when he proceeded on retirement leave. Since January, 1947, he had served as Director of Naval Aviation.)

During April and May, 1941, there was great concern in the Admiralty over the movements of the "Bismarck". This battleship, the most powerful then afloat, was known to be completed and doing her final trials and it was anticipated that a break out into the Atlantic might be attempted. On May 21 she was sighted at anchor in a Norwegian fiord about five miles south of Bergen by the R.A.F. and this aircraft brought back most excellent photographs which allowed her exact position to be plotted. There were several auxiliary ships with her, and the "Prince Eugen," a cruiser, was anchored in a bay not far off.

Ever since the days of the invasion of Norway the Royal Naval Air Station at Hatston, in the Shetlands, had served as a stepping off ground for Naval dive bombers which harassed the Norwegian coast, and this tradition was not forgotten, though the bombers had carried out their last raid some months before.

There was at Hatston a torpedo squadron of Fairey Albacores which had just finished working up and it was decided that these should attack the "Bismarck" the next night, if she was still there. A night attack, however, needs very careful planning and it was decided that a further reconnaissance was necessary to get last minute information as to her exact berth, in case she had moved to confuse a possible attack, and to establish the exact position of any

vessels in her immediate vicinity. The original photograph had shown empty gun positions on the cliffs and we also wanted to know if they had been filled. It was known, too, that the Commander-in-Chief of the Home Fleet was worried that no further reconnaissance aircraft had got through, owing to bad weather.

The only aircraft available and suitable for this day reconnaissance over a notoriously dangerous coast was a Glen Martin Maryland, which was attached to the Target Towing Unit at Hatston and was used for high flying height finding runs. It was therefore decided to send this aircraft. The next problem was the selection of the crew.

Naming the pilot was easy, as the squadron commander of the target towing flight, a R.N.V.R. lieutenant-commander of some 40 summers, announced that he was going; two young Leading Naval Airmen volunteered as wireless operator and air gunner, and the executive officer of the station, a commander (O) who was the only remaining experienced observer on the station, completed the crew as captain of the aircraft.

The flight was carefully planned. The R.A.F. Coastal Command headquarters was rung up and consulted; they advised that the approach to the coast should be made very low so that as little warning as possible should be given, and that the stay should be as brief as possible, owing to there being a fighter field just north of Bergen. They also advised that no radio should be used until the aircraft was some 50 miles out to sea again, owing to the danger of enemy D/F.

This suited the crew as the aircraft was bereft of navigational aids, save the compasses, and it had been decided to cross the North Sea at low altitude, navigation being done by the observer estimating the direction and force of the wind from the state of the sea. This method had often been

practised in the past when the somewhat primitive windfinding instruments carried by early F.A.A. aircraft had failed.

It was decided that to shorten the sea passage to a minimum the aircraft should fly north to Fair Isle, between the Orkney and Shetland Isles, then strike east across the North Sea, flying at about 500 feet. Realizing that the chances of accurate navigation were doubtful, a point about 25 miles south of Bergen and some 200 miles from Fair Isle was aimed at. There was an island off the coast at this point which was well known to Hatston, and though reported to be a strong gun position it could readily be recognized, as the Hatston operations room was in possession of an excellent photograph of it taken on a previous raid.

An attempt to borrow the photograph failed, despite a promise to return it, as the operations officer gently explained that it was a valuable picture and he was not convinced that he would get it back.

The flight took off in good weather at about two o'clock in the afternoon and for some time all was well. Fair Isle was left astern and with a wind of some 15 knots it looked as though a good passage might be made. Soon, however, the weather got worse. Rainclouds appeared ahead and came lower and lower until the aircraft was flying just above the waves. Although the sea was becoming rough an attempt was made to continue at this level so that wind estimations could be made, but after a short time the pilot was forced to appeal, and reluctantly the observer gave permission for the aircraft to go up through the clouds to find clear sky above. By this time the wind had increased to about 35 knots.

They came out of the clouds at about 3,000 feet and into beautiful weather, but this was by no means reassuring. In this type of weather a change of wind might be expected at

any time and this could not be detected if the sea could not be seen. Also, there could be no guarantee that the wind at 3,000 feet was the same as that on the surface. With luck, however, and an adjustment for height, all would be well. But there was one other worry. They were already more than half way across and an approach to the coast at this height rendered them liable to location by radar while still well out from the shore.

After about 20 minutes the observer called for an attempt to get below the clouds and without comment the nose dipped and the pilot dived into the turbulence below. They were a long time in cloud and the altimeter was alarmingly low before they broke through low over the sea. It was no place to stay and after a quick wind estimation they went up again into the clear. All this time the most careful course was being steered and the least deviation called for comment from the navigator.

Soon after, in the hope that the weather had improved, another attempt was made, but this time only the observer, in the glass nose of the aircraft, saw the sea. A shout down the intercom was enough and up they went again; that had been too close for comfort. All that had been gained was the obvious fact that the wind was still some 35 knots; no estimation of its direction had been made.

The situation was becoming acute. They had to get down within the next ten minutes or so, as then they would be only some 20 miles off shore. Navigation could not be guaranteed and they might well break cloud into the steep cliffs of Norway. Fortune, however, at last rewarded their perseverance, and no great risks had to be taken, as the clouds below thinned and the sea could be seen. (They were the only aircraft to get through.)

This time there was no careful descent and very soon they were back at about 100 feet, only this time in clear weather. A few minutes later land was sighted and, to the observer's great joy and gratification, he recognized right ahead the island for which he was making, and he was only about

two minutes off schedule — the happy result of years of navigational experience at sea, excellent course and speed keeping by the pilot, and a considerable portion of good luck.

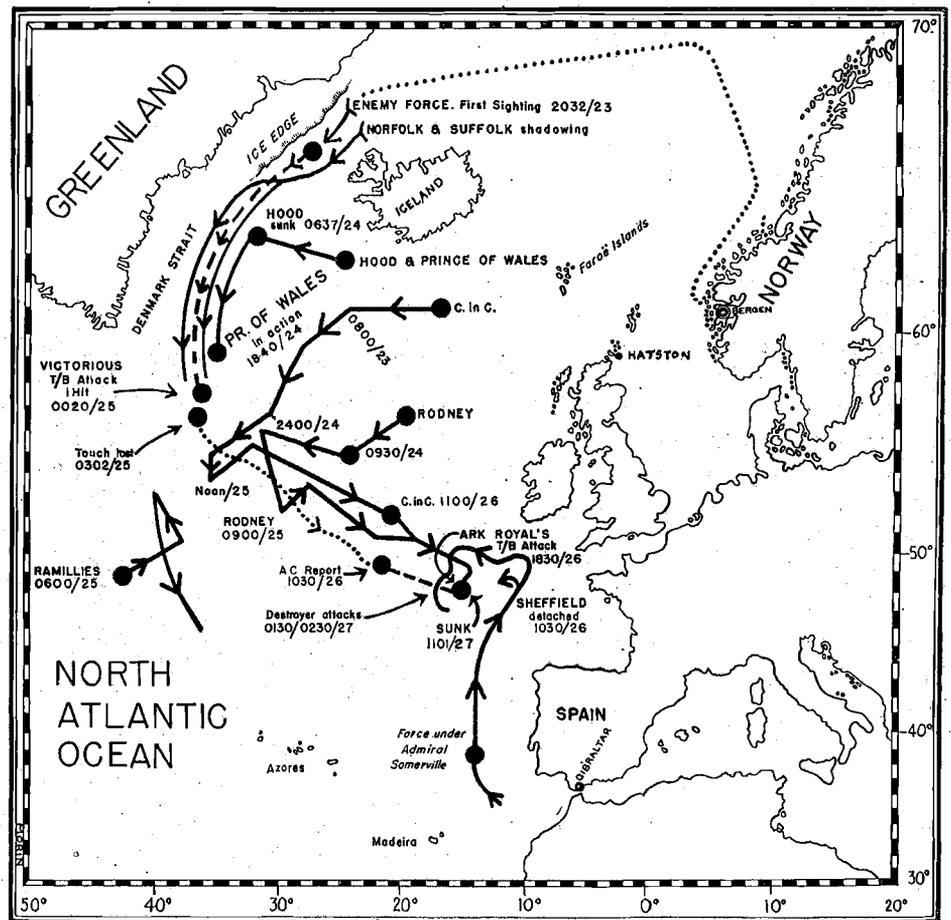
A detour was made to avoid the island and then the Norwegian fiords were entered and the aircraft climbed to some 2,000 feet, just below the clouds so that refuge could be taken in their now friendly depths should enemy fighters appear. They struck north toward Bergen, searching the fiords, and circling again before Bergen was reached. Each possible anchorage was searched, including the places where both warships had been lying. All were empty.

It was at about this time that the aircraft intercommunication set broke down and the crew could not talk to each other by the normal means. The observer had a press button indicator which showed in the pilot's cockpit

which way to turn, and there was a hole in the pilot's instrument panel through which notes could be passed. There was also, fortunately, an auxiliary voice-pipe, fitted by Hatston, between the pilot and the wireless operator which was to prove invaluable.

There was one more possibility — Bergen itself. (An anchorage to the north was not likely, which was fortunate, as that way led to the fighter airfield.) Course was therefore set for Bergen, direction being given to the pilot by the turn indicator fitted between observer and pilot, and it was hoped that the Maryland, being new to Norway, might be mistaken for a JU88. They had already passed quite close to one battery without being molested and they hoped that this good fortune might continue.

This, however, was not to be and as they came over the harbour the



The "cruise of the 'Bismarck,'" from the time the German battleship left the shelter of a Norwegian fiord until she was sunk by British forces while fleeing for Brest, is depicted above. The naval air station at Hatston, in the Shetland Isles, is the place from which was flown the aircraft that discovered, and reported, that the "Bismarck" had broken out into the Atlantic.

guns opened up. There were a lot of guns and a patrol vessel joined the chorus. The aircraft being at low altitude, the short range weapons constituted the greatest danger, and so the observer sang out, "Go up!", into the dead intercom, hoping to gain the shelter of the clouds just above. However, the pilot, who could not hear, opened up his engines, put the the nose down and they shot across Bergen harbour doing some 300 miles an hour with angry little red bullets flashing past, of which the observer had an excellent view from his vantage point in the nose of the aircraft.

However, a better view of the harbour could not have been obtained and there could be no doubt that the "Bismarck" was not there, which perhaps was just as well or her guns would have chimed in, too. During their swift passage the observer glanced up at those friendly clouds, only to observe the pattern of shells bursting just below the cloud base. It looked as though the Germans had anticipated that an aircraft in their position would climb for cover and had set their shells to burst at cloud base. Perhaps a dive at high speed was, after all, the best way out. Anyway, they were not doing so badly.

One or two bursts rocked the aircraft and the observer glanced back at the pilot through a hole in the instrument panel to see if he was alright. It was surprising how calm his face appeared as he looked over the side, estimating his height.

There was a chatter of fire from the bottom gun in the aircraft as one of the airmen got a bit of his own back as they swept low over the seaward side of the land locked harbour; later he claimed to have scattered a gun post. Soon they were clear of the guns, and very soon after were clear of the land, the bearer of priceless information.

A quick decision had to be made — should they try going north? The observer decided against it. There was great risk of meeting fighters after the commotion they had raised over Bergen and he considered his information too valuable to risk. However,

he did decide that it should be transmitted as soon as possible in case any fighters did appear.

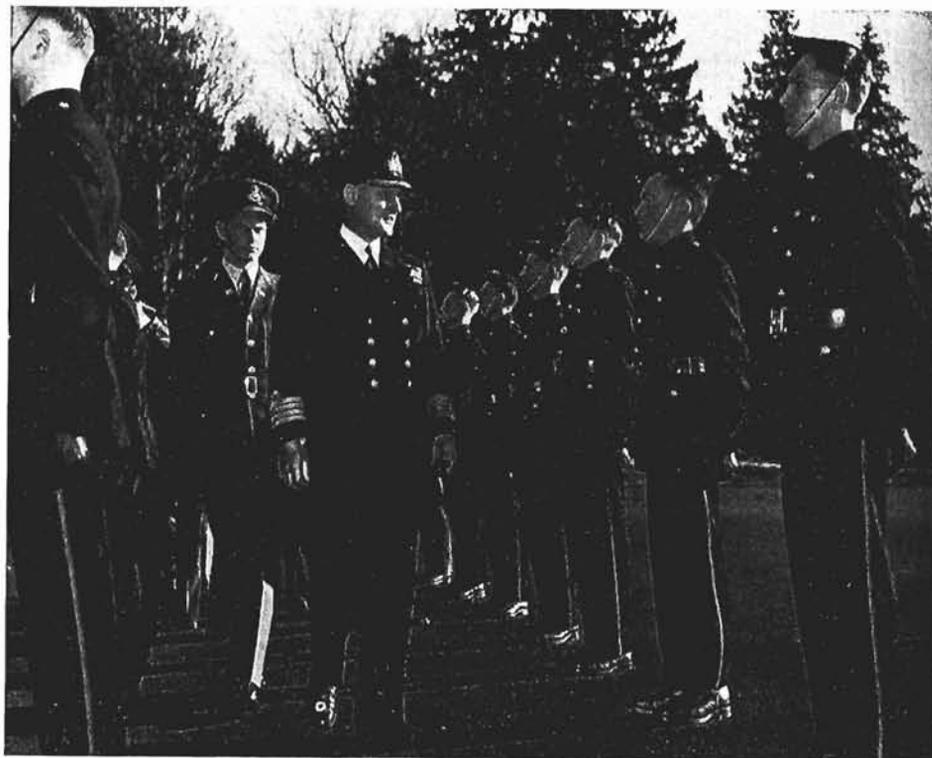
After setting course for the Shetlands, where they were to meet the torpedo squadron, the observer scribbled out his message: "Battleship and Cruiser have left" — so worded that no recipient could mistake his meaning — and passed it back to his pilot through the hole in the instrument panel. The message was then passed by voice pipe to the air gunner who encoded it and called the shore radio station on its operational frequency. He could get no reply. Realizing that he might not be properly tuned, as he had never worked this frequency before, he shifted to the Hatston target towing wave and tried again. This time he had success and, to Hatston's surprise, they received, in the middle of an exercise, an enemy report. Without delay the fleet flagship was called by telephone and the vital news passed. The fleet, which was already at short notice for steam, prepared for sea.

Flying over the bad weather this time, they made for the Shetlands and landed at Sumburgh Head. Soon after, the observer was called to the telephone. It was the Chief of Staff to C.-in-C. Home Fleet. He wanted to hear exactly what had been done and then closed with the words, "Thank you very much, I must ring off now, we are about to slip".

The result is well known. The Commander-in-Chief in the "King George V", with the "Victorious" and other units, was just in time to overtake and sink the "Bismarck" and avenge the loss of the "Hood".

As an old captain of his said to the observer later on: "You know, you probably made the most important negative report that has ever been sent."

(Editor's Note: For the skill and initiative shown by him in carrying out this valuable reconnaissance, Captain (then Commander) Rotherham was awarded the Distinguished Service Order. The pilot of the aircraft, Lieut.-Cdr. (A) N. E. Goddard, R.N.V.R., received the Distinguished Service Cross, and Leading Airman J. W. Armstrong the Distinguished Service Medal.)



Wearing their new Canadian Service Cadet uniforms on parade for the first time, cadets at the Canadian Services College, H.M.C.S. "Royal Roads," are inspected by Captain H. S. Rayner, D.S.C. and Bar, R.C.N., Commandant of the college.

The Man of the Month

(The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships or 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.)

Since he was a young ordinary seaman walking aimlessly down Lake Road in Portsmouth, England, and sporting his first brand-new tattoo to show his shipmates in the newly commissioned H. M. C. S. "Assiniboine," "Ontario's" Man of the Month has had a varied and colourful career.

Petty Officer Harvey William O'Reilly — Irishman, gunner, sailor and at present instructor for ordinary seamen such as he himself was in that distant year — is an obvious choice for this distinction.

After working at various jobs in and around Ottawa and doing a three-year stint in the Reserve Army, O'Reilly betook himself to Halifax in April, 1939, signed five copies of C.N.S. Form No. 55 on the dotted line, and found himself kitted up as an Ordinary Seaman. After completing his new entry training in "Stadacona" and H.M.C.S. "Venture," Canada's sail training ship, O'Reilly embarked for the United Kingdom, his first tattoo, and the "Assiniboine."

After ten months with "The Bones," O'Reilly left for a job with D.E.M.S.

He was put in charge of the guns fitted aboard the Norwegian Motor Tanker "Polykarp," which was running high test aviation spirit between the United States and Gibraltar. Another short job with D.E.M.S. and O'Reilly went to the mecca of gunnery, Whale Island, where he was to qualify A.A. 3 with honours. Leaving those hallowed halls with a brand new non-sub badge on his right arm, he slung his hammock in H.M.C.S.

"Niagara" for six months, participating in that ship's escorting of an enemy U-boat, captured by the R.A.F., to Iceland.

After a short time ashore, he returned to sea in the "Saguenay." He had not been in her long when the ship was rammed by a 10,000-ton merchantman, with the net loss of the stern of the ship and, temporarily, O'Reilly's good humour.



PO HARVEY W. O'REILLY

A quick run through "Stadacona" and "Niobe" brought O'Reilly back to sea once more, this time in the "Saskatchewan," engaged in Operation "Tunnel" — operations against lightly protected enemy convoys in the English Channel between the Sept Isles and Brest. D-Day found O'Reilly in the "Saskatchewan" off the shores of France, supporting the landings on the beaches.

Back to Whale Island for an A.A. 2 course, (as a Leading Seaman passed for P.O.), thence to Belfast in early 1945 to join H.M.C.S. "Ontario," then completing at Messrs. Harland and Wolff.

O'Reilly went with the "Ontario" to Gibraltar, Alexandria, Suez, Port Said, Aden, Trincomalee, Singapore

and Hong Kong. It was at Hong Kong (which port, incidentally, he rates above all others) that O'Reilly went ashore as a security policeman following the Japanese surrender. Sailing from there, the "Big 'O'" and O'Reilly touched at Manila and Pearl Harbor, then headed for Esquimalt.

A year at "Naden" and the training establishment at Comox, B.C., occupied O'Reilly's time until, in the spring of 1947, a draft chit bearing his name rolled out of Sub-Depot and sent him back to the "Ontario."

On May 1, 1948, he was rated acting petty officer and immediately shifted to the gunnery staff as PO in charge of the close range weapons of the cruiser. With the establishment of the summer training programme, PO O'Reilly moved to the staff of the Training Commander, taking under his charge some 150 U.N.T.D.'s, Reserves and New Entry seamen during the course of the summer and early fall.

He thinks that the Navy of today is soft compared with the days when he was an ordinary seaman. "Used to get up at 0500 and pull a whaler five miles before breakfast in my day," he says.

O'Reilly looks like one of the fighting Irish of Notre Dame — square, stocky, with a dominant chin and the easy smile of the Son of Erin.

From the apprehensive boy who arrived at Halifax in 1939, to the petty officer and man of today, O'Reilly's record bears witness to the opportunities and results that a service such as ours can and does provide for those willing to partake of its benefits.

Officers and Men



COMPLETE COURSES

The first naval air mechanics to receive their training in Canada recently completed a seven-month course at the School of Naval Aircraft Maintenance, H.M.C.S. "Shearwater," Dartmouth, N.S.

Among those graduating were Air Mechanics (Airframes) Allan Darwin, Everett Jenkins, George McKay, MacDonald Beath, Robert Sheppard, George Morton and Bernard Clermont; and Air Mechanics (Engines) Allan Reage, Thomas Williamson, William Atton, Clayton McColm and Hugh Kelly.

The Gunnery Training Centre, H.M.C.S. "Naden," turned out another Radar Control III class late in November. Graduates were Ord. Sea. S. Bergson, AB S. Tomlinson, Ord. Sea. B. Crispen, Ord. Sea. T. Frankensfield, Ord. Sea. G. McKinstry, Ord. Sea. R. McManus and Ord. Sea. G. Brook.

Seven Royal Canadian Navy petty officers recently completed a four-month course for armourers at the Mechanical Training Establishment, R.C.N. Barracks, Halifax. They were: Acting Armourers 2/c W. Currie, D. Wilkinson, G. Kilgour, R. Bacon, C. Sansone, C. Brodie and D. Wiggins.

RECEIVE DECORATIONS

Eleven members of the Royal Canadian Navy and R.C.N. (Reserve) were honoured at an investiture held November 12 at Government House, Halifax. Honourable J. A. D. McCurdy, Lieutenant Governor of Nova Scotia, officiated.

Commodore G. M. Hibbard, C.B.E. R.C.N. Ret'd., was invested with the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. The Insignia of Officer in the Order went to Com-

mander D. C. Wallace, O.B.E., D.S.C., R.D., R.C.N. (R), and Commander F. D. Campbell, O.B.E., R.C.N. (R).

Lieut. (E) H. J. Brewer, M.B.E., R.C.N. Ret'd; Wardmaster Lieut. J. Tunnacliffe, M.B.E., R.C.N. Ret'd, and Mr. C. P. Evans, Bos'n, R.C.N. (Temp), were awarded the Insignia of Members (Military Division) of the Most Excellent Order of the British Empire.

Lieut.-Cdr. R. M. Meredith, D.S.C., R.C.N. (R), received the Distinguished Service Cross, while the Royal Red Cross, Second Class, was awarded to Lieut.-Cdr. (NS) F. L. Rutledge, A.R.R.C., R.C.N.; Sub-Lieut. (NS) M. C. Reid, A.R.R.C., R.C.N., and Sub-Lieut. (NS) O. B. Cameron, A.R.R.C., R.C.N.

The Distinguished Service Medal was awarded to Petty Officer Air Mechanic (O) R. W. T. Hogg, D.S.M., R.C.N.



1928

1948

L.T. 1/c W. C. COOPER

After 20 years of service in the Royal Canadian Navy, Electrical Technician First Class William C. Cooper, of Ottawa and Victoria, has retired to pension. He joined the R.C.N. as an Ordinary Seaman in 1928 at H.M.C.S. "Naden," took early training in the United Kingdom with the Royal Navy and then returned to Canada to serve in the destroyers H.M.C.S. "Skeena" and "St. Laurent." He also served in the anti-aircraft cruiser "Prince Robert." CPO Cooper specialized in torpedo duties during his service and attained the rating of Torpedo Gunner's Mate. On the re-organization of the Torpedo Branch following World War II he transferred to the Electrical Branch and qualified as an Electrical Technician first class.

UP THE LADDER

The following men have been advanced recently to higher ratings in the Royal Canadian Navy.

To Acting Leading Seaman—James D. Bell, 5929E; Douglas E. Townson, 3423E; Roy E. Fitchett, 4928E.

To Acting Leading Stoker Mechanic—William E. Bayers, 22370E.

To Leading Writer—Robert N. Clarke, 50217E; Hugh R. McDonald, 50523H.

To Leading Cook (S)—Earl A. Jackson, 5194E; George A. Edwards, 40734H; Robert W. Layfield, 50059H.

To Leading Stores Assistant—Robert D. Crockatt, 50450E; Lloyd A. Brimicombe, 51122H; Donald S. Fox, 51592H; Orest P. R. Michalkow, 6386H.

To Leading Steward—Edward S. England, 50634E.

To Leading Air Mechanic (O)—John J. Coughlan, 50163H.

To Leading Air Mechanic (E)—Robert Spicer, 50173H; George A. S. Barnshaw, 50189H.

To Leading Air Mechanic (A)—Kenneth A. Johns, 50130H; Roy A. Budesheim, 5241E.

To Leading Bandsman—Robert W. MacKay, 50925E.

PASS SELECTION BOARD

Fourteen men of the University Naval Training Division at H.M.C.S. "Unicorn," Saskatoon, have passed officers' selection boards and have attained the rank of Cadet R.C.N. (R).

The successful candidates, all second year men, are J. King, J. Murphy, R. Sparkes, W. Tomashewski, E. Campbell, M. Chernesky, G. Perdicaris, B. Wolff, R. Bartlett, T. Dolphin, W. Sachko, R. Strathers, H. Carmichael and J. Feehan.

Change in Command

Commander M. A. Medland, R.C.N. of Toronto, has been appointed Commanding Officer of the Tribal class destroyer, H.M.C.S. "Athabaskan," succeeding Commander J. S. Davis, R.C.N., of Oakville, Ontario.

Prior to his latest appointment, Commander Medland was Executive Officer of H.M.C.S. "Naden". He joined the R.C.N. as a Cadet in 1930 and shortly afterwards proceeded overseas for training with the Royal Navy. On his return to Canada he served in the destroyers "Saguenay," "Ottawa" and "Assiniboine," and later as Commanding Officer of H.M.C.S. "St. Croix."

Subsequent appointments included those as officer-in-charge of H.M.C. Gunnery School, H.M.C.S. "Stadacona," Executive Officer of H.M.C.S. "Cornwallis" when it was first established at Halifax, Director General of Naval Ordnance and Assistant Chief of Naval Personnel at Naval Headquarters.

Commander (P) J. C. Reed, D.S.C., R.C.N., of Aylmer, P.Q., succeeded Commander Medland as Executive Officer of R.C.N. Barracks, Esquimalt. Commander Reed formerly was Commander (Air) in H.M.C.S. "Magnificent."

RESERVISTS ON CRUISE

Nine Reservists who were on board H.M.C.S. "Cayuga" during the recent cruise to Pearl Harbor have returned to their Divisions across Canada to spin tales of the Hawaiian Islands to their envious shipmates and friends.

The men, who gained valuable experience during the month-long cruise, are Ord. Sea. Alex Bajkov, AB James Munro, Stoker Mechanic Alvin Eckstein and AB Lewis Cousins, all of H.M.C.S. "Chippawa," Winnipeg; Ord. Sea. Arthur Howard and Leading Stoker Mechanic John Hlady, of H.M.C.S. "Discovery," Vancouver; ERA 1/c Gordon Meston and ERA 2/c Walter Chownyk, of H.M.C.S. "Hunter," Windsor, and Leading Telegraphist Clifford Humford, of H.M.C.S. "Nonsuch," Edmonton.

Investiture Held

Six officers of the Royal Canadian Navy and R.C.N. (Reserve) were honoured at an investiture held on December 1 at Government House, Ottawa. His Excellency, the Governor General of Canada, Field Marshal the Viscount Alexander of Tunis, officiated.

Rear Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., Flag Officer Pacific Coast, received the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. Commodore V. S. Godfrey, O.B.E., R.C.N., and Cap-

tain (E) A. C. M. Davy, O.B.E., R.C.N., were invested with the Insignia of Officers (Military Division) of the Most Excellent Order of the British Empire. The Insignia of Members (Military Division) of the Most Excellent Order of the British Empire was awarded to Commander (E) J. B. Caldwell, M.B.E., R.C.N., and Lieut. (E) John W. Fisher, M.B.E., R.C.N. (R) (Ret'd).

Lieut. (Matron Dietitian) Helen E. Murphy, A.R.R.C., R.C.N. (Temp.) received the Royal Red Cross, Second Class.



Rear Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., Flag Officer Pacific Coast, is congratulated by Vice-Admiral H. T. W. Grant, C.B.E., D.S.O., R.C.N., Chief of the Naval Staff, after being invested with the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. His Excellency the Governor General of Canada, Field Marshal the Viscount Alexander of Tunis, officiated at the investiture, held at Government House, Ottawa, on December 1.

MARRIAGES AND BIRTHS

Married —

Able Seaman Charles F. Alliston, of H.M.C.S. "Athabaskan," to Miss Shirely Levitt, of Montreal.

Able Seaman Raymond H. Ruddick, of H.M.C.S. "Athabaskan," to Miss Violet Bell, of Victoria.

Born —

A son, to Ldg. Sea. and Mrs. Edward Alexander.

A son, to Petty Officer Stoker and Mrs. Norman Pletch.

A daughter, to Lieut. R. W. Timbrell, D.S.C., R.C.N., and Mrs. Timbrell.

A son, to Able Seaman and Mrs. Amos Taylor.

A son, to Ldg. Stoker and Mrs. Robert Jacobson.

A daughter, to Ldg. Stoker and Mrs. Cecil Gilette.

A daughter, to R.T. 3/c and Mrs. Gordon Boyles.

A daughter, to Ldg. Sea. and Mrs. E. Parham.



PACIFIC COAST

H.M.C.S. "Naden"

With the return of the ships from the Pearl Harbor cruise, drafts again became the order of the day. Among those who took up sea-going duties once more were A/Ldg. Sto. Mech. James C. Moreton, Master-at-Arms Ronald Crawford, RPO S.K. "Sally" Hensen, and ERA 1/C William Allan. All went to H.M.C.S. "Ontario."

Radio Electricians 3/C William Bates and John A. Knight have been drafted to Sumas W/T Station and Ord. Tel. Edward Allan and PO Stoker Ernest Johnson are now serving in H.M.C.S. "Stadacona."

A spell ashore and courses awaited the following when the task force returned: SBA Harry Clark, ex-"Ontario;" Steward Michael Rayko, ex-"Cayuga"; and Chief Yeoman of Signals Alfred Andres and Ord. Sea. Howard Wynn, both from "Ontario."

H.M.C.S. "Cayuga"

The morning was half over when "Cayuga" steamed alongside H.M.C.S. "Ontario" to refuel. All necessary preparations ran smoothly, despite the slight swell. The fuel hose was brought aboard and connected. Then it happened. Both ships rose on a swell, and listed apart. This added strain proved too much for the hose, which parted at the connection aboard "Cayuga".

One can imagine what Lieutenant L. B. Jenson, first lieutenant of "Cayuga," was mumbling under his breath when he saw the oil pouring over the side. This wouldn't have been too bad, but the wind caught the stuff and whipped it all over the superstructure, adding a new tint to the ship's paintwork.

It was only a matter of seconds before the engine-room department, led by Mr. L. M. Evans, Commissioned Engineer, was at the scene of the mishap—and getting properly plastered with oil for its efforts. The chief stoker evidently wanting to get a better feel of the oil, lay down on his back while the fuel poured over him.

The fuel line was repaired in a matter of minutes and fueling continued without any more mishaps. Still, the ship was covered with oil from the starboard break right aft. The seamen weren't on exceptionally good terms with the engine room branch for the next few days. — L.A.O.

H.M.C.S. "Antigonish"

Her current refit will afford engine room personnel of "Antigonish" with an opportunity to take a well-deserved rest. The tireless efforts of the engine-room staff on the recent cruise to Pearl Harbor won them the admiration of the entire ship's company. —A.K.



On his return to Esquimalt, B. C. with the five ship R.C.N. Task Force which carried out a month-long training cruise to Pearl Harbor, Hawaii, Petty Officer R. James, H.M.C.S. "Crescent" was met on the jetty by his wife and small son Rickey. Rickey apparently is not too pleased with the activities of the Naval photographer.

T.A/S. Training Centre

The first T.D. 2 class to be conducted on the West Coast is now well under way. Its members are Petty Officer J. Cariou and Leading Seamen Donald Scott, Norman Jones, J. Buckland and George Casswell.

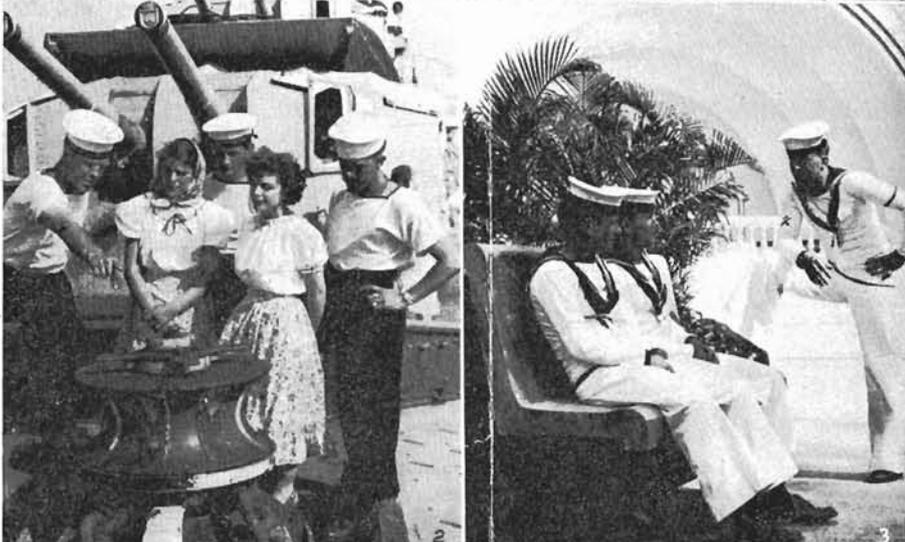
A five man T.D. 1 class is in the first stages of a 32-week course. Those taking the course are Petty Officers James A. Wilson, A. Tassell, Dennis Mann, Edgar Carter and D. J. Thomson. The latter part of the course will be conducted in H.M.C.S. "Stadacona" and will finish in June, 1949.

The Mine Disposal Staff from H.M.C.S. "Naden" scored again, when, after receiving reports of a floating mine at Goose Island, Mr. D. Rigg, Gunner, R.C.N., of Victoria, went to the scene in C.N.A.V. "Heather-ton" and disposed of the thirty-seventh mine on this coast.

H.M.C.S. "Crescent"

One interesting phase of the Pearl Harbor cruise was our visit to Kealakekua Bay and Hilo, both on the Island of Hawaii. At Kealakekua Bay, where Captain James Cook was killed by natives on February 14, 1779, a Guard of Honour was landed and Chaplain Lea Gillard, (H.M.C.S. "Ontario") conducted a short memorial service. Lieutenant Commander J. A. Charles, R.C.N., "Crescent's" commanding officer, placed a wreath on behalf of the R.C.N.

During the 24 hour stay at Hilo there were more hula dancers and Hawaiian music, as well as arranged dances and tours. "Crescent's" men spread over half the island, and even Muana Kea, a large extinct volcano, did not escape their curious eyes.



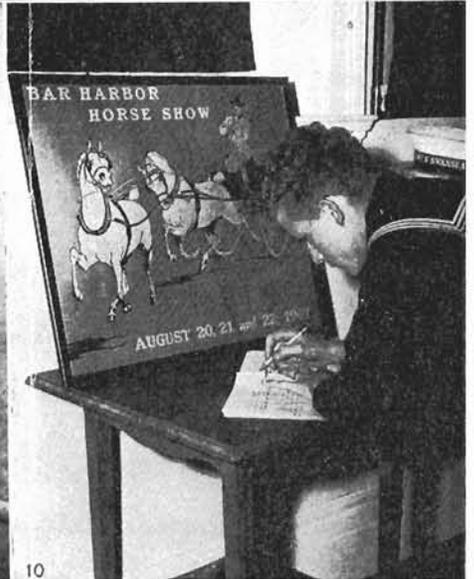
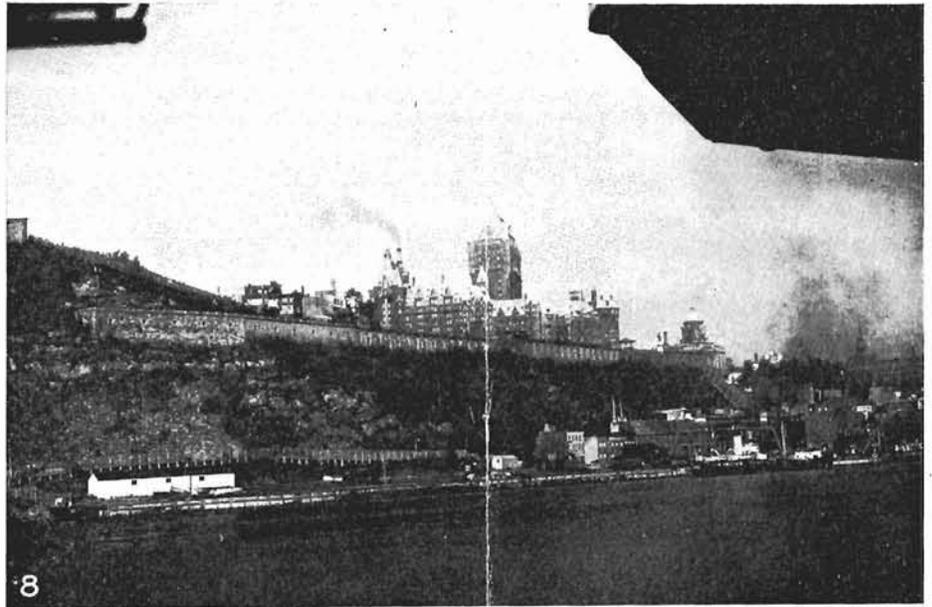
The Royal Canadian Navy did and saw a lot of accomplishment ships of the R.C.N. steamed many miles.
 The Navy had occasion, too, to demonstrate its valuable peacetime service to the public. An expedition on the Columbia, flooded its banks. All available craft were used there throughout the critical period, rescuing stranded supplies, and providing strong and useful hands for the job.

1. Hawaii.
2. Tadoussac, Quebec.
3. Colon, Canal Zone.
4. "Ontario," "Crescent" and "Antigonish" at Magdalena Bay, Mexico.
5. "Operation Overflow," in the Fraser valley.



in 1948. Training was the keynote and in its
 thousands of miles and visited many places.
 in practical fashion how its resources can be of
 example occurred when the Fraser river, in British
 were despatched to the flood area and remained
 stranded inhabitants, ferrying food and first aid
 for a multitude of other jobs. The photos show:

- 6. Panama.
- 7. Virgin Islands.
- 8. Quebec City, seen from the "Magnificent."
- 9. Bermuda.
- 10. Bar Harbor, Maine.
- 11. Coral Harbor, Southampton Island.



H.M.C.S. "Swansea"

This month finds the "Swansea" enjoying a well-earned lay-over period and getting a face-lifting job after a busy summer and fall training programme.

The lay-over period almost became a major refit when "Swansea" decided she didn't like her assigned berth at jetty four and, taking matters into her own hands, headed for her old place at jetty five. The fact that this berth was already occupied by C.N. A.V.'s "Dundalk" and "Eastore" mattered not a bit. "Swansea" rudely pushed them aside and refused to be stopped until she had reached her accustomed berth at jetty five.

The official explanation of "Swansea's" rude behaviour was a failure in engine-room communications but it

almost seemed as if the ship resented being put in a strange stable and decided to do something about it.

Quick action on the part of all concerned prevented a major collision and serious damage.—G.W.S.

Damage Control School

The highlight of the month in the estimation of all members of the school is the final approval for the erection of the fire-fighting section on McNab's Island. Wide grins of anticipation can be seen on the faces of the "fire bugs," Mr. J. Boyd, Warrant Engineer, of Edmonton, and Chief Stoker Mechanic Fred Evans of Halifax.

The fire school on McNab's Island will combine the best points of both

the Royal Navy and the United States Navy schools, with boiler room, foc'sle and flight deck "mock-ups" in addition to smaller facilities for teaching the use of first aid extinguishers.

The slogan of the Royal Navy Damage Control School is "Float and Fight"; that of the United States School is "Don't Give up the Ship." We of the Royal Canadian Navy have adopted the slogan, "Know your Ship," as its fulfilment is the basis of good damage control organisation.—A.C.C.

H.M.C.S. "Stadacona"

The executive of the Chiefs' and Petty Officers' Mess, Halifax, sponsored a dance in their mess on October 29. This party, the first of its kind ever to be held in the base, proved to be a complete success.

During the evening Commodore A. M. Hope and Mrs. Hope were welcomed by the Mess President, Chief Petty Officer Fred Trottier. Other guests besides the Commanding Officer were Commander P. E. Haddon, Executive Officer of the barracks and honorary mess president, and Mrs. Haddon, and Commander (S) W. J. Marshall, honorary secretary treasurer, and Mrs. Marshall.

The entertainment committee responsible for the success of the evening included Chief Sto. Mech. Pat Patrick, CPO Writer Johnny Potvin, CPO Ritchie Gardiner, PO Radar Technician Bill Murray and Sick Berth PO Wally Wallace.

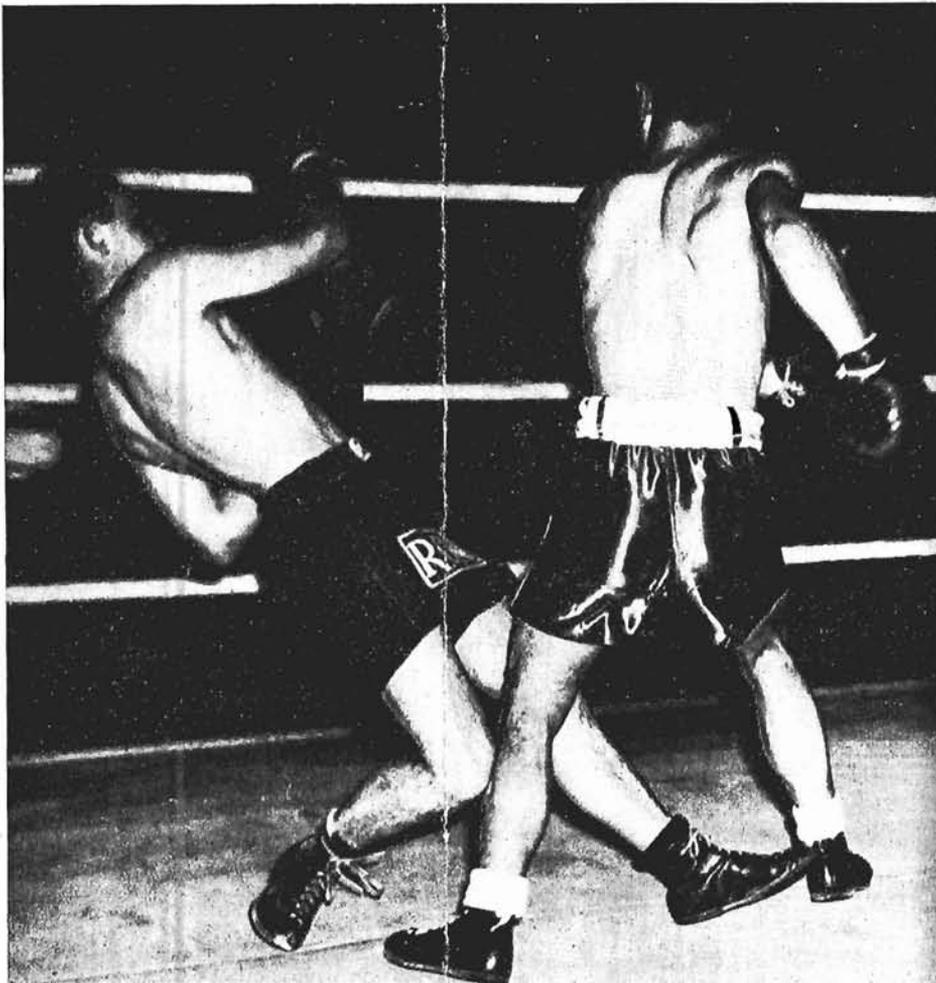
Point Edward Naval Base

(Sydney, N.S.)

During the morning of November 15, early risers looking down Sydney Harbour saw a number of sleek naval vessels stealing along in the half light, and eventually concentrating on Point Edward Naval Base and Sydney.

Groups of "invaders" began to come ashore and had soon infiltrated the area to such an extent that all resistance was abandoned.

Aided by a strong "fifth column"



Writer William Foreman takes a direct hit from the main armament of Ldg. Sea. Gerald Halikowski, a physical training instructor at H.M.C.S. "Naden," during one of the elimination bouts held prior to the Pacific Naval Command Port Boxing Championships. Stores Assistant Eddie Haddad, Canadian lightweight boxing champion and the Dominion's top amateur athlete for 1948, was referee during the championship fights.

made up of members of the feminine sex, large groups of these established headquarters at Legion branches in Sydney and Point Edward.

Storekeepers in Sydney, probably under the impression that the occupation would be permanent, vied with one another in passing out merchandise, accepting in payment the strange currency circulated by these men and called "American dollars."

When the populace arose on the morning of November 17, it was to discover that the "invaders," probably recognizing that they could never permanently subdue the people of Cape Breton, had stolen away to sea, taking with them the hearts of some of the feminine collaborators but leaving behind some very pleasant memories of the "conquest" of Sydney by nine vessels of an American Amphibious Group under Rear Admiral Welchel, United States Navy.

NAVAL DIVISIONS

H.M.C.S. "Donnacona" (Montreal)

A two-alarm fire of unknown origin swept the half-deck near the Stanley Street entrance of H.M.C.S. "Donnacona," early Saturday morning, November 13:

The first alarm was turned in at 0127. By the time the fire-apparatus arrived, hoses were already being played on the flames by the vigilant R.C.N. staff on board. These were Petty Officer Stoker John Keenan, Able Seamen Donald Kelly and Lorne Vincent, Stoker Mech. Gerald Legault and Stoker Mech. Jack Wratten.

More than two and a half tons of water were poured into the building before the fire was put out.

The R.C.N. staff and reserves who turned out to help clear up the ship over the week-end had the building in shape by Monday. Reserve training was carried on as usual the following Wednesday.

The Naval Stores and Armament Depot at St. Hubert, under F. R.

Walsh and Kenneth Fell, gave a helping hand by taking naval stores and equipment from the flooded drill deck and basement.

The chiefs and petty officers' mess and the seamen's canteen were burned out, as were some sections of the roof. A re-allocation of space made it possible for the chiefs' and petty officers' mess and the seamen's canteen to be set up in other quarters.

The other departments affected were able to salvage most of their records and find temporary accommodation elsewhere in the building. Despite the cramped conditions, everyone is carrying on cheerfully, and it is hoped to see the "ship" repaired in the near future.



A soaking rainstorm failed to halt a scheduled Navy Week parade by personnel of H.M.C.S. "Donnacona," Montreal naval division. Nor did it dampen in the slightest the spirits of the participants, two of whom are shown above. They are Lieut. (SB) Norman Moulard, R.C.N. (R), bandmaster, and Bandsman Nelson Summerton.

H.M.C.S. "Star" (Hamilton)

The Sir Allan MacNab Chapter, I.O.D.E., presented colours to the ship at a ceremony on November 23. The presentation was made by Mrs. Richard Coles, Regent of the Chapter, to Commander S. F. Ross, R.C.N. (R), Commanding Officer of H.M.C.S. "Star." The colours will serve as a permanent reminder of the splendid work done by this chapter on behalf of naval personnel during the war years.

H.M.C.S. "Queen" (Regina)

Wartime shipmates were re-united when a crowd of about 250 persons, most of them ex-Naval personnel, gathered at a ship's company dance in "Queen's" flag-decked drill hall, Saturday, November 13. Signal flags and pendants hung over the long mess tables that skirted the dance floor. Between dances, groups of ex-service men gathered to spin yarns and renew old friendships.

In November, 1947, the reserve strength of the division stood at a total of 35. A year later 90 officers, petty officers and men were on strength.

H.M.C.S. "Prevost" (London)

Officers and men of the Division enjoyed an interesting trip of more than 100 miles when "Prevost's" two harbour craft were sailed from Port Stanley to Sarnia for winter storage. Commander W. A. Childs, R.C.N. (R), commanding officer of the Division, and Lieut. L. J. C. Walker, R.C.N., staff officer, were in command of the two vessels.

A Chiefs' and Petty Officers' Mess dance was held and attracted a large gathering of permanent and reserve personnel and civilian friends.

Stoker Mechanic Arthur M. Oliver, from H.M.C.S. "Stadacona," is a recent addition to the permanent staff of "Prevost." Among those drafted to the East Coast were ERA 1/c E. Eldridge, Stoker Mechanic Kenneth L. Taylor and AB Robert Murgridge.

H.M.C.S. "Brunswick" (Saint John)

Highlight of the month was the visit to Saint John of the S.S. "Tacoma," carrying 104 Cadets from the Uruguayan Naval College. The vessel, under the command of Capitan de Fragata Jose M. Alvarez, director of the college, arrived in Saint John on November 4 for a week's stay.

Official entertainment provided for the ship's company included a civic reception in the Admiral Beatty

Hotel, a reception and a dance in the wardroom of H.M.C.S. "Brunswicker" for officers, and a dance in the men's canteen at the division for the men of the visiting ship. Sightseeing and shopping trips ashore also were arranged.

H.M.C.S. "Discovery" (Vancouver)

Plans were laid to have 20 of the neediest children in Vancouver join the 90-odd children of Naval personnel attending "Discovery's" annual Christmas Party, December 19. Officers and men of the division raised a considerable fund to provide presents, refreshments and entertainment for the children.

A company from "Discovery", under Lieut. Andrew Ross, R.C.N. (R), took part in the Remembrance Day ceremonies at the Cenotaph and later led the services units in a march past. Commander W. R. Stacey, D.S.C., R.C.N. (R), commanding officer of the Vancouver Naval Division, was on the reviewing stand.

H.M.C.S. "Griffon" (Port Arthur)

Taking part in a large government-sponsored survey scheme, Harbor Craft 181 and her crew of Reservists from H.M.C.S. "Griffon" carried out a number of cruises and logged hundreds of miles during the summer and fall months.

The season's work afforded men of the Division an excellent opportunity to increase their knowledge of seamanship under the guidance of Lieutenant T. C. Luck, R.C.N. (R), training officer.

Those who made up the craft's crew on most trips were Lieut. Luck, Lieut. (S) A. C. Theobalds, R.C.N. (R), ERA 1/c Harry Gill, AB Rolf Tornblom, AB Thomas Gustafson, Stoker Mechanic John Mitchell, and Ordinary Seamen Jack Walczak, John Bryant and Robert Crowe.

H.M.C.S. "Malahat" (Victoria)

At a brief ceremony November 15, CPO E. R. Holt was presented with the Reserve Long Service and Good

Conduct Medal by Commander R. Jackson, R.C.N. (R), Commanding Officer of H.M.C.S. "Malahat".

CPO Holt joined the R.C.N.V.R. in Regina in 1930 and, with the exception of 1936-37, has served ever since in the Naval Reserve. During the war he served aboard H.M.C.S. "Prince Robert" and took part in the capture of the German ship "Weser". He commissioned H.M.C.S. "Huron" with Captain H. S. Rayner, now Commanding Officer of the Canadian Services College, H.M.C.S. "Royal Roads", took part in convoys to Russia and was in action in the English Channel.

H.M.C.S. "Chippawa" (Winnipeg)

New Entry Training at H.M.C.S. "Chippawa" is patterned after the system employed at H.M.C.S. "Cornwallis" during the war.

After serving a four weeks' probationary period, the recruits are classed in divisions, "Ajax," "Beatty" etc., and come under a divisional officer and a divisional petty officer who are responsible for their attendance, welfare and lectures.



Stores Assistant Edward Haddad, of H.M.C.S. "Naden," was awarded the Norton H. Crowe Memorial Trophy as the outstanding male amateur athlete in Canada in 1948. The 21-year-old Navy boxer earlier won the Sid Thomas Memorial Trophy, awarded annually to the top amateur athlete in the Victoria district. Haddad has an impressive ring record, having suffered only one loss — a very close decision in the 1948 Olympic Games — in more than 40 fights over a three year period. SA Haddad was born in Winnipeg and began his boxing career at the Winnipeg Y.M.C.A. He joined the Navy in June, 1946.

Lieut. D. McDiarmid, R.C.N. (R), New Entry Training Officer, draws up the lectures and organizes inter-divisional sports. A large number of the new entries are ex-Sea Cadets and their enthusiasm has boosted the morale at H.M.C.S. "Chippawa" to a new high.

Nine Q.R.III's have just been qualified at "Chippawa." Although still following courses laid down by the Training Manual, the Division is emphasizing Gunnery and Control Training in the specialized field.

H.M.C.S. "Hunter" (Windsor)

Winter activities are in full swing at H.M.C.S. "Hunter". The new training schedule is operating smoothly and, despite shift work, good attendance at divisions is being maintained.

Rear Admiral F. L. Houghton, C.B.E., Vice-Chief of Naval Staff, was an Armistice Day visitor to Windsor and was welcomed aboard Hunter with traditional ceremony. He inspected the ship during the afternoon and met officers, associate members of the wardroom mess and members of the Naval Officers' Association at an informal reception in the Wardroom. In the evening Rear-Admiral Houghton was guest speaker at the annual Remembrance Day dinner of Branch 94, Canadian Legion B.E.S.L.

The possibility of launching a garrison sports program in Windsor was discussed at a meeting of the sports officers of the various army units in the city and a representative from "Hunter". Boxing, wrestling and basketball competitions between the units are being considered.

H.M.C.S. "Queen Charlotte" (Charlottetown)

A detachment from H. M. C. S. "Queen Charlotte," under the command of Lieut. Charles Graham, R.C.N. (R), took part in Remembrance Day ceremonies at Charlottetown. It was the first time since the end of the war that the Navy had been on parade here and many favourable comments were heard.

Looking Astern



Lest We Forget

January, 1944 . . .

The lull in U-boat activity continued into the New Year but escort duty on the North Atlantic was far from being any picnic. The weather did its level best to make up for the shyness displayed by Hitler's submarine fleet and during the month more ships were lost due to weather than by enemy action.

Two merchant ships foundered with all hands, a third broke up while proceeding in convoy and several others sustained storm damage. Three small Canadian craft trading to the Caribbean, the "Eleutherian," "Charlenest" and "Louis Hebert", were also storm victims but crews of all three were rescued.

Some idea of the extent to which the Allies now were able to dispose their anti-submarine forces may be gained from the fact that for one whole week a force consisting of three Canadian destroyers and two frigates, and assisted by aircraft of the R.C.A.F., was employed in searching for a single U-boat which had been operating in the vicinity of Flemish Cap, off Newfoundland. The U-boat was not found but it might well have been impressed by the size and vigour of the search.

Similar operations were carried out in other sectors of the North Atlantic. Some were successful; others, while producing no tangible results, undoubtedly gave U-boat commanders and crews cause to revise upwards their estimate of the dangers involved in their work.

Senior Appointments

Vice-Admiral Percy Walker Nelles, C.B., R.C.N., Chief of the Naval Staff from 1934 to 1944, was appointed Senior Canadian Flag Officer Over-

seas and was succeeded as C.N.S. by Rear-Admiral (later Vice-Admiral) George C. Jones, C.B., A.D.C., R.C.N.

Fleet Still Growing

Five naval craft were launched during the month, three on the Great Lakes and two at such widely-separated points as Nanaimo, B.C., and Weymouth, N.S.

The following ships were commissioned: H.M.C.S. "Long Branch" (revised corvette); "New Waterford" (frigate); "Ettrick" (formerly H.M.S. "Ettrick") and "M.L. 120."

Strength

On January 29, 1944, the full strength of the R.C.N. was 80,320, an increase of 1,638 over the previous month's figure. Of this total, 4,166 were R.C.N., 71,700 Reserves and 4,454 W.R.C.N.S.

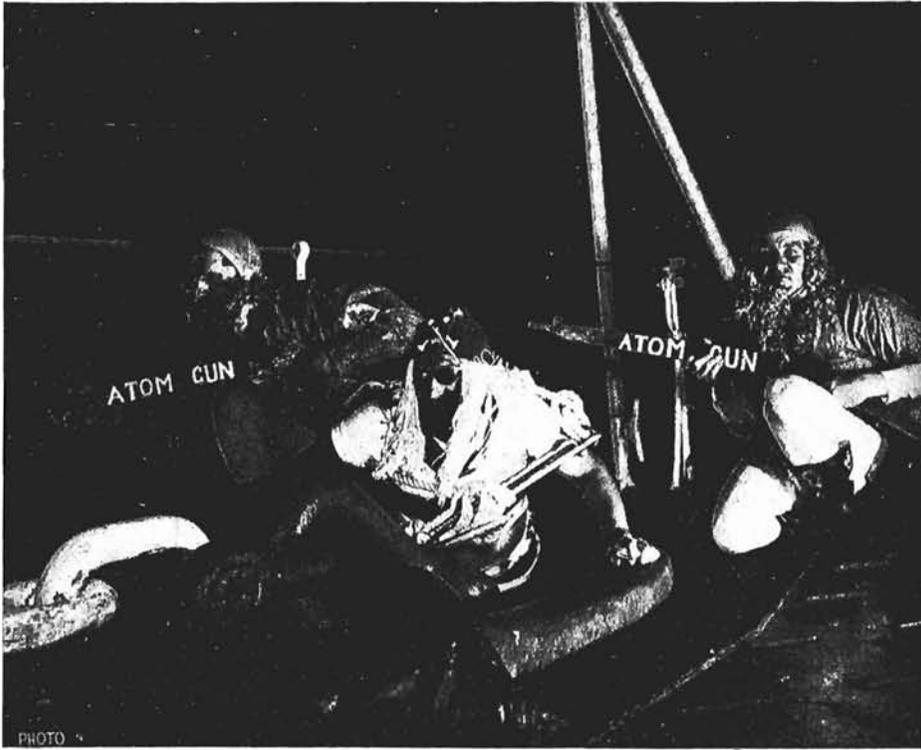
Wrens go Overseas

The third draft of Canadian Wrens departed for the United Kingdom during the month and quite a few others went to Washington, D.C., relieving British naval personnel there for sea duty.



This is not an Alpine glacier. It is an ice-sheathed destroyer which has found a berth in "an Eastern Canadian port" after battling its way through mountainous seas and freezing temperatures while carrying out its role as an ocean convoy escort. In months like January, 1944, weather on the North Atlantic proved to be an even uglier enemy than the U-boat to Canada's anti-submarine fleet.

EQUATORIAL EDUCATION



The day before the equator was reached, Davy Jones came on board by way of the hawsepipe to inform the captain that Neptunus Rex would be a royal visitor the following day. This photograph of Davy's arrival was taken during the South American cruise of H.M.C.S. "Uganda" in 1946.

Today, from my boundless knowledge of the Naval Service, and matters pertaining thereto, I wish to draw the account of an initiation ceremony on my first journey across the line.

We were taking passage from San Francisco in an American Naval ship, the "Colussa," (later used in the Bikini Tests), bound for Sydney, Australia. We were the only "foreigners" on board. As a matter of fact, it took a few days to convince the crew that we were Canadians and not English; even then, they looked at us with distrust clearly written on their southern faces.

Crossing the line is a big event in the American Navy and something which is keenly anticipated by all, from deckhand to captain. The ancient and solemn rites are still observed and, although the once rough and murderous practices of

initiation were abolished and replaced by harmless, yet more degrading ones, all the regal splendor of King Neptune's Court still dominates the scene.

For the novice — or "polliwog," as he is called — the day is looked upon as one of horrible reckoning with the unknown, and sleepless nights are spent in miserable anticipation of the gory welcome awaiting. For the old salt, the many-timer — or "shell-back" to those in the know — it is a day of days; a day of fun, mirth and no work — a day when the tasks of the sailor are laid aside, whilst the affairs of His Majesty, King Neptune, are attended to.

Out of our crowd of thirteen Canadians, only two were "shell-backs" and the crew of the U.S. vessel looked gleefully forward to the day when all men are equal and we "polliwogs" would cross the boundary into for-

bidden territory. Manfully we shrugged off the jests of our more salty brethren but nevertheless we did not especially look forward to the day of reckoning.

However, one hot and sultry Friday afternoon the "polliwogs" were summoned unto the fo'c'stle and there were greeted by the arrival of Davy Jones, special envoy of King Neptune, who materialised (supposedly) out of the sea, arriving on board by way of the port hawsepipe. Hewas dressed in pirate's rig, wore a black patch over his eye, and carried an enormous and sinister-looking sword.

After chatting with the captain for a few minutes he turned to us. In reverence we cowered before him and were served, each one of us, by subpoena. These were "presented" to us by a bevy of Royal Cops, and ordered us to appear before the Royal Court on the following morning or incur the severe displeasure of Those Persons. Each subpoena specified the charge on which we were to be brought up. Mine read "For impersonating a Naval Officer."

Saturday dawned clear and calm, a beautiful day. No reprieve. We would have to go through with it. Having some faint idea of what we might suffer I donned a pair of swimming trunks; nothing else.

At 0830 the Royal Court assembled on the fo'c'stle and the "trial" commenced. We appeared, one by one, before the Tribunal to receive judgment and be punished accordingly. Had we not committed the blackest sin of all? — We had trespassed into the sacred realm of King Neptune without first being duly initiated into its mysteries.

By having us appear singly, the Court was able to direct all its attention to one culprit at a time. Most effective, too.

As I strode, quaking, toward the court, I was doused and bowled over by a strong jet of water from a pressure hose which was manned by two grinning "shell-backs," and then beaten mercilessly over the head, shoul-

ders, back and legs with canvas clubs, knotted shirts, bath towels and the Brooklyn Bridge.

I finally stumbled on to the hatch where Court was in session and pleaded guilty to my sins (woe betide the man who has the courage — foolhardiness is a better word — to denounce the Court and proclaim his innocence). My punishment followed swiftly. Satan stood by and prodded me now and then with a trident, the centre prong of which was charged electrically. Ever tried an electric shock when you're dripping with salt water? I carried souvenirs of this ordeal for three months on both sides of the southern extreme of what would be the line down my back if I was a skunk!

The Royal Dentist filled my mouth with evil potions and, when the Royal Doctor inspected me, I was forced to swallow some of the vilest concoctions ever created by man. The "priest," a "shell-back" with a large cross half hidden in his hands, heard my confessions and then, with an evil grin, revealed his cross to be a *double-cross*! Followed more proddings by friend Satan and I was lathered from head to waist with fuel oil. I was then somersaulted into a tank of water. After running a gauntlet of knotted towels and such play-things again I found that my initiation was over. I was now a full fledged "shell-back" and a member of the Royal Domain and very shortly joined my fellow "shell-backs" in inflicting torture upon the few "polliwogs" who still remained.

As long as there is a ship and a navy left in this rugged old world of ours — as long as there remains a seaman to sail her — the customs and traditions of crossing the equator will remain and be enforced, and "shell-backs" will still differ from "polliwogs" until the ship crosses the line and the "shell-backs'" ranks are swelled by the newly initiated. Long live Neptune Rex, Ruler of the Deep, and I hope I'm there when some of you "polliwogs" "cross over" for the first time! — "FLIP."

US DONNACONAS—UGH

Donnacona was an Indian Chief who held sway at a little place the Indians ran up on their own by the St. Lawrence and called Stadacona. The reign of Donnacona and the excursion of that doughty tar of St. Malo, one Jacques Cartier, happened to coincide and that is how the two became associated with one another.

Cartier found Canada, on the whole, somewhat less than diverting, there being no silver and other precious metals within easy reach. Also, he was a bit nervy about scurvy. Feeling, however, that he had to justify his expidish to the French King, one Francis II, he decided that he would import to France a little Canadian wild life for that monarch's amusement. So he kidnapped Donnacona and a few other Indian braves. After fixing up things with the Redskins, the next day he shoved off from Stadacona and, having emitted the customary three blasts, made sail for France.

On reaching the old corral once again, he started talking about his Indians and didn't stop until he'd got them to Paris for the King to see. Gold and silver just didn't feature at all by now. Donnacona and the boys were eased into the presence of Francis deuce and given a big intro-

duce which included the title of King of Canada.

But now we come to the sadder bit of the story.

The Chief for a while had a real happy old pow-wow with Francis and was all the rage in Paris. However, we must bear it in mind that Donnacona and friends had come straight from the not-so-virgin forests of Canada and had retained one or two fairly primitive habits. The long and the short of it is that they were hastily dropped as a topic of conversation. Cartier was hauled on the mat and requested to restrict his imports (a policy which he later introduced in Canada and which remains to this day). Donnacona and his braves suffered terribly from neglect and eventually died ignominiously.

We don't know whether to pity Cartier or Donnacona more; but my personal pity is for Cartier. He must have been the one to suffer more for his case is recorded every time we write the name "Donnacona;" you know, that business of always putting H.M.C.S. alongside the name which, as any student of history knows, originated in those days we are describing and stands for, "He Made Cartier Suffer."

(NOTE: — *As an extremely fine companion piece to this tale of adventure, a full size picture in natural colour is available upon request to the Division, of Donnacona with his bow and arrow shooting the rapids.*)

— T.W.H.C.

"Dog George!"

It must have looked strange, and possibly some of our civilian friends along the Halifax waterfront thought the Canadian Navy had a new addition to the fleet, as three ships steamed majestically up the harbour in perfect column — H.M.C.S. "Haida," the Dartmouth ferry and H.M.C.S. "Swansea."

Pulling out of her Halifax berth, the ferry began her run to Dartmouth just as "Haida" and "Swansea" steamed up harbour. Instead of passing between the two ships as expected, the ferry turned into "Haida's" wake and, keeping perfect station, chugged proudly along between the two warships.

Maybe her skipper is an ex-naval man and just couldn't resist the temptation.—G.W.S.

"GRIFFON" BAND POPULAR

The ship's company of H.M.C.S. "Griffon" is proud of the new band. It was organized early last year when five young men, anxious to study music and play musical instruments, held their first get-together with the bandmaster, Mr. C. Stamp, Acting Warrant Officer (SB) R.C.N. (R).

This group was added to during the ensuing months and, with much practice and effort, developed into a first class dance orchestra. At its first appearance, the band was received warmly and helped make the Second Annual Trafalgar Day Ball an outstanding success.

300,000 BEAR HIS MARK

Few other men have made as lasting an impression on as many people as "Professor" V. A. Simmons, whose "laboratory" at 232 Argyle Street, in Halifax, is well known to sailors and former sailors of the R.C.N.

Since he started his unusual profession 42 years ago, "Sailor Joe," as he is more popularly known, estimates that he has tattooed more than 300,000 persons, most of them seafaring men.

"Joe" offers a variety of 4,781 designs, ranging from a broken heart at 25 cents to The Last Supper at \$100. He is himself a walking gallery of his particular form of art. He is tattooed virtually from head to toe and even has a tasteful design inside his mouth.

He started his career by serving a three-year apprenticeship with a Chinese artist in New York. Following this, he travelled along the Mexican border, then set up shop in various cities in the United States. He worked for six years for Robert L. Ripley, of "Believe it or Not" fame, then moved to Halifax. For the past 12 years he has been spending the summer months with the touring Barnum and Bailey circus and the winters in Halifax.

Tattooing was brought to this continent by the sailors of earlier days, who had picked up the practice in the South Sea islands and elsewhere. Originally it was used as a means of identification but in the passage of time came to be simply a fad, indulged in particularly by seafaring folk.

According to "Joe," it was rumored that King George V had a dragon tattooed on his leg when he was a Naval Cadet, while Franklin D. Roosevelt had the Masonic emblem on his left forearm and a former movie actress had a tattooed rose on her arm.

There is also a story going the rounds that when a certain naval type, who is alleged to have a plimsol mark

tattooed on that area of his hide which overlies his intestines, was hospitalized, the physician who examined him called for Lloyd's Underwriters before undertaking salvage operations.

The latest fad is one adopted in England. It seems the "slick chicks" there have permanent lipstick tattooed on their lips and permanent darkening on their eyebrows.

Tattooing has not been forsaken entirely as a means of identification. Distinguishing marks today are tattooed on thoroughbred horses, prize dogs, silver foxes, and other valuable animals.

Up until the last war tattooing was done with electric needles, but because persons who were working on jobs essential to the war effort were suffering from sore and swollen arms for a day or so after being tattooed, the business was in danger of being outlawed. This was averted by the introduction of fibre brushes which, says "Joe," made the operation far less painful.

"Sailor Joe" is proud of his profession. He considers tattooing an art and takes pains to see that every job he does, no matter how small, pleases his own critical eye. He claims that you could go practically anywhere in the world and would stand a good chance of finding one of his creations. And he is probably right.

P.C.



FUTURE RADIO TECHNICIANS

In the article, "The New Advancement Ladder," which appeared in the December issue of the "CROWS-NEST," it was stated that it was proposed to recruit Radio Technicians from the "user" branches of Radar Control and Radar Plot. Through an oversight, it was not mentioned that Radio Technicians would also be recruited from the Communications and Torpedo Anti-Submarine branches.

SPARE-TIME STUDY

Indicating the amount of spare-time study being carried on by men serving in ships and establishments on the East Coast, the Central School library at H.M.C.S. "Stadacona" had 658 textbooks out on loan in November. Approximately half of these had been drawn by men serving elsewhere than in "Stadacona".

NEW SUBSTANTIVE RATES

Nominal lists covering transfer to the new substantive rates which were announced last November have been prepared at Naval Headquarters and distributed throughout the Service for checking with service documents held in the various ships and establishments. Transfer of men who are qualified for new rates will take place on February 1 but, as previously stated, pay adjustments will be back-dated to July 1, 1948.

Yea, Calgary!

Besides that provided by the train-load of fans who made the trip to Toronto for the Grey Cup football classic November 27, Calgary's victorious Stampeders enjoyed the full and ardent support of the people at home. Among the hundreds of messages which poured into Stampeder headquarters in Toronto after the game was the following from H.M.C.S. "Tecumseh:"

CANAVHED FOR MINISTER OF NATIONAL DEFENCE. PASS TO CALGARY STAMPEDERS CONGRATULATIONS FROM CALGARY NAVY. WE WERE WITH YOU ALL THE WAY. "CARLETON" IS SECOND BEST.

OFFICIAL BADGES - II

The illustrations show the newly designed badges of two of the R.C.N.'s ships and two of its shore establishments. Heraldic devices for all Canadian naval ships, bases and divisions have been distributed.

These new insignia have taken the place of the varied and frequently humorous crests and badges which were developed during the Second World War. The latter were at no time official, and in order that the new ones should comply with the rules of heraldry, and should not conflict with badges already in use in the Royal Navy, they were sent to England to be examined and approved by the Clarenceux King of Arms at the Royal College of Heralds in London, Sir Arthur W. Cochrane, K.C.V.O.

H.M.C.S. "Stadacona"

The design for the badge of H.M.C.S. "Stadacona" was suggested by the Commanding Officer of the base. A mailed forearm and fist are shown carrying the "lampe ancienne," symbol of learning and knowledge. The implication is that power is obtained through knowledge or study, which suits the case of the Halifax training establishment.



H.M.C.S. "Chatham"

The badge of this west coast Division is derived from the crest in the Arms of Sir John Pitt, Second Earl of Chatham, who was First Lord



of the Admiralty from 1788 to 1794. At that time Captain George Vancouver was exploring the west coast of Canada, and the Division is named after one of his ships. The device shows a stork supporting in its right claw a fouled anchor.



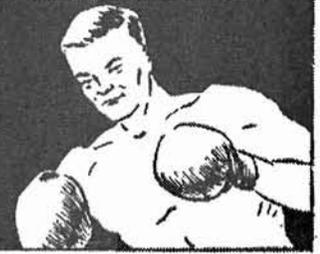
H.M.C.S. "Haida"

Among the many legends of the Haida Tribe of North American Indians is one concerning a fabulous creature known as the Thunder Bird. The Haidas believed that it was the bird flapping its wings which caused thunder, and that lightning flashed from its eyes. In specimens of Haida art, the Thunder Bird is invariably shown with two heads. In the badge designed for this Tribal Class destroyer, the Haida Thunder Bird is shown floating above the water. Its wings are unfolded as if they were flapping — the implication being that the guns of H.M.C.S. "Haida" thunder across the seas.

H.M.C.S. "Athabaskan"

The badge of this ship is based on a design planned by the officers of the first "Athabaskan," which was sunk near Ile de Vierge while in action in company with H.M.C.S. "Haida" on April 29, 1944. The badge as first drawn up did not conform to the heraldic requirements of the present badges, but the motif of the original was incorporated in the new design. It shows an Indian, wearing the conventional feathered headdress, astride a pony, and carrying a bow and arrow pointing downward in the ready position. The suggestion here is a low target — perhaps a U-boat.

The Navy Plays



Navy Defeats Dal to Keep Grid Title

Navy retained the Halifax Canadian Football League championship by defeating Dalhousie University Tigers 15-6 at the Wanderers Grounds in Halifax on Saturday, November 20.

The sailors' victory in the all-important championship game rated as an upset, the Tigers having won both previous encounters between the two teams. In the final, however, the Navy was full value for its win.

A driving, hard-hitting line swung the scales in favour of the Tars. After Ed McSweeney had kicked two singletons for Navy in the first quarter, Andy Chartren and Frank Hindle blocked Dalhousie kicks to set up Navy touchdowns, scored by Bernie Gordon and T. D. Decker. McSweeney converted the first and the half-time score was 13-0.

McSweeney and Decker kicked for single points to make it 15-0 at the end of the third quarter. Dalhousie staged a determined drive in the last 15 minutes that netted one touchdown and a singleton, but the Navy defence refused to yield any more points.

Navy advanced into the final by winning a hard-fought 6-0 game from Dartmouth Naval Air Station November 17. A touchdown by Lofty Larson and a rouge accounted for the winners' points. The two playing coaches, Padre Ivan Edwards for Navy and PO Johnny Sawatzky for Air Station, played outstanding games.

The Navy lineup was as follows:

Edwards, Hindle, McSweeney, Porteous, Harper, Larson, Chartren, Prestanski, O'Brien, Murray, Carroll, Treleaven, Shephard, Decker, Currie, Gordon, McCaul, Greco, Stevenson, Dunphie, Agnew, McLeod, Scanlon, Turner.

Marksmen Receive Trophies

Chief Stoker Mech. Robert Whalen, of H.M.C.S. "Naden," and Chief ERA Edward Soadey, H.M.C.S. "Rockcliffe," each walked away with an armful of awards following a presentation of shooting trophies and prizes by Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, at H.M.C.S. "Naden."

Chief Stoker Mech. Whalen received the Rear-Admiral Mainguy trophy and miniature, the Little and Taylor trophy and miniature, first prize in the King's Medal Practice (No. 1) and, as captain of a four-man team, the Manufacturers Life shield. Other members of the team were Chief ERA Soadey, CPO Tel. Donald Waring and Leading Seaman Rod Bolt.

Chief ERA Soadey received first prize for the Lieutenant-Governor's match (first stage), the Lieut.-Cdr. Cuthbert trophy, the Captain Collings trophy and first prize in the King's Medal Practice (No. 3).

CPO Denis Colegrave received the Rear-Admiral Mainguy match revolver for 1948. Five of these revolvers were recently presented by Rear-Admiral Mainguy for annual competition.

Other prize-winners were:

Mr. Jean Pinet, Commissioned Writer Officer, Founders trophy.

Chief Armourer Albert Sewell, first prize, Tyro Match.

ERA Thomas Bligh, second prize, King's Medal Practice (No. 1).

A/ERA 2/c Peter Jackson, second



Chief Stoker Mech. Robert Whalen, of H.M.C.S. "Naden", receives the Rear-Admiral Mainguy trophy and miniature from Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, at a presentation of shooting awards at the west coast base.

PULPIT, DIAMOND AND GRIDIRON

prize, Lieutenant-Governor's Match (first stage).

CPO David Freeman, second prize, Little and Taylor Match.

During the same ceremony, Chief Shipwright Gordon Keddlle was presented with the Long Service and Good Conduct Medal by Rear-Admiral DeWolf.

Competitions Spice Carrier Sports Program

Inter-divisional competitions in volleyball, basketball, bowling, water polo, swimming and running still hold the spotlight in "Maggie's" sporting activities. In addition, tournaments in table tennis, badminton and squash are held monthly.

The Quarterdeck Division holds top place in the inter-divisional competitions. Commander D. W. Piers, D.S.C., R.C.N., Executive Officer, was among the top contenders in the squash tournaments while Electrician's Mate Jim Kitchin showed the way in table tennis. November winners in the badminton tournament were Mr. Peter Bates, Warrant Writer Officer, R.C.N., and Mr. J. A. Arnott, A/Bos'n, R.C.N.

Basketball, Hockey Start at 'Unicorn'

Two Navy basketball teams are making headlines in the sports pages these days. Recently the Intermediate Navy Blues stretched their undefeated string to three games, topping the Senior Navy Reds 42-33. Sloan and Watts paced their team to victory with 10 and 11 points, respectively.

Organization of the Navy hockey team under the controlling hand of RPO W. Serhyenko has been completed. A series of exhibition games with the R.C.A.F. got the boys in shape for the Commercial league schedule, which began December 5.

"Haida" Division Scores in Boxing Finals

"Haida" Division once again displayed their keen team spirit by carrying off the honours in the New Entry boxing finals which were held October 12. Mr. E. Jones, Commissioned Gunner, R.C.N., was in charge of the silverware.

The Interpart Football League got



CHAPLAIN IVAN EDWARDS

One of the most active and popular figures in Halifax athletic circles is Chaplain Ivan Edwards, R.C.N., of Toronto, Protestant chaplain at H.M.C.S. "Stadacona."

Padre Edwards is an outstanding Canadian football player and for the past two years has been a mainstay of the Navy team. This year he took on the additional role of coach and led his squad to the Halifax league championship. He is also a top-notch softball player and held down a regular position on the Navy nine this past summer.

But it has been, most of all, his keen interest and untiring efforts in coaching and encouraging younger athletes that have earned him a place high in the esteem of both service personnel and civilians in the East Coast Command area.

As Sports Writer Joe Levison, of the Halifax Chronicle, put it: "Few men of the cloth have attained the athletic rating of the Padre and, conversely, few athletes have reached the pinnacle of spiritual well-being that is evident in him."

It was while attending the University of Toronto that Padre Edwards decided to enter the ministry. Accordingly, on graduation with a Bachelor of Arts degree in 1938, he entered Emmanuel College, also in Toronto, to study theology.

Prior to his university days, the Padre played in the Ontario Rugby Football Union as a member of the St. Catharines intermediate team, and on entering university he lost no time in becoming one of the Varsity Blues.

On graduation from Emmanuel College he was sent to a church in Hamilton and played with the Hamilton Tigers until the time of his enlistment in the Navy in 1942.

Asked if he intends to stay in the Navy, Padre Edwards will reply emphatically in the affirmative.

"As long as there is a job here to do and I can do it I want to stay in the service. I like the station and I think that we have a fine group of men here to work with."

Padre Edwards holds the philosophy that life can be compared to a football game. He explains it this way: "Just like a football game where a team aims for the goal line, so must we have an object in the bigger game of life. The principles of sportsmanship, clean living and fair play, applied in life as well as in sport, should be everyone's goal."

off to a good start when the Chiefs' and Petty Officers' team, last year's port champions, laid low the New Entry division team in the opening game. The Chiefs and P.O.'s, under C.P.O. Kennedy's guidance, are operating with confidence and skill and apparently intend to do the winning chore again this year. There are eight teams competing and the games will be played three times per week till

the end of the series.

The "Naden" basketball team has so far lost both league games in the local Intermediate circuit. However, they acquitted themselves ably in several exhibition matches and Petty Officer Cook Stan James, the team manager, is hoping to recruit some new material and to start intensive operations early in the New Year. The Interpart League started early in December.

Comrades in Arms



THE R.C.A.F.

Search and Rescue

Evidence of the way in which Canada's armed forces are working closely together is shown in operations of Search and Rescue, the young and vigorous mercy organization coordinated and controlled by the R.C.A.F., but calling on occasion for assistance from Navy and Army.

The organization is the responsibility of the Air Force, and most operations have been carried out by the R.C.A.F. Many operations, however, have included the other Services, and among these have been several of its most spectacular missions. Foremost of these was Operation Canon, where Army and Air Force teamed up to pull off one of the most dramatic rescues in the history of the Canadian North. Joint planning by the two Services, the flying skill of the R.C.A.F., and the courage and trained efficiency of the Army jump-team were responsible together for rescuing Canon John Turner, wounded Church of England missionary, from his bleak home on northern Baffin Island.

R.C.N. and R.C.A.F. worked together on the East Coast to save the life of a 14-year-old girl dangerously ill at Harrington Harbour, on the north shore of the St. Lawrence. An Air Force Canso put down in the water under hazardous conditions, and the girl was taken aboard. As the Canso struggled to take off for Goose Bay and hospital facilities, a nursing sister and sick berth attendant of the Royal Canadian Navy worked to keep the spark of life flickering in the sick girl. The big amphibian reached Goose Bay with the girl alive, thanks to the medical care ministered aboard.

Although not strictly a Search and Rescue job, the British Columbia

floods last spring provided an opportunity for the three services to show how they are fitted to work together. Their efforts as a team did much to save lives and property.

Search and Rescue is carried out through five co-ordination centres, at Halifax, Trenton, Winnipeg, Edmonton, and Ft. Nelson, B.C.; Whitehorse, Y.T., and Vancouver. These aircraft are allowed to carry out certain other duties, but are never given tasks which would prevent them from being ready instantly for their first responsibility.

The list of primary facilities which the R.C.A.F. maintains for Search and Rescue operations includes a group of 21 carefully trained para-rescue jumpers, all specially selected R.C.A.F. volunteers who were given an intensive course in rescue work. The course, carried out near Jasper, Alberta, includes numerous parachute jumps into rugged country, woodsmanship, mountaineering, first-aid and many other subjects. They even could, if the occasion arose, deliver a baby. They admit—with relief—that this emergency has so far not developed.

Also maintained for Search and Rescue are vessels and men of the R.C.A.F.'s Marine Section, units of which are stationed on both coasts.

In most cases, these facilities are able to handle tasks that Search and Rescue is called upon to carry out. If not, further facilities of the R.C.A.F., of the Navy and Army, and of other government departments, may be called upon.

A responsibility of Search and Rescue is to handle Canada's international commitments under the International Civil Aviation Organization, which state that the Dominion will maintain an organization capable

of rendering aid to aircraft in distress on the East and West Coasts. Search and Rescue has also been made responsible for helping distressed aircraft in inland areas, although this is purely a domestic responsibility.

In addition to assistance of this sort, Search and Rescue has many times been called upon to carry out mercy missions of other types. There is no directive stating that Search and Rescue is the chosen body to fly a wounded trapper to civilization, or to drop supplies to a village in the north which has been wiped out by flames. But where the job is a life and death matter, and where it can be handled by no existing agency, Search and Rescue stands ready 24 hours a day to lend aid. Many "mercy flights" fall into this category. Officials of Search and Rescue stress that in such cases the organization does not compete with existing agencies. If a mercy mission can be successfully carried out by a commercial air charter company, for instance, it may be turned over to them. But where it is a matter of life or death, and when Search and Rescue is requested to handle the job, it is ready.

Most recent full-scale operation of Search and Rescue was the successful hunt for the survivors of the U.S. Navy Beechcraft which was forced down in the wilderness while en route from Churchill to The Pas. Thirty-six aircraft took part in this search, including 13 United States military planes, and more than 1,140 flying hours were rolled up. The aircraft covered 171,000 miles.

The officers and men connected with Search and Rescue are proud of the record of saving life which it has established since it was set up as a peacetime organization.

THE CANADIAN ARMY

Course in Catering

When officers serve the traditional Christmas dinner to the men under their command that's an old established custom. But when a group of officers takes over a cookhouse, lock, stock and potato peels, that's news.

That's exactly what happened during a vital stage of the Royal Canadian Army Service Corps' catering officers' course at Camp Borden, a course designed to turn out trained officers skilled in all phases of cooking, mess administration and organization.

Instructional roles were filled by the chief instructor from the RCASC School of Cookery, a staff captain (catering) and one officer and three enlisted men from the United States Army who instructed in the latest methods and procedures of U.S. Army cooking.

Designed with a minimum of lectures and a maximum of practical work under conditions familiar to any army cook, the course gave the officers a detailed insight into one of the most important phases of maintaining an army . . . feeding the troops.

Highlighting the course, as far as the students were concerned, was the one week during which they prepared, cooked and served all the meals for 200 other ranks from RCASC School and 23rd Brigade Company, RCASC, at Camp Borden.

Clad in cookhouse whites, the officers found themselves peeling mounds of potatoes, weeping over heaps of onions, adding a pinch of this and a pinch of that, carving great, bulky quarters of beef, and dishing up the steaming meals to long lines of grinning and hungry troops.

Attending the course were the following: Lt. C. L. Thurber, Halifax; Lt. L. F. Jones, Halifax; Lt. W. M. Therrien, Montreal; Lt. A. E. Tilley, Ottawa; Lt. J. R. W. Hider, London; Capt. S. C. Way, Winnipeg; Lt. J. R. Pearson, St. Thomas, Ont.; Capt. R. W. Lockwood, Calgary; Capt. E. B. Robertson, M.B.E., Edmonton, and Staff Sergeant F. Dann, Vancouver.

The four dieticians were: Lt. (NS) Janet E. Keay, St. Andrew's-by-the-Sea, N. B., employed at Montreal Military Hospital; Lt. (NS) E.E.S. Wright, Port Hope, Ont., employed at Toronto Military Hospital; Lt. (NS) Marjorie Willox, Calgary, employed at Shilo Military Hospital; and Lt. (NS) Constance E. Pirie, Ste. Anne de Bellevue, Que., employed at Calgary Military Hospital.



"The book says you do it this way," Lieut. J. R. Pearson, of St. Thomas, Ontario (left), tells Captain S. C. May, of Winnipeg, as they carry out a little practical butchery during a course at Camp Borden in which a group of officers studied the problems of feeding the Canadian Army. The course included a one-week "stretch" in an army cookhouse, with the officers preparing, cooking and serving meals three times a day to 250 other ranks. (Canadian Army photo.)

The eight-week course is a new departure for the Canadian Army. In order that catering officers in each of the five commands should have practical experience and training in the work they were directing, it was decided that they should have a separate and concentrated course in addition to their regular training.

Thirteen officers, including four nursing sister dieticians from military hospitals and one staff sergeant, were selected to attend the first course.

A large range of food commodities, representing all foods found in the various army diets used throughout Canada, from remote signal stations in the Arctic to the normal diet of the recruit in a training camp, was supplied to the course. Mess administration, varied phases of catering duties and a thorough study of the needs of the inner man were incorporated. Visits to meat packing firms, bakeries, dairies, hotels and veterans' hospitals were included on the agenda.

Proud Moment

Old memories were revived for Commissionaire William Milson when the Nova Scotia Division of the Canadian Corps of Commissionaires held its annual inspection on board H.M.C.S. "Magnificent." Commissionaire Milson served, in 1897, in H.M.S. "Magnificent," an earlier ship of the name, and he admitted it was a proud moment when he went on board the new Canadian carrier. The division was inspected by Rear-Admiral E. R. Mainguy, who also presented a number of long service medals.

DEATH of CAPTAIN J. E. OLAND

Captain J. Eric Oland, D.S.C., R.C.N. (Retired), died November 9 in St. Joseph's Hospital, Victoria, B.C., after a short illness. His death occurred four days after that of his wife, the former Denise Victoria Harris, of Victoria.

Captain Oland, the son of the late Mr. and Mrs. George W. C. Oland, was born at Dartmouth, N.S., February 27, 1895. He joined the Royal Canadian Naval College, at Halifax, as a cadet in 1911 and graduated with the first class of midshipmen.

He obtained his early training in ships and establishments of the Royal Navy and served throughout the First World War in the R.N. It was during this period that he was awarded the Distinguished Service Cross "for outstanding service."

Following the war he returned to Canada, to serve in various appointments in the R.C.N. These included command of the destroyer H.M.C.S. "Skeena" and of the west coast training establishment, H.M.C.S. "Naden", and the post of Director of Naval Reserves.

Captain Oland retired in 1938 but returned to the service at the outbreak of the Second World War. He was appointed Naval Officer in Charge and Naval Control Service Officer at Saint John, N.B., and was largely instrumental in setting up the naval control organization at that port.

In August, 1942, he was appointed Naval Officer in Charge, Montreal, and Commanding Officer of H.M.C.S. "Hochelaga II."

Captain Oland returned to retirement in October, 1944, and after living for a time at Rothesay, N.B., moved to Shawnigan Lake, Vancouver Island.

Captain Oland's brother, Captain Richard H. Oland, O.B.E., R.C.N., who as Naval Control Service Officer organized the convoy system out of Halifax at the start of the Second World War, died in 1941.

Surviving Captain Oland are a daughter, Mrs. John M. McAvity, of Rothesay; three brothers, Col. S. C. Oland, Halifax, and George and Geoffrey, Saint John; three sisters,

It's a Dog's Life

Among the newer recruits to join H.M.C.S. "Unicorn," the Naval Division at Saskatoon, is one whose life on board has become the envy of all hands. While still a "new entry" he has broken every rule in the book and has yet to be brought up as a defaulter. He has a total disregard — even contempt — for all standing orders and obeys only those which add to his comfort or pleasure. His face is never shaved and his collar never changed from one month to the next. His hammock may be found slung on the maindeck at all times and often during working hours he may be found in it, sound asleep. However, with all his disciplinary faults it is hoped that "Unicorn's" English Bulldog mascot, "Admiral," will remain a member of the ship's company for a long time to come.

COMMENCE LONG COURSE

Six men of the electrical branch recently began a 45-weeks course at the R.C.N. Electrical School, H.M.C.S. "Stadacona," Halifax.

The men, and the ships in which they formerly served, are Electrical Technicians 2/c Harry E. Brown, H.M.C.S. "Crescent;" E. J. Maple, H.M.C.S. "Naden;" and K. Leadley, J. C. Knox, M. Majorki and R. P. Baker, all of H.M.C.S. "Ontario."

CLASSES OF UNIFORM

Two classes of uniform only are now authorized in the Service, Class I (men not dressed as seamen) for Chief Petty Officers and confirmed Petty Officers, and Class II (men dressed as seamen) for acting Petty Officers and below.

PRESERVATION, REPAIRS AND DOCKING

Chapter 23 of K.R.C.N., entitled "Preservation, Repairs and Docking", is scheduled for publication in the near future and will be of interest to all personnel concerned with the maintenance, docking and repair of ships.

Mrs. Ernest Wilden, Berwick, N.S.; Mrs. Margaret Gilbert, Halifax, and Mrs. Helen E. Tummunds, Victoria, and three grandchildren.

Funeral services were held at Victoria and burial was in the Naval cemetery at Esquimalt.

LETTERS TO THE EDITOR

P/O S. M. H. Moore,
H.M.S. "TYNE",
c/o F. M. O.,
Harwich,
Essex.

Dear Sir:

During the last war I had the honour and good fortune to serve for almost a year in two of your corvettes, namely, "Snowberry" and "Wetaskiwin". I have often wished since that I could renew those old acquaintances. I have been going to sea with the Royal Navy for more than 20 years and I can say in all truth that the happiest ships I have ever served in were the two Canadian ships I have mentioned. I am hoping that you may be able to get this letter published in your periodical so, in anticipation, I include the following names of some of my Canadian shipmates, in the hope that they may see this letter and get in touch with me. The following were in the "Snowberry"—P. O. Sto. Davy Bell, C/E.R.A. Keir, E.R.A. Leslie Drury, and P.O. Sto. "Red" Bolsh. Those in "Wetaskiwin" were C/E.R.A. Bob Renard, Stoker Harry Renard, Stoker Bert Wiltshire and S.B.A. Murray Hatt. Come on boys, how about an occasional letter to your old "Limey" pal?

P.O. Stoker "Pony" Moore, R. N.

Congratulations to the CROWS-NEST magazine. It has aroused more interest in the R.C.N. and R.C.N. (R) than any other magazine or publication to this date. We of the "Athabaskan" are proud and happy that such an interest is being taken on our behalf. With the co-operation of the officers and men aboard we hope to furnish the CROWSNEST with articles of interest to all shipmates both afloat and ashore.

Wishing you all the success in the world for the future.

Sincerely,

"Athabaskans"

Saturday Rounds

*Flight Deck to Gallery,
Hangar Deck to Main;
Lower Deck to Platform,
To Hold and back again.
Up into the Island,
'A', 'B', 'C';*

Who'll come Saturday Rounds with me?

*Hatches by the hundred,
Ladders by the score,
Upstairs, downstairs,
Isn't it a bore?
Peeping into corners,
Sniffing out the dust,
Rushing round the messdecks,
Sweating fit to bust.
Hopping over hatchways,
Dodging round the doors,
Popping into offices,
Snooping round the stores.
Sweating in the engine room,
Freezing in the frig;
Puffing like a grampus
From climbing to the bridge.
Smelling round for petrol,
Tapping buoyant drums;
Through the cafeteria,
Looking out for crumbs.
Finish in the Wardroom,
Feeling like a wreck,
Sensing ease and comfort—
Need it, too, by heck!
Weary, worn and speechless,
Trembling, pale and wan,
Drop into an easy chair,
Sound the 'Carry On'.*

*Flight Deck to Gallery,
Hangar Deck to Main;
Lower Deck to Platform,
To Hold and back again.
Up into the Island,
'A', 'B', 'C';*

Who'll come Saturday Rounds with me?

“DEADLIGHT”



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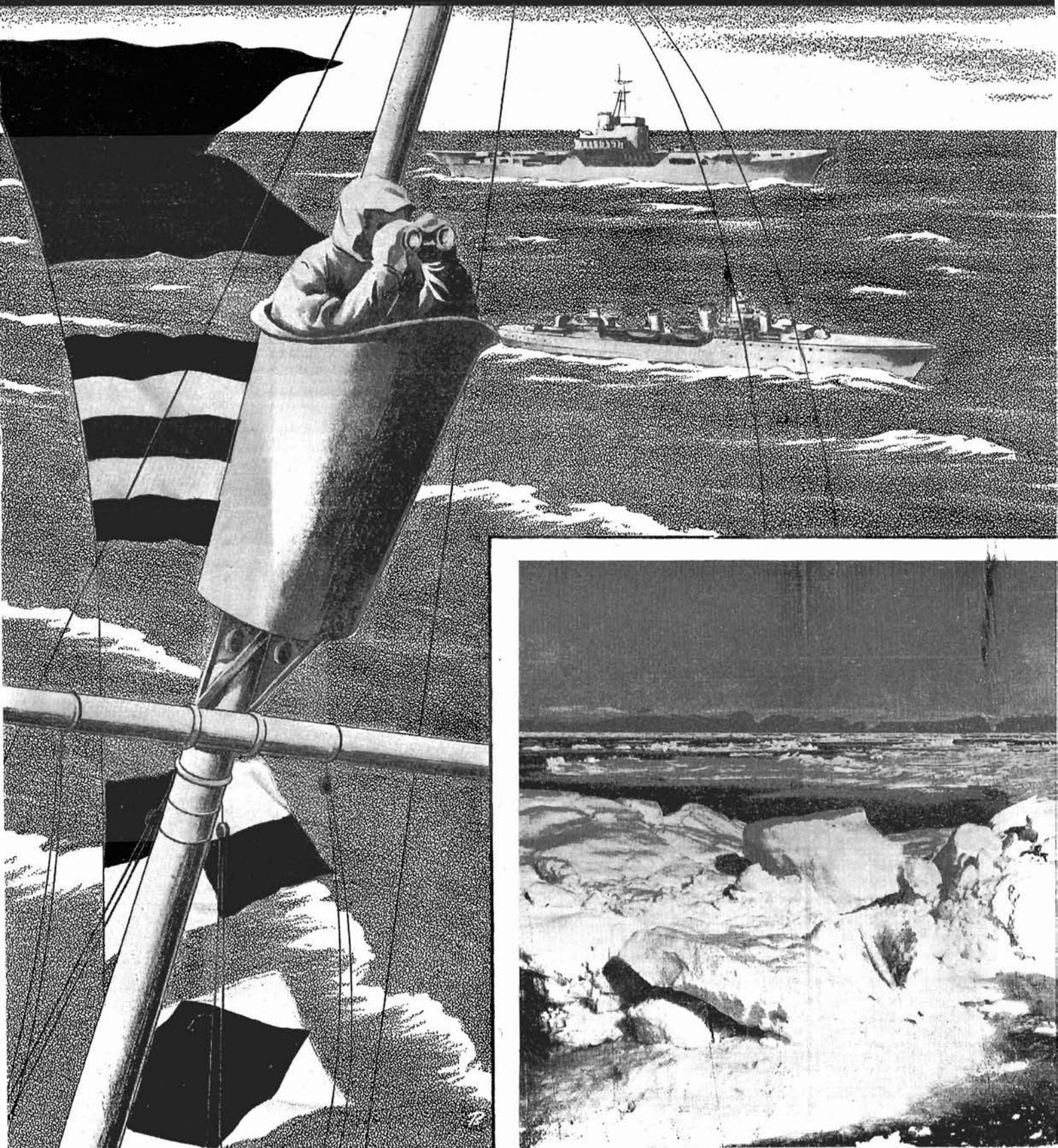
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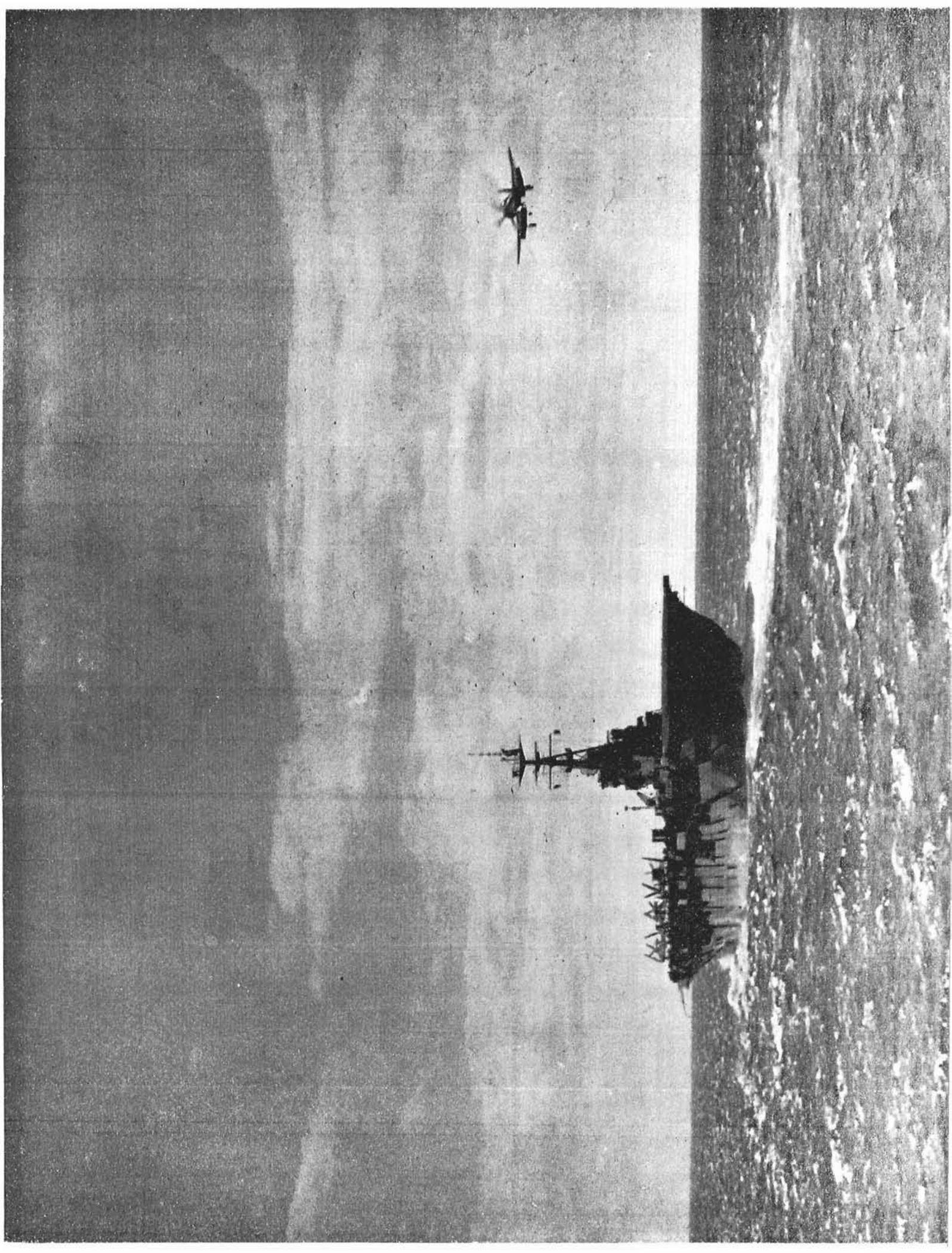
The CROWSNEST

Vol. 1 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1949





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The "Man of the Month" is a regular feature of The CROWSNEST. Now, in this issue, there appears the first in a new series, the "Lady of the Month."

Leading off is, appropriately enough, the Fleet's First Lady, H.M.C.S. "Magnificent." She is shown on the opposite page about to take to her bosom one of her brood of aircraft, in this case a Sea Fury of 803 Squadron.



This month The "CROWSNEST" has jumped in size from 28 pages to 32. Credit for this goes entirely to the regular correspondents, whose ranks are steadily growing, and to those others who have contributed feature articles, cartoons and other material in increasing amounts.

However . . .

The spring cruise and other assorted ventures will be keeping most of the active units of the fleet extremely busy for the next three months, and it is more than likely that this will be reflected in their output of CROWSNEST material.

To take the strain, the editors are looking to the ships which will be staying "at home" and to the immovable shore establishments. To them is repeated the invocation:

KEEP A GOOD LOOK-OUT FOR
"CROWSNEST" MATERIAL. SEE
THAT YOUR CORRESPONDENT
GETS IT. SEE THAT HE GETS IT
TO . . .

The Editors

Page one

Cover Photo—One of the reasons why the Royal Canadian Navy is getting a new 5,400-ton icebreaker is illustrated in this month's cover photo. This Arctic ice pack is typical of the sort with which vessels operating in northern waters have to contend. Lacking an icebreaker to bull a path for them, naval craft would be able to force their way through such a pack only at the risk of severe damage. The contract for the icebreaker was placed in December.

R.C.N. News Review

Going Down South

The most ambitious spring training cruise ever undertaken by the R.C.N. commences January 28, when H.M.C. Ships "Ontario" (Captain J. C. Hibbard, D.S.C. and Bar), "Athabaskan" (Commander M. A. Medland), "Crescent" (Lieut. Cdr. D. W. Groos, D.S.C.) and "Antigonish" (Lieut. Cdr. W. S. T. McCully) slip from their Esquimalt berths and set course for the southward.

Throughout February and the early part of March the four ships will exercise off the coasts of Mexico and California. Then they will pass through the Panama Canal to rendezvous at Colon with H.M.C. Ships "Magnificent" (Commodore G. R. Miles, O.B.E.) and "Haida" (Commander A. F. Pickard, O.B.E.), newly arrived from Halifax.

C.T.F. 215, as the six-ship force will be known, will rendezvous on March 19 in the Caribbean with the

Commander-in-Chief America and West Indies (Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O.), in H.M.S. "Glasgow" (Captain C. L. Firth, D.S.O., M.V.O., R.N.). The combined force will call at St. John, Antigua, for fuel and will then proceed to Guantanamo Bay, Cuba.

En route they will link up with the carrier U.S.S. "Midway" and other American units and the ensuing period will see United States, British and Canadian warships of varying types and sizes, steaming and exercising in company.

Guantanamo will serve as the focal point for exercises conducted by the combined squadrons until early in April, when they will break off and head back to their respective bases. First to leave home and last to return, the west coast ships will arrive back in Esquimalt April 28. In their three months' absence they will have visited, besides those points already

mentioned, San Diego and Long Beach, California, Acapulco, Manzanillo and Magdalena Bay, Mexico, and Balboa, Canal Zone.

New Aircraft

January was a busy month for east coast ships. "Nootka," "Haida" and "Swansea" were away from Halifax from the 5th to the 31st, exercising in Florida waters. On the 13th the "Magnificent" left for the United Kingdom, where she was to transfer the Firefly IV aircraft of 825 Squadron for new Firefly V's.

Due back in Halifax February 23, the carrier will disembark 825 Squadron to Dartmouth and will embark 803 and 883 Sea Fury Squadrons and 826 Firefly Squadron. These three squadrons will form her air component during the spring cruise, which for the "Magnificent" and "Haida" commences March 5.

Readying For Reserves

While all these events are taking place, shore establishments will be continuing their normal training schedules and doing a job which is quite as important as, but less newsworthy than, the seagoing program.

Along about now, too, there is a great deal of planning being done in preparation for the 1949 reserve training program. The Reserve Training Commanders from the two coasts have completed their tours of the Naval Divisions and the picture of what the requirements will be this summer is virtually complete. It is now largely a matter of working out a program that will enable officers and men of the R.C.N. (R) to get maximum value out of their periods of training. To achieve this, no effort is being spared and no consideration overlooked.



This is the Firefly V with which 825 Squadron, now in the United Kingdom, is being equipped. The squadron will return to Canada February 23 on board H.M.C.S. "Magnificent". An all-metal, two-seat monoplane, the Firefly V is powered by a Rolls Royce Griffon engine. It is equipped with four 20-mm. cannon, radar and radio installations, and the latest airborne anti-submarine devices.

Hip, Hip . . .

Just before Christmas came good news in the form of an announcement by the Hon. Brooke Claxton, Minister of National Defence, that all personnel up to and including the rank of Commander would receive a \$10 basic pay increase and all married personnel would have \$10 added to their marriage allowance.

Contract for Icebreaker

A contract for building the R.C.N.'s new icebreaker was placed in December with Marine Industries Ltd., of Sorel, P.Q. The vessel will be constructed along the lines of icebreakers of equivalent size in use by the U.S. Navy and Coast Guard. She will be 269 feet in length, will have a beam of 63 feet 6 inches and will have a standard displacement of 5,400 tons. Diesel electric machinery of 10,000 horsepower will give her a top speed of 16 knots. She will carry approximately 13 officers and 160 men.

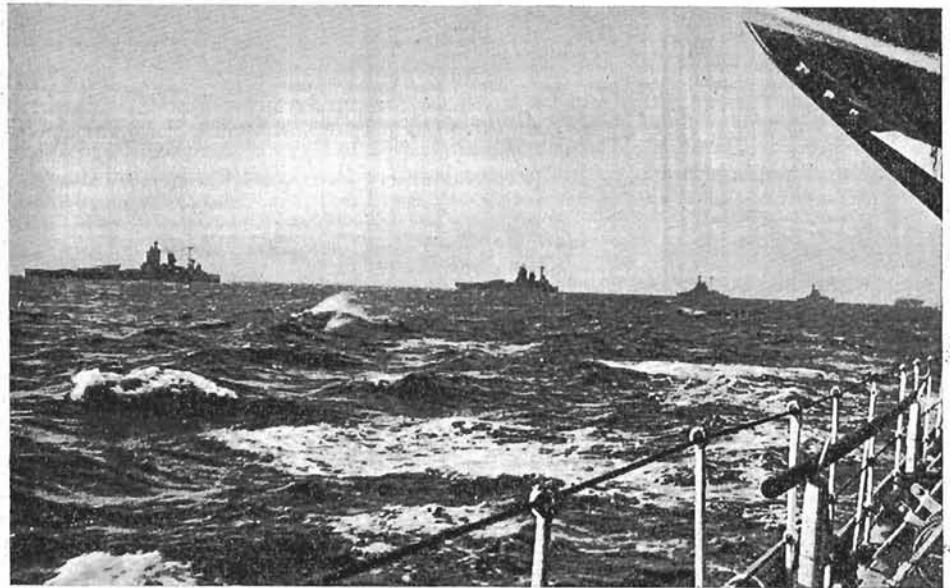
' . . . LET NOTHING YOU DISMAY'

Of the many messages conveying good wishes that were exchanged at Christmastime, two deviated sufficiently from the usual sort to merit special mention. The first, addressed to H.M.C.S. "St. Stephen" from Naval Headquarters, read as follows:

"The Chief of the Naval Staff and the Naval Board wish you a happy Christmas and good fortune in 1949. It is appreciated that the duty you are carrying out entails your absence from home at Christmas but this is the luck of the navy".

The "merry gentlemen" of the "St. Stephen", refusing to be dismayed in the slightest by the fact that their ship was bouncing, pitching and rolling about on a particularly bleak portion of the North Atlantic, sent to Headquarters the following message:

Got no anemometers
 Bust the barometer,
 At Baker we must be
 For a Yuletide at sea.
 Although it's bumpy,
 We're not grumpy,
 As when into Halifax at last we get,

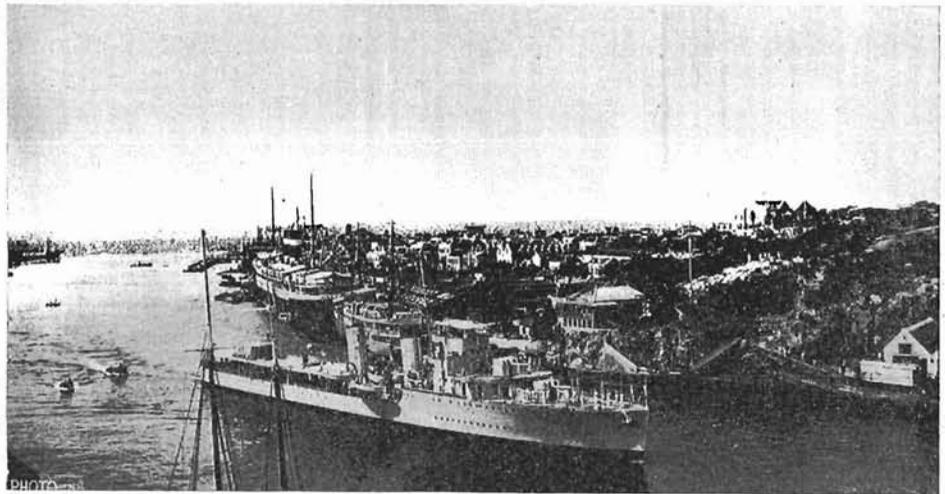


The announcement of the 1949 spring cruise and the joint exercises to be carried out with ships of the Royal Navy undoubtedly brought back to many officers and men memories of the spring cruises of other years. These photos were taken during the 1934 cruise and show:

Top:— Units of the British Home Fleet, viewed from H.M.C.S. "Saguenay" during exercises in the West Indies. In silhouette, left to right, are H.M. Ships "Nelson", "Rodney", "Malaya", "Valiant" and "Furious". "Saguenay" was one of the screening destroyers.

Bottom:— "Saguenay" entering Wilhemstad, Curacao, Dutch West Indies.

The photos are from the album of Mr. Ronald Birch, who served in the "Saguenay" as a seaman and later as a telegraphist. He is now employed in a civilian capacity with the Staff Officer Intelligence and Trade to the Flag Officer Atlantic Coast.



We'll be able to shoot the longest line yet.

So to all at Canavhed we say
 Merry merry St. Stephen's Day.

(St. Stephen's Day being December 26 and one which has particular significance for the men of the weather ship).

The metre of the message may leave something to be desired, but there is no doubt about the spirit in which it was sent.

It is a wonder, in fact, that the men of "St. Stephen" managed to compose

any kind of poem at all. On her return to Halifax on January 5, "St. Stephen's" crew reported the most continuous siege of bad weather since the ship started patrolling station Baker more than a year ago. Two crew members were injured and the ship's superstructure suffered storm damage. Her men ate their Christmas dinner from bowls held in their hands because dishes would not stay on the tables.

(For more about the "St. Stephen" see page 8).

REPLY TO 'THE FAST SUBMARINE'

No problem could hold more interest for the Royal Canadian Navy and those who are privileged to work with it than that of the fast submarine. Your correspondent, "R.P.W.", posed this problem with admirable clarity in your December issue, but in war progress in one direction is invariably matched in another. Let us, therefore, with due regard for the Official Secrets Act, gaze into the crystal and see whether the fast submarine is going to have things quite so much her way as "R.P.W.'s" article would suggest.

It is rightly pointed out by "R.P.W." that the U-boat's hydrophone can pick up the convoy at 20 miles. The use of the hydrophone is not, however, confined to the submarine. Moreover, the principal noise that the hydrophone detects is that made by the propellers when they exceed cavitation speed. Consequently, when "R.P.W.'s" U-boat "submerges to 20 feet, increases speed to 12 knots and places himself 10 miles directly ahead of the convoy", it is not unreasonable to suppose that the hydrophone of the next war, as carried in escort vessels, will detect the sound of this increase of speed and will give with minute accuracy the bearing of it. Hydrophones as at present constituted will not, of course, give range but cross bearings from the escorts coupled with radar ranges of the surface ships could presumably be plotted to give a reasonably accurate position of the submarine.

With such information at his disposal, the Escort Commander will be able to execute a couple of emergency turns that should go a long way to enable his convoy to evade the U-boat. It is true that the U-boats may operate in packs so that an alteration away from one will bring the convoy on top of another but the point to be realised is that the use of

high submerged speed at long range will in all probability give the submarine away and may well prove to be more of a danger to the U-boat than to its opponents.

However, it may indeed occur that the U-boat does not have to use high speed to get into position. Under these circumstances she may approach the escort undetected until the first asdic contact. But, contact once gained, are we going to find it just as difficult as of old to plant our destructive charges in the U-boat's vitals, or is there some other avenue of approach? So far in anti-submarine warfare we have always had to point our ship at the enemy and manoeuvre it to a position extremely close to, if not over, the U-boat. Surely we can look forward with confidence to the day when our designers will produce an anti-submarine weapon which can be trained through full "A" arcs and have a range as great as that of the normal asdic beam, say 2,000 yards. With such a weapon at our command, the problem of hitting the enemy, even if he uses high speed, will be nothing like so difficult as the old depth charge attack, even though the enemy speed is far higher.

Nor need it be supposed in these days that it will always be necessary to direct our weapon with complete accuracy. Already at the close of the last war both bombs and torpedoes were capable of finding their own targets, especially if these made loud noises by rushing about at high speed. It is only reasonable to suppose that the U-boat will find itself opposed by such weapons and that this will be yet another factor which will make it extremely cautious about using its high speed.

However, let us suppose that it succeeds in getting underneath a convoy undetected. It is undeniable that its speed will enable it to main-

tain such a position once gained and that its detection will be extremely difficult. The only answer must be to keep it outside by having sufficient naval escorts to form an efficient screen. In view of the fact that the U-boat of the future will undoubtedly be able to gain such a position from directly astern (having, let us suppose, lain doggo in order to do so) it is apparent that the screen must be a circular one, for it is hardly likely that even the most efficient hydrophone could detect a submarine beyond the noise of a convoy. This implies, as never before, an increased number of escort vessels, for, as long as we are dependent for range on the echo principle, we are up against the limits of its travel in water, which appear to have been reached already. Nevertheless, it can be reasonably anticipated that the increased efficiency of the hydrophone, coupled with the necessity to the submarine of using detectable speed when abaft the torpedo firing zone, will enable the escorts abaft the beam of the convoy to be much more widely spaced than those ahead.

It must not be thought that the advantages to the submarine of the capacity for high submerged speed need be minimised. Far from it. In the course of evasion, particularly when detected by a Hunter-Killer Group who may be presumed to be closing at too high speed for hydrophone work, no doubt a burst of high speed will do the U-boat a lot of good. Many other occasions when high submerged speed will be valuable can readily be imagined. But it is as well that all concerned with anti-submarine warfare should realise that there are two sides to the picture and they themselves are likely to possess weapons of far greater potency than any used in the Second World War. — J.S.D.

The Man of the Month

Though he has been a landlubber for going on four years, Chief ERA Harry Donald Bondy, R.C.N.(R), of H.M.C.S. "Hunter," Windsor Naval Division, still has a strong hankering for the sea.

He had never seen an ocean swell until 1940, when his draft pulled into Halifax, and he hasn't felt a sea-going deck under his feet since he left the East Coast in 1945 and headed back for "civvy street."

"But," he says, "I sometimes get an awful hankering — feel like I'd like to pack it all up and go back."

"Chief" Bondy, H.M.C.S. "Hunter's" Man of the Month, is a typical product of Canada's most watery landlocked spot — Essex County in Southwestern Ontario. Surrounded on three sides by the fresh water of the Great Lakes, this area sent many men down to the sea in fighting ships during the Second World War.

As a boy, Harry Donald Bondy always had his eye on the Navy. Someday that life would be for him.

In 1934 he made application to join the R.C.N. Because of a slight physical defect he was rejected. A disappointed youth went out and did the "next best thing". He joined the Essex Scottish Regiment of the Non-Permanent Active Militia, for in those days there was no reserve naval training establishment in Windsor.

He stuck with reserve army until the outbreak of war in 1939. He was then a corporal. But the navy was still pulling. When the Windsor division was commissioned at the old Toledo Scales plant early in 1940, one of the first men to get his name on the dotted line was Harry Bondy.

This time, when the country was girding for war and needed every available man, Bondy's physical dis-

ability was no obstacle. He was "in" — a stoker, second class.

In October, 1940, he was drafted to Halifax. After disciplinary training he took a trade test and won himself a transfer to his first ERA rate. He worked in the North machine shop in



C/ERA Harry Donald Bondy

the Halifax Dockyard until the spring of 1941. Then, for the first time, he felt a deck under his feet.

He joined the engine room staff of H.M.C.S. "Agassiz," one of the original corvettes which had just been brought around from the west coast after commissioning. She was destined for the North Atlantic convoy routes and ERA Bondy was going with her.

His first stop was Newfoundland where in company with other Canadian corvettes the "Agassiz" opened the Canadian base in St. John's. It was just about the time of the "Bismarck" episode in the North Atlantic and "Agassiz" did patrol duty for H.M.S. "Suffolk" while she refueled in Newfoundland after

the battle. ERA Bondy remained in the "Agassiz," running first between Newfoundland and Iceland, then "Newfie" and Londonderry, until late in 1943, when (now a Chief E.R.A.) he joined the new frigate, H.M.C.S. "Royalmount." The "Royalmount" took him back to his old stamping grounds, and in her he stayed until the war ended and he was discharged.

A few months before his enlistment, Chief ERA Bondy was married to a Windsor girl, Norah Paddon, and they now have their home in LaSalle, a suburban village just west of Windsor. They have five children, four girls and a boy.

Mrs. Bondy's brother, Weymouth Paddon, was the first naval casualty reported to the Windsor area. He was lost when H.M.C.S. "Fraser" was rammed during the evacuation from France.

Chief ERA Bondy says his sea time was "pretty routine." He took part, as did many other corvette sailors, in numerous rescues and numerous submarine hunts. He was a member of a lifeboat's crew that went alongside H.M.C.S. "Levis" and took off survivors after she was torpedoed. Just before Christmas this year he received \$19.00 as his share of the salvage money granted the "Agassiz" for bringing a crippled U.S. tanker into St. John's.

He rejoined the R.C.N.(R) in June, 1946, with his old rate of Chief ERA. Since then he has done yeoman service in the big task of reorganizing H.M.C.S. "Hunter" on a peacetime footing. He served a year as president of the newly formed Chiefs' and P.O.'s Mess at "Hunter."

In April, 1947, he was awarded the Reserve Long Service and Good Conduct Medal, having completed 12 years' service in His Majesty's forces.

The Bulletin Board

Leave — Assisted Transportation

As from December 20, 1948, officers and men who have to travel a considerable distance in order to get home on leave will receive financial assistance. "Home" in the case of an officer or man in receipt of Marriage Allowance is the place where his wife or dependent child is residing, and for an officer or man not in receipt of Marriage Allowance, the place where his parent or parents are residing.

Officers and men proceeding to their "homes" on leave will, on one occasion only in each leave year, be reimbursed to the extent of one-half the cost of the fare in excess of \$30. Journeys by rail in Canada or by boat between Canadian ports are to be by the most direct route. Computation of the fare includes Canadian Government tax but excludes cost of accommodation and meals. Reimbursement is based on the civilian tariff rate for transportation in tourist class, or where tourist class is not available for the next higher class, when the journey is by boat, and coach class when the journey is by rail.

Individuals intending to take advantage of this assistance are to obtain a receipt from the transportation company covering the cost of the fare involved.

Flights with the R.C.A.F.

Arrangements have been made whereby officers and men of the Naval Forces travelling on duty or proceeding on leave, may be carried as passengers on regularly scheduled service or specially authorized communication flights of the R.C.A.F.

Prior to contacting the R.C.A.F., individuals must obtain from the appropriate Naval Authority a properly completed Flight Authority Form (F. 101). The appropriate Naval Authority will then make necessary

None This Month

Because the status of the majority of lower deck personnel has, or will be, altered by the inauguration of the new rating structure in the R.C.N., no list of lower deck advancements has been published in *The CROWSNEST* this month.

When the change-over has been completed, the names of those who earn advancement in the normal course will again be listed as a regular feature of the magazine.

arrangements for the flight with the R.C.A.F.

Consistent with the degree of urgency for making the flight, individuals will be given a Flight Authority Form categorized as "A" Priority (Must Ride), "B" Priority (Urgent), "C" Priority (Routine), or "D" Priority (Other). Personnel proceeding on compassionate leave are normally allotted a "C" Priority and



A line throwing gun used for many years on Sable Island for throwing lines to ships trapped in the treacherous sands is now one of the exhibits at the Maritime Museum in H.M.C. Dockyard, Halifax. Commissionaire A. H. Grant, museum guard, demonstrates how the gun is fired.

those proceeding on leave other than compassionate a "D" Priority.

Officers and men wishing to make a "flight" should apply through their Captain or, if on detached duty, through the Captain of the nearest ship or establishment.

Sick Berth Branch — Change of Name

Simultaneously with the introduction of the new substantive rating structure on February 1, 1949, the name of the Sick Berth Branch will be changed to the Medical Branch. Sick Berth Attendants will be known as Medical Assistants as a result of the change until they obtain a Specialist (Trade) rating.

U.N.T.D. "Required Training"

The training of from 12 to 16 weeks carried out ashore and afloat by University Naval Training Personnel during the university summer vacation period is now termed "Required Training".

Two full periods of Required Training are required to qualify for commissions in the R.C.N. (R) and all branches of the R.C.N. except the Executive branch, for which three full periods must be performed.

Scale of Rations

A new scale of rations for the three services has been approved which authorizes a slightly increased ration in some foods. The new scale principally concerns the method and system of accounting.

Leave to Attend D.C.R.A. Meets

Special leave, not exceeding 30 days, may be granted to officers and men to attend Dominion of Canada Rifle Association meets provided they are members of a recognized rifle association and have competed in some form of provincial rifle association meet.

Shortly after the war, agreement was reached among the nations of the Commonwealth that the proceeds of all prizes taken by them during the Second World War would be deposited in a common pool and eventually distributed among the nations on the basis of comparative strengths of their respective armed forces. For the first time the air forces were to participate as well as the navies. No sailor would grudge the airman a share, in view of the arduous work undertaken by air force units, and particularly the Coastal Command, whose efforts in search and shadowing contributed substantially to the building-up of the prize fund.

Canada's contribution to the Commonwealth pool consisted chiefly of the proceeds of two prizes taken in or near Canadian waters — the German motor vessel "Weser," captured by H.M.C.S. "Prince Robert" off the Mexican Coast in September, 1940, and the Italian "Capo Noli" taken in the St. Lawrence river in June, 1940.

Legislation recently introduced in the British Parliament indicates that the stage is set for distribution of the shares of the various nations. In the course of his speech to Parliament, the Parliamentary and Financial Secretary to the Admiralty stated that, although all proceedings in the Prize courts have not yet been completed, the total amount of the pool will probably be in the neighbourhood of £11,000,000. Of this, one-third will go to the Crown, leaving approximately £7,250,000. for distribution. Canada's share may amount to about £700,000.

On the agreed basis of distribution the share of the R.C.N. would be two-thirds and that of the R.C.A.F. one-third. On the assumption that no part of the Canadian share will be claimed by the Canadian Treasury, approximately \$2,000,000 would be allocated to the R.C.N. and \$1,000,000 to the R.C.A.F.

PRIZE MONEY

The Naval Board has recommended that the R.C.N. share go to the Canadian Naval Service Benevolent Trust Fund. It is understood that it has been decided that the R.C.A.F. share go to the Royal Canadian Air Force Benevolent Fund. Implementation of these recommendations is, of course, subject to the approval of Parliament.

Payment to the Benevolent Funds rather than distribution to individuals would be a new departure. After the First World War, distribution was made to individuals having the requisite service at sea, on a scale based on rank. The Naval Board's decision to recommend elimination of individual distribution is based on a number of factors. Foremost is the fact that the amount available is relatively

small and the number of those who would be entitled is large. No one would receive a substantial amount, and if the yardstick of rank and responsibility were applied the ordinary seaman would only receive in the neighbourhood of \$10. Furthermore, the cost of administration, i.e. determining entitlement on the basis of service at sea, location of those entitled, settlement with estates of deceased personnel and the issue of thousands of cheques, plus the time required to do all this, would be considerable. The cost of administration would have to be charged against the Fund and would reduce it further.

In view of these and other considerations it was felt preferable to allocate the Canadian share to the Canadian Naval Service Benevolent Trust Fund. This Fund is devoted to the relief of personnel, both serving and demobilized, and their dependents. The acquisition of the amounts involved would enable the Benevolent Funds to expand the scope of their activities and to continue for many more years the splendid work they are doing today.

There will doubtless be those who will criticize the decision reached. The grant of prize money to members of His Majesty's Navies is a custom dating back to the 13th Century and the glittering pages of our naval histories are studded with these two magic words. Critics may say that the decision involved not simply a matter of dollars and cents, but a matter of principle — "the sailor is entitled to his Prize!" Practical considerations dictated otherwise.

The decision was reached after a great deal of discussion and the most careful weighing of pros and cons. In the end the Naval Board decided, not entirely without regret, that the realistic solution should be adopted. They are certain that events will prove the decision to be sound.

(For facts about the Benevolent Fund, see page 16).

"SPROGS"

*You'll never make the grade, son,
You haven't got the stuff,
A sailor's life is rugged
You've got to be quick and rough.*

*No time for idle dreaming
And sentiment's taboo,
For a sailor's a heartless sort, lad
It's not the life for you.*

*This they told me on joining
But I figured I'd like to try —
And I wondered if all this were true, then —
Why a tear in the old sailor's eye?*

*No sentiment, he told me,
Yet bless me lad, I'll swear
In that three badger's pupil
There lurked a salty tear!*

*And now I'M a three badger:
Outside there's a batch of Sprogs,
That I've got to train to be sailors,
So they'll some day be 'sea-dogs'*

*Yes, they hope to be right good sailors
And take our ships to sea!
With youngsters like that in the service,
Heaven help the old Naveel!*

*But I'll tell them all I can, boys —
And remind them the life is rough,
But I know that they'll never stick it,
For there's none of them got the stuff.*

*They're fresh out of schools and homes, pals,
They're hopeless as all can see,
They're just like a Sprog I knew myself —
The chap that once was ME!*

— R.P.

A TRIP IN H.M.C.S. "ST. STEPHEN"

(Their job, the Navy's toughest, keeps the men of Canada's weather ship, H.M.C.S. "St. Stephen", at sea for an average of 30 days at a stretch. Often in that whole time they see nothing to indicate there is another living person in the world — no land, no ships, no aircraft, nothing but the grey North Atlantic waves rolling endlessly to the horizon, and the grey, sullen sky above them.)

But the "St. Stephens" would not trade jobs with anyone else in the navy. They are proud of their ship and of the service they are performing. The satisfaction derived from work well done and an esprit de corps that is unsurpassed more than compensate for the discomfort and monotony to which their job exposes them.

A description of a typical tour of duty by the frigate is given below by a former member of her company.)

The day of sailing is a busy one. Wires and fenders are stowed below and lashed down, life-lines are rigged, the sealashings are put on the boats, and in general the ship is readied for any weather. Tiddley uniforms and greatcoats are put away and out come the old sweaters, seaboots, parkas and the weird assortment of knitted headgear that the ship's company wears on station. The Captain sports a red wollen scarf which he winds round himself like a cocoon; the "Buffer" blossoms out with a huge leather sheath that carries his dirk and marline spike, and which the seamen swear he wears to bed; and the Chief Stoker puts away his shore-going pipe for the black bit of brierwood which doubles as the heating bogey.

Once at sea, the first job is to get rid of grime accumulated while in harbour. By noon of the second day at sea the ship is her old self and the "Jimmy" and "Buffer" can be spoken to. From now on, the usual amount of attention in the morning will keep the ship clean, and the afternoon can be devoted to training, painting, or just plain make-and-mend.

By this time the ship is proceeding at 12 knots, around the tip of Newfoundland, up the coast and so north into Davis Straight, where she will take up position on Station Baker, a 210-mile square centred on Latitude 56 30 N and Longitude 51 00 W.

In the late summer and fall the route lies close to Newfoundland, and the trip can be made in four days, but in winter and spring the accumulation of pack ice and bergs along the coast often drives the "St. Stephen" well out into the Gulf Stream and close to Greenland before the turn north can be made. These trips take seven days or longer.

It is during the run to and from station that there is the best possibility of seeing another ship or of getting a crack of some rescue work, so all hands are keener than usual. When a ship is met identities are exchanged and each wishes the other "Good Luck". This always brings a growl from the lookout — "We'll need it". Once north of Newfoundland, however, the possibilities of meeting another ship are slim, and any echoes on the radar are usually icebergs, all of which are reported by wireless to shore.

Usually on the second day at sea the ship exercises "Man Overboard" and "Emergency Stations". The latter is carried out to accustom each man to his duties in case of collision or fire. "Stand by boats and floats" is the next evolution. These goings-on take up most of the afternoon and are not particularly popular, since most of the ship's company have had visions of hammocks swaying gently in the messdecks, with themselves in them. By the time, however, that the last seaman is drawn dripping from the Atlantic, and the last stoker is disentangled from the fire hose, all hands are agreeing that they needed the work-out. After two or three repetitions everything goes smoothly, and the normal routine goes on uninterrupted.

On reaching station the ship heaves to, endeavouring to stay in a ten-mile square in the dead centre of the larger station area. This small square is known as Oboe Sugar, and it is here that "St. Stephen" spends her 21 days. It is as uninteresting a stretch

of water as one could find anywhere. In the winter months the sun is rarely seen, since it is only above the horizon three four or hours each day, and then the heavy overcast effectively hides it.

In the winter, too, the area is lashed by gales which build up heavy seas and make it a constant struggle both to go where you want to and to stay put when you get there. The constant motion of the ship makes all hands quite tired, so that most of them are happy to get into their hammocks when not on watch or working. The ship ices up heavily, too, and from time to time the ice must be chipped off. All those not actually on duty turn to chipping ice, and the din of chipping hammers is punctuated only by someone trying to melt the ice with a few well-chosen bits of profanity. This last has not proven very efficient, though an ugly rumor has it that the Coxswain's breath after "Up Spirits" cleared a patch 15 feet square in 15 seconds.

In the late spring and summer life is much more pleasant. The days grow longer until finally there is no real darkness; the northern lights crackle in the sky, and in the daytime the sun can often be seen through the snow squalls. Dishes stay on the table, men can walk without holding on to something, and real training and work can be carried on.

Training consists mostly of exercises in picking up survivors. A volunteer from the crew is put in an immersion suit, strapped in a life-jacket, and callously dropped into the ocean, amidst the cheers and ribald advice of his hard-hearted shipmates. The ship then steams away in a wide circle, on completion of which the whaler is lowered and the "survivor" is picked up.

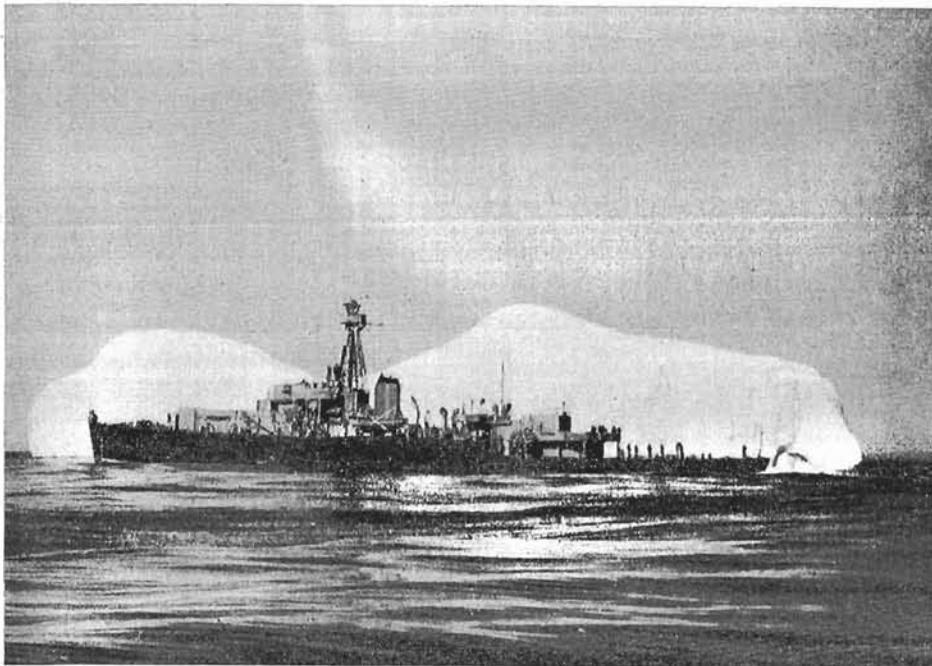
A possible refinement suggested was to lash a radar reflector on the man's head and an asdic target to his

feet, and home on him (a) by radar and (b) by asdic. A quick glance at the already small nominal list discouraged this and the project was abandoned, much to the disgust of the plot crews.

All the while, the real work of the ship goes on. Aircraft flying across the Atlantic to and from Goose Bay check in with the ship and get weather information, radar fixes or other navigational aids. The civilian meteorologists, five of whom are carried, take weather observations every three hours and pass them to

which produce some weird and wonderful variations, and movies in the messdecks all help pass the time. The movies are especially popular. After three weeks of seeing nothing but hairy-faced shipmates, anything feminine on the screen is greeted with wild enthusiasm and much swinging from the hammock bars. It is very rarely that a movie ashore receives such a whole-hearted approval.

Every effort is made by the men to keep themselves busy and the making of "rabbits" is a thriving industry.



H.M.C.S. "ST. STEPHEN" AND "FRIEND"

Halifax, from where they go to the vast network which controls the weather information and aircraft services of the countries bordering the Atlantic. The pilots and radio men of the westbound aircraft take a fiendish delight in saying to the men on the "St. Stephen" far below, "Goodbye and thank you. We'll have a beer and say hello to the girls in Montreal for you tonight." It is a good thing the return remarks do not get on the air.

As may be expected, boredom is one of the principal things with which the crew has to contend and in the time off watch there are many diversions to relieve the monotony. Bridge and cribbage tournaments in which everyone takes part, beardgrowing contests

Jewel boxes, antique cannon ditty boxes, and so on, are turned out, and the messdecks get their share of fancy work on the stanchions and shelves.

In spite of all efforts to pass the time it is inevitable that after three weeks at sea everyone is ready to start for home, and as the time when the ship is to leave station approaches, all hands begin to get restless. The time and date of leaving are known throughout the ship, and at zero hour no one is asleep.

At long last, as the second hand of the chronometer reaches the top of the dial, the welcome orders come down from the bridge: "Steer 183 degrees — 120 revs." After being hove to or steaming at three knots for so

long, the 12 knots 120 revolutions give the ship seem to make her fly through the water.

It is strange, also, that although 120 revolutions give only 12 knots on the way to the station, yet on the return journey 13½ knots is the average speed. Some say the Labrador current makes the difference, some say the prevailing winds; and since at this time the engine-room tachometers always go unserviceable, no other explanation can be offered. To accuse the engine-room personnel of adding a few revs. would be the vilest slander.

On the way home last minute touches are put on the ship, and she is readied for entry into the harbour. No. 1 uniforms are brought out and pressed, boots are polished, and there is much unhappiness among those of the ship's company who are unfortunate enough to be duty watch first night in port. The officers are pestered with, "When is our E.T.A. sir?", and if there is any change making the time of arrival earlier, there is great jubilation in the messdecks.

Finally, the long blue line of the Nova Scotia coast appears low on the western horizon. Everyone is dressed and ready long before "Hands to Station for entering harbour" is piped. As the ship slides up harbour everyone wears a broad grin. The heaving lines go ashore, the wires are turned up, the engines are rung off, the gangway is run out, and another trip is finished.

Mail comes aboard, followed shortly afterwards by pay. Immediately after payment, leave is piped, the men fall in on the quarterdeck, and the loneliness, the cold and the bad weather disappear into the past.

"St. Stephen's" men feel that their work is necessary, and they cheerfully go back time and again to Station Baker, knowing that their being there makes the passage of the North Atlantic safer for ships and aircraft. The ship's motto is "Ready for Anything". So far it has never been proven wrong.—H.S.

Officers and Men



SHIP'S COMMAND CHANGES

Lieut.-Cdr. (T) (TAS) William S. T. McCully, R.C.N., of Kingston, Ontario, has been appointed Commanding Officer of the frigate, H.M.C.S. "Antigonish". He succeeds Lieut.-Cdr. C. A. "Tony" Law, D.S.C., R.C.N., of Quebec City, who begins a staff course in the United Kingdom.

Lieut.-Cdr. McCully served during the war in H.M.C.S. "Restigouche" and "Qu'Appelle" and was Executive Officer, and later Commanding Officer of the latter. He also served for a period as officer-in-charge of the Torpedo School at H.M.C.S. "Cornwallis."

Prior to his latest appointment Lieut.-Cdr. McCully was on the staff of the Director of Weapons and Tactics at Naval Headquarters.

Lieut.-Cdr. Law was an outstanding wartime motor torpedo boat flotilla commander. During his four years in MTB's, he won the Distinguished Service Cross and was twice Mentioned in Despatches. He is well known as an artist and his paintings have been widely exhibited.

CPO DOYLE HONOURED

A smoker was held in the H.M.C.S. "Scotian" canteen in honour of ex-Chief Petty Officer Donald "Dolly" Doyle, former Chief Bosn's Mate of H.M.C.S. "Haida", who has completed his service in the Royal Canadian Navy and is now on pension.

The ex-"buffer" was introduced and toasted by the Executive Officer, Lieut.-Cdr. William Bremner. He replied in his own inimitable fashion, and stated his appreciation for the Service, "Haida's" ship's company and the smoker in no uncertain terms, with perhaps a tingle of regret at his leaving. He claims to have no plans

for the immediate future, preferring to "rusticate" for a time.

Many humorous and nostalgic anecdotes were related by shipmates and associates from the dear, dead past. Notable among these were the recollections of Commander E. W. Finch-Noyes, who gave a fine testimonial to "Mr. Doyle," stressing his excellent knowledge of men, ships and seamanship and his fine sense of humour. A telegram of congratulations was received from Lieut.-Cdr. A. F. Pickard, "Haida's" Commanding Officer, who was unable to attend.

A presentation of clothing certificates was made by the ship's company together with a table lighter given by the wardroom as a token of the esteem in which "Dolly" Doyle was held by all who knew him. We wish him good luck and the best of success in civilian life. — "Kip."



LIEUT.-CDR. W. S. T. MCCULLY
Commands "Antigonish"

COMPLETE COURSES

Fourteen former members of the Torpedo Branch recently completed a 45-week course at H.M.C. Electrical School, Halifax, qualifying as Electrical Technicians second class.

Those graduating were Electrical Technicians 2/c R. D. Ferguson, George Thomassette, A. E. Wilson, J. F. Dube, M. E. Biggs, R. L. Burkmar, Kenneth M. Neal, R. A. Harnett, J. C. Osbourne, Jules Lapointe, F. Brown, E. J. May, R. E. Pate and L. R. Ferris.

The second long qualifying course for Radio Technicians second class has been completed at the school and the 11 men who took the 67-week course were drafted via leave to ships and establishments of the R.C.N. for the maintenance of radar and radio communication equipment.

Graduates were Radio Technicians 2/c Charles Allen, E. R. Harper, D. R. Turner, Basil St. Pierre, J. D. Buchanan, J. W. Lang, W. J. Murray, D. H. Nelson, J. C. Clarke, Lorne King and Edward Brooke.

Another course recently concluded at the School was one for Electricians' Mates third class. The 12 graduates will spend the next year and a half in various ships and establishments serving as apprentices under Electrical Technicians. They are Electrician's Mates 3/c J. A. Porteous, W. A. Derick, V. R. Kennedy, J. C. Frank, H. D. Roberts, M. J. Magnan, W. P. Killam, L. N. Fisher, Gordon Fish, Peter Lawrence and R. P. Abbets.

After a course lasting a year and a half, four men have qualified as Electrical Artificers third class and six as Engine Room Artificers third class. Graduates of this 18-month course were Electrical Artificers 3/c

William F. Redford, Darrell E. Nute, Gerald Rennie and John Vess, and Engine Room Artificers 3/c Raymond Boyd, Robert Logie, Harry Jones, Charles Doran, Boyce Gadbois, and Neil A. Hynds.

37 PROMOTED TO LIEUTENANT

Although it is not anticipated that such an occasion will occur again, certain exceptional circumstances brought about by the recent accelerated expansion of the Armed Forces, has given the Royal Canadian Navy an excellent opportunity to promote 33 Commissioned Officers from Warrant rank, and four Warrant Officers to the rank of Lieutenant in their respective branches.

Those promoted are:

To be Lieutenant

R. P. Mylrea, Cd. Bos'n, "Royal Roads"; L. Speight, Cd. Gnr. (TAS), "Stadacona"; F. Little, Cd. Gnr. "Ontario"; H. Shergold, Cd. Gnr. "Naden"; C. S. Smedley, Cd. Gnr. (TAS) "Naden"; G. H. Barrick, Cd. Gnr. "Bytown"; C. W. Fleming, Wt. Comm. Offr., "Stadacona"; T. J. Bailey, Cd. Comm. Offr., "Bytown"; R. M. Dunbar, Cd. Comm. Offr., "Magnificent"; W. H. Waters, Cd. Comm. Offr., "Stadacona"; P. E. Palmer, Wt. Comm. Offr., "Stadacona".

To be Lieutenant (E)

J. W. Brooking, Cd. Engr. "Iroquois" for "Micmac"; A. C. Karagianis, Cd. Engr., "Rockcliffe" additional for SOSR; J. R. Turner, Cd. Engr., "Naden"; W. G. Atwell, Cd. Engr., "Magnificent."

To be Lieutenant (E) (A/E)

D. Kings, Wt. Engr., "Magnificent"; W. W. Maxwell, Cd. Engr., "Shearwater".

To be Lieutenant (L)

J. R. Willdey, Cd. Radio Offr., "Stadacona"; R. R. MacDonald, Cd. (L) Offr., "Stadacona"; R. M. Riddell, Cd. Radio Offr., "Bytown"; R. D. Wilson, Cd. Radio Offr., "Magnificent"; N. R. Banfield, Cd. (L) Offr., "Stadacona"; J. F. Taylor, Cd. Radio Offr., "Stadacona".

To be Lieutenant (S)

J. W. Fisher, Cd. Stores Offr., "Naden"; K. R. Dauphinee, Cd. Stores Offr., "Bytown"; F. C. Bingham, Cd. Stores Offr., "Stadacona"; J. K. Tranton, Cd. Stores Offr., "Shearwater"; J. J. Shaw, Cd. Stores Offr., "Bytown"; R. Hollins, Cd. Writer Offr., "Bytown"; P. J. Bates, Wt. Writer Offr., "Magnificent".

To be Shipwright Lieutenant

J. A. McLaren, Cd. Shipwright, "Royal Roads"; H. Williams, Cd. Shipwright, "Stadacona".

To be Ordnance Lieutenant

A. J. Young, Cd. Ord. Offr., "Bytown"; C. A. Sturgeon Cd. Ord. Offr., "Magnificent"; F. E. Barlow, Cd. Ord. Offr., "Stadacona."

To be Wardmaster Lieutenant

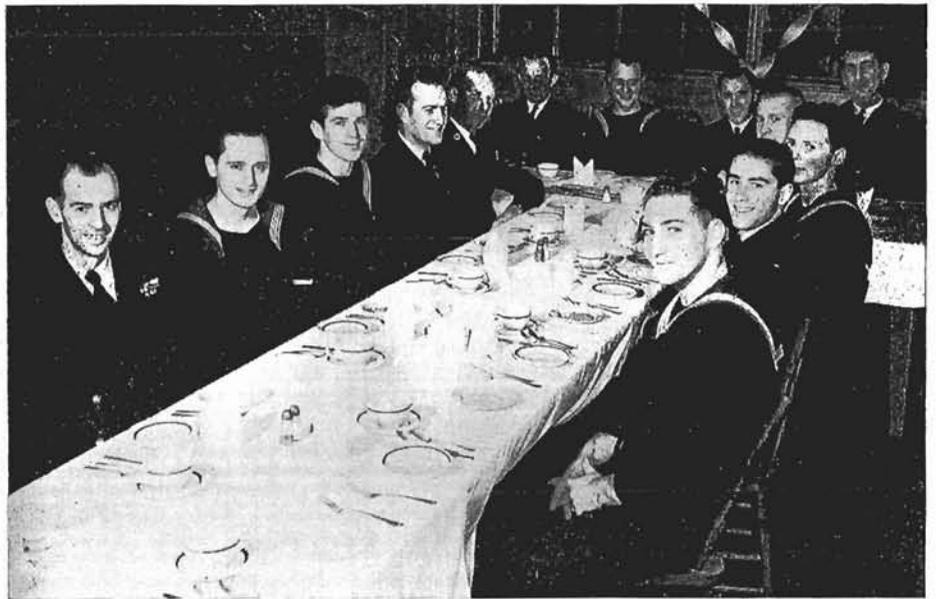
B. Caddick, Cd. Wardmaster, "Royal Roads"; W. R. Sparrow, Cd. Wardmaster, "Naden".

Nine of those listed above joined the Navy as boy seamen, nine others as ordinary seamen and the remainder in various other rates.

RESERVES ON CRUISE

Two officers and 22 men from various naval divisions in Eastern Canada were flown from Montreal to Bermuda December 29 to join H.M. Ships "Glasgow", "Snipe" and "Bigbury Bay" for three-month training cruises in the Caribbean, South Atlantic and Gulf of Mexico.

In charge of the party was Lieut. J. E. Trusler, R.C.N. (R), of H.M.C.S. "York", Toronto. Others in the group were: Sub-Lieut. F. D. Prouse, CPO E. Dawtrey, PO C. J. Joliffe, all from Toronto, and the following seamen personnel: J. S. R. Preston, E. Booth, George Fryer, Ward McVey, Robert Spence, John Wallis and C. R. Ferguson, H.M.C.S. "York"; J. Bonnevillie and Gerard Tailleux, H.M.C.S. "Carleton", Ottawa; S. Dobson, H.M.C.S. "Scotian", Halifax; N. W. Kidd, V. E. Richardson, John Mowatt and John Mullin, H.M.C.S. "Hunter", Windsor; George Brown, Glen Steels and Joseph Lawrence, H.M.C.S. "Prevost", London, and Ronald Clark and Roy Ellison, H.M.C.S. "Star", Hamilton.



Members of the R.C.N. staff at H.M.C.S. "Hunter", Windsor naval division, were entertained at a Christmas dinner held in the seamen's mess. A group of those attending is shown above.

Seated at the table at the left are (left to right): ERA G. E. Meston, R.C.N.(R), AB R. E. Johnson, R.C.N., Sto. H. W. Carnegie, R.C.N.(R), SA I. Kaiser, R.C.N., and PO Tel. H. Jacques, R.C.N.

At the head table are (left to right): MM F. E. Noble, R.C.N.(R), AB G. P. Martindale, R.C.N., P/Wtr. A. J. Hennin, R.C.N.(R), and ERA S. Cohen, R.C.N.

Seated at the right are (front to rear) Sto. Mech. R. G. Dawson, R.C.N., Wtr. G. Litalien, R.C.N., Sto. Mech. R. J. Gibb, R.C.N., and Ldg. Smn. J. R. Cambridge, R.C.N.

HALF-YEARLY PROMOTIONS

The promotions of 39 senior officers were announced January 1 in the Royal Canadian Navy's half-yearly promotion list.

Of the officers named on the list, 26 received actual promotions while the remaining 13 were confirmed in ranks in which they had been acting.

The following is the list of promotions:

ROYAL CANADIAN NAVY

To be Rear Admiral (1)

Acting Rear Admiral Frank L. Houghton, C.B.E., Vice Chief of Naval Staff Ottawa.

To be Engineer Rear Admiral (1)

Commodore (E) John G. Knowlton, O.B.E., Chief of Naval Technical Services, Ottawa.

To be Commodore (5)

Acting Commodore Valentine S. Godfrey, O.B.E., Naval Member of the Canadian Joint Staff, Washington; Acting Commodore John C. I. Edwards, C.B.E., Commanding Officer, R.C.N. Barracks, Esquimalt; Acting Commodore Adrian M. Hope, O.B.E., Commanding Officer, R.C.N.

Barracks, Halifax; Acting Commodore Horatio Nelson Lay, O.B.E., Assistant chief of Naval Staff, (Plans) and (Air), Ottawa; Captain Roger E. S. Bidwell, C.B.E., Naval Member of Directing staff, National Defence College, Kingston, Ont.

To be Captain (2)

Commander Owen C. S. Robertson, G.M., R.D., Commanding Officer H.M.C.S. "Cayuga", and Commander Canadian Destroyer Division, West Coast; Commander Kenneth L. Dyer, D.S.C., H.M.C.S. "Niobe" for Joint Service Staff Course.

To be Commander (11)

Acting Commander Philip E. Haddon, Executive Officer, R.C.N. Barracks, Halifax; Lieutenant Commander Georges A. LaRue, H.M.C.S. "Magnificent"; Lieutenant Commander Harold V. Groos, H.M.C.S. "Bytown" Ottawa; Lieutenant Commander Antony F. Pickard, O.B.E., Commanding Officer, H.M.C.S. "Haida"; Lieutenant Commander Francis W. T. Lucas, H.M.C.S. "Bytown", Ottawa; Lieutenant Commander Paul D. Taylor, Deputy Director of Naval Plans and Operations, Ottawa; Lieutenant Commander Breen P. Young, M.B.E., Commanding Officer, H.M.C.S. "Iroquois" and Senior Officer Ships in Reserve, Halifax; Lieutenant Commander James C. Pratt, First Lieutenant, H.M.C.S. "Naden," Esquimalt; Lieutenant Commander Michael G. Stirling, H.M.C.S. "Bytown" for duty with the Naval Member, Canadian Joint Staff, Washington; Lieutenant Commander Richard C. Chenoweth, M.B.E., Officer-in-charge, R.C.N. Sub-Depot, Esquimalt; Acting Commander Ralph L. Hennessy, D.S.C. Assistant Chief of Naval Personnel, Ottawa.

To be Commander (E) (3)

Lieutenant Commander (E) James S. Ross, H.M.C.S. "Rockcliffe," Engineer Officer Reserve Fleet, Esquimalt; Lieutenant Commander (E) Edward N. Clarke, Director of

Engineering Personnel, Ottawa; Lieutenant Commander (E) Henry A. Winnett, H.M.C.S. "Bytown", Ottawa.

To be Commander (S) (3)

Acting Commander (S) Jack R. Anderson, Supply Officer, H.M.C.S. "Ontario"; Acting Commander (S) Martin E. Doyle, Secretary to the Flag Officer Pacific Coast, Esquimalt; Acting Commander (S) Steven A. Clemens, Assistant Naval Secretary (Personnel), Ottawa.

To be Commander (L) (2)

Acting Commander Hugh L. Crawford, Assistant Electrical Engineer in Chief, Ottawa; Lieutenant Commander (L) Wilfred E. Smith, H.M.C.S. "Nootka."

To be Instructor Commander (2)

Instructor Lieutenant Commander George L. Amyot, Canadian Services College, H.M.C.S. "Royal Roads"; Instructor Lieutenant Commander Irvine F. Ritchie, H.M.C.S. "Stadacona", Halifax.

To be Captain (SB) (1)

Commander (SB) George A. Woolcombe, Director of Naval Organization, Ottawa.



REAR ADMIRAL F. L. HOUGHTON



REAR ADMIRAL (E) J. G. KNOWLTON

To be Commander (SB) (3)

Lieutenant Commander George B. MacLeod, Acting Director of Armament Supply, Ottawa; Lieutenant Commander (SB) Sidore B. Shore, Staff Officer (Intelligence), Ottawa; Lieutenant Commander (SB) John P. Dewis, H.M.C.S. "Bytown", Ottawa.

To be Chaplain Class IV (1)

Acting Chaplain Class IV Joseph E. Whelley (RC), H.M.C.S. "Stadacona", Halifax.

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (4)

Lieutenant Commander George A. Brown, Executive Officer, H.M.C.S. "Brunswicker", Saint John, N.B.; Lieutenant Commander Lyle R. Hoar, Commanding Officer, H.M.C.S. "Nonsuch", Edmonton; Acting Commander Henry K. Hill, Commanding Officer, H.M.C.S. "Cataragui", Kingston; Lieutenant Commander C. W. King, Commanding Officer, H.M.C.S. "Griffon", Port Arthur.

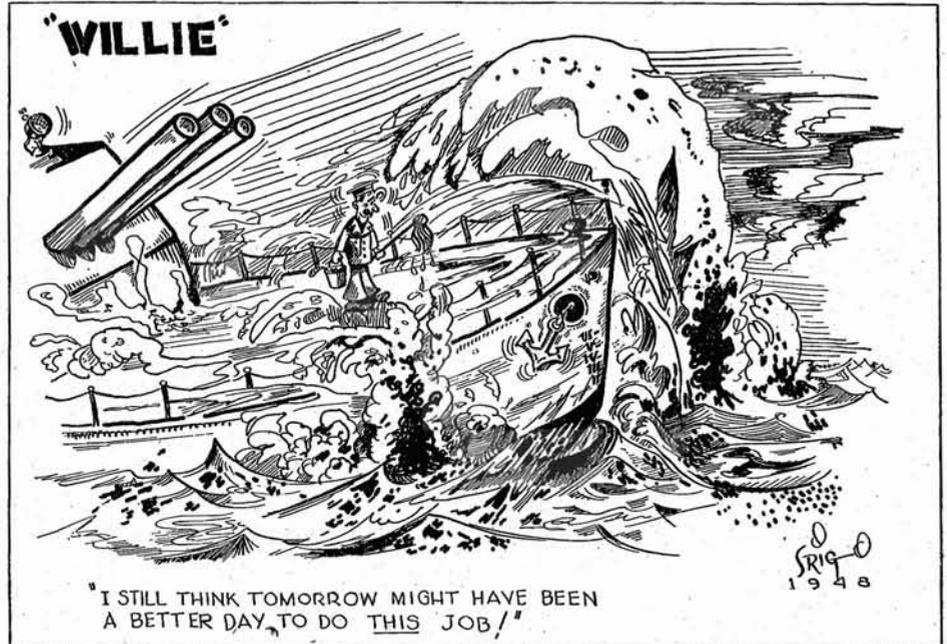
CADET SAVES PUPPY

Thirteen-year-old Ron Anderson, of Dartmouth, N.S., a member of the H.M.C.S. "Magnificent" Sea Cadet Corps, risked a chilling plunge in rescuing a spaniel puppy that had fallen through a hole in the ice covering a pond at the Brightwood golf links, Dartmouth.

While a group of skaters watched helplessly, the dog worked its way upside down underneath the ice for about 20 feet. At this stage, Sea Cadet Anderson crawled on hands and knees over a thin section of the ice, reached underneath at an open space and dragged the puppy to safety.

QUALIFY AS AA II'S

A class of eight men qualified recently for second class Anti-Aircraft rates in a course held in the Gunnery Training Centre, H.M.C.S. "Naden". Graduates were PO R. Cox, PO R. Heath, Ldg. Sea. W. Neilson, Ldg. Sea. S. Clark, AB E. Bartanus, AB S. Dubowski, AB D. Ferguson and AB K. Hunt.



'CRESCENT' OFFICER RESCUES CHILD

Mr. David A. Scott, Gunner, R.C.N., of H.M.C.S. "Crescent," was credited recently with saving the life of a three-year-old Victoria girl from a water-filled excavation.

Mr. Scott was just sitting down to a cup of tea at his home when a neighboring housewife called to him for assistance and he heard, simultaneously, cries for help coming from a schoolgirl standing near an excavation about 40 feet from his house.

Sprinting the distance, he saw three-year-old Elizabeth Dohan, a neighbor's child, floating face down in the water. Without hesitation, he jumped in after the child and was up to his neck in water and about six

feet from the edge when he reached her.

Although hampered by the sticky, clay bottom he managed after some difficulty to pass the child to waiting hands at the edge of the hole.

By his swift action, Mr. Scott rescued the child before she had swallowed much water and, after artificial respiration and oxygen had been given her, she was sufficiently recovered to be taken home, bathed and put to bed.

"Me? Oh, I went home and changed and finished my tea", said Mr. Scott, adding, "I have a small son myself and I only hope if the situation had been reversed, someone would have done the same for me".

MARRIAGES AND BIRTHS

Married —

Lieut. William Onysko, of H.M.C.S. "Athabaskan," to Miss Genevieve M. Parker, Aylesford, N.S.

AB Murray Edwards, of H.M.C.S. "Haida," to Miss Winnifred Hiltz, Kentville, N.S.

AB T. R. Guthrie, of H.M.C.S. "Crescent," to Mary May Olynick, Victoria.

Other members of the R.C.N. who

were married recently were Ldg. Sea. Austin Chater and Tel. William Paly, of H.M.C.S. "St. Stephen; Sto. (M) F. M. Zurowski, of H.M.C.S. "Ontario," and AB P. Hobbs, of H.M.C.S. "Prevost."

Born —

A son, to Able Seaman and Mrs. Raymond Villeneuve.

A son, to Able Seaman and Mrs. John Keltley.

McGILL AFLOAT

"Join the Navy and see the world" is a phrase in which six McGill students found real meaning this summer when they joined the cruiser H.M.S. "Sheffield," 12,000-ton flagship of the America and West Indies Squadron, at Bermuda.

All six men are Cadets in the McGill University Naval Training Division. Early last May Richard Birkett (Commerce III), Phil Chaplin (Arts III), Derek Ramsay (Commerce III), Donald Stephenson (Science IV) and the writer (Arts IV) left Montreal for training at Halifax before proceeding to sea for more practical work, while John Butterworth (Arts II) went to Esquimalt to accomplish the same ends, and joined "Sheffield" on her arrival on the west coast.

After a three week course in Navigation-Direction at H.M.C.S. "Stadacona" we were drafted to the

"Sheffield" along with some 20 other U.N.T.D.'s from eastern universities.

The first two weeks of our stay in the "Shiny Sheff" were taken up with getting to know our mess-mates, our duties and our action stations, and with provisioning the ship for the long cruise which we were all awaiting. At this time we learned that Lieutenant Malcolm Smith (Arts IV, McGill) had been appointed to "Sheffield" and was our divisional officer.

On the morning of June 28 the cruiser slowly slid from her berth at the dockyard on Ireland Island, and as we left, with the Royal Marine band playing on the quarterdeck, our first action was to return the salutes of the other ships in the squadron which were remaining in Bermuda to make their own cruises later in the summer. The first night out from

Bermuda the ship's company closed up at action stations when we detected the presence of H.M.S. "Moorpout," with which we were carrying out night exercises. When the "Moorpout" was theoretically "sunk," we proceeded on to Colon at the Atlantic terminus of the Panama Canal.

We arrived at the Canal early in the morning of July 3 and reached Balboa, on the Pacific side, at 3:30 p.m. As Panama City is only a 10-minute bus ride from the American naval base at Balboa, the majority of us spent our free time in that Latin-American city.

It was there that Jerry Hibbard of U.N.B. and myself had the most adventurous moments of our cruise. In short, we became slightly involved in a political revolution which was at that time taking place in the Republic. It was more than a thrill to find ourselves in a large black limousine, being whisked from the city as the government forces moved in on motorcycles to quell the uprising staged by El Partido Revolutionares, who claimed to have won the recent elections. The government (El Partido Liberal) was of the opinion, however, that the majority had not been sufficient to warrant a change and were trying to control the situation until a new election could be held. So, at least, it appeared to us. Jerry and I were very fortunate in that we were able to meet leaders of both the government and the opposition, and thus were able to see both sides of the story. This brief introduction to Latin American politics, and the entertainment that was accorded us, went to make our three day stay in Panama most eventful.

Acapulco, on the west coast of Mexico, was our next port of call, and we relaxed in the slow pace of the city's life from July 11 to 17. There we all enjoyed the game of bargaining in the market place, and sprawled on the sun-drenched beaches.



PHOTO (N)

Transferring from H.M.C.S. "Swansea" to H.M.S. "Sheffield", U.N.T.D. Cadets load their bags and hammocks on board a truck at H.M.S. "Malabar", the Royal Navy's Bermuda base.

We left Mexico with parrots in the messdecks and serapis and Mexican pottery stowed in our lockers. The flagship arrived next in Long Beach, California, and after an enjoyable stay there continued northward to the mouth of the Columbia River, which we entered to make the scenic trip to Portland, Oregon. Here again we found ample entertainment awaiting us. As well as the dances and private parties to which we were invited, a refreshment tent was set up on the jetty which served free meals to the crew during the entire visit. And here again, some of the McGill lads chalked up more interesting experiences. Dick Birkett, Derek Ramsay and Sub-Lieutenant Peter Mackell (Law 1, McGill) had the good fortune to make a trip to Mount Hood for some August skiing.

An overnight trip spent conducting night exercises with units of the R.C.N. brought us to Esquimalt on August 7. We arrived at the Canadian base in time for Navy Week and H.M.S. "Sheffield" and her crew helped to make the event a success. One act from the Royal Navy's bag of tricks that never failed to draw large crowds was the sailor's hornpipe danced by 12 or 14 boy seamen. Another "Sheffield" attraction was the daily performance of the "Crossing the Line" ceremony, the traditional antics indulged in by ships' companies when they cross the equator.

From Esquimalt we crossed to Vancouver where we received one of the warmest welcomes of the entire cruise. Parties, dances, week-end leave and sight-seeing trips all made Vancouver a popular port. An indication of the crew's approval of Vancouver is the fact that on one day alone we landed some 475 libertymen—a record for "Sheffield".

After a hectic week on the mainland we moved north to Comox on Vancouver Island. Another overnight sea journey, during which more exercises with the R.C.N. were carried out, brought us to Seattle. As in other American ports we were royally entertained with dances and parties.

On the morning of September 8 we passed beneath the Golden Gate



ADMIRAL SIR W. G. TENNANT
C-in-C. A.W.I.

Bridge which spans the entrance to San Francisco's beautiful harbour. San Francisco proved to be another typical warm-hearted American city. The wear and tear of shore leave in the big cities, however, was beginning to tell and we were not sorry when we put to sea, for there comes a time when rest is essential.

We left San Francisco on September 14 and were faced with a ten-day sea voyage, the longest of the cruise, before reaching Balboa. During this voyage the monotony was broken by excellent movies and interesting addresses by Admiral Sir William G. Tennant, C-in-C. A.W.I., and Captain G. B. H. Fawkes, commanding officer of "Sheffield", concerning various phases of the past war. It was at this time also that we met Mr. C. S. Forester, the author of the "Hornblower" stories, who was taking passage in the ship to Bermuda. Mr. Forester worked his passage by spinning yarns to the crew in the recreation space during the afternoons.

The ship arrived in Balboa and Colon on September 24. We remained in Colon only long enough for a few hours' shore leave. Colon was another Latin American city where life lags during the day but flourishes at night in the many bars, hotels and night

clubs on which the city's economy seems to be based. Kingston, Jamaica, was the next stop. Perhaps the most interesting aspect of our visit to Kingston was the manner in which the peddlers brought their wares on board ship and set up stalls along the decks like a regular bazaar. This made shopping easy.

H.M.S. "Sheffield" left Kingston on the morning of October 1, leaving behind eight Canadians who were more than a little sorry to see her slide from the jetty without them. It had been a good cruise and we had come to be very fond of the ship, its personnel and the Royal Navy. While on board the "Sheffield" we became a regular part of the ship's company. We were accorded no special privileges and were subjected to no special limitations.

During the three month period, we Canadians attended lectures in gunnery, torpedo control, communications, action-information organisation, fighter control, navigation and seamanship. When we were not attending lectures we were working in various parts of the ship along with the regular crew. We found the English sailors a fine group to work with and a considerate group with which to live. It was only natural that we should regret seeing our summer's associations steaming down the harbour.

The following day Lieutenant Smith rounded us up and we took to the air for the trip home. Lunch in Nassau, the night in Bermuda, and a relaxing afternoon of sunshine and swimming were most enjoyable, but hardly a fitting build-up for the almost freezing temperature which greeted us at Dorval Airport on our arrival on the evening of October 3.

Now, while attending our various classes in numerous departments at McGill, can we be seriously blamed if we occasionally lose track of the lecture as we mentally review the events of the cruise? It was a good summer, and already one can hear tentative plans being made for the next session at sea.

—Cadet F.F., McGill U.N.T.D.

THE NAVAL BENEFIT

Not long ago a member of the Royal Canadian Navy found himself faced with a serious illness in his family. Soon, doctor's and hospital bills totalled \$2,091.00, well beyond his capacity to repay without excessive hardship. He consulted his Naval Chaplain, who referred him to the Canadian Naval Service Benevolent Trust Fund. The Fund, after careful investigation and consideration of all circumstances, swung into action. Reductions in outstanding accounts were secured from the doctors and hospital which left a final balance of \$1,382.50. This debt was retired by an outright grant of \$1,000.00 and a loan to the man of \$382.50, repayable at \$10.00 monthly.

* * *

Another member of the permanent force, a married man with two children, was making good progress towards paying off a small debt by regular instalments from his monthly income until forced to accept an increase in rent and a bill for considerable arrears. While still endeavouring to find a way out of his predicament he was drafted away from his home base on temporary duty. The needs of the case were met by a loan from the Fund of slightly more than \$300.00 which enabled the man to place his personal finances on a secure footing again.

* * *

In another case the Fund was approached for help by the wife of a former member of the Naval forces. The mother of three children, she ran into financial difficulties when her husband, who suffered from a nervous condition and amnesia, had been missing for several months. Her resources were depleted and debts of \$150.00 had arisen. At the suggestion

of the Fund the woman boarded her children with relatives and accepted a job secured through the Fund's efforts. Her bills were paid as a grant. When the veteran returned to the city he was given medical treatment, paid for by a grant from the Fund, and a job was found for him. Provided that future illness does not interfere, this family may be re-united in a short time and, as a result of the Fund's aid, their complete re-establishment may be achieved.

* * *

A former Stoker Petty Officer invested all his cash, bond savings and war service credits in the purchase and furnishing of a house. Due to an unscrupulous agent and his own lack of wisdom in signing contracts without proper advice and examination, he found himself facing mortgage and interest payments on three mortgages within ten weeks of his purchase contract. Failure to pay would mean forfeiture of his equity in the house and loss of his furniture. Unemployed at the time, he appealed to the Fund for a grant of \$283.00 to make the first payment. As this obviously would not relieve the full extent of the man's distress, the Fund secured the services of a lawyer who arranged for the sale of the house at a price which returned the original investment and provided enough funds to clear the indebtedness on the original contract.

* * *

These are but four cases taken from more than 2,000 in the files at the

Head Office of the Naval Benevolent Fund. Among the more common are cases in which the Fund has been able to achieve the re-establishment of a family by making a small grant or loan, and, with the aid of Welfare Bureaus and other social agencies, place the family's finances on a sound basis by careful budgeting and elimination of unnecessary expenditure. In other cases the Fund has obtained employment; has prevented eviction from homes; provided special medicine and drugs, artificial limbs and other paraplegic aids, and assisted in many other ways.

It should not be assumed from the above that the possibility of assistance from the Fund justifies neglect by any person of his responsibilities towards himself or his family in the matter of everyday living or failure to provide, as far as possible, for the unexpected events which may lead to financial distress.

Among the files in the Head Office of the Fund are, of course, some applications which could not be approved. In the majority of these cases it was found that the non-successful applicant was not suffering from any distress which was beyond his ability to relieve from his own resources. The Fund stands as a buttress for eligible persons in real distress. Every application is carefully considered by a committee of at least three members. If the amount of assistance needed exceeds \$300, further consideration is given the case by another group of members.

s About BENEVOLENT FUND

Officials administering this Trust Fund are convinced of the foresight and sagacity of those responsible for the formation of the original Royal Canadian Naval Benevolent Trust Fund in 1942. The large number of applications so far received is but further concrete evidence of the need for such an organization. It was realized then, as now, that a Fund to which members and ex-members of the Naval Forces of Canada and their dependents could have access in times of misfortune and distress, was essential. Experience since 1942 has made it increasingly apparent that every effort must be made to ensure that the Fund will be in a position to operate for many years to come. It was for this reason that a general appeal for donations was made to the Royal Canadian Navy in November, 1948.

Early in 1945 the original founders decided to reorganize the administration of the Fund. In July of that year a Charter of Incorporation was granted by the Secretary of State. At the same time the name of the organization was altered to the Canadian Naval Service Benevolent Trust Fund to illustrate better the wide scope of its activities and the personnel eligible to receive its benefits.

Members and directors of the Fund are representatives of all officers and men, both serving and ex-service, and of the geographical areas in which they reside. At present authority exists for a voting membership of 75 persons. This body is responsible for establishing policy. There are 16 directors elected by the members. The

Board of Directors appoints an executive committee of five to administer business of the Fund in between regular meetings of the directors.

A Central Claims Committee sits in Ottawa and reviews all applications received, with the exception of those from British Columbia and Nova Scotia. This group may approve financial assistance up to \$300.00. The Western Claims Committee, in Esquimalt, handles cases from B.C., and the Eastern Claims Committee, in Halifax, considers applications from the Nova Scotia area. Any application involving a grant or loan in excess of \$300.00 is dealt with by the Executive Committee in Head Office.

In addition to the committees mentioned above, Canteens and ship's funds in all ships, fleet establishments and Naval Divisions may grant financial assistance up to \$150.00 in cases of emergency. Application for re-imburement in such cases is made by the canteen or other agency involved to the appropriate Claims Committee.

In any general consideration given by officers and men of the Fleet to the work of the Naval Benevolent Fund one important fact is sometimes overlooked. Serving personnel, who are in receipt of a steady income, normally should have less need of assistance from the Fund than ex-service personnel, many of whom are employed at lower wages and have less security. It is obvious, therefore, that the Royal Canadian Navy should ensure that the Fund continues in existence in order that it may be available to help these same officers and men, if necessary, when they leave the service.

While the Benevolent Fund is not a charitable organization in the strict sense of the word, all donations made to it should be regarded in the same light as any contribution made to a non-profit organization which stands ready to serve a large number of persons, an organization in which the donor does not have any direct entitlement to benefits in relation to the gift. Assistance of the Fund is granted solely on the basis of necessity. It is a fallacy to adopt the attitude that current social and financial position and security are sufficient safeguards against the future. Unfortunately indeed, disaster and misfortune, with their resultant financial distress, are no respectors of persons. It would be a comfortable feeling to know that the Naval Benevolent Fund was ever ready to assist when occasion demanded.

All members and directors of the Fund serve without remuneration. Only two full-time employees and three part-time workers receive salaries from the Fund. Administration costs are kept to an absolute minimum and every money-saving device possible is employed. That the Fund is able to operate efficiently with a minimum of expense is a tribute to the zealous and untiring efforts of all concerned.

Finally, it must be stressed that if the Fund is to perform its functions satisfactorily it is essential that a large and regular income be provided. It is not anticipated that future subscriptions or donations from private sources will provide sufficient income to meet the demands for assistance that are being made. The invested capital of the Fund must be increased in order to provide sufficient income for current operation and to perpetuate the resources of the Fund so that those who serve, or have served, with the Naval Forces of Canada will have this splendid support for years to come if misfortune strikes. — H.M.



ATLANTIC COAST

H.M.C.S. "Magnificent"

The men of the "Magnificent" were highly honoured when, on Christmas day, a carol service from the ship's chapel was carried over the Canadian Broadcasting Corporation network. The service was conducted by Chaplain Harry Pike, while the Acadian male quartet assisted in the carol-singing.

On cruises made by the ship over the past few months, the "Magnificent" was fortunate in having on board a very competent band, under the direction of PO Victor Goodridge. Other members were Leading Bandsmen Bill Stitt, R. Walters, George Lincoln, Roy Schaefer and Charles Moody, Able Seaman Gordon Seymour and Electrician's Mate Bert Godding.

While the ship was at sea the band helped pass away many an evening.



Ordinary Seaman Joseph Saunders, member of a class qualifying as Aircraft Handlers, third class, puts on an asbestos suit and gets some practical experience during the portion of the course devoted to fire fighting and fire control.

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It also formed part of the guard of honour for the Governor General at Quebec, gave a concert at Seven Islands, Que., played at a hospital bazaar in Charlottetown and was a valuable addition to the Sunday church services. The men of the "Magnificent" take their hats off to the "Stadacona" band and trust that before long they will rejoin the ship again.

Navigation Direction School

The school is now well established in quarters on the second and third floors of the Administration Building, H.M.C.S. "Stadacona," and can look back on a year of definite progress. The training program was a full one, with classes for officers, U.N.T.D.'s, and radar plotters, second and third class, going through at frequent intervals. The new year will see the syllabus expanded to include a course for R.P.1's.

The mock-up section is well set up and is paying dividends in the training of classes. These provide an action information centre, with control, operations, air direction and bridge plotting rooms.

The radar equipment installations are nearing completion and most of the sets are operational and in constant use. Also nearly finished is an instrument room containing such navigation equipment as loran, echo sounding apparatus, gyros and logs.

The school instituted a training scheme for candidates for leading seaman and the venture paid off well, the following passing a squadron board in December: AB Edwin Wells, Regina; AB Ernest McNutt, Halifax; AB Ray Villeneuve, Purcell's Cove, and AB Lawrence Mandy, Ottawa.

H.M.C.S. "Swansea"

After a week of exercises with Task Group 211.1 and two weeks alongside at Halifax, "Swansea" sailed for Sydney on December 5 for annual docking at the Engineering and Drydock Company. During the stay at Sydney the opportunity was taken to hold the long-awaited ship's company smoker. The Navy League recreation hall was the scene of the festivities, local talent provided the entertainment, and it was generally agreed that the smoker was a rousing success.

The seamen's messdeck and the wardroom each now possesses a piano, these having been obtained from the Point Edward Naval Base. No budding Beethovens or boogie-woogie artists have been found as yet but the pianos added to the holiday spirit at Christmastime, especially in the seamen's messdeck, where dinner was served to all hands below petty officer.



Bobby and Garry Wright, aged 4, twin sons of Sick Berth Petty Officer Ivan Wright, talk things over with Santa Claus at the annual Christmas party held on board H.M.C.S. "Naden" for the children of personnel serving in the base.

Wednesday, December 22, was "Children's Day" aboard as "Swansea" crew members played Santa-Claus to 40 boys and girls from the St. Joseph's Orphanage. Movies and games entertained the youngsters all afternoon; there were ample supplies of cake, candy and ice-cream, and each little guest was presented with a suitable gift. The happy smiles on the faces of the children told better than words that a good time was had by all. It is hard to say who enjoyed the afternoon most, the guests or the hosts.

A formal Mess Dinner was held in the wardroom December 17 in honour of the Executive Officer, Lieut. Alan T. Love, who has been appointed to "Stadacona" for a long communications course.

H.M.C.S. "St. Stephen"

Although more than 1,000 miles from Halifax, men of H.M.C.S. "St. Stephen" with wives and families in the seaport city were brought close home on Christmas Day.

In a 30-minute shortwave program produced and broadcast by Radio Station CHNS, Halifax, wives and parents of some of the men were able to extend the heartiest of Christmas wishes to their husbands and sons aboard the weather ship on "Station Baker". Even a few of the younger generation managed to get a word through to "Daddy". In reply the men of the ship sent a message saying that the broadcast was happily received and returning the Christmas wishes and cheer to their families at home.

Communication School

CR 18 class completed training early in December and Tels. Olaf Ebeltoft, Albert Bell, Gordon Parson, Frederick Leafloor, Michael Kruger, Joseph Morrow and Philip Davidson went to Albro Lake Radio Station to help stem the seasonal rush of traffic. Tel. Warren Huff went to the "St. Stephen" and consequently spent Christmas in the north. Tel. Donald Leader completed the course successfully but had to be admitted to the

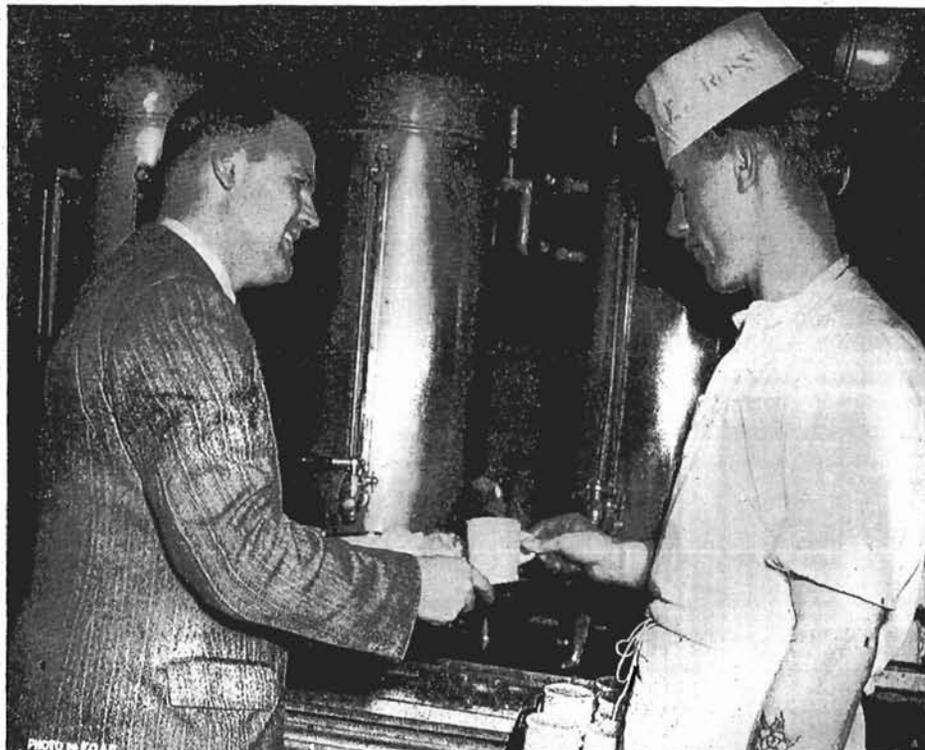
hospital for an operation. Latest reports indicate a good recovery. Another patient in the hospital is Lynwood Webber, Ord Tel from CR 21 class.

CR 19 and 20 classes amalgamated in consequence of the following five men of CR 19 class being sent inland via leave for a specialist course: AB Morley Love, A/ARM 4/C Thomas Oliver, AB James Baskey, AB Kenneth Webster and AB John Rosenlund.
— D.M.

The "Naden" band played Christmas carols and incidental music for entertainment acts, which included numbers by children of Miss Florence Clough's dancing school, gymnastics by the "Naden" P. and R.T. staff and tricks by Carl Strable, a Victoria magician.

H.M.C.S. "Ontario"

On its return from Pearl Harbor the "Massive O" settled alongside to become "O Block" for a spell.



The Commercial Club of Halifax held its weekly luncheon in the seamen's mess at R.C.N. Barracks, Halifax, on Thursday, December 2. Following the luncheon the members were taken on a tour of the barracks and the frigate H.M.C.S. "Swansea". In the above photo the club's chairman, Willard MacKenzie, accepts a cup of tea from Cook H. E. Ross.

PACIFIC COAST

H.M.C.S. "Naden"

Close to 600 children, accompanied by their parents, attended two Christmas parties held in the H.M.C.S. "Naden" gymnasium, December 20 and 21. The first was for the children of personnel serving in the base and the other was for the Destroyer Division and Reserve Fleet.

Large quantities of candy, cookies and ice cream were provided and, at the end of the party, each child received from Santa Claus a present individually wrapped and addressed.

Frantic preparations were made by the ship's company for leave over the Christmas — New Year holidays and the regulating office looked like a paper factory after a tornado.

A large number of "H" Ordinary Seamen were drafted to "Stadacona" via leave and the ship's own 30-day men left soon after for their homes.

More than 360 wives and sweethearts, together with their men-folk, assembled at Club Sirocco for the annual dance, which turned out to be, to coin a phrase, a gala affair.

Close on the heels of the dance

came a Smoker held in "Naden," by kind permission of the Commodore, R.C.N. Barracks, for those in the ship who did not attend the dance. The affair was a grand success.

With the approach of Christmas, the ship's messes took on a holiday air as verdant branches of spruce and cedar, berried B.C. holly and lots of red ribbon were placed to advantage by would-be window dressers and interior decorators.

The ship itself got decked out in two illuminated Christmas trees on "A" and "Y" turrets and a large lighted star atop the mainmast. The star, incidentally, was the cause of more earths on the ring main than any other since the ship was commissioned.

H.M.C.S. "Athabaskan"

The end of the year saw a number of personnel changes in the "Athabaskan". Commander M. A. Medland took over command and Lieut.-Cdr. C. R. Parker assumed the post of Executive Officer, succeeding Lieut. Eric Earnshaw, who was appointed to Headquarters for duty with the Director of Naval Reserves.

Lieut.-Cdr. George Rooke has gone to Headquarters, Lieut. Marcel Belanger to "Naden" for new entry training duties and Lieut. John Buckingham to "Queen" as Staff Officer. Sub-Lieuts. G. M. De Rosenroll and G. C. McMorris have joined the ship.

The following men have joined the "Tribe": Sto. Edward Polnick, A/Ldg. Sto. Mech. Harold Gwyther, and LT 2/c Frank Brown, from "Naden"; A/Ldg. Photographer Cecil Brown, from the Joint Air School, Rivers; LT 1/c Lennox Clark, from "Cayuga"; PO Tel. (W) James Lawrence, from "Naden", relieving PO Tel. Harold Clark, and RT 2/c Gordon Trickett, from the joint experimental and training station at Churchill.

A ship's dance was held in the Crystal Gardens and a most enjoyable time was had by all. Dancing



A naval diver goes down into the tank which was set up as part of the R.C.N. display at the Port of Halifax Week exhibition in the Halifax Armouries.

prizes were won by LM Carman Marklinger and AB Frank Paulson and their partners.

The "Athabaskan" logged 14,921.3 miles from when she was commissioned, early in 1948, to the end of the year.

H.M.C.S. "Cayuga"

If you want to hear "moans and groans" which form a real tribute to a ship, take a walk down to H.M.C.S. "Cayuga", keep your ears open and your mouth closed. From the fore lower messdeck to the Chiefs' and Petty Officers' messes the main topic of conversation seems to be that the ship is "paying off". ("Cayuga" went into refit January 1).

This certainly isn't too startling and one would think many of the men would welcome the chance for a respite ashore or perhaps in another ship. But no — these men don't want to go ashore. They don't want to go to another ship. Almost to a man they want to stay aboard their beloved "Cayuga". They don't see why it is necessary to break up a good crew and pay off what is to them the best ship in the Navy.

Let's hope these men will find a new berth that will, in some measure at least, be as good as the one they are leaving. And, too, let's look forward to the day not too far distant when a new "Cayuga" will emerge from her refit and take her place again

with the destroyers of the Royal Canadian Navy.

H.M.C.S. "Crescent"

The flag-bedecked upper ballroom of the Crystal Gardens was the scene of a gala ship's company dance for H.M.C.S. "Crescent". One hundred and seventy-five couples danced to the music of Bert Zala and his orchestra. The master of ceremonies, PO Cook Robert Murray, awarded prizes to the following: Tel. Kay Luna and Miss Georgina McDonald for the first spot dance; Ldg. Cook William Medmore and Mrs. A. Ross for the second spot dance; Cook Robert Shirley and Miss Larraince Larson for the elimination dance; the Jitterbug King and Queen, Cook Robert Burns and Miss Donna King; and Able Seaman Reginald McLuskey and partner, who won the door prize.

Credit for a very enjoyable evening is due largely to the efficiency of Petty Officer Richard James and PO Cook R. Murray, who arranged the dance. Halos also to the decorating party and CPO Robert Taylor for his public address system.

NAVAL DIVISIONS

H.M.C.S. "Catarqui"

(Kingston)

"All hands to recruiting stations" is the order of the day at H.M.C.S. "Catarqui". Under the guidance of the new Commanding Officer, Commander H. K. Hill, every available officer and man has become a member of the recruiting team with instructions to "go get 'em".

Kingston, in spite of being an Army stronghold, should produce a goodly number of embryo sailors. However, not content with so limited an area, the recruiting team has gone afield and to date recruits are coming in from Gananoque, Mallorytown and Brockville. Future plans call for visits to Belleville, Trenton, Napanee and Picton and it is hoped that these towns will bring favourable results.

A pleasant stand-easy came during a recent drill night when the ship's

company had the privilege of listening to Commander J. S. Dalison, D.S.O., R.N., who gave a most interesting review of the West Coast squadron's Pearl Harbor cruise.

Apart from recruiting and regular training activities, salvage has been an important operation carried out by the Kingston division. "Catarqui's" fleet of two harbour craft and a Ville class tug were put to extensive use during the past summer and fall and, had the "Loganville" been operating on a business basis, she might well have brought in a tidy sum, so many rescue jobs did she perform.

H.M.C.S. "Chippawa"

(Winnipeg)

The youngsters took over "Chippawa" on Saturday, December 18, when hundreds of children of ship's personnel were introduced to Santa Claus in the person of Lieut. Don McDiarmid R.C.N. (R). There were movies, games, ice cream and candy for the youthful guests and everyone enjoyed the party — even Santa Claus, who lost 15 pounds that won't be missed in the least.

A ball was held on New Years' Eve, with the men taking over the parade deck and the officers the wardroom and adjoining mess-hall.

An increased emphasis is being placed on the training of gunnery rates in the New Year and an anti-aircraft trainer has been installed along the lines of the A/A dome used in training at "Stadacona" during the war.

By the time this appears in print the new Sea Cadet quarters will have been opened officially. The new training deck is among the finest in the country and will certainly be more than adequate for the more than 200 cadets on strength at the present time.

H.M.C.S. "Donnacona"

(Montreal)

For days, shipwrights conferred in secret . . . stray pieces of lumber and shiny linoleum disappeared, then turned up mysteriously on the day of days as the biggest and best and

longest slide ever . . . see saws took the place of rifle racks, courtesy of the Gunnery Officer . . . and swings hung from the beams where sailors normally practice rope climbing.

Children gasped with glee when met at the gangway by an enormous bushy-moustached pirate with an ominous skull and cross bones on his cocked hat. He and his cutthroat crew carried the little folk down to the drill deck where the ship's band played . . . and the amusements awaited them. A really salty touch was a breeches buoy running the full length of the drill deck. Little "survivors" were placed in the carrier by two stalwart policemen and propelled by a two-pirate-power at a dizzy pace from one end of the deck to the other. The "pirates", incidentally — black-patched eyes, fierce moustaches, swords, sea boots and all — were just faintly discernible through their disguises as various commanders, lieutenants, midshipmen, and, yes, . . . be it, whispered, even a surgeon

captain. And when the shrieks of glee from the wild ride on the breeches buoy died down, the pirates were ready to lead the youngsters round the deck on a real live pony.

But as in all Christmas parties the climax of the occasion was the arrival of Santa Claus. All the pirates and clowns disappeared, the children had their tea, and when they reassembled there was a great fanfare from the ship's band and a jolly parade entered.

Leaving reindeer behind, in came St. Nick, sitting on a naval gun carriage, the drag rope manned by the pirate crew.

It was soon over after that. The little people went ashore clutching their presents, the mothers bundling them up as they went. The pirates, and even Santa Claus, retired to collapse from exhaustion in the wardroom. And when the bos'n's call shrilled "pipe down", H.M.C.S. "Donnacona" knew the children's party was over for another year.



A concert party staged entirely by members of the ship's company provided a thoroughly enjoyable evening on board H.M.C.S. "Magnificent". In the above photo Petty Officer Steward Arthur Taylor introduces some of the cast from the skit. Left to right are: CPO Gordon Sears, PO Raymond R. Warnock, Sto. Mech. Thomas Thompson, SA Thomas Graham, SBA Fredrick Joyce, Electrician S/c Earnard Kynaston and Chief. Tel. (V) Arthur Howard.

H.M.C.S. "Hunter"

(Windsor, Ont.)

Two gala Christmas parties took the spotlight at H.M.C.S. "Hunter" during the festive season.

On Saturday, December 18, several hundred children—families of reserve personnel—gathered on the drill deck to welcome Santa Claus. There was a gift on the Christmas tree for every child and each was treated to ice cream and soft drinks.

On Friday evening, December 17, members of the permanent R.C.N. staff at "Hunter" were entertained at a Christmas dinner in the seamen's mess. There were turkey and all the trimmings, provided by donations from the wardroom mess and the Windsor Branch of the Naval Officer's Association.

H.M.C.S. "Star"

(Hamilton)

The housing shortage must be grim at the North Pole this year, because when Santa Claus visited H.M.C.S. "Star" at Christmas time he came with an accent that smacked of residence in the Southern Hemisphere.

This Southern Santa brought his usual full bag of toys and candies for each of the children in attendance. Any resemblance between the big, hearty, friendly chap and Lieut. Cdr. Bob Pearce, noted Australian sculler, was purely coincidental.

The Chiefs and P.O.'s were hosts to their friends at a New Year's Eve dance on the Drill deck and the capacity crowd enjoyed itself to the full.

H.M.C.S. "Prevost"

(London)

In late November a party of approximately 80 officers and men from H.M.C.S. "Prevost" were guests of the Steel Company of Canada, Hamilton works, and spent an interesting day touring the plant. It was a most educational and enjoyable trip.

On December 17, a Christmas dance was held by the Men's Mess, under the able chairmanship of Ldg. Sea. C. Roman, R.C.N. (R), and Able Seaman J. Pook, R.C.N.

A turkey shoot was held on December 20 for the entire ship's company. Ten rounds were fired at 25 yards

Hair's to You!

Monty Woolley, George Bernard Shaw and Lieut. E. M. Chadwick, long considered tops in the beard business, found competition getting tougher than somewhat during the Winter Carnival at Fort William, Ont. Reason for their concern was a beard growing contest held in connection with the Carnival, in which several men from H.M.C.S. "Griffon," the Naval Division at nearby Port Arthur took part. The sailors, traditionally well-versed in the art of cultivating hirsute adornment, entered the contest with a will and in no time at all were scaring children and alienating the affections of their wives or sweethearts. Winners of the prizes, among which was one offered by "Griffon," had not been announced at press time. However, it is understood that the "Man Who Came To Dinner," the famous Irish playwright and the commanding officer of H.M.C.S. "St. Stephen," managed to retain their status—but only by a whisker.

range and the winners were: 1. Lieut. Shuttleworth; 2. Ord. Sea. Wood; 3. Ord. Sea. C. Brown, UNTD.

A New Year's Eve party was held by the wardroom, and a large number of ex-Naval Officers attended. A very successful dance was held by the Chief and Petty Officers' Mess on November 27, with approximately 175 members and guests present.

H.M.C.S. "Queen"

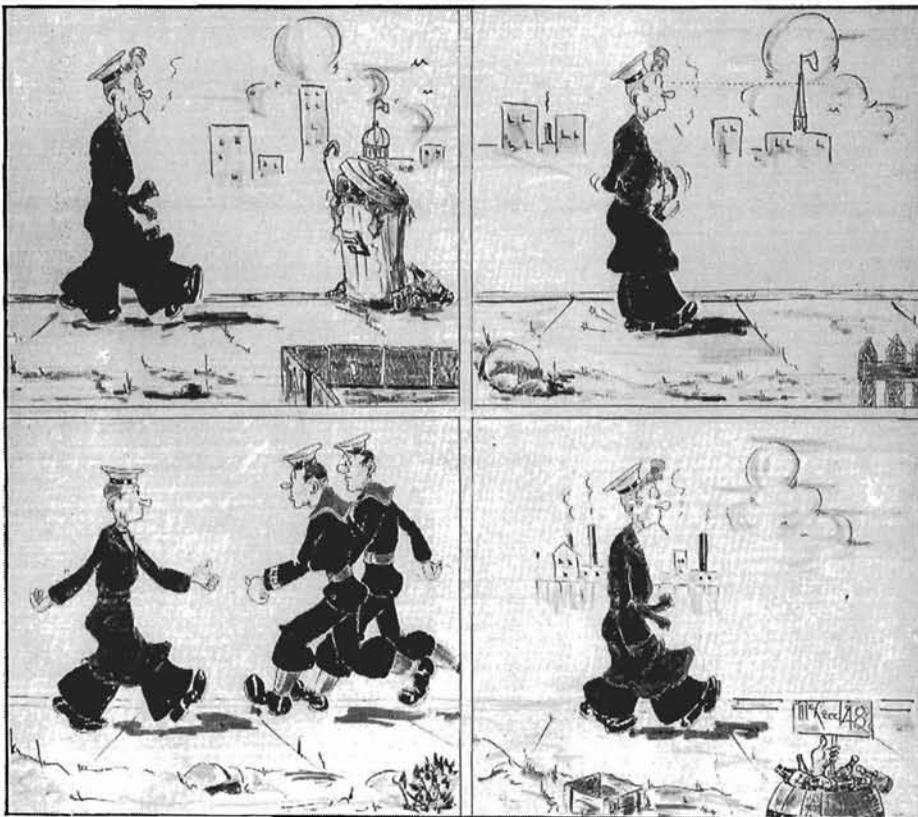
(Regina)

Social activities took the spotlight at H.M.C.S. "Queen" during December. The Naval Officers Association held its first dance of the season on December 3. The cabaret affair had all the trimmings and everyone had a very enjoyable time.

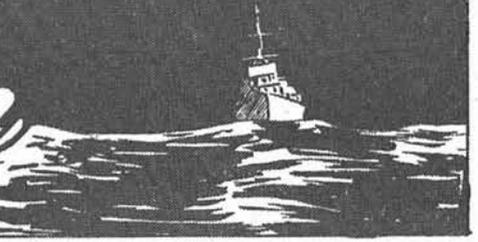
The following evening saw the ship's company and their friends giving it to the strains of the "Bobette" orchestra. After that one, consideration should be given to recruiting these be-bop musicians for the physical training department (voluntary).

On December 17 the Chief and Petty Officers held a smoker in the Petty Officers' mess. Twenty-five members were in attendance.

On December 21 the ex-Wrens' Association combined their monthly meeting with a Christmas party.



Looking A-stern



Lest We Forget

February 1944 . . .

In spite of increased U-boat activity in the North Atlantic, the month was a satisfactory one, for not one merchant ship in the main trans-Atlantic convoys was sunk. S.S. "Kelmescott" was hit by a torpedo just as she was leaving the approaches to St. John's, Newfoundland, but she was quickly turned about and towed back into harbour.

Kills

A remarkable 'bag' fell to the Second Escort Support Group in the middle of the month. On February 8 and 9 three U-boats were destroyed some 350 miles off Cape Clear. A week later enemy aircraft spotted convoy ONS-29 and reported it. Aircraft from H.M.S. "Biter" shot down two of the shadowing planes and the escorts made preparations for a strong submarine attack. Convoy ON-224 was in the area, and the respective escorting groups joined forces. Soon there was work to do, with at least three enemy subs in the vicinity. On February 18 H.M.S. "Spey" sank one of them and took 45 prisoners. Within 16 hours two more had been disposed of, the last by the Senior Officer of EG-2, H.M.S. "Starling."

A week later H.M.C.S. "Waskesiu," the senior Canadian frigate at the time, destroyed her first submarine and picked up 20 enemy survivors.

Debit Account

Various mishaps occurred to R.C.N. ships during the month. The most serious was when H.M.C.S. "Columbia" struck on Motion Head near Cape Fear, Newfoundland, on February 25. The damage was so extensive that it was decided to pay her off on care and maintenance basis.

H.M.C.S. "Columbia" was the last of the six former U.S. Town class destroyers to remain in operation. Of the others, "St. Croix" had been sunk, the "St. Clair" was converted to a tender for submarines, and the "Niagara," "Annapolis" and "Hamilton" had been assigned to training duties.

Strength

The strength of the R.C.N. and reserves as of February 26, 1944, totalled 82,198. A breakdown shows 4,175 in the permanent force, 5,797 in the R. C. N. R., 67,714 in the R.C.N.V.R., and 4,512 in the

W.R.C.N.S. This was an increase of 1,878 over the previous month.

Commissionings

Six British ships — two frigates, two corvettes and two destroyers — were re-commissioned in the United Kingdom by the R.C.N.; H.M.S. "Meon" was re-commissioned H.M.C.S. in Halifax, and the River class frigate, H.M.C.S. "Chebogue," was commissioned at Victoria, B.C.

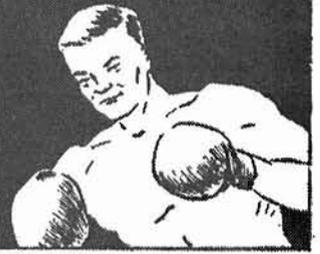
W.R.C.N.S.

A third draft of W.R.C.N.S. ratings arrived in the United Kingdom during the month, bringing the total of Canadian Wrens in London up to 60.



Depth Charge Attack

The Navy Plays



West Coast Boxing Champions Crowned

Out of 35 entries, seven champions were crowned in the 1948 Pacific Naval Command Port Boxing Championships.

Results of the final bouts were as follows:

Bantamweight

Ord. Sea. Robert LeClerc, Ottawa ("Naden") won by decision over Ord. Sea. John Ferrish, Summerside, P.E.I. ("Ontario").

Featherweight

Ord. Sea. Joseph Cassidy, Ottawa ("Naden") won by decision over Cook (S) Gordon Perry, Saint John, N.B. ("Ontario").

Lightweight

Sto. Mech. Gerald Fortin, Montreal ("Naden") won by default from Sto. Mech. Gordon Gregory, Winnipeg ("Ontario"), who was injured in winning his semi-final match.

Welterweight

Ldg. Sea. Gerald Halikowski, Nipawin, Sask. ("Ontario") won by t.k.o. over Cook (S) John MacDonald, Glace Bay, N.S. (S. and S. school).

Middleweight

Sto. Mech. Russell Roberts, Calgary (Reserve Fleet), won by decision over Ord. Sea. Rowan Carroll, Ottawa ("Ontario").

Light Heavyweight

Ldg. Smn. N. Nelson, Ottawa ("Ontario") won by decision over PO Wtr. Thomas Rayson, Victoria ("Royal Roads").

Heavyweight

SA John Wandler, Medicine Hat (H.M.C. Dockyard), won by knockout from Sto. Roy MacLellan, Amherst, N.S. ("Naden").

Noted Athlete Joins "Stad" Instructor Staff

Instructor Lieut. D. D. MacKenzie, M.A. (Edinburgh), a recent addition to the Instructor Officer staff of H.M.C.S. "Stadacona", is an athlete of renown. Prior to the war he was the Scottish junior fencing champion. He is a rugger International, having played for Scotland for two seasons against England, Ireland, Wales and France, and is a soccer "blue", having played on his university team. As a track man he prefers the sprints, but had the honour of running for Britain in the 400-meter relay in the 1948 Olympic Games.

It is likely that we shall be hearing more of Lieut. Dave MacKenzie in the realm of naval sports. Perhaps he may revive rugger in "Stadacona" next season.

'Malahat' Rifle Team

Although all its members, with the exception of CPO W. C. Burch, the coach, are green shots, the rifle team from H.M.C.S. "Malahat," Victoria naval division, was tied for third place in the Pacific Command Rifle Association standings at the end of the year. CPO Burch, who has been shooting with the team, is classed as an "expert" by the P.C.R.A.



Winner of the Middleweight title in the 1948 Pacific Command Port Boxing Championships, held in Victoria, Stoker Mech. Russel Roberts receives his trophy from Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast. Also in the group are Mr. F. C. Short, Gunner R.C.N. (left), and Lieutenant H. E. Taylor, Sports Officer for H.M.C.S. "Naden". Earlier this year Stoker Roberts won the welterweight championship at the Southern Alberta Golden Gloves.

Winter Sports Popular at "Stad"

Bowling, basketball, badminton and hockey combine in providing an active sports program in the Atlantic Command. The 22-team Interpart Bowling League in "Stadacona" has produced some keen competition, with the Artisans leading the league with 29 points and M.T.E., Regulating Staff, Admiralty House Staff, and Torpedo A/S teams all tied for second place.

On the basketball front the Supply team is leading the way with the Electrical School giving them a close race. A representative Navy team is playing in the Halifax Basketball League. Prior to the league opening the team played three exhibition games, these being with Dalhousie University, Acadia University, and Liverpool.

Badminton has become increasingly popular and the Atlantic Command Badminton Club has added a number of new members. The Indian International badminton team played several exhibition matches with a Halifax team in the gymnasium. A large audience was in attendance to witness the sparkling brand of badminton displayed by the visitors.

The Inter-Service Hockey League opened successfully so far as the Navy was concerned. Of their first three games the "Tars" won two and lost one. In the opening game of the season they downed the Army 5-3 and in their next ice clash defeated Dartmouth Air Station 9-2. In their third contest, with the R.C.M.P., the boys in blue lost by one goal.

The Navy team also played an exhibition game with Dartmouth Arrows of the Maritime Senior League, and put up a good showing before going down by a 9-6 score.

West Coast Golfers Hold Xmas Tourney

In the R.C.N. Golf Association's third annual Christmas tournament, held at the Uplands Golf Club, Victoria, Chief Sto. Mech. Robert Dallin, of H.M.C.S. "Naden," posted



Sports activities cover a wide range on board H.M.C.S. "Magnificent". Some of the ship's company, under the direction of PO Edmund Poirier, build the "body beautiful" by means of weight lifting. Eight of these huskies are: *Front row* (left to right)—Air Mechanic Robert Bradstock, Ord. Sea. Raymond Harkins, PO Poirier. *Back row* (left to right)—Air Mechanic Earl Gillis, Air Mechanic Erwin McLaughlin, Sto. Mech. Edward Weymouth, PO Cook Louis Bayer and Air Mechanic R. Smith.

a 73 to take low net honors and one of the numerous turkeys offered as prizes. Chief Tel. Thomas McIntyre, of H.M.C. Dockyard, was runner-up. There were 64 competitors.

The handicap event was won by Instr. Cdr. G. L. Amyot, "Royal Roads," with C/ERA Victor Dear, also of "Royal Roads," runner-up.

MAA Stanley Reid, Reserve Fleet, and Captain Jackson, Royal Canadian Dental Corps, were first and second, respectively, in the low hidden hole event. Sgt. Gordon McKay, also of the Dental Corps, and Ldg. Stwd. Jack Ross, "Naden," finished in that order for the high hidden hole.

Captain (S) R. A. Wright presented the prizes after refreshments had been served in the clubhouse.

SBA's Set Pace in "Naden" Bowling

The halfway mark in the Interpart Bowling League at H.M.C.S. "Naden" found the Sick Bay team well in front, although a close race is indicated before the schedule comes to a finish.

With two pitches out of action because of heavy rains, the "Naden" Soccer League had to re-shuffle its schedule and fit in games as best it could. The six teams—Officers, Chiefs and P.O.'s, Band, S. and S. School, New Entries, M.T.E. and Supply—are hoping for better luck in the New Year.

The basketball league is proceeding at a good pace and the Band shapes up as the team to beat.

Cadets Retain Cross-Country Trophy

On December 1 the Cadet team from the Canadian Services College, H.M.C.S. "Royal Roads", retained the Admiral Nelles Trophy for top team in the second annual invitation cross country run on the college grounds. The eight teams competing were from the college, the New Entry section at "Naden", the Supply and Secretariat School at "Naden", St. Louis College, St. George's School, Vancouver, University School, Oak Bay High School, and Victoria High School. The first four runners from each team scored points.

In a heavy rain, Phil Matson of Oak Bay High School broke his own record of last year, running the 3.8-mile course in 20:49½ seconds. Cadet R. H. Kirby, captain of the Services College team, also broke the old

record, running the course in 21 minutes flat. The Cadet team piled up 218 points, the "Naden" New Entry team placing second with 186 points.

Admiral P. W. Nelles, C.B., L.L.D., R.C.N., (Retired), congratulated the 57 participants on their showing under adverse conditions and presented his trophy to Cadet Kirby. He also presented individual trophies for the winning runners.

'Crescent' Proud of 1948 Sports Record

H.M.C.S. "Crescent" had two outstanding teams during the past year. The ship's softball team, managed by Petty Officer R. James, chalked up 11 wins, one tie and one loss and never tasted defeat in inter-ship or inter-establishment play. The one loss was a 3-2 decision at the hands of the crack U.S. Army Air Force

nine in Balboa. The airmen were leading the Panama Senior loop at the time and had not been beaten in 17 starts. Probably the best game was an 11-inning, 2-2 deadlock with New Westminster Army and Navy before a crowd of 2,500 fans.

Mainstay of the team was PO Joe Kinch, who turned in many creditable pitching jobs. The steady hitters were PO Harry Green, Sto. Mech. Bill Bayers, Ldg. Smn Mel Padgett and ERA Tommy Rafferty.

"Crescent's" boat-pulling team shared the limelight. They walked off with the laurels in Magdalena Bay last spring. The next Regatta took place in St. John, Antigua, and "Crescent" again showed her stern to the fleet. The crowning achievement was winning the Pacific Command Annual Regatta in Navy Week against crews from all ships and establishments in the command, and for the third time in 1948 Lieut. Cdr. J. A. Charles, the Commanding Officer, received the "Cock of the Fleet".

Coxswains of the various crews were: L/Smn A. Julius (Young Seamen); Stores PO A. Chamberlain (Supply); PO Sto. J. Pilon (Stokers); PO Tel. Trevor Reading (P.O's); Ldg. Smn. J. Hannam (Seamen); Lt. R. Clemens (Electrical Technicians); Lt. J. Winters (Electricians); and Mr. J. Andrews, Bos'n. (Officers).

'Hunter' Teams Play in Basketball Leagues

Basketball is in full swing at H.M.C.S. "Hunter", Windsor naval division, and Navy teams are playing in the city intermediate league and the garrison league. The latter loop is made up of teams from the 22nd Reconnaissance Regiment, the Essex Scottish and "Hunter".

The Naval Officers' Revolver Club, inactive for more than a year, has been revived and successful shoots are being held every other Friday. Lieut Milton Popovich is president of the club and is in charge of the Friday evening activities. A sterling silver spoon bearing the Navy crest is up for competition at each shoot.



The track team from the Canadian Services College, H.M.C.S. "Royal Roads," again won the annual Invitation Cross Country Run, sponsored by the College, and retained possession of the Admiral Nelles Trophy.

In the photograph above are, rear row, left to right — Cadets B. V. Simons, F. W. Crickard, H. L. Boughton, C. P. Ilsley and K. E. Scott. Front row — J. L. Geddes, J. N. Lyon, R. H. Kirby, team captain, and M. D. Wilson.

'Haida' Hockey Team Off to Good Start

"Haida's" hockey team has played three games in its schedule, winning two and losing one.

The first game, against the "St. Stephen", went to "Haida" by a 6-2 score. Starring for the "Haida" was the line of Able Seaman Woods, Tel. Stuart Leggatt and Able Seaman Price, plus a nice defensive effort by Petty Officer Tom Elstone.

The second game was played against the "Magnificent". Fast, hard and clean play predominated but our boys were no match for the men of the "Maggie" and we emerged with a score of 4-2 against us.

In the third contest "Haida" defeated "Iroquois" 4-1. SA Joe Duchesneau sparked the attack with a two-goal effort and Leading Stoker Mech. "Johnny" Howe played an excellent game in the nets.—"Kip."

'Iroquois' ERA's Excel on Alleys

Winter sports are well under way aboard H.M.C.S. "Iroquois". The hockey team has had several workouts and Able Seaman John Nadlin, who is doing the coaching, is confident his squad will acquit itself well.

The basketball team recently clashed with, and most important of all, defeated the hoopsters of the "New Liskeard". In the Interpart bowling, the E.R.A.'s' team is leading the way once more. In a recent match ERA Ed. Auby bowled a sparkling 321. Another good bowler on the ERA's' team is Archie Sims, who averages around 200 per game.

During the last two months quite a number of the ship's company passed their swimming tests in the "Stad" pool, bringing the total now qualified to 85 per cent.

Under the capable assistance of Mr. Raymond McIntyre, Bos'n, R.C.N., who is ship's sports officer, and Leading Seaman Joe LePage, we are looking forward to a sport-packed winter.—G.N.W.

'CHIPPAWA' TO HAVE GRID TEAM

The sportsmen of H.M.C.S. "Chippawa" will never have to wallow in the wake of defeat, disparagement or indifference, if the present athletic state of Winnipeg's naval division is any criterion.

The "Chippawa" sports gentry — and their feminine counterparts, the fair representatives of the Wrens' Association — are now actively engaged on a complete slate of events, ranging from hockey and basketball to water polo and bowling.

The blueshirts who take to the frozen surf between December and March, have, at the time of going to press, raised the "Chippawa" pennant to a first-place tie in the Manitoba Senior "B" Hockey League.

The strong circuit consists of three other Winnipeg clubs and the towns of Selkirk, Transcona, Swan Lake and Carman. The Navy entry is under the presidency of Lieut. Jack Ross, sports officer, and is managed by Petty Officer Writer Jack Knight, former Winnipeg sport writer. Two of the starry members of the squad are Able Seaman Emile St. Marie, goalie, and Ordinary Seaman Russell May, a centreman. Both are only 18 years of age.

The Winnipeg Reservists are particularly proud of their strong five-pin bowling empire which numbers over 300 keglers distributed among four leagues. The officers take to the alleys on Saturday nights, while the Chiefs

'Catarqui' Boxers Win Four Bouts

Boxers from H.M.C.S. "Catarqui," Kingston naval division, punched their way to victory in four out of nine bouts staged in the Barracks Gymnasium.

Jim Flint of the Navy was credited with one of the most interesting fights of the evening when he outpointed his opponent in a great display of ring work.

Other Navy winners were Jimmy Wilding, Paul Broder and Johnny White.

and Petty Officers, Seamen and Wrens' Association roll on Sunday, Friday and Wednesday evenings, respectively.

Inter-part sports rivalry at "Chippawa" is carried on in basketball and volleyball, while the swift mermen — and comely mermaids — regularly take to the pool for aquatic events.

The Winnipeg Tars also hold regular archery sessions, and from the bow and arrow game it's a short step to the pistol shooting ranges where the members of the Wrens' Association can be found sharpening their sights.

The "Chippawa" standard-bearers shared the championship of the Winnipeg Inter-Services Fastball league with the R.C.A.F. in 1948, when stormy weather forced cancellation of the final series.

The men who guide the athletic destinies of H.M.C.S. "Chippawa" are now embarking on one of the most pretentious and ambitious plans ever undertaken.

Impressed by the success of the Winnipeg Light Infantry unit which entered a team in the Manitoba Junior Rugby Football League for the first time last fall, the "Chippawa" sports trust are now seeking a franchise in the league for the 1949 grid campaign.

Under the direction of Lieut. Ross and Petty Officer Knight, committees will shortly be formed to handle the far-flung details of such an enterprise.

But while the Tars still have to be officially accepted into the league, the engines of industry have not been silent, for the services of one of Canada's greatest rugby names, Bill Ceretti, recently retired veteran line-man of the Winnipeg Blue Bombers, have been secured to coach the squad.

Ceretti will be assisted by Alf MacLaughlin, Boatswain, R.C.N.(R), a former 'Peg senior grid star and umpire. Ed Haverstock, grizzled trainer of two Memorial Cup hockey teams, the St. Boniface Seals of 1938 and the Winnipeg Monarchs of 1946, will dispense arnica for the team.

Comrades in Arms



THE R.C.A.F.

Pilot Training

Reminiscent of wartime flying schools is the R.C.A.F.'s pilot training centre at Centralia, Ont., which is busy turning out young pilots for the post-war Air Force. Here at the R.C.A.F.'s Flying Training School, youngsters fresh out of high school or college are beginning their careers in the peacetime R.C.A.F. as potential commissioned aircrew officers.

Wearing the same white wedges in their caps that distinguished aircrew trainees during the days of the British Commonwealth Air Training Plan, the peacetime student pilots are known as flight cadets. Successful completion of their basic training, which covers about a year, sees them sporting pilot wings with a Flying

Officer's stripe on their sleeve.

General pattern of training is similar to that of wartime days, although far more thorough. First step for the embryo pilot of the peacetime R.C.A.F. is the Manning Depot at Toronto, where a series of medical examinations ensures the fitness of all would-be pilots. With jet aircraft now in use, these tests are far more demanding than during the war.

Aptitude tests are also given the young cadet, to determine his suitability for the various aircrew trades. A short course designed to acquaint him with his responsibilities as a Service officer follows, and after a total of eight weeks in Toronto he is posted out to start his actual career training. If he is to become a pilot,

he goes to Centralia.

Thirty-eight weeks are spent at Centralia, and ground school subjects account for half the cadet's training time during the first 32. Examinations are taken at this time, and the remaining six weeks are devoted entirely to flying. Harvard trainers, regarded as advanced training aircraft during the war, are used from the beginning in the peacetime flying programme, and the student pilot at Centralia usually makes his first solo after about 20 hours. In all, 170 hours are put in on the single-engine Harvards, including formation flying, night flying, and navigation exercises. In addition to Harvards, students are given 40 hours on twin-engine Beechcraft, a departure from wartime training days, when pilots were graduated from flying schools as "single engine" or "twin engine" flyers.

Ground-school instruction includes signals, aero engine, photography, navigation, airframe construction, and theory of flight, and as with actual flying training, is far more thorough than comparable wartime training.

Majority of the Centralia trainees are lads fresh from high school, or serving airmen selected from the ranks, under the RCAF's Short Service Commission plan. Object of the scheme is to ensure that average age of serving aircrew is kept at a reasonable level, and also to provide a constant flow of trained aircrew to the Auxiliary or Reserve.

Wings parades mark the end of each flying course, and the cadet is then posted to Trenton, Ont., for a further eight-week course in basic air armament. He is then commissioned, and after leave is sent to one of the many flying stations across Canada, to begin specialized training for whatever duty he may have been selected.



That first solo flight is a big moment in the lives of young R.C.A.F. flight cadets beginning their careers as pilots. Here is a typical post-war pilot trainee at the R.C.A.F. Station, Centralia, home of the Air Force's basic flying instruction, receiving the congratulations of his flying instructor after making his first flight "on his own". (RCAF Photo).

First wings parades for the new peacetime pilots of the R.C.A.F. were held last summer, and a steadily-growing number of them are now taking their places beside wartime flyers with thousands of hours behind them. However many hours the veteran has, though, and however many operational decorations he wears on his uniform, flying remains a young man's game, especially with the growing importance of jet planes. Continued dependence on our veterans, say training officers at Ottawa, would result in a dangerous situation. Any emergency in the next few years would see the bulk of the operational flying done by the youngsters, as was the case in the last war.

THE CANADIAN ARMY

Northern Operations

More and more each year the Canadian Army is increasing its activities in the Northwest and Yukon Territories. Today, the Army is engaged in three major operational projects in the North, namely, the Northwest Highway System, the Northwest Territories and Yukon Radio System and the combined experimental and training station at Fort Churchill.

Field exercises from Fort Churchill are continuous; every kind of weapon and equipment—both Canadian and American—is tested.

At one time or another, personnel from every corps of the Canadian Army and from most of the arms and branches of the United States Army have been on duty at Fort Churchill. Canadian and American troops work together and share the messes and facilities. Wives of servicemen from both countries have the same amenities and privileges. Children of Canadians and Americans attend the same school, have their hair cut by the same barber and their teeth pulled by the same dentist. There is no distinction in duty or responsibility.

The Northwest Highway System is a maintenance responsibility of the Royal Canadian Engineers. Started in 1942 by United States Army Engineers and operated as a Military road until 1946, it was then turned



Major General Harry W. Foster, G.O.C. Eastern Army Command, faces off the puck to open the Halifax Inter-Service Hockey League season. Opposing centres are CPO Ed MacSweeney for the Navy (left) and Staff Sgt. Muzz Mont for the Army. Behind CPO MacSweeney is Lieut.-Cdr. Charles McDonald, officer in charge of the P. and R.T. school, H.M.C.S. "Stadacona."

over to the Canadian government. It extends from Dawson Creek, British Columbia, to Fairbanks, Alaska—a stretch of 1,523 miles, of which 1,221 miles lie in Canada. It is a gravelled, all-weather road—difficult of traverse during the spring break-up and the autumn freeze—passing through beautiful but rugged mountainous country—with hotels, restaurants, and service stations at infrequent intervals. The highway, in general, follows the line of the Northwest Staging Route, a chain of air installations maintained by the Royal Canadian Air Force. The telephone and telegraph lines along the highway are part of a system stretching from Edmonton to the border of Alaska, where they tie in with the Alaska Communication System. They carry both commercial and official traffic, and several telephone and teletype channels have been leased to the United States. Built during the Second World War by the U.S. Army Signal Corps, the lines are now operated by the Royal Canadian Corps of Signals.

Across the great northern expanse of Canada, below the Arctic Circle, stretches one of the Dominion's most important facilities—the Northwest Territories and Yukon Radio System.

It was started commercially, and spottily, before the First World War, to serve the fur traders, prospectors and miners who were opening up the north country. When air transport to the northland became feasible in 1928 and prospecting and trading increased, the radio stations became increasingly important. They provided a weather reporting service in addition to their communications functions, assisted polar expeditions and established points of contact for government and civilian personnel in the vast north country.

Starting modestly with a few stations, the Royal Canadian Corps of Signals now operates the extensive network from Baker Lake, near the west shore of Hudson Bay, to Whitehorse, Yukon Territory, where the lines tie in with the Northwest Highway System, and thence to Alaska. At the eastern terminus, and through commercial feeders along the route, the system ties in with commercial lines of the Dominion. The radio and telegraph traffic is not confined to official business, but provides full service for commercial messages. Through its awareness, 24 hours a day, of what goes on in the northland, the Northwest Territories and Yukon Radio System is an indispensable factor in Canadian defence.

"THE CHRISTMAS SPIRIT"

... AKSHULLY
LAUGHED AT ME!
AT ME, SIR, WHO'S
SWALLA'D MORE
SEA-WATER THAN
HE HAS MILK!



"Able Seaman Francis O'Flaherty!"

O'Flaherty — large, cheerful, 17 years' service and not a G.C. on his arm — stepped smartly out of the line and doubled up to the Captain's table. He came to a crisp halt and stood at attention.

"Off caps!" The Master-at-Arms barked his orders; then read the charge like a tobacco auctioneer:—

"On the 23rd day of December, 1948, at 2115," he chanted, "Able Seaman Francis O'Flaherty was apprehended in possession of a lighted Christmas tree, the property of the T. Simkins Company Limited. In removing the tree he caused a short-circuit which threw the whole store into darkness for two hours. He broke most of the lights on the tree, broke the nose of the Leading Seaman in charge of the Shore Patrol and inflicted a total of three black eyes, two broken teeth and minor lacer-

ations upon the other members of the Patrol. He resisted arrest and used abusive language in public."

After a reflective pause the Captain said, "Uh . . . well, O'Flaherty, what's your story this time . . . and remember the words of the official caution."

"Sir, it wuz a vurritable noightmare," O'Flaherty began in a hurt tone. "There Oi wuz, mindin' me own business; only takin' possession of me roighful prapperty. This yellow-livered Orangeman . . . beggin' yer pardon, sir . . . the one in charge of the Shore Patrol, come along and started to make trouble. And now, me proud name — O'Flaherty of County Murrah — is bein' blackened and loibelled. The Lord save us, Oi don't know what the Navy's comin' to . . . with all doo respect, sir.

"It happened like this. Oi wuz havin' a few wets with a friend in The Horseless Carriage Inn and feelin' a little low about me financial condition. As you know, sir, it wuz the 23rd of December and me woife had told me to git a Christmas tree for the kids or niver to show me dirty Oirish face about the house agin — she's a Scot, ye know. Now it hap-

pened that me winger had produced a quantity of hoighly acceptable refreshment, so natcherly Oi bought him wan of the same in return, and by that toime Oi had but twenty-foive cents in me pants. He wuz most onderstandin' and said he moight be able to help, as he had an extra tree. Oi wuz delighted at this and told him it would be a pleasure to take a tree off his hands — as a convenience to him, d'ye see — and Oi suggested we waste no toime. Then he tole me his name was Thomas Simkins, the owner of the department store, and the tree wuz at the store. He said Oi had better get it meself as it wouldn't look good if the customers seen him clamberin' about his own store. So Oi agreed with him there, thanked him koindly, wished him the blessin' o' the Lord, and left.

"Arroivin' at me destination, Oi seen that the marquee over the door was oncommon hoigh so Oi went to get me a ladder. Found wan at a near-boy hardware shop and borrad it; pausin' only to beat a little Christmas spirit into the complainin' proprietor. Thin Oi mounted me objective and proceeded to work. As Oi wuz disconnectin' the loights there wuz a bit of a blue flash from the electric outlet — a fact upon which they're basin' a power failure,—shoorly you can't be believin' that, Sir. Next Oi foinds the tree pretty heavy — it wuz a lovely thing, loike a cathedral poine — and Oi had to drag it to the edge. Just then along came the lubberly killick in question, brayin' at me loike the proverbial ass to come down and obey the orders o' the law. Now, Sir, Oi'm not wan to be heedin' the oidle chatter of adolescents, so Oi merely told him to shut his trap or Oi would do it for 'im. Then I resoomed me work. He just stayed where he wuz, hollerin' and cursin' — Oh, it was scandalous, sir, for a young man. The tree wuz heavy, as Oi said, and it dropped over the edge . . . roight on his ugly beak, improvin' his thievish looks considerable, Oi thought. Thin Oi give a lep down to the soidewalk

and detailed off the two vurry Ordinary Seamen to help me lug it home to me family. They got a little hostile-loike at this and Oi wuz reluctantly forced to teach them some manners. Boi this toime, the miserable killick had dragged himself from under without me noticin' and — Oh, the sneakin' mongrel, sir — he clapped the handcuffs on me as Oi struggled with the tree. Helpless Oi wuz.

"The forces of bureaucracy wuz gangin' up and Oi seen the only escape wuz to explain me position frankly. So Oi pointed out me legitimate claim on the article. At this the officious yap akshully laughed at me! At me, Sir — who's swalla'd more seawater than he has milk! Oh, it wuz mortifyin'.

"So, deaf to me pleas of innocence, they hists me into the pusser bun-wagon and we're off to the cooler. As for the black oiyes and minor lacerations. Well, Sir, 'tis a well known fact these O.D.'s is shockin' bad droivers. It transpired that the poor onfortunates were struck by me handcuffs as Oi wuz jolted and flung about in the back with me hands fettered — it wuz indaid a nasty accident." O'Flaherty's face registered painful concern.

"Them is the akshul facts, Sir, and if you wuz to communicate with me friend, Mr. Simkins, Oi'm shoor the misunderstandin' could be cleared up and me good Oirish reputation exonerated."

There was a respectful silence as the assembled group considered the lyric beauty of this tale. O'Flaherty's voice and expression were worthy of John Barrymore at his best. No one was surprised, for his eloquence at the Captain's table was legendary.

The Captain meanwhile was struggling to hide a smile. His was a burdensome, worrying job and O'Flaherty never failed to produce a gem of a story. Secretly, the Captain always hoped the bard would be cleared.

However, the matter had been thoroughly investigated and the facts were stated by his Divisional Officer.

O'Flaherty had indeed enjoyed extensive refreshment — with the driver of one of the Simkins Company delivery trucks! This man had merely mentioned that the store was open late that evening and Christmas trees would probably still be available. As for the power failure — O'Flaherty had torn down a couple of vital lines (fortunately well insulated) which were in his way. It also developed that he had given the owner of the hardware store and the members of the shore patrol a systematic going over.

The reading of the warrant was stood over so that O'Flaherty could be home for Christmas. He got 28 days' detention. The Captain invited Mr. Simkins aboard for some Christmas cheer and told him all about the fabulous O'Flaherty. Three hours after boarding the ship Mr. Simkins was helped into his car by his chauffeur and the Corporal of the Gangway. He was singing "Does Your Mother Come from Ireland?" and had declined to press charges.

The Christmas tree? Resplendent with new lights, it was delivered to the Irishman's home on Christmas Eve — in a Simkins Company truck. J.L.W.



Mr. Edward MacFayden, Gunner R.C.N., turns pirate for the day and tells a tale of treasure trove to Becky MacDonald (left) and Maureen Toogood at the Christmas party held by permanent and reserve personnel of H.M.C.S. "Discovery," Vancouver, for 160 of their own and 40 underprivileged children of the coast city.

NOTED ARTIST SAW SERVICE IN 'SWEEPERS

Eric Riordon, A.R.C.A., who served as a lieutenant in the R.C.N.V.R. during the war, died on December 23, 1948, at his home in Montreal.

Born in St. Catharines, Ontario, on December 5, 1906, Mr. Riordon was the son of Mr. and Mrs. Carl Riordon. He was educated at Ashbury College, Ottawa, and McGill University, and after a period at the Ecole des Beaux Arts in Montreal, went to Europe in 1932 to pursue his studies in France, Italy, Austria and Switzerland. He exhibited his work many times in Paris, Toronto and Montreal, and there are more than 200 of his paintings in private collections, chiefly winter and marine scenes.

Mr. Riordon joined the Navy in June, 1940, and subsequently served on convoy and minesweeping duty in H.M.C. Ships "Fundy", "Milltown" and "Kenora". Later he served at N.S.H.Q., "Avalon" and "Donnacona". He found time during the war years to contribute illustrations to "Canada's War at Sea", by Stephen Leacock and Leslie Roberts.

After demobilization in May, 1945, Mr. Riordon resumed his exhibitions, the last of which was held in February, 1948, and was attended by the Governor General. In November, 1947, he was elected to the Royal Canadian Academy of Arts.

Surviving Mr. Riordon are his wife, the former Mollie Usher-Jones, of Montreal, two sons Eric and Michael; his father and mother, Mr. and Mrs. Carl Riordon; two brothers Hal and Peter, and two sisters, Mrs. Peter Bennett and Mrs. Gordon Forbes.

MORE CHRISTMAS SPIRIT

The Christmas spirit was expressed in many ways. For instance . . . more than 150 officers and men from H.M.C.S. "Shearwater" donated blood on December 22 to the Halifax Red Cross Blood Donor Clinic, in response to an appeal to ease an anticipated "acute" shortage of blood and plasma over the Yuletide season.



H.M.C.S. "Magnificent"

In heraldry, the concept of "splendour", or "magnificence", is depicted by the sun shown in full. The name of Canada's aircraft carrier is therefore interpreted in her badge design. A red maple leaf in the centre of the sun shows the association with Canada.



H.M.C.S. "Cayuga"

The Cayuga Indians have been known for their deep loyalty to the King of England. When war with Nazi Germany became imminent in 1939, the Cayuga Tribe held their own council, and declared war on the Germans. The badge of this destroyer shows a Cayuga Indian in the position of 'on guard'. The design is carried

out in scarlet and gold, after the first and fourth quarters of the Royal Arms, to indicate the particular allegiance of this tribe to the British Throne.

A Worthy Cause

The Lakehead Branch, Naval Officers' Association of Canada, on December 20 presented McKellar General Hospital, Fort William, with a cheque for \$750.00 for the furnishing of a naval ward in the hospital. The cheque was presented to the chairman of the hospital board, Jack Fryer, by John Sprinkle, president of the Lakehead Branch, and Lieut.-Commander C. W. King, R.C.N.(R), Commanding Officer of H.M.C.S. "Griffon".

This and other gifts of the Lakehead Branch were financed almost entirely by the annual Trafalgar Day Ball and Christmas Ball held in the division and jointly sponsored by the N.O.A.C. and the wardroom, H.M.C.S. "Griffon".

EARN L.R.3 BADGES

Following a nine-week course at H.M.C. Gunnery School, Halifax, seven Able Seamen qualified in December as Layer Ratings third class. This was their first step in the Gunnery Branch.

Those graduating were: Able Seamen J. W. Dean, A. J. Pike, R. W. Lowe, S. M. Batsford, J. H. McGregor, R. E. Tretheway and Ray Dingley.

'BLUEPRINTS' FOR MODELS

Men who go in for the modeling of ships will be interested to know that the Admiralty has prepared a series of simplified drawings for the use of model makers. They are outline drawings to a scale of 1/50 in. to a foot. They show profile, plan and sections as required for the construction of waterline models. The prices charged are: Battleships, 5 shillings, Cruisers, 4s, Destroyers and Monitors, 2s and 6 pence (1s extra in each case for commercial firms selling models to the public.) All applications should be addressed to the Secretary of the Admiralty (P. Branch 1) Bath. These should be accompanied by a postal order payable to the Director of Naval Accounts, Admiralty.



H.M.C.S. "Queen"

The name of this Reserve Division is simply the English translation of the name of the city in which it is located: Regina, Saskatchewan. The badge design is interpretive—the lozenge denotes the female, the orb stands for regal authority, and the colours, purple and gold, show the association with royalty,



H.M.C.S. "Prevost"

The badge design of the Reserve Division at London, Ontario, is derived from the crest in the Arms of Sir George Prevost, Baronet, Governor-in-Chief of Canada in 1811, and Commander-in-Chief of the British Forces in Canada during the War of 1812.

NEW R.C.N. PAY GRADES

With the new rating structure and the resultant changes in pay rates being introduced almost concurrently with the \$10 increases in pay and marriage allowance, the staffs of the Directorate of Naval Pay and Accounting, at Headquarters, and the ship's offices at the coasts have had, in making the necessary adjustments on pay records, a major job on their hands.

At the same time, there has been a certain amount of understandable uncertainty on the part of a number of men as to what their monthly rates of pay will be, once the new advancement structure is put into effect.

In order to clear things up, herewith is a table of pay grades which will prevail under the new structure and which take into account the \$10. increase:

SUBSTANTIVE PAY RATES

Pay	Grade	Rating	Standard	Trade Group I	Trade Group II	Trade Group III	Trade Group IV
7	C	CPO 1/c (Over 6 yrs.)	\$156.00	\$160.00	\$168.00	\$176.00	\$184.00
7	B	CPO 1/c (Over 3 yrs.)	151.00	155.00	163.00	171.00	179.00
7	A	CPO 1/c (Under 3 yrs.)	146.00	150.00	158.00	166.00	174.00
6	C	CPO 2/c (Over 6 yrs.)	141.00	145.00	153.00	161.00	169.00
6	B	CPO 2/c (Over 3 yrs.)	136.00	140.00	148.00	156.00	164.00
6	A	CPO 2/c (Under 3 yrs.)	131.00	135.00	143.00	151.00	159.00
5	C	PO 1/c (Over 6 yrs.)	126.00	130.00	138.00	146.00	154.00
5	B	PO 1/c (Over 3 yrs.)	121.00	125.00	133.00	141.00	149.00
5	A	PO 1/c (Under 3 yrs.)	116.00	120.00	128.00	136.00	144.00
4	C	PO 2/c (Over 6 yrs.)	111.00	115.00	123.00	131.00	139.00
4	B	PO 2/c (Over 3 yrs.)	106.00	110.00	118.00	126.00	134.00
4	A	PO 2/c (Under 3 yrs.)	101.00	105.00	113.00	121.00	129.00
3	C	Leading (Over 6 yrs.)	94.00	98.00	106.00	114.00	122.00
3	B	Leading (Over 3 yrs.)	91.00	95.00	103.00	111.00	119.00
3	A	Leading (Under 3 yrs.)	88.00	92.00	100.00	108.00	116.00
2	C	Able (Over 6 yrs.)	85.00	89.00	97.00	105.00	113.00
2	B	Able (Over 3 yrs.)	82.00	86.00	94.00	102.00	110.00
2	A	Able (Under 3 yrs.)	79.00	83.00	91.00	99.00	107.00
1	B	Ordinary (Trained)	72.00	76.00	84.00	92.00	100.00
1	A	Ordinary (On Entry)	68.00				

Subsistence Allowance (Where applicable)

Ordinary, Able and Leading	\$54.00
Petty Officer 2nd Class	60.00
Petty Officer 1st Class and Chief Petty Officer 2nd Class	65.00
Chief Petty Officer 1st Class	70.00

Marriage Allowance

All rates..... \$30.00

Separated Family Allowance (where applicable)

In all cases..... Subsistence less \$15.00

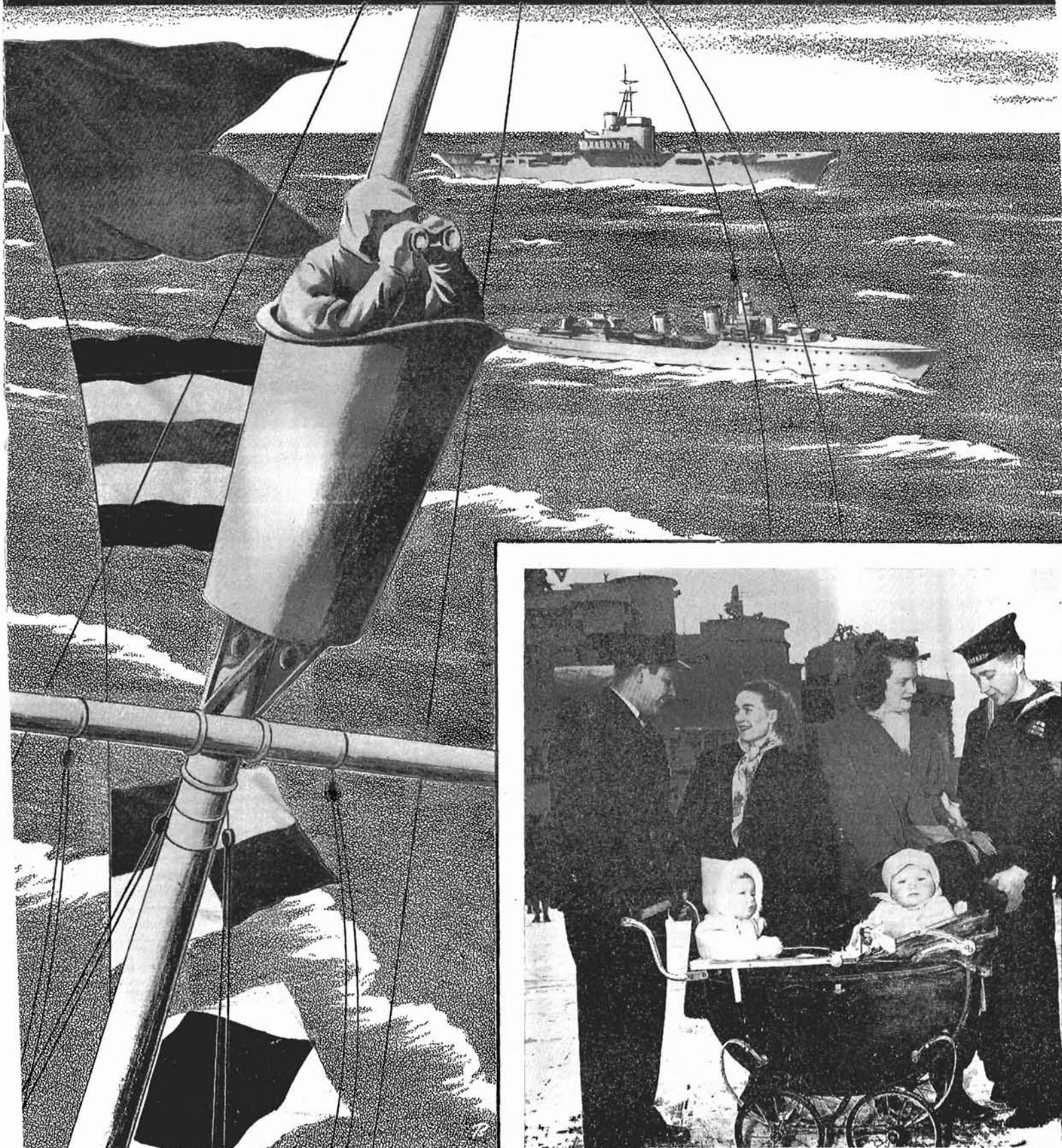


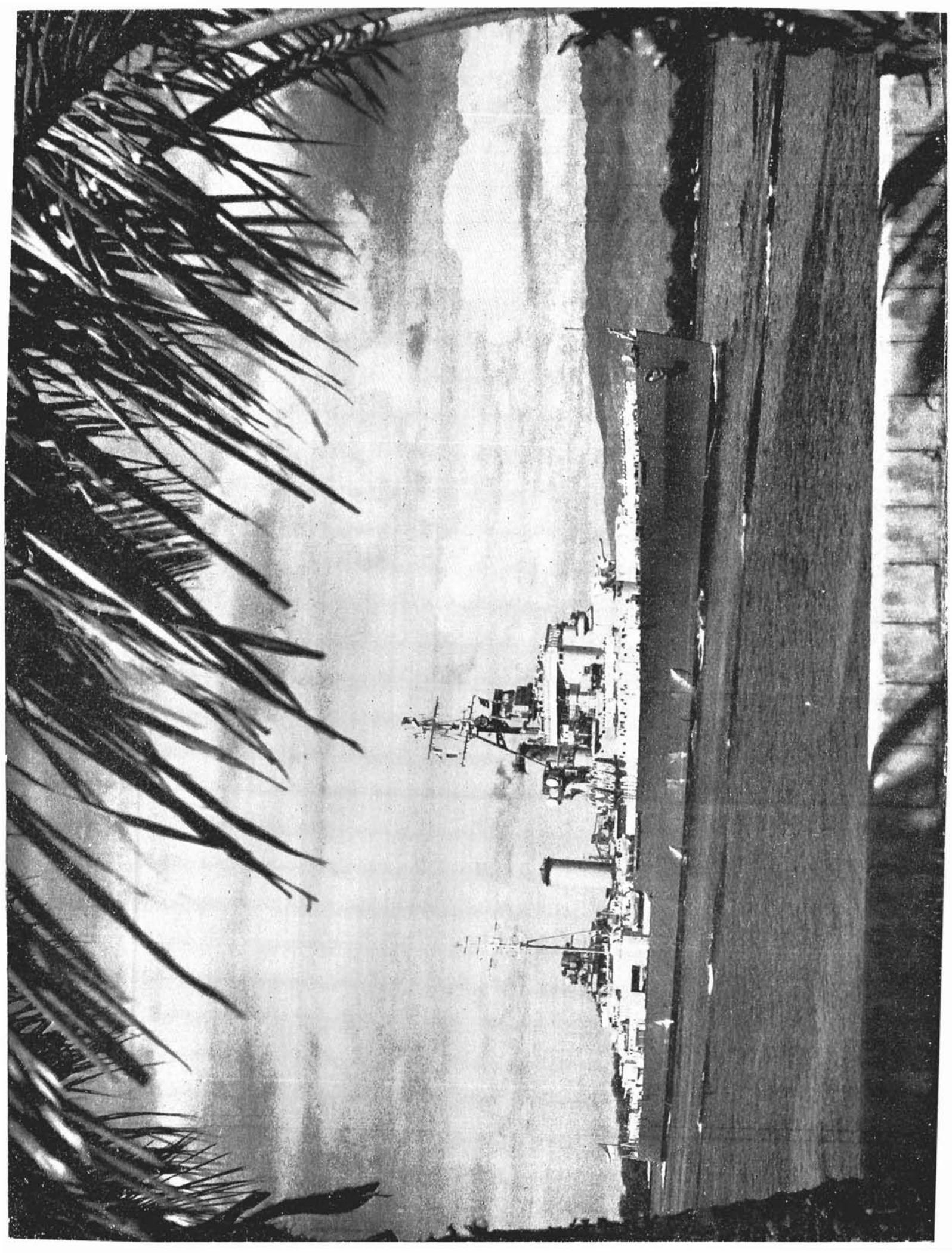
The CROWSNEST

Vol. 1 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

March, 1949





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Lady of the Month: Framed in a tropical setting, H.M.C.S. "ONTARIO" steams up-channel to the United States Naval base at Pearl Harbor.

★ ★ ★

This month's magazine contains an article (pp.14-15) on the R.C.N. Film Society, an organization about which there has been much misunderstanding and around which has swirled much controversy. The article tells us, plainly, that the Society is presently in a precarious position, then explains how it got that way and what is going to be done about it.

The reader perhaps may have what he thinks is a better scheme for putting the Society back on its feet than the one that is outlined in the article. If he has, those who are in charge of the Society's operations would be most pleased to hear about it.

Though their duties in connection with the Film Society are extra-curricular and bring them precious little thanks, they feel that it plays an important part in the sailor's life and are anxious to keep it in full commission. Any suggested alterations and additions that would restore the Society to full efficiency would be only too well received by them.

★ ★ ★

The response to last month's call for CROWSNEST contributions was most gratifying—a couple of bulkheads had to be knocked down to ease the congestion in the soft spot reserved for the "faithful". There have been others, though, who have become conspicuous through their silence. The gunnery people, for instance, there hasn't even been a half-charge fired from that direction.

And now next month is crowding upon us, and there will be the month after that, and the one after that . . .

So we cannot help but say once more: KEEP A GOOD LOOK-OUT FOR "CROWSNEST" MATERIAL. SEE THAT YOUR CORRESPONDENT GETS IT. SEE THAT HE GETS IT TO . . .

The Editors

Page one

Cover Photo — When H.M.C. Ships "Ontario," "Athabaskan" and "Antigonish" left Esquimalt for the annual spring cruise, families of many of the ships' officers and men were on the jetty to wish them bon voyage. In the group on the cover are Petty Officer Thomas Angus, of Calgary, Mrs. Angus, Mrs. Kitson and Electrician 3rd Class William Kitson, of Ladner, B.C. Looking up at her father is little Heather Kitson, while in the baby buggy, obviously more interested in the photographer's camera and flashbulb, are Brian Angus and Lyle Kitson.

R.C.N. News Review

To Far East

Less than 12 hours before she was scheduled to leave Esquimalt January 28 with other Pacific Coast units for three months of spring fleet exercises, H.M.C.S. "Crescent" received new sailing orders. She was to proceed instead to the Far East. The destroyer left on February 2.

In making the announcement Mr. Brooke Claxton, Minister of National Defence, said that if an emergency arose out of disturbed conditions in the Far East, the "Crescent" would be available to assist in the evacuation of Canadian citizens.

Refit for "Swansea"

H.M.C.S. "Swansea", hard-working frigate of the Atlantic Coast fleet, is now undergoing annual refit at Halifax. Since commissioning a year ago

the "Swansea" has logged many thousands of miles on reserve and permanent force training cruises, has taken part in numerous exercises and visited ports from the Gulf of St. Lawrence to Key West, Florida. On reserve training alone the "Swansea" logged better than 12,000 miles last summer, more than any other vessel in the command.

On February 7, Lieut. (TAS) R. W. Timbrell, D.S.C., relinquished command of the frigate to Lieut. (TAS) J. P. T. Dawson. The former had commanded the "Swansea" since her re-commissioning.

Spring Cruise Starts

The cruiser "Ontario," the destroyer "Athabaskan", and the frigate "Antigonish" sailed from Esquimalt on January 28 on spring fleet exercises

which will keep them away from their home base until late April. The squadron will exercise off Mexico and California throughout February and early March, then will pass through the Panama Canal to rendezvous with H.M.C.S. "Magnificent" and "Haida" of the Atlantic Command. After that the five Canadian ships will carry out exercises in the Caribbean with the Royal Navy's America and West Indies Squadron and units of the United States Navy.

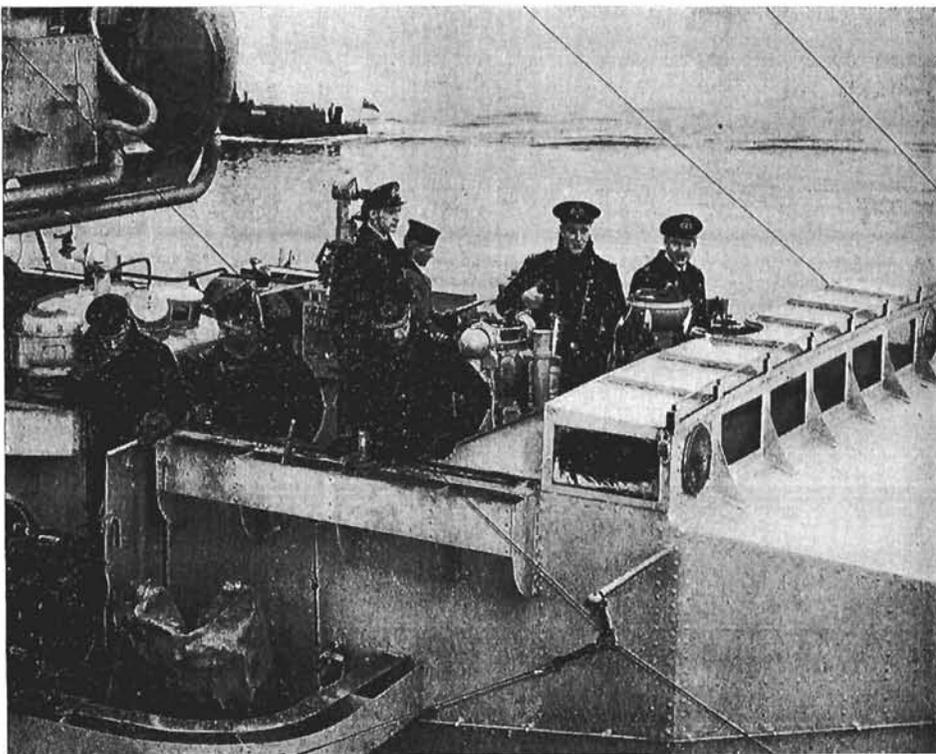
Unscheduled Evolution

The familiar evolution, rigging tow aft, took on added significance for the crew of H.M.C.S. "Antigonish" when on February 6 the ship was despatched to the aid of the disabled Canadian motor vessel "Seekonk", drifting in the Pacific 80 miles south by west from Magdalena Bay, Mexico. The "Antigonish" had been exercising in the bay with the "Ontario" and "Athabaskan" when the distress signal was received. The Senior Officer, Capt. J. C. Hibbard, in "Ontario," immediately sent her to the assistance of the freighter.

High winds made the task a tricky one and twice the tow line parted. However, the job was completed within 24 hours and much valuable experience was gained by the frigate's crew, most of whom were seamen under training.

Aircrews Take Course

A five weeks' anti-submarine course at the United States Naval Air Station at San Diego, California, is the present assignment of 12 R.C.N. pilots and observers, who, as aircrew of the Navy's Firefly aircraft, are specializing in anti-submarine operations. The course, which commenced on January 24, has been devoted largely to familiarization with anti-submarine equipment with which the



Commander M. A. Medland is shown on the bridge of his destroyer, H.M.C.S. "Athabaskan", as he is about to take her from the jetty at Esquimalt for the spring training cruise. Commander Medland is also Senior Officer of the Canadian Destroyer Division on the Pacific Coast.

R.C.N.'s Firefly Mark V aircraft are to be fitted.

Concurrently with the San Diego course, another of three weeks' duration was conducted at the Royal Navy's Anti-submarine School at Londonderry, Northern Ireland, for pilots and observers of the R.C.N.'s 825 Squadron, who are to man the new Firefly V's.

Back to 'Baker'

H.M.C.S. "St. Stephen" sailed from Halifax on February 7 for another tour of duty on weather Station Baker. Since the ship's arrival in Halifax from her last patrol, her crew has been enjoying well-earned leave and effecting repairs to damage caused by the "longest continual seige" of bad weather yet experienced on the frigate's northern weather station.

Specialized Training

Fifteen of the 20 Naval Divisions across Canada will shortly commence a new training plan designed to produce fully qualified seamen specialists in gunnery, torpedo anti-submarine, navigation direction and other branches. Under the new plan, each division participating has been allocated responsibility for training in a certain branch or branches. It was stressed, however, that this undertaking will in no way affect the basic training given all new entries into the Reserve or the training available to men in other branches. Included in the specialized subjects are seaward defence and minesweeping, communications, gunnery radar, aviation, radar plotting and anti-aircraft gunnery.

Divisions will be fitted with the latest technical equipment and specialist officers and men will be provided for instructional duties.

As yet no specialty has been allocated to five divisions but it is anticipated that these eventually will take part in the program.

Lower Age Limit

Recent amendments to the regulations have reduced the age limit for entry into the Naval Forces from 17½ to 17 years. Recruits will now be accepted between the ages of 17 and 30 years.



There was one absentee when H.M.C.S. "Magnificent" left Halifax January 13 for the United Kingdom. It was Stoker (Mascot) Standeasy, a member of the ship's company since her commissioning and of H.M.C.S. "Warrior's" before that. However, the disgrace was short-lived. Soon after the ship had sailed the veteran sea-dog turned up at the Mechanical Training Establishment at H.M.C.S. "Stadacona," whither he had drafted himself for a Leading Stoker's course. Here he is shown getting some pointers from Cdr. J. S. Horam, officer-in-charge of the M.T.E., while Ldg. Sto. Mech. Gordon Boyd looks on. Standeasy hopes to have his "hook," and be ready to rejoin the ship when the "Magnificent" returns in February.

SHADES OF SIR HENRY

On frequent occasions, Surg. Lieut. E. L. Morgan, R.C.N. (R), of Toronto, was wont to express a deep-felt desire to leave his hospital post and go down to the sea in ships. Word of this got to the Medical Director General, who advised Lieut. Morgan as follows:

*So, Morgan must go to sea in ships
To see what makes them tick!
He has no regard for the turbulent waves
Or the things which make one sick!*

*It's the call of the wild within his breast,
The scent of the days when the iron chest
Held jewels, and gold, and silks, and spice,
And treasures galore of countless price
Which the wicked had gained by murder and vice
But were readily lost by a throw of the dice;
"You pays yer money and takes yer ch'ice!"*

*Oh, sure it's the call of the buccaneer,
The privateer and the mutineer,
Which now returns after many a year
To stir the blood of a famous name,
Dating back to the days of dubious fame
When men roved the seas and the Spanish Main,
And cluttered the scuppers with blood and gore;
Had wealth to burn; but sought for more!*

*A word of warning I give to thee
Who insist on climbing a family tree.
You're apt to fall and bump yer noggin
If you follow the shades of Henry Morgan!*

A.M.

JAMES THE FIRST - SUCCESS OR FAILURE?

No, men, not the bird who wrote the Bible; but James the First, colloquially known as Jimmy the One, that housekeeper cum fount of all knowledge cum father confessor who goes around disguised as a destroyer First Lieutenant — What is it that makes one successful and another a failure? (This will be, or should be, of particular interest to the 1st of Port, who lost their make-and-mend last Wednesday all because of a slight difference of opinion with one of the above-mentioned gentlemen as to when a job is or is not finished).

As the writer sees it, the successful destroyer X.O. must have the following prerequisites to be a success:

1. A sense of humour.
2. Infinite patience.
3. A good Cox'n.
4. A good "Chief Buffer."
5. A tolerant and understanding Captain.

Starting with these, almost any clot can make good, provided he is himself a good seaman. By this, I don't mean that he should necessarily

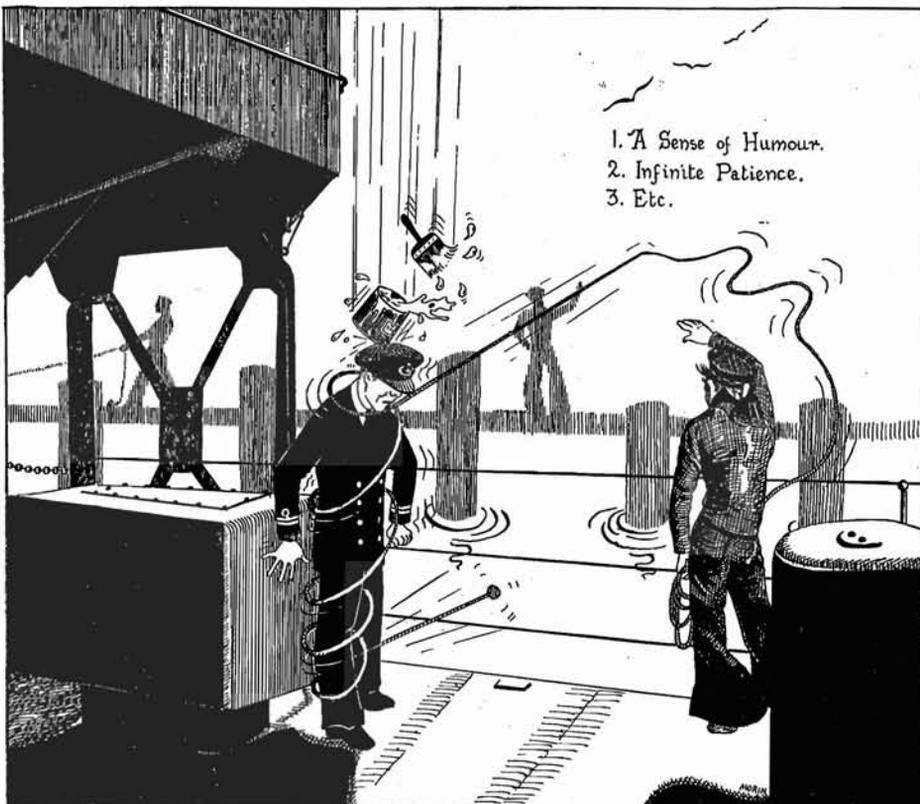
be an expert in transferring the starboard hook, via the topmast, to the "Maggie" in a howling gale. I suppose it helps if he can perform that particular evolution, but I'm thinking of another form of seamanship, the art of living in a seagoing ship.

In addition to being an M.A. in this particular field of endeavour, he must be able to impart his knowledge to his officers and men. It is not easily acquired, nor easily imparted, because there is really only one sure way of gaining it — by a long series of painful experiences leaving scars on the more sensitive souls, and marking even the more rhinoceros-hided among us.

Some of you may be wondering by this time what on earth this character is babbling about, and why he's worrying so much about living in a ship. Nothing to it, sez you — done it for years. If you have done it for years, without bother, you have been blessed with a series of good X.O.'s (not forgetting the Cox'ns and the Buffers).

For, if you put more than 200 sailors, most of them rugged individualists (or so they seem at times), into the few cubic feet of living space left in a destroyer after the bulgineers and the gunnery jacks have had their grab at it, your living organization, or daily routine, to give it a more familiar name, is what makes or breaks James the First. Not just the piece of paper on the Notice Board giving the times of Hands Fall In or Quarters Clean Guns, but the methods he employs to carry out the different kinds of work at different times; the thousands of little ways he likes things done; and the way he blows a fuse if they're not done that way — all go to make life in crowded and not overly comfortable quarters a little easier. Unless his men are happy in and with their living accommodation, the X.O. can never with any marked degree of success get on with the welding of the ship and men into an efficient fighting unit. To repeat what I've said before, this only comes with experience in living at sea and teaching others how to live.

Going back to our five prerequisites I would like to emphasize the need for a sense of humour. Given that, James can get by without one or two of the others. Without it he's a sure bet for incipient or active duodenal ulcers, probably the latter. To illustrate: What would be your reaction if, on the Admiral's inspection — the culmination of your efforts to produce the cleanest and most efficient Tribal in the fleet — your best whaler coxswain forgot to put the plug in? Remember, the Admiral won't raise his eyebrow at the coxswain or anyone else. The can is all yours. You don't think it's funny? Brother, you should take a look at the faces of your contemporaries on the Admiral's staff. You might as well laugh — internally, of course. No blast from you will make that coxswain feel any more wretched than he is, and there is no excuse you can make. Also, you will probably go through life with the nickname of "Pluggy."



Then, of course, there is the defaulters table, a place to try any sense of humour. For instance, your ship has been plagued with continual leave-breaking. Captain (D) has made some pointed remarks. Your Captain, tolerant though he may be, has indicated that he could do with a little less of it. So you have read the riot act, the Articles of War, pleaded with your men, given them the do-or-die for dear old Michilimachimac (pronounced MAW) pep talk. You get results. No leave breaking day after day. Proudly you report to your Old Man that you have fixed this festering sore for ever and a day. The very next day — you guessed it — AB Buggins, the steadiest man in the ship, comes off an hour and a half adrift. You approach the table breathing fire. Before you pass this ingrate, this . . . this thing . . . on to the Captain, you will personally pin his ears to the bulkhead.

"Well, Buggins?" you snarl.

"Sir," with a bland expression, "I set my alarm last night for the usual time, but it didn't go off. My small boy, aged five, woke up early, came into the room and shut it off so it wouldn't ring and disturb everybody".

What can you possibly do but laugh at that one?

As for prerequisite number 2, infinite patience. This, too, you must have or go to the Quack with tales of pains in the tummy before (or is it after?) meals. I can't remember. It's some years since I was a First Lieutenant. But I digress. Patience is our topic of conversation, and from the time you are called at 0545 by the Q. M., who informs you that it is not raining and hence you will be working early morning routine, until you finally turn in at 0230 the next morning after assisting the S.B.A. to patch up some red blooded youth who has tried to remove his thumb with his pusser's dirk, you will need patience — barrels of it.

The number of things occurring that "didn't oughter" during the course of a day can, on occasion, border on the fantastic. You may rest

assured that the Dockyard will not send for your ailing motor boat until you are second ship in a bank of four with a strong wind blowing on the jetty, while all the tugs are, of course, towing the garbage scow or engaging in some other activity . . .

The day you finally talk the C.O. into Saturday Divisions so you can go to Chester on Sunday, the Supply Officer arrives on the jetty with five truckloads of stores just after you've piped Hands to Clean for Divisions . . .

At great cost to yourself, you finally swindle a tin of silverine out of the Yard. You smugly watch the first touches going on the funnel stays, then turn away to talk to some one, and BANG — SLOP — you don't need to look to know that Ordinary Seaman Joe "Boots" Blow has done it again, all over the maintop semtex, laid two days before as the result of another swindle. I could go on, but your hearts are probably aching for the poor benighted Jimmy already.

Then, of course, we have training. That is where the X.O. tries to do his welding job on ship and men. You remember: fighting efficiency. Lectures, individual drills, follow-the-pointer exercises, fire drill, damage control, general drills, and just plain drills, one after the other. And does the First Lieutenant see any results? Not on your tintype. Every mistake ever thought of in every school is made at one time or another, and a lot of others that have never been heard of. You never have a perfect drill or exercise.

Then, all of a sudden along comes your divisional full-calibre shoot — and what do you know, every man word perfect, all straddles. This after months of the most hamfisted drills that ever happened. In the back of your mind, you knew that patience and more and more drill would win out, but it was hard not to blow your top at times — particularly when they tested firing circuits with the tampions in "A" Gun.

Requirements 3, 4 and 5 are, I think, self-explanatory. If you have all three you are indeed a fortunate

First Lieutenant. If two, or only one, you are still that much further ahead of the game.

Whether this has been of assistance to the 1st of Port in understanding why they lost that make-and-mend I don't know. I can only hazard a guess that with patience and a sense of true seamanship the First Lieutenant was striving to make the ship a little more efficient. So, before you damn him completely, give him another chance. He'll need it. — R.L.H.

"THE SECRET LAND"

A first-class documentary film of particular interest to naval personnel, "The Secret Land" had its first showing in Canadian theatres during the past month. It is the record, in technicolour, of the United States Navy's Antarctic expedition and from start to finish is a fascinating production.

The culmination of Rear-Admiral R. E. Byrd's long-nurtured dream, the expedition proved to be an undertaking of considerable magnitude. Actually it involved three closely-linked expeditions, one to East Antarctica via Balleny Island, one to the West via Peter Island, and one to central Antarctica via the Ross Sea and the Bay of Whales.

The main purpose of the operation was to photograph as great an area as possible, and close to 1,500,000 square miles were covered. In addition, valuable mineral deposits were discovered, species of wild life were obtained for zoological study and a quantity of equipment was tested under Antarctic conditions.

Nature was the expedition's adversary and a potent one it proved to be. Huge icefields, raging gales and bitter temperatures tested men and equipment to the limit. The most dramatic single incident in the film is the loss for 13 days of one of the six aircraft used in the photographic survey. When this plane is finally located, after a most intensive search, the relief felt by the members of the expedition is something the audience finds easy to share—R.A.B.

The Man of the Month

("The Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. This month the choice has been made by H.M.C.S. "Crescent." 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).

Slight of build and always cheery, Leading Seaman Roy Davis, 27, is H.M.C.S. "Crescent's" choice for "Man of the Month".

A native of Swift Current, Sask., Davis got his first glimpse of the Navy while on a summer vacation on the West Coast. There fate stepped in . . . and after a look or two at the old destroyer, H.M.C.S. "Vancouver", he made up his mind that the Navy was to be his career.

Davis arrived in "Naden" as a Boy Seaman in October, 1938. Six months were to elapse at the training establishment — six months of forming fours, sloping arms, boat pulling and learning the rudiments of seamanship — before his first sea draft came through. It was a proud day when he stepped aboard H.M.C.S. "Restigouche" to become a destroyer man.

At the outbreak of the Second World War, Davis was still in the "Rusty Guts". Now stationed on the East Coast, he was gaining experience in active warfare with the early Halifax convoys. It was during this time that he heard the lure of the pinging asdic, and decided to specialize.

In June, 1940, he went to "Stadacona" to qualify as a Submarine Detector. On completion of the course he made the first commission of H.M.C.S. "St. Clair", one of the "four-stackers" taken over by the R.C.N. from the U.S. Navy.

After a healthy slice of convoy duty between Iceland and Greenock, Scotland, Able Seaman Davis left the "St. Clair" in Glasgow in April, 1941, with a draft chit taking him to Plymouth and the shore base of "Niobe".

During his four-month stay in the bomb-shattered city he was trained for defence purposes in case of invasion. He also served as fire guard during the heavy bombing attacks by the German Luftwaffe.

Returning to Halifax in July, 1941, aboard the corvette "Spikenard", Davis went back to the A/S School, this time to step up another rung and



LEADING SEAMAN ROY DAVIS

become an H.S.D. He was rapidly becoming a "ping" artist of the first magnitude.

His next ship was another corvette, H.M.C.S. "Summerside", which he joined in December, 1941. There he spent two and a half years rolling and bucking about on the North Atlantic on the Newfie-Derry run. He was in the "Summerside" when she entered the Mediterranean — one of the first Canadian corvettes to do so. It was during his time in the "Summerside" that Davis was advanced to Leading Seaman.

A breather from sea duty found Davis taking a refresher course at H.M.C.S. "Cornwallis", and this was

followed by duty in the Action Room in H.M.C.S. "Scotian". Here his experience with the small ships of the Royal Canadian Navy was utilized in training officers and men of the R.C.N.'s expanding fleet. Davis was still carrying out his instructional duties when the war in Europe ended.

Leading Seaman Davis went to the Reserve Fleet and was in H.M.C.S. "Huron" until April, 1946. Two months in H.M.C.S. Qu'Appelle and a similar period in H.M.C.S. "Iroquois" followed. Then, after seven years' absence, during which he had seen warfare both afloat and ashore, he returned to his home port on the Pacific Coast for service in H.M.C.S. "Givenchy", in the Naval Dockyard, Esquimalt.

It was back to Halifax in May of the next year, this time for a TAS conversion course. On completion of the course he headed west to become an instructor in the Torpedo Anti-Submarine Training Centre at "Naden".

They say you can't keep an old destroyer man down. Leading Seaman Davis is no exception. It was only natural that he should cast an eye on the modern successors to the old "Vancouver". In September, 1948, he joined the "Crescent", where his presence was soon felt among the newer seamen . . . The destroyer man had come home.

SERVING IN 'CRESCENT'

Only Reserve officer to join H.M.C.S. "Crescent" for the Far East cruise was Lieut. W. K. L. Lore, R.C.N. (R) (Ret'd), of Montreal. Lieut. Lore was appointed to the destroyer as an interpreter. He has a fluent command of several Chinese dialects and has had experience as a naval officer in the Far East.

DIVISION'S BAND IN GREAT DEMAND

MONTREAL FINDS THEIR MUSIC GRAND

Because of its departure from the conventional type of band concert, the band of H.M.C.S. "Donnacona," Montreal naval division, has aroused considerable interest among musicians both in Canada and in the United States.

Emphasis is placed on music originally written for band by great composers of the past and present. Military marches are reserved for parades, and transcriptions of orchestral music are never given preference if band music of merit can be substituted.

As a result of this policy, eminent authorities on bands have become sufficiently interested to contribute valuable advice on musical arrangement and presentation. Dr. J. J. Gagnier, well known Canadian composer and conductor, has offered to attend rehearsals of some of his own compositions and Richard Franko Goldman, associate conductor of the world-famous Goldman band, has

loaned music to the "Donnacona" band from the Goldman library.

The band, under the direction of Lieut. (SB) Norman Mouland, has been extremely active in recent months. After successfully completing its summer series of 10 outdoor concerts in Montreal parks, it took part in the Trafalgar Day parade, played for a Naval church service, and furnished music for the ceremonies marking the unveiling of the Westmount war memorial.

The band's performance at the latter function was enthusiastically praised by His Excellency, The Governor General of Canada, Field Marshal the Right Honourable The Viscount Alexander of Tunis, who was guest of honour at the unveiling.

The band also presented concerts for patients at military hospitals at St. Anne de Bellevue and Montreal and for the annual children's Christmas party at the division.

The music on the hospital programs ranged from symphonic masterworks to songs from current Broadway shows. One of the highlights was the first Montreal performance of the second movement from the Symphony for Band by Hector Berlioz.

For the Christmas party the band prepared a concert of children's songs and other music appropriate to the Christmas season.

All these activities come, of course, in addition to the normal ones of playing for divisional inspections, march pasts and so on. For dances the band provides a nine-piece orchestra, "The Blue Serenaders," which has played at a number of functions and has won high praise.

Members of the "Blue Serenaders" are Bandsmen R. Sawyer, R. Pallen, C. Clements, R. Barber, P. Bedard, D. Wild, N. Parr, G. Hanson and C. Hicks.



The band of H.M.C.S. "Donnacona", Montreal naval division, is shown above. Its members are:

Front Row (left to right)—Bandsmen D. Taylor, R. Barber, P. Bedard, S. Schwartz, N. Fatacci, Lieut. (SB) Norman Mouland, bandmaster, Bandsmen D. Wild, N. Parr, I. Bookbinder, G. Hanson and R. Munroe.

Second row—Bandsmen F. Moller, S. Thomson, P. Goudreau, A. Reilly, A. Julius, J. Taylor, M. Quastel, PO A. Thompson, Bandsmen R. Sawyer, L. Calfat, L. D'Anjou and K. McEwan.

Third Row—I./Bandsman S. Jefferies, Bandsmen A. Mustill, C. Hicks, W. Caldwell, W. Turner, C. Clements, CPO H. Long, assistant bandmaster; Bandsmen E. Cannon, N. Summerton, H. Dunwoodie and R. Pallen. Five members are absent.

Members of the "Blue Serenaders", the dance orchestra drawn from the band, are Bandsmen Sawyer, Pallen, Clements, Barber, Bedard, Wild, Parr, Hanson and Hicks.

The Bulletin Board

New Standard Rating System — Nomenclature and Abbreviation

The difficulty experienced in the past by service personnel and civilians alike, in readily recognizing the ratings held by men serving in certain branches of the Naval Service, will be eliminated by a new system of personnel nomenclature and abbreviation which is being introduced in the R.C.N. simultaneously with the the new substantive rating structure.

Under this new system men are identified substantively and by branch or trade, as opposed to the various combinations of the two in use under the old system.

Substantive Designation:

Men are classified substantively in seven ratings irrespective of branch or trade:

Rating	Abbreviation
Chief Petty Officer First Class	C 1
Chief Petty Officer Second Class	C 2
Petty Officer First Class	P 1
Petty Officer Second Class	P 2
Leading Seaman	LS
Able Seaman	AB
Ordinary Seaman	OS

"Acting", "Probationary," "Provisional" and like ratings have been eliminated. In cases where a man is advanced or transferred to a rating for which he is not fully qualified through no fault of his own, the designation "(NQ)" will follow the substantive and branch or trade abbreviation; for example, an Ordinary Seaman Layer Rate Standard Group (OSLRS) who is advanced to Able Seaman but lacks, through no fault of his own, the normal seagoing service, shall be designated as "ABLS (NQ)".

Chief Petty Officers First and Second Class will normally be addressed as "Chief Petty Officer". Petty Officers First and Second Class will

normally be addressed as "Petty Officer". Men in the other substantive ratings will be addressed as "Leading Seaman", "Able Seaman" or "Ordinary Seaman" as appropriate, regardless of trade or branch.

Branch or Trade Designation:

Men are classified by branch or trade with a branch or trade name and trade group. As an example, a few of the branches or trades and their abbreviations are listed hereunder; also the trade groups and their abbreviations.

Branch or Trade	Abbreviation
Gunnery Instructor	GI
Quarters Rate	QR
Torpedo Detector	TD
Regulating Petty Officer	RG
Pharmacist	PM
Administrative Writer	AW

Trade Group	Abbreviation
Standard Trade Group	S
Trade Group I	1
Trade Group II	2
Trade Group III	3
Trade Group IV	4

Use of Abbreviation:

A man's full abbreviation consists of a group of five letters and figures, the first two representing his substantive status, the last three his trade group. This abbreviation is used in the heading of letters, in all personnel forms other than those which specifically state that the substantive rating shall be written out in full, and in pay records.

There is one exception to this rule. An Ordinary Seaman in the Seaman Branch without a non-substantive rate will be identified by substantive rating only and the abbreviation applicable is a two group abbreviation.

The period is not used when writing abbreviations.

Examples:

The following examples serve to illustrate the new system:

Example 1:

Robert M. Smith who is a Chief Petty Officer Second Class in the Engine Room Artificer Branch, will

- (i) be addressed as Chief Petty Officer Smith,
- (ii) be shown in a letter heading as C2ER4 Robert M. Smith, 2002-E, and
- (iii) be referred to in the body of a letter as Chief Petty Officer Smith.

Example 2:

John C. Jones who is an Ordinary Seaman in the Seaman Branch not in possession of a non-substantive rate, will

- (i) be addressed as Ordinary Seaman Jones,
- (ii) be shown in a letter heading as OS John C. Jones, 5005-H, and
- (iii) be referred to in the body of a letter as Ordinary Seaman Jones.

In order to be able to discern readily the class of non-substantive rate held from the trade group number

How To Get Photos

Copies of any R.C.N. photographs appearing in The CROWSNEST may be obtained by sending an order to the Superintendent of Photography, Defence Headquarters, Ottawa.

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

Sizes and finishes available, with prices, are as follows:

4x5 Glossy finish only	\$.05 each
5x7 Glossy or Matte finish	.15 "
8x10 " " " "	.30 "
11x14 Matte finish only	.50 "
14x17 " " " "	.80 "
16x20 " " " "	1.20 "
20x24 " " " "	1.60 "
30x40 " " " "	3.00 "

or letter of the abbreviation, personnel of the R.C.N. must familiarize themselves with the regulations governing entitlement to trades pay.

To avoid confusion, in all dealings with civilians the substantive rating only should be used.

Men of the R.C.N. (R), Uniform Clothing

When the entry of a man in the R.C.N. (R) (Active List) has been approved, he will, with the exception of bedding, be issued on loan a kit containing all items essential to the performance of his duties at Divisional Drills, during Naval Training, Voluntary Service or Special Naval Duty.

The issue will be made by the Supply Officer at the Naval Division to which the man is attached. In the case of a man entered in a rating requiring a trade test, the issue will not be made until after he has successfully completed the test.

The previous procedure of issuing certain items of kit to men on their arrival at a Training Establishment left much to be desired. On occasions, items of kit could not be supplied in the correct size or were not available at all. Now, every man will possess a complete kit at all times, containing items of uniform tailored to the correct size.

Addresses — Official Numbers

Personal mail continues to be incorrectly addressed to a considerable extent, causing difficulties and delay in reaching those for whom it is intended. This fact was particularly apparent over the last Christmas season.

Be sure your friends and relatives are fully aware of your full and correct postal address and, above all, be sure your Official Number is noted and noted correctly.

Medical Documentation

A revised system of medical documentation has been introduced into the Navy, bringing the procedure in line with the Army and Air Force. This fact makes it easier to admit a man into a Service Hospital operated by any one of the three services.

HIGH POWER, LOW POWER

An electrician's paradise and a layman's nightmare is the modern warship, with its masses of wiring, multitude of instruments and variety of power sources. Take, for example, the Tribal class destroyer, H.M.C.S. "Nootka."

The ship's electrical installations may be sub-divided roughly into four sections—high power, low power, electronics and miscellaneous. Each of these sub-divisions is related to the other to such an extent that it is impossible to draw a clear line of distinction between them.

The high power section concerns itself with the production of 220-volt direct current from dynamos with a total capacity of approximately 520 kilowatts. All the motors needed to run the ship's ventilating and lighting systems are the responsibility of the electricians detailed for high power duty.

The low power section is responsible for the 22-volt direct current required to operate the large assortment of bells and buzzers that go to make up the ship's fire control system. They also look after secondary batteries and emergency lighting.

To provide this 22-volt power there

are two low power motor generators and two 350 ampere hour batteries fitted in a low power room. Also under the care of the low power hand are the 50-volt, 50-cycle and 120-volt 333-cycle motor alternators fitted to supply mag slip units for passing information between positions and fire control gyros.

The electronics section is in charge of the maintenance of all wireless equipment, radar installations and the amplifiers required for action information and armament broadcast systems. These items make up a full time job for the radio technician and his hands.

Under the heading of miscellaneous are such things as the gyro compass, the A.R.L. course plotter, helm indicator, anti-submarine gear and metadyne control of gun mountings, all of which require skilled hands to keep them operating efficiently.

With the modern ship depending so much on electric power for its operation, the efficiency of the electrical party to no small extent determines the efficiency of the ship. With this responsibility in mind, the newest branch of the Navy is keeping right on its toes.



A highlight in the lives of a number of children from Halifax orphanages came during the annual Christmas party held for them in the gymnasium at R.C.N. Barracks, Halifax. With Bandmaster S. E. F. Sunderland, Commissioned Technical Officer, R.C.N., taking a back seat, the youthful "baton wielders" stepped up and took turns putting the Navy band through its paces.

Officers and Men



RECEIVE HONOURS

Naval and ex-naval personnel were honoured at an investiture held on January 12th, at Government House, Victoria. Honourable Charles A. Banks, Lieutenant Governor of British Columbia, officiated.

Captain C. D. Donald, O.B.E., R.C.N. Ret'd., and Chaplain Class IV A. B. Wood, O.B.E., R.C.N., Ret'd., were invested with the Insignia of Officer of the Most Excellent Order of the British Empire. Insignia of Member of the Order were presented to Chaplain Class IV I. G. L. Gillard, M.B.E., R.C.N., Lt.-Cdr. (SB) R. Roberts, M.B.E., R.C.N. (R), Ret'd., and Lieut. (L) J. B. Wadsworth, M.B.E., R.C.N.

Lt.-Cdr. (NS) E. M. Wolfenden, R.R.C., R.C.N., (Ret'd.) and Lieut. (NS) O. O. Wilson, R.R.C., R.C.N. (Ret'd.), were invested with the Royal Red Cross, First Class, while the Royal Red Cross, Second Class, was awarded to Miss M. C. Waterman, a former Nursing Sister in the R.C.N.

TRAIN IN U.K.

Four officers and two men of the Electrical Department are at present undergoing a special course in air electrics and air instruments at the Fairey Aviation Company plant, Hayes, Middlesex, England.

The course will familiarize the group with the R.C.N.'s new Firefly Mark V aircraft and the equipment with which they are fitted. Instructional technique also is part of the course.

Those taking the course are Lieutenants (L) H. W. Isaac; L. R. Wagener and R. E. Fisher; Mr. S. E. Derbyshire, Cd. (L) Offr., and Air Artificers (L) J. Laverdure and W. McMillan.

Appointed D.N.A.

Captain Charles N. Lentaigne, D.S.O., R.N., has been loaned to the Royal Canadian Navy and appointed Director of Naval Aviation. He succeeds Captain Geoffrey A. Rotherham, D.S.O., O.B.E., R.N., who is now on retirement leave.

One of the early specialists in Naval Aviation, Captain Lentaigne gained his pilot's wings in 1925 and subsequently served in a number of Royal Navy aircraft carriers.

Among appointments he held during the Second World War were those of Commanding Officer of the auxiliary aircraft carrier H.M.S. "Dasher," and of the destroyer, H.M.S. "Gurkha," which was sunk early in 1942 while escorting a Malta convoy. He served also as Director of Air Equipment at Admiralty and as Senior British Liaison Officer to Fleet Admiral Chester W. Nimitz, Commander in Chief of the United States Pacific Fleet.



CAPTAIN C. N. LENTAIGNE

L.S. & G.C. MEDALS

ERA 1/c Percy Schurman, of H.M.C.S. "New Liskeard," was awarded the R.C.N. Long Service and Good Conduct Medal at a ceremony held on board the ship. Presentation was made by Commodore W. B. Creery, Chief of Naval Personnel, who was on a tour of inspection of East Coast ships and establishments at the time.

A native of Cumberland County, N.S., ERA Schurman joined the R.C.N. in September, 1933. During his service he sailed in the destroyers "Saguenay" and "St. Laurent," the minesweeper "Goderich," and the Algerine escort "Rockcliffe." He joined his present ship in April, 1948.

The R.C.N. (Reserve) Long Service and Good Conduct Medal has been awarded to Petty Officer Henry R. Briggs, R.C.N. (R), of H.M.C.S. "Star," Hamilton. The Commanding Officer of the Division, Commander S. F. Ross, R.C.N. (R), made the presentation.

COMPLETE TD 3 COURSE

Twelve seamen have completed a four months' course at the Torpedo Anti-Submarine Training Centre at H.M.C.S. "Naden", Esquimalt. They were given the non-substantive rating of Torpedo Detector 3rd Class. Class Instructor was Petty Officer Brian Brown.

Able Seamen Donald Weston, Melvin MacDonald, James Armit and Ordinary Seamen Hugo Shore, Donald McCrae, Paul Bernard and Diedrich Berg boarded the ships sailing from the Pacific Coast on the spring cruise. Able Seamen William Cull, Andrew Slobodzian, George Martinuk, Robert Coote and Eiruker Johnson of the same class have taken up duties in "Naden".



Chaplain Lea Gillard, R.C.N., Command Chaplain (P) on the staff of the Flag Officer Pacific Coast, is shown above shortly after being invested with the Insignia of Member of the Most Excellent Order of the British Empire, at an investiture at Government House, Victoria. The presentation was made by Lieutenant-Governor Charles A. Banks of British Columbia. The citation stressed Chaplain Gillard's faithful service, both afloat and ashore... "upholding the high traditions of the Church and the Chaplains Service of the Royal Canadian Navy in a marked degree". With Chaplain Gillard in the photograph are his daughter, Marie, and Mrs. Gillard.

WIDELY-KNOWN OFFICER DIES AT HALIFAX

A/Lieut.-Cdr. Charles McDonald, M.B.E., R.C.N., 44, the longest serving officer in the Physical and Recreational Training branch of the Royal Canadian Navy, died in R.C.N. Hospital, Halifax, February 12 after a short illness. At the time of his death Lieut.-Cdr. McDonald had been Officer-in-Charge of H.M.C. Physical and Recreational Training School, Halifax, a post he had held for more than three years.

"Charlie" McDonald came up through the "lower deck." Originally from London, England, he was living in Montreal when he joined the R.C.N. in October, 1923, as an Ordinary Seaman. He qualified as a Telegraphist but later switched to the P. and R.T. branch.

He served ashore and in H.M.C. Ships "Ypres" and "Vancouver" and in ships and establishments of the R.N. By 1937 he was a Chief Petty Officer and early in 1941 had attained Warrant rank. He was promoted to Commissioned Officer in 1943 and to Lieutenant a year later. In July, 1945,

he was promoted to the acting rank of Lieutenant-Commander.

Throughout the Second World War, Lieut.-Cdr. McDonald served as a physical training instructor first at H.M.C.S. "Stadacona," then at H.M.C.S. "Cornwallis," and became known to thousands of Canadians who passed through those establishments and did their "P.T." under his supervision.

In June, 1944, he was awarded the M.B.E. for a "wholehearted devotion to duty which has done much to improve the morale and spirit of the service."

In his younger years, Lieut.-Cdr. McDonald was an outstanding participant in a wide variety of sports. He specialized particularly in middle- and long-distance running and won a number of championship trophies, both within the fleet and as a representative of the Navy at track and field meets in the Maritimes and on the Pacific Coast.

Later, after his retirement from the competitive field, he continued to engage actively in several sports, and at athletic events of every kind could be counted on to be present either on the coaching bench, among the officials or as a spectator.

In recent years Lieut.-Cdr. McDonald had made his home in Dartmouth, at 70 Victoria Road. His death has come as a shock to his many friends in and outside of the Service and their sincere sympathy is extended to his wife and their two children.

Lieut.-Cdr. McDonald was buried with full naval honours in the naval cemetery, Esquimalt.

"HAIDA" REUNION

A small group of men, some wearing the uniform of the R.C.N., others in civilian clothes, gathered together recently in the Chief Petty Officers' Mess in H.M.C.S. "Naden".

The occasion was a reunion of former members of the ship's company of one of Canada's famed Tribal class destroyers, H.M.C.S. "Haida". Of 22 members of the original crew now living in the Victoria-Esquimalt area,

19 were able to be present.

During the evening the conversation naturally centered around one topic, the exploits of their ship in the English Channel and in the North Sea during the war. The men recalled attacks on heavily escorted enemy convoys, successful engagements with larger Elbing and Narvik class destroyers, the destruction of a German submarine and their support of landing operations in Normandy on D-Day.

Guest of honour was "Haida's" former commanding officer, Rear Admiral H. G. DeWolf, now Flag Officer Pacific Coast. Others present were Lt.-Cdr. J. C. L. Annesley, formerly Executive Officer of the destroyer; Lieut. L. I. Jones; Mr. J. E. Insley, Warrant Electrical Officer; Bert Barker; CPO Tel (V) A. J. Andrews; H. Richards; CPO D. Abbott; CPO S. F. Mein; Mr. Rainsford; Mr. Pederson; SPO R. A. Caddell; CPO J. D. Owens; Mr. Moon; CPO S. P. Muzyka; Mr. St. Pierre; G. Findlay; Ldg. Tel (V) G. H. Mannix and Mr. Steele. Lieut. Turner, SPO Sadler and PO Simpson were unable to attend.



Petty Officer Air Mechanic R. W. T. Hogg, of H.M.C.S. "Shearwater", receives the Distinguished Service Medal from His Honour J. A. D. McCurdy, Lieutenant-Governor of Nova Scotia, at an investiture in Province House, Halifax. PO Hogg won the award at the Battle of Matapan, in February, 1941, while serving as an Air Gunner in a squadron operating from H.M.S. "Formidable". He took part in two striking attacks against Italian fleet units and intercepted and passed to his leader a signal betraying the position of an Italian battleship, which the "Formid's" aircraft attacked and damaged with torpedoes.

EX-RATINGS AT 'ROYAL ROADS'

Among the 33 Naval Cadets in the junior term at the Canadian Services College, "Royal Roads", are three men from the "lower deck", Richard Okros, William Watt and Per Sivertsen.

Cadet Richard (Dick) Okros, a native of Regina, joined the Royal Canadian Navy in Toronto in No-



CADET RICHARD OKROS

vember, 1946, as an Apprentice ERA 2/c. On completion of his new entry training in "Naden", he served in the cruisers "Uganda" and "Ontario", then was drafted to Halifax for a nine-month ERA apprentices' course in the Mechanical Training Establishment at H.M.C.S. "Stadacona". Cadet Okros stayed on the East Coast and served as an ERA 3/c in the frigate "Swansea" and the "Magnificent" until his entry into "Royal Roads" last September. Last summer, while on leave from the "Magnificent" and before joining "Royal Roads," Okros made a two-week hitch-hiking tour of the United States with a shipmate, ERA 3/c Pete Berakos. The pair must have had educated thumbs for they managed to visit New York, Washington, Tampa, Fla., Montgomery, Ala., San Antonio, Texas, Phoenix, Arizona, the Grand Canyon,

Page twelve

Los Vegas, Nevada, Los Angeles and San Francisco. They even managed to hitch two 'plane rides.

It is Okros' ambition to rank high enough in the 1950 graduating class to proceed to the Royal Naval Engineering School at Keyham, England, where Canadian Midshipmen (E) receive their early specialized training.

Cadet William Watt served his apprenticeship for the Navy in the Royal Canadian Sea Cadet Corps in Port Arthur and attained the rank of Midshipman. He was attested as an Ordinary Seaman in H.M.C.S. "Griffon" and, after completing his new entry training, served in the "Ontario". By dint of hard work and study he qualified educationally to enter the 1948 class of Naval Cadets, and thereby realized a boyhood ambition.



CADET WILLIAM WATT

The third cadet from the Navy's lower-deck, 20-year-old Per Sivertsen, was born in Norway but now makes his home at Black's Harbour, N.B. Cadet Sivertsen was an Electrician's Mate 2/c when he left H.M.C.S. "Nootka" last September. After entering the service as an Ordinary Seaman in November, 1946, he qualified as an LM 2/c in February, 1947.

All three Cadets have been prominent in inter-flight sports, with Okros proficient at soccer, Watt catching the eye of the basketball coaches and the rugged play of Sivertsen a highlight of the inter-flight rugby games.

Training as Officer Cadets in the Canadian Services College at Royal Roads is one of the avenues by which young men in the R.C.N. may advance to commissioned rank.

Besides being recommended and having to pass an interviewing board, to qualify for the two-year Naval Cadet course candidates must be under 20 years of age on the year of entry, must have a minimum of 9 months' service in the R.C.N. and must have completed Junior Matriculation standing and at least five subjects in Senior Matriculation or Naval C.H.E.T., including English, Mathematics, Physics and two of Chemistry, History or a Language.

In the same way that Okros, Watt and Sivertsen were assisted to prepare for the qualifying examination and the interviewing board, all Instructor Officers in the Service are ready to help ratings to qualify educationally for "Royal Roads". It isn't easy, but the way is there. — G.L.A.



CADET PER SIVERTSEN

HAMMERS AND SAWS

While the sailor learns, in barracks and even more on board ship, to be a pretty handy person, building houses would hardly seem to be in his line. However, to look at the ever-changing faces of the municipalities of Esquimalt and Oak Bay, The Gorge, and even parts of Victoria City itself, one must conclude that many a Navy man has unquestioned talent as a carpenter, plasterer, plumber, gardener or all-round handyman.

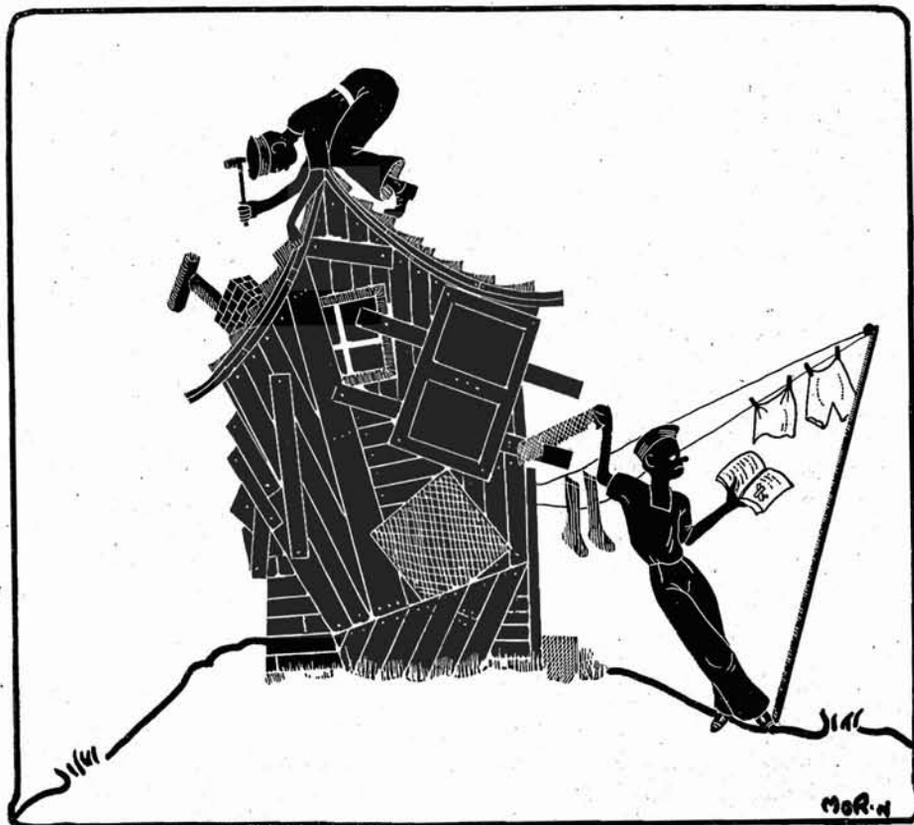
These spare-time builders do not fall within any particular category of rank or rating; they include officers and able seamen, chief telegraphists and stokers. Stand easy and mealtime periods they spend in deep discussions of plans, heating methods, types of wood, plumbing, roofing — and prices. When "Secure" sounds, they head homewards (unless on watch), don their overalls, pick up their tools and get to work.

It all started after the war.

While the war was on, many married officers and men were resigned to having makeshift quarters serve as their "homes"; either that or having their wives stay with their parents while they went to sea or abroad.

But once the show was over, they had one desire that topped all others — to have homes they could call their own.

Helped out by their gratuities, some of them bought, others contracted for houses, and a few started in on their own. Soon previously unopened divisions in the municipalities surrounding Victoria began to hum with activity. The ring of axes, the roar of bulldozers, the crackle of fire as slashings and trash were burned, all became familiar sounds. Basements were dug, forms erected and cement mixers swallowed yard upon yard of sand and gravel. Gradually, under the experienced hands of professional builders or the inexperienced hands of eager and quick to learn amateurs, houses began to take shape.



As prices soared and original estimates were scrapped, the ranks of those building for themselves increased. Men who had hired builders, unable to meet the rising costs, took on the jobs themselves.

Frequently, too, hardy families, to save rent money, moved into their new homes as soon as the basements had been completed. More than one half-erected shell has served as mute evidence that the owner was off to sea or on a course in Halifax or England.

In the various new neighbourhoods it was the custom for the men to help each other out, whether sailor, soldier, airman or civilian. Working against time, they kept at it often at night, by moonlight or under the glare of electric lights. At first, some just attempted the rough labour, but as costs mounted they started doing more specialized tasks — plastering, stuccoing, laying floors and roofing, installing window and door frames, even putting in the plumbing. Some

went so far as to make their own furniture.

In spite of the work entailed and the amount of knowledge that had to be got by sheer, and sometimes bitter, experience, many have achieved their goal. They have bright, attractive homes, with neat lawns, flourishing flower-beds and vegetable plots. Each can sit contentedly back, look at his cosy surroundings and say with supreme satisfaction: "This is mine, all mine." — L.J.T.

ATTEND U.S. COURSE

Six medical officers of the R.C.N. (Reserve) attended a course in Medical Aspects of Special Weapons and Radioactive Isotopes, held at the U.S. Naval Medical School, Bethesda, Maryland, February 14-19. A second group of 14 will attend a repetition of the same course April 25-30. The medical officers in the two groups have been drawn from 11 different Naval Divisions.

"The R.C.N. Film Society is organized to assist in securing the best entertainment Motion Picture films at the least cost for H.M.C. Ships and Establishments.

"It shall be operated as far as practicable on a non-profit basis, any profits which do accrue being utilized for the benefit of Naval Personnel."

Naval General Order 1.40/1 outlines the principles on which the Royal Canadian Naval Film Society endeavours to operate. For the past two years, however, the second paragraph quoted above has had no meaning, simply because during that period the Society has operated at a loss.

Matters now have reached the stage where these losses have eaten into the surplus left from wartime operations to such an extent that the Society's working capital has all but vanished. Unless something is done, and fairly quickly, the Society as it is at present constituted will go on the rocks.

Steps to prevent this from happening are now being taken. They are based on the conviction that the ships and establishments which derive considerable entertainment from the films have no desire to see the Society pass out of existence. Whether these steps prove successful will depend entirely on the co-operation of those same ships and establishments, which, in the final analysis, are the Society.

In the near future, the Society is going to introduce a policy of supplying films only to the ships which undertake to accept at least one film every week, whether alongside or at sea. If this policy results in a cutting down of losses, the Society will continue, as it has been doing in the past, to provide films for the "little fellow" as well as the "big fellow." If the losses cannot be reduced, the Society will be forced to try the alternative of supplying films only to those ships and establishments which are large enough to offer a reasonable guarantee of supporting the Society.

If the amount of rental the Society pays for a film were assessed according to attendance, or potential attendance, all would be fine. Unfortunately, there is

a fixed weekly rate charged to the Society for each film that goes to the ships and smaller shore establishments and that rate bears no relationship to the numbers who see the movie. Five could see it, or 5,000, and the charge would be the same.

The Society's job is to try to "make up on the round-abouts what we loses on the swings." Therein lies the crux of the whole situation. If the Society is to remain in existence, someone has to pay this rental; and as it cannot be considered a government commitment, it remains for us of the Naval Forces to pay for it ourselves.

Early in the war, when the need for entertainment films was recognized, a group of enthusiastic supporters undertook to study ways and means of obtaining and showing them. As a result of their efforts, the creation of a self-supporting co-operative organization, known as the Royal Canadian Naval Film Society, was authorized by Order-in-Council in October, 1942, and was loaned \$10,000 to get under-way.

The principle under which the Society started operations was to lease films from the distributors at a flat rental charge and to sub-lease them to ships and establishments. Large ships and establishments provided sufficient rental to offset the loss entailed in supplying films to smaller ships or establishments, at a price less than cost, or to ships which would have to hold the film for lengthy periods. The charge to the units with larger complements, was no more in proportion, however, than was the charge to units with small complements. In both cases the charge was based on a certain amount per officer and man borne and so the revenue was considerably higher from the "big fellows". This same principle has governed the operations of the Society ever since.

THE R.C.N. F

How Does it Work a

The Society had its growing pains at first but as its worth was recognized and as the R.C.N. mushroomed in size, so did the Film Society prosper. Not only did it achieve its mission of supplying entertainment films to all ships which requested them, whether at a loss or at a profit, but it had accumulated, by the end of 1945, and after repayment of the \$10,000 loan, a surplus of some \$65,000.

At that time, hostilities had ceased and demobilization had been started. The wartime operations of the Society were concluded; but the R.C.N. ships would still be putting out to sea during peacetime and the personnel of the continuing Navy would still be in need of entertainment films. It was therefore decided to make a donation of \$50,000 to the R.C.N. Benevolent Trust Fund, where the money would continue to benefit serving and ex-Naval personnel, and to set aside the remaining funds to finance a continuing Film Society on a much reduced scale to service the peacetime Navy.

The tried and proven principle of wartime operation — build up a profit on the large ships and establishments to offset the inescapable loss on the small ones — was continued. The large shore establishments, which were equipped with 35 mm. projectors and with theatres, were charged on a paid admission basis for their films. The ships and smaller establishments, equipped with 16 mm. projectors, have been charged at a rate of 25 cents per officer and 5 cents per man borne, with the total assessed charge based on the potential attendance at the screening. This means that a W/T Station with one officer and 12 men borne pays 85 cents for the same film for which a carrier pays \$60.

The method by which funds are raised within the ship or establishment

FILM SOCIETY

and is it Worthwhile?

to help meet the cost of the film is, of course, a matter for the ship's company to decide. It may be decided to charge an admission of 5 or 10 cents a head, or it may be decided to have free admission and pay for the film out of canteen profits. Some ships adopt a combination of both methods by charging the officers admission and showing the film without charge to the men. Whatever method of payment is adopted, the net result is the same — the man serving in a sea-going ship pays either in cash or from his canteen profits something like the price of a bottle of "coke" to see a movie which would cost him 50 cents and upwards to see ashore. The prices charged by the Film Society in the case of shore establishments have to be based on a somewhat higher scale because wherever civilians are permitted to attend, the element of unfair competition with commercial theatres must be avoided.

It may be asked why, in view of the substantial profits experienced during its wartime years of operation, the Society is now losing money. There are two main reasons. The first is that it costs the Society the same amount for a film, irrespective of how many people see it during a rental period. Comparing the strength of today's Navy with that of 1944 and 1945, it is apparent that the potential revenue during those war years from paid admissions was 10 times that available today.

The other main reason for loss under peacetime conditions is the vastly reduced numbers of sea-going units. When a film is supplied to one small ship, the charge made by the Society does not cover the cost of the film. When, however, there are many small ships, it is possible to show the same film in two or three different ships during the period for which the film

is rented and even though the cost to the Society may not be entirely covered by the total revenue the loss is not so heavy. This is not often possible today.

The shore establishments now are not large enough to provide very much profit from film showings and there are not enough sea-going ships to be self-supporting. Similarly, the profit from showing films to units with large complements is not great enough to offset the loss from showing films to units with small complements.

Accordingly, it may be necessary to suspend the operations of the Film Society. This would be a pity because the assistance of a mutually co-operative organization is still necessary if the man in the small ship or establishment is to see films. The rental cost of a film is so high that only the larger shore establishments could afford to rent them without recourse to the Society. While ships with the complements of cruisers or carriers could afford to rent films independently when their movements were such that the films could be quickly returned to the distributors, even these ships when on extended cruises and unable to return the films, would have to pay more than they now pay the Society. Ships of destroyer complements and smaller would pay considerably more for films when they were alongside than they do now and the expense per man for them to take films on cruises would be prohibitive.

It may still be possible to continue the Film Society's operations if everyone co-operates. As it is now, most of the ships take films only when they are going to be away from home ports. This is understandable, because short leave is granted in home ports and there possibly are not the numbers of men off watch remaining on board

during the evenings to warrant drawing films. At the same time it must be realized that under this set-up the Society loses money on films supplied to ships which cannot land them as soon as they are shown, and that the only opportunity for reducing these losses is when a ship is alongside and the film can be recovered quickly and shown to other ships or establishments during the rental period.

It has been decided, therefore, to initiate the policy of supplying films only to ships which undertake to accept at least one film every week, whether alongside or at sea.

The Film Society belongs to the officers and men of the R.C.N. and it is up to us to decide whether its work is worthwhile. Its operation and administration mean continuous hard work on the part of every one connected with it, and the full observance of rules and instructions. The work done on behalf of the Society is purely voluntary and is over and above the normal duties of the personnel concerned. They are happy to take on the extra work because they feel that their fellow officers and men now serving in the "little fellows" need the assistance of the Society. They themselves may be serving in the "little fellows" tomorrow.

The majority of the films rented by the Film Society are good. Some of the remainder are pictures you would not have bothered with if you had had a choice, but these lesser pictures are made and are all shown in commercial theatres. The volume of the Film Society activities means that it has to contract in advance for almost every film produced in Hollywood. They are all entertainment, however, and the cost of seeing them is less to each and every individual in the Naval Service than to anyone else in the country.

It all adds up to this: The Film Society belongs to you and it is for you to decide whether you want to keep it in operation.

If it goes out of business you can always find other things to do. For example, you can keep your dhobey-ing up to date! — S.A.C.



PACIFIC COAST

Supply and Secretariat School

Activity is brisk in the school and three classes recently qualified. The fourth Supply Officers' technical course, Writers' professional course number 11, and Stewards' professional course number 20 were completed.

The sports record of the school remains good. PO James Dutton and Mr. Don Wigmore, Warrant Writer Officer, contributed greatly to the winning of the Inter-Part Bowling League. However, this was only the first half of the season, and the team will have to keep up the fine efforts if the school is to retain the cup.

Separate courses have been introduced following the division of the Writers' and Stores' branches. Writers are now Pay or Captain's Office, Stores Assistants are Naval and Air Stores or Victualling. Writers (A) are now receiving instruction in Gregg shorthand. Writers and Stores Assistants must now reach speeds of 40 and 25 words per minute, respectively, in typing before they can qualify. It is felt that the institution of these courses will do much to broaden the scope of the individual branches and will benefit the secretarial and administrative departments of the service.

H.M.C.S. "Naden"

Snow blanketed Victoria for two or three days during January and "Naden" took on the appearance of a stately dowager. Gloves and great-coats quickly came into prominence to combat the terrific cold wave; the lowest temperature recorded was 23 degrees above zero!

Drafting to and from "Naden" was hot and heavy during the month, with men coming off ships to take courses in the schools and their replacements humping their bags and

hammocks on board in preparation for the spring cruise.

Among the drafts that have recently taken place from "Naden" are: AB George Berry, of Halifax, returning to his home port via 30 days leave; Stores Assistant Frank O'Leary, who has gone to "Royal Roads" for duty; CPO Donald Calder, of Esquimalt, to the Big "O", and Ord. Sea. George Matthews to "Stadacona" for a telegraphist course in the Communications School.

Recent arrivals include AB Robert Grosco, from "Stadacona"; PO Steward William Barclay, ex-"Antigonish", and LT 5/c Robert Aylward, ex-"Ontario". — J.B.



In response to an appeal from the Red Cross for blood donors, 130 officers and men of the R.C.N. lined up at the mobile blood clinic set up in the R.C.N. Hospital at Halifax recently. The naval donors came from R.C.N. Barracks, H.M.C.S. "Magnificent" and the staff of the Flag Officer Atlantic Coast. Among the donors was Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, who is shown above at the blood grouping table. It was his tenth donation, entitling him to a Red Cross donor shield.

H.M.C.S. "Cayuga"

Sixteen bells on New Year's Eve marked the end of the "Cayuga's" first commission. Although her operational period has been comparatively brief, the present refit will bring her completely up to date with the most modern equipment and will enable her to rejoin the other units of the fleet on their return from the Spring Training Cruise.

She was first commissioned in October, 1947, and following her acceptance trials, proceeded independently to the Pacific Coast. During the summer months she was engaged in reserve training cruises and fleet exercises. Her last miles were logged on the Pearl Harbour Cruise with the Pacific Task Force.

Since happiness and efficiency work hand in glove, perhaps it was a foregone conclusion that "Cayuga" should win the "Cock of the Fleet" shortly after her arrival on the West Coast.

As a fitting climax to the destroyer's commission, the promotion of her Commanding Officer, Commander O.C.S. Robertson, GM, RD, R.C.N., to the rank of Captain was made on New Year's day.

The officers and men of the first commission join together in wishing their successors as successful a commission as their predecessors had.

Reg. Office Ramblings

RPO John Strickland, of Victoria, has been shifted to Shore Patrol duties while RPO William (Dinger) Bell, of Lampson Street, Esquimalt, is now in the New Entries Regulating Office.

In from the Big "O" for a spell of "Stone Frigate" time is RPO James Sinclair, of Victoria.

H.M.C.S. "Antigonish"

The untidiness and confusion of a ship in refit failed to dampen the spirits of the crew. Of course the prospect of the spring cruise had a lot to do with it, and for that cruise the ship's company of the "Antigonish" was determined to have the "tiddliest" ship in the fleet. It meant much hard work, and will mean more of the same, but the competitive spirit and esprit-de-corp are there and should produce a clean, smart and happy ship.

This competitive spirit is also apparent in the beard growing contest which is now well under way. The average daily growth shows that it will be keenly contested by all participants with ABO'Malley, of Vancouver and Radio Electrician G. Hay, of Lacombe, Alberta, holding the upper hand at the moment.

The engine room personnel has been increased and the strain on that department should be eased somewhat during the trip.

Now that we have a piano, Steward Don Campbell will be in great demand while we are at sea and we anticipate many enjoyable sing-songs in our "Music Room". — A.K.

Petty Officers' Mess

This may well be the first and last report on or from the Petty Officers' Mess as such. With the pending changes in substantive structure it will be difficult to say just what the mess will be known as in the future. Should we call it the Petty Officers' First Class Mess or the Petty Officer First Classes Mess? Anyway you look at it, there is evidence that things will not be the same in the near future. Mess Manager Petty Officer Jerry Blythe will soon be looking at new faces. By the time this is in print many changes will likely have taken place, and large numbers of old friends will be taking their sustenance up on the hill in the Chiefs' Mess, or should we say in the Chief Petty Officers' First and Second Classes Messes — aw-w-w nuts.

One improvement to our Mess that will be a great help, especially on

dance nights, is a public address system of our very own, now in the process of installation by Petty Officers Brian Brown and Eddie Bonsor, who, incidentally, will not be around to enjoy the benefits of it, since they are both slated for Chief 2/c.

Also slated for the Chiefs' Mess are the President, Petty Officer Bert Dodd, and the Secretary, Petty Officer "Red" Dutton.



Stores are stores, no matter where a ship goes, and the three-months' supply that H.M.C.S. "Crescent" took aboard in preparation for the spring cruise will be just as useful on her new assignment to Far Eastern waters. Busily engaged in loading stores aboard the destroyer are (left to right) Ordinary Seaman Robert Olson and Able Seamen Les McIntyre, Wilf Thornhill and Richard Carter.

TAS Training Centre

Things have been humming at the TAS Training Centre recently, what with training, drafts and appointments. Appointments include: Lieut. (TAS) (T) Charles Smedley to Washington, D.C., for a Master Diver's course with the U.S. Navy and Mr. F. Lubin, Gunner (TAS) to H.M.C.S. "Discovery", Vancouver. Drafted: PO C. Buckley, of Sunny Vale, Sask., to the "Ontario" and PO D. Blenkinsopp, Colwood, B.C., to H.M.C.S. "Nonsuch" for instructor duties.

A TD 2 qualifying class has commenced at the Training Centre with

PO R. J. McIntyre and Leading Seamen R. Eldrige, Jack O'Dowd, Lawrence Orton, William Hood and William Steadman taking the course.

Petty Officers, D. Wallace (ex-"Athabaskan"), D. R. Ingram (ex-"Nonsuch"), George Hornet (ex-"Ontario") and Dave Hurlle, of "Naden", are off to Halifax for a TAS Instructors course at "Stadacona".

ATLANTIC COAST

Communications School

The Long "C" Officers' course, CR 23 class and the Petty Officers' qualifying course for Chief Petty Officer, all of which are underway at present, mean a busy time at H.M.C. Communications School.

A recent arrival from H.M.C.S. "Discovery", Vancouver, is CPO Tel. (W) G. Green, who will be one of the instructors for the CPO's Qualifying Course. Some of those taking this course are P.O. Tels. Roy Adams, R. Davies, W. Clements, F. Fenn, J. Meads and W. Moyes, all from the

West Coast, and PO Tels. W. Hughes and H. Tate, from the Albro Lake Radio Station.

Ord. Tel. D. Leader has been discharged from the Naval Hospital after a somewhat lengthy illness and has proceeded to his home in Kitchener, Ont., on sick leave. — D.M.

H.M.C.S. "Iroquois"

Lieut. John P. Howe, former First Lieutenant, who is taking the officers' long communications course in "Stadacona", was honoured recently at a buffet supper in the wardroom of H.M.C.S. "Iroquois".

Among those who gathered to congratulate Commander Breen P. Young, Commanding Officer, on his promotion, were Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Commodore A. M. Hope, Commodore G. R. Miles, and Captain (E) W. W. Porteous.

Lt. Cdr. (E) Harry Graham, formerly engineer officer of H.M.C.S. "Haida", has fallen heir to the trials and tribulations of the post of Engineer Officer, Ships in Reserve. He is now learning the diplomatic way of saying "No" to those from ships in commission who come looking for spares.

Duties of First Lieutenant have been taken over by Lieut. J. B. Young. Mr. George Verge, Wt. Ord. Offr., has succeeded Mr. Allan Turner, who has joined the "Magnificent".

"New Liskeard"

Due largely to the efforts of Lieut. (P) W. Rikely, a hobby shop has been organized on board. The new endeavour goes under the name of "Hobby Craft Pastime." The efforts of the sports officer, Lieut. E. A. Grant, R.C.N. (R), have resulted in a marked increase in sports activity, with the stokers particularly prominent.

Topic of the Month:

"What are you getting?"

"PO Second, I think".

"Naw, you haven't got the time. The way I see it you gotta . . . etc."

Yes, the new substantive rating structure is on every tongue at every available moment. It certainly looks promising to all of us, in spite of the pros and cons. We think that practically 99 44/100 per cent will gain by it

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in the near future and the remainder after a short time.

NAVAL DIVISIONS

H.M.C.S. "Discovery" (Vancouver)

One of the most important and interesting events at H.M.C.S. "Discovery" recently was the annual ship's company Church Parade. In the absence of Chaplain (P) D. P. Watney, R.C.N. (R), services were conducted on board by Padre Bailey, a former member of the ship's company of "Discovery" and now a teacher at University of British Columbia Theological School. Roman Catholic services were held in Holy Rosary Cathedral.

Lieut.-Cdr. John R. Allen, D.S.C., R.C.N. (R), Executive Officer, inspected the ship's company in the absence of the commanding officer, Commander W. R. Stacey, D.S.C., R.C.N. (R).

Plans are under way at present to form a brass band in the establishment. Forty inquiries have been received to date from prospective bandmen. — W.J.H.

Flown From U.K.

The following item appeared February 5 in the news columns of the Montreal Gazette:

"Seaman Claude Bricault arrived by air in Montreal yesterday on an emergency visit home from his service with the Royal Canadian Navy overseas to be at home at the bedside of his mother who is suffering from a dangerous heart ailment.

"Bricault is attached to the Canadian aircraft carrier "Magnificent" now based at Portsmouth, England, and under arrangements made by R.C.N. officers in Britain, he was on his way to Canada by air less than six hours after an emergency message about his mother's condition was received.

"Said Mrs. Bricault: 'I think it is simply wonderful to see him so soon; I do appreciate what the Navy has done.'"

Ordinary Seaman Bricault joined the Royal Canadian Navy in Montreal on April 22, 1948, and was drafted to H.M.C.S. "Magnificent" on January 7, 1949, a week before she sailed for the United Kingdom.

At last report his mother's condition, although still serious, was much improved. This she attributed to the arrival of her son at her bedside.



An old adage says "to err is human," and apparently the men of H.M.C.S. "Prevost," the Naval Division at London, Ont., are no exceptions. Having acquired a one-eyed cat, the naval reservists promptly set it up as their ship's mascot, and with due ceremony bestowed upon it the name "Horatio." Shortly afterwards, however, the mascot went adrift and was not seen for several days. On its return the sailors gulped, held a hurried consultation, and announced they had re-christened the cat. The new name? "Lady Hamilton." (London Free Press Printing Co. photo).

H.M.C.S. "Griffon"

(Port Arthur)

The training plan put into operation last fall is now in full swing. Members of the ship's company receive a definite number of hours instruction in training periods that are well-balanced and in classes small enough to ensure individual attention to each student.

Besides training in professional subjects, the men are encouraged to take parts in sport of all kinds.

Three members of the Division are at present taking part in the spring fleet exercises in ships of the Pacific Fleet. Others are looking forward to the summer and training on Lake Superior in craft attached to the Lakehead division.

Among the courses now available at "Griffon" are gunnery, wireless telegraphy, basic radar, workshop technique, general seamanship and torpedo.

H.M.C.S. "Queen"

(Regina)

Training at H.M.C.S. "Queen" has been progressing favourably and despite severe weather attendance has been good. A guard has been formed and is paraded at Divisions and Evening Quarters.

Government, military and civic officials and friends of the Navy, numbering approximately 250, were greeted by officers of "Queen" and members of the Regina Branch of the Naval Officers' Association at the Division's traditional New Year's Day reception.

H.M.C.S. "Hunter"

(Windsor, Ont.)

Since the New Year the entire establishment has been redecorated. Done by civilian contract, the painting and redecorating has added considerably to the appearance of the building. Another new addition, which has not only provided more nautical "atmosphere" but has proven extremely useful, is a fully rigged whaler set up on the main deck. It is used for instructional purposes for new entries and for passing out leading seamen's qualifying classes.

News from Niobe

"LITTLE CANADA"

H.M.C.S. "Niobe" might quite well be called Little Canada Overseas. It is situated at 11 Hill Street, just off the famous Berkeley Square, and was the headquarters of General Eisenhower during the war years. It is very central, and within easy walking distance of such well known places as Piccadilly Circus, Buckingham Palace, Trafalgar Square, Marble Arch and Hyde Park.

Living conditions on the whole are quite tolerable, but the staff members find that to stay within their financial means they have to live in the suburbs. All commute and dwell anywhere from five to 40 miles from the office. Daily they mingle with the thousands of others who come into London to work, and who flock on the railway underground system, 'buses and trains.

There is no place quite like London. It provides for every taste. There are frequent displays of colourful pageantry associated with the Realm and most of the staff were fortunate enough to see the wedding procession of Princess Elizabeth and the Duke of Edinburgh, the Silver Wedding procession of the King and Queen, the opening of Parliament, and last, but by no means least, the displays which signalled the birth of Prince Charles.

For those who indulge in the theatre and similar entertainment, there are any number of first class productions. London is rich in art collections, and its museums and historical sites, such as the Tower of London, are a never-ending source of interest. Finally, there is the English pub and its social environment — a noble institution.

Sports and social activities have been well maintained departmentally

between the branches of the other services in the United Kingdom and Canadians at Canada House. A club, known as the Canada House Association, has been formed and organizes and encourages competitions, games and social entertainment. Two successful dances were held in the India Hall of the Overseas League, and during the summer months softball and cricket were played.

In connection with the latter it is worthy of note that the star player for the Canadian team was Writer Morley Andrew Scott, who claims that he has never played cricket before. It is customary for the cricket batsman to wear leg pads, but Scott, after playing two balls, decided in his first time at bat that they were an encumbrance, and, with the full approval and applause of the crowd, he discarded his pads and made the highest score of his team.

In a recent basketball game the "Niobe" team lost by a 55-25 score to an American Navy team which was supported by a fifty-piece band and an organized cheering section.

Winter is now here and the outdoor games have given place to the indoor sports. "Niobe" has started a darts league, consisting of nine teams, including one each drawn from the Army, Air Force and Defence Research department, which are in the same building. At the time of writing, the Supply Branch of the Navy was leading, closely followed by the Air and Executive Departments.

The organization of sports activities and social functions is in the hands of Lieut. Cdr. E. T. G. Madgwick and PO Writer P. R. Bedard.

H.M.C.S. "Nonsuch"

(Edmonton)

Five Reservists from H.M.C.S. "Nonsuch" have joined units of the Pacific Fleet for the annual spring

cruise. In the group are Able Seamen R. J. Small, N. G. Duffley and R. J. Wilson, Ordinary Seaman K. D. Watson and Electrician G. MacDonald.

Looking Astern



THE SINKING OF 'U-744'

The reader is invited to cast his mind back five years to March, 1944, and then focus his attention on a small patch of the North Atlantic about 400 miles west of Ireland.

The action to be described was similar to many other anti-U-boat fights, though noteworthy inasmuch as it was one of the longest submarine hunts, that it was successful, that it was an instance of good co-operation between the British and Canadian Navies; and finally, it must be added that it was one of the more one-sided (in our favour) of naval actions.

Into the area came the opposing forces, each, in spite of all scientific aids and intelligence, completely unaware of the other's presence. From south-westward entered a large, heavily laden trade convoy, its close escort recently augmented by a Canadian support group (three destroyers, two corvettes and a frigate). The make-up of this "Canadian" group, now spread across the front of the convoy, was typical of the period, since one of the destroyers was British and the Senior Officer, who also commanded the frigate, was a Commander, R.N.

Fortunately, the commanding officers knew one another and had worked together. They were, in fact, in the fourth and last week of this particular operation of supporting convoys north of the Azores. The group had already steamed about 5,000 miles and this was the fifth convoy to which it had temporarily attached itself.

A few days previously a sudden dearth of shipping in the area had prevented refuelling at sea. Instead, it had been necessary for the group to proceed to Horta, in the Azores, where in addition to filling fuel tanks, many crates of pineapples, bananas and

other forgotten luxuries were embarked.

To return to the day in question. A remark on everyone's lips was, "This must be the first day of spring". True, there was a heavy swell, but hardly a breath of wind ruffled it; and in mid-morning the pallid March sunshine easily penetrated the few wisps of cloud. On the bridges, at the forward guns and at the depth charge rails more and more duffel coats were being peeled off.

Intelligence reports placed quite a number of U-boats in the NE Atlantic but none in the immediate vicinity. The HF/DF operators had nothing to report.

Nevertheless, the enemy was, in fact, close at hand, for the "U-744" now arriving from eastwards, was remaining submerged owing to fear of air attack. This also seemed to her a safe and logical policy, because there were no convoys sufficiently close to be overtaken before nightfall — or so she thought. Thus when her hydrophones picked up the throb of many propellers and one of the destroyers obtained a promising asdic contact, the surprise was mutual. The group's first depth charge pattern and the U-boat's first torpedo also had something in common — they both missed.

Contact was not lost, however, and the battle was on. The Senior Officer of the close escort detached the whole of the support group from his convoy, plus one of his own ships, a brand new Castle Class corvette.

The fifth year of that endless Battle of the Atlantic had found things going pretty much in our favour. The surface escorts were becoming increasingly skilled and there were plenty of them. North Atlantic air patrol coverage was now complete. As many submarines as merchant ships were being sunk. But the U-boat still had two

nasty habits: He could fire acoustic torpedoes and he could dive very deep. When it came to firing these homing torpedoes (so Grand Admiral Doenitz decreed) the escort vessels, rather than the freighters, were to receive preferential treatment. And so escort captains had to heed the latest counter-attack doctrines and handle their prey with caution.

A deep submarine could never hurt anyone; it was just that he was so difficult to attack. When more than 500 feet down he always seemed to be able to hear you coming and have time to take avoiding action.

During the afternoon the hunt continued. Attack followed attack with no apparent result. This U-boat captain was evidently an ace — he stayed deep and kept on the move. He avoided damage but he could not escape completely; for the group S.O. was also an expert, one of the most experienced anti-submarine officers in the Royal Navy. It was going to be a long, drawn-out affair, but even so, seven escorts seemed excessive for the job. The destroyers were therefore detached, one to return to base with defects and the other to rejoin the convoy.

The Castle Class corvette was given an opportunity to use a new anti-submarine weapon that never before had been fired at an enemy. Its first use brought disappointment. Poor maintenance and bad drill resulted in a complete failure of the equipment, and this ship, too, was ordered to return to her convoy.

Through the hours of darkness the remaining two corvettes and one frigate held their target with remarkable skill. Hour after hour the U-boat twisted and turned and tried every trick. He could not evade the relentless asdic beams even though he still

kept clear of exploding charges. There was nothing for it but a hunt to exhaustion, and more ships were needed. A sudden asdic failure in one of the hunters and the enemy might escape. Also, the ammunition supply was getting low. Shortly before dawn the two destroyers were ordered to rejoin their Senior Officer. In retrospect, it would seem that in this action the employment of the hunting ships erred first on one extreme and then on the other, of the principles of "Concentration" and "Economy of Force".

In the forenoon, with the extra ships available, a then new technique was employed. More accurate attacks with less warning to the enemy were the result and the U-boat suffered minor damage — lights extinguished and small leaks. And then, for no apparent reason contact was lost. Gloom descended. Surely they were not going to be cheated of their prize after a whole day's steady pursuit! A search was organized and after half an hour's despondency, that firm and unmistakable metallic echo was again heard on the asdic loudspeakers. The five ships, all in contact, followed their quarry. Nearly 30 hours had now elapsed since the first interception; the submarine must be near the end of his tether. But the hunting ships' crews were tired, too, and if the U-boat could last out till darkness, might he not escape on the surface?

The end came sooner than expected. At 1600 appeared the sight that every convoy sailor longed to see. Battered and leaking, "U-744" was brought to the surface by her exhausted crew and was met by a fusillade of gunfire. The torpedo the Germans claimed to have fired as a final shot was not seen by the ships.

A rapid surrender followed and boarding boats were lowered. The U-boat, surrounded by five stopped ships, presented a strange sight — rather like a wild animal at bay. Just when they wanted calm weather, a wind got up and rapidly became a gale. This made boatwork difficult, particularly for inexperienced boats' crews. Two whalers capsized as they

crashed against the U-boat's hull, and had not one of the ships sent her motor boat to the rescue, tragedy might have occurred. Although it may not always be the case, in the weather then prevailing a motor boat was a handier and a more seaworthy craft.

Twenty-odd prisoners, some valuable papers and many useful photographs of enemy equipment were the haul and, boats hoisted, the group was ready to proceed. But the U-boat still floated! Could she have been salvaged? No one will ever know for certain, though it can be said that "U-744" was slightly damaged (scuttling charges had failed to fire) and could not have been taken in tow until the weather moderated. It was decided to sink her and this was duly done, but not without misgiving. There will always linger in some of the victors' minds the possibility of a failure to exploit an unexpected opportunity.

* * *

So ended a prolonged, and in general, completely successful action without a single casualty on our side. Some of the lessons learned have already been alluded to. Perhaps the most important point to bear in mind is the comparative complexity of such a relatively minor action as the disposal of one enemy submarine, and the degree of endurance, co-operation and training required. Also worthy of note are the problems which must be faced by Senior and Commanding officers when events do not turn out as expected.

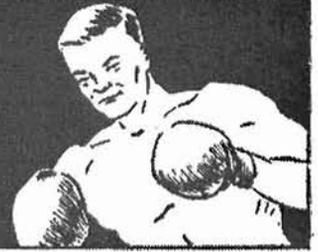
Our prisoners' outward facade of nonchalance and superiority was shattered by two things: Firstly, none of us seemed to take anything seriously; how could we ever get anything done when everyone was always laughing? And then there were those Azores bananas and pineapples. Did we always have food like this?

"Why of course," we replied. "On this trip it's really not quite as good as usual!" — C.P.N.



A Canadian seaman helps an exhausted German prisoner from the "U-744" up a scramble net lowered from H.M.C.S. "St. Catharines." The U-boat was surfaced and abandoned by its crew after an action lasting nearly 30 hours. Besides the "St. Catharines," ships involved were H.M.C.S. "Gatineau," "Chaudiere," "Chilliwack" and "Fennel" and H.M. Ships "Icarus" and "Kenilworth Castle."

The Navy Plays



Football, Soccer Champs Receive Trophies

The Navy football and soccer teams, winners in their respective leagues in the Halifax area during the 1948 season, were honoured recently at a dinner held in the Chiefs' and Petty Officers' Mess at H.M.C.S. "Stadacona".

During the evening the D. C. Purdy Trophy was presented to Petty Officer Lawrence (Ginger) O'Brien, captain of the Navy football team, which won top honours in the Halifax Senior Canadian Football League, and the John Cox Shield was accepted by Able Seaman John Pike, captain, on behalf of the soccer eleven which headed the Halifax District Soccer League.

The third presentation during the evening was made to Chaplain Ivan Edwards, R.C.N., Protestant Chaplain at H.M.C.S. "Stadacona" and

playing coach of the football team. He was presented by his teammates with a mounted regulation size football on which had been inscribed the names of some 30 members of the team. In making the award, Petty Officer O'Brien stated that it was in recognition of Padre Edwards' outstanding sportsmanship and ability.

TAS Teams Challenge All Comers at All Sports

In the light of a recent basketball victory which the TAS Training Centre team won by a 27 to 5 score at the expense of the "Naden" P. and R.T. Staff, the TAS team herewith issues a challenge to all comers in any sport, including chess.

The TAS softball team once won the "Naden" Inter-Part Softball Trophy, although they claim they have not yet seen the cup.

New Entry Divisions Divide Boxing Honors

The New Entry Division strutted its stuff in another final boxing night for the New Entry Inter-Divisional Trophy at H.M.C.S. "Naden".

The Divisions broke even, three bouts going to each. LM 2/c F. Murphy won the trophy awarded to the "Best Boxer". The other winners were Sto. A. Davis, "Algonquin" Division, of Galt, Ont.; AM 2/c J. Hazen, "Iroquois", of Owen Sound, Ont.; Sto. D. Kinsan, "Haida", of Halifax; Sto. W. Kindy, "Iroquois", of Niagara Falls, Ont.; A/Cook V. O'Grady, "Algonquin", of Halifax; O/Tel A. Griffith, "Algonquin", of Branton, Ont.; Ord. Sea. F. Cook, "Huron", of Arcola, Sask.; P/Wtr. B. Paquette, "Haida", of Ottawa; LM 2/c A. McRae, "Huron", of Wishart, Sask.; P/SA M. Cooper, "Iroquois", of Montreal; and P/Steward W. Holloway, "Haida", of Ottawa.

The Navy is also taking an active interest in the Vancouver Island Golden Gloves Tourney which is now being planned. Naval men will be permitted to enter, providing participation does not interfere with their duties. — H.E.T.

"Unicorn" Hockey Team Travels For Games

The Navy hockey team from H.M.C.S. "Unicorn", Saskatoon, has made a number of out-of-town trips during the past few months. Included in the towns visited by the team are the nearby centres of Biggar and Vonda. The team travels in uniform and has done much to publicize the Navy in communities in the Saskatoon area. The "Unicorn" team started its season very well, winning four and tying two of its first seven games.



Chaplain Ivan Edwards, left, playing coach of the Halifax Navy football team, is presented by PO "Ginger" O'Brien, team captain, with a football autographed by his teammates, in recognition of his "outstanding sportsmanship."

Club-swingers Make Hit With Horse Act

During December the P. and R.T. Staff at H.M.C.S. "Naden" used its dogwatch time to produce some costumes for the "Naden" children's Christmas party. Waste-paper baskets, burlap bags, brown paper and bits of this and that from here and there were manufactured into two comic horse outfits with the skill of Adrien of Paris.

The fortunate members of the department became clown jockeys, appropriately attired; the unlucky ones assumed head and tail stations inside the burlap steeds and learned how to dance to "The Old Gray Mare".

The youngsters enjoyed and encouraged the act and the team was called upon to perform a second time when the destroyers held their children's party.

Montreal Division May Enter Grid League

H.M.C.S. "Donnacona," the Naval Division at Montreal, has applied to enter a team in the intermediate division of the Quebec Rugby Football Union for the 1949 campaign.

"Donnacona's" application had yet to be approved by the league at press time, but Q.R.F.U. President Myer Insky said he felt "the Navy would bring added prestige" to the circuit.

A "Donnacona" — "St. Hyacinthe" Navy team won the Grey Cup in 1944.

Cadets' Rugger Team Wins 8 out of 10 Matches

English rugby was the principal team sport played at the Canadian Services College, "Royal Roads", during the fall term. Despite the fact that most of the new Cadets were accustomed to the Canadian game, the First XV, coached by Lieut.-Cdr. Fred Frewer and Lieut. Reg. Mylrea, scored eight victories as against two defeats in the Victoria Rugby League (Second Division) and exhibition games.

The outstanding game resulted in a 17-0 victory over the Fifth Regi-

ment before a large Armistice Day crowd at McDonald Park for the coveted Army and Navy Trophy. A hard hitting scrum and fleet three-quarter line showed up admirably here. The members of the team are:

Cadets R. E. Lewis (Calgary) captain; F. Trebel (Picton, Ont.), B. A. Howard (Toronto), N. Lyon (Ottawa), R. Longmuir (Havelock, Ont.), F. A. Moore (Trail, B.C.), H. J. Tamowski (Kitchener, Ont.), D. I. Knight (Vancouver), D. G. Loomis (Sorel, Que.), R. S. Peacock (Hamilton), R. D. C. Sweeney (Vancouver), F. W. Crickard (Vancouver), R. D. Macdonald (Regina), A. D. Wallis (Victoria) and M. D. Wilson (Sarnia).

S. and S. School Sets Bowling Pace

The first half of the schedule in the H.M.C.S. "Naden" Inter-Part Bowling League was topped by the Supply and Secretariat School, with "Naden's" Supply Staff a good second. Hot competition is promised for the second half with 10 teams on the lists.

"Iroquois" Hockey Team Has Its Difficulties

The Drafting Office, rather than opposing teams, is providing the hockey team of H.M.C.S. "Iroquois" with its toughest opposition. In spite of these troubles, however, the team is managing to maintain a fairly good record. Regular members are Sto. Mech. "Pee Wee" Lacroix, Sto. Mech. Alfred Stevenson, Ldg. Sea. Fernand LePage, AB Donald Lavern, PO Moore, Sto. Mech. Allan King, Sto. Mech. Albert Ethlestone, LT 2/c Norman Sellers, Cook (S) Robert Layfield, Sto. Mech. Agnew, Sto. Mech. Humphries and Sto. Mech. "Moose" Lacroix.

Basketball is another sport enjoyed by the men of the "Iroquois". In their first game the destroyer team defeated the "New Liskeard" 48 - 22. Those turning out for basketball include Ldg. Sea. F. Lepage, Sto. Mech. Howard Dench, Sto. Mech. A. Ethlestone, Sto. Mech. Gordon Mustard and AB Paul Pelletier.

A cribbage tournament was recently inaugurated and a number of experts were unearthed. — R. M.



The Navy hockey team which has been enjoying a successful season in the Halifax Inter-Service Hockey League is shown above. Front row left to right are: AB Ray Shedlowski, Tel. Robert Patry, Tel. Andy Baribeau, Radio Technician Mel. Davis, AB H. H. Bird and ERA Joe Conrad. Centre row: Chief Plumber Ed. McSweeney, Sto. Mech. John Stewart, Cook Charles Garfield, PO "Ginger" O'Brien, ERA Bill Rudling, Chief Plumber John Spidell, RPO Cecil O'Hearn and Chief Shipwright Bernie Gordon. Back row: Chief Sto. Mech. Harry Patrick, team coach, Sto. Mech. PO Albert Carroll, trainer, Ldg. Medical Assistant Robert Belson, assistant trainer, and the late Lieut.-Cdr. Charles McDonald.

Sports Flashes
From H.M.C.S. "Shearwater"

H.M.C.S. "Shearwater" has had three hockey teams in operation this winter, one in the Halifax Inter-Service Hockey League and two in the "Stadacona" Inter-Part League.

The newly-formed Badminton Club got away to a fine start recently with about 30 members and their friends turning out for play. Four courts are available on Wednesday evenings and Sunday afternoons.

Honorary president of the club is Commander Eric Boak, Executive Officer of the base. Lieut. Howard Clark is president.

Twenty teams make up the Inter-Part Bowling League at "Shearwater". Alleys are available at the nearby Clarke Ruse plant. Among the competing teams are the Rummies, Trappers, Teetotalers, Sharks and Scivers.

A team is entered in the Halifax Basketball League and is meeting with stiff competition.

Lieut. R. M. Greene, R.C.N., P. & R.T. Officer of the base, is doing an excellent job of organizing the sporting activities of "Shearwater" personnel. — A. J. C.

Retirements

Chief Petty Officer Cyril Henry Mills
 Age: 36
 Address: 375 Obed Avenue, Victoria
 Joined: January, 1929. As a Boy Seaman.
 Served in: H.M.S. "Victory", "Warspite", "Vernon"; H.M.C.S. "Skeena", "Armentieres", "Prince Henry", "Crusader", "Rockcliffe", "Crescent", "Naden", "Vancouver", "Ottawa", "Stadacona", "Cornwallis", "Peregrine", "Niobe" and "Givenchy".
 Retired: January 28, 1949.

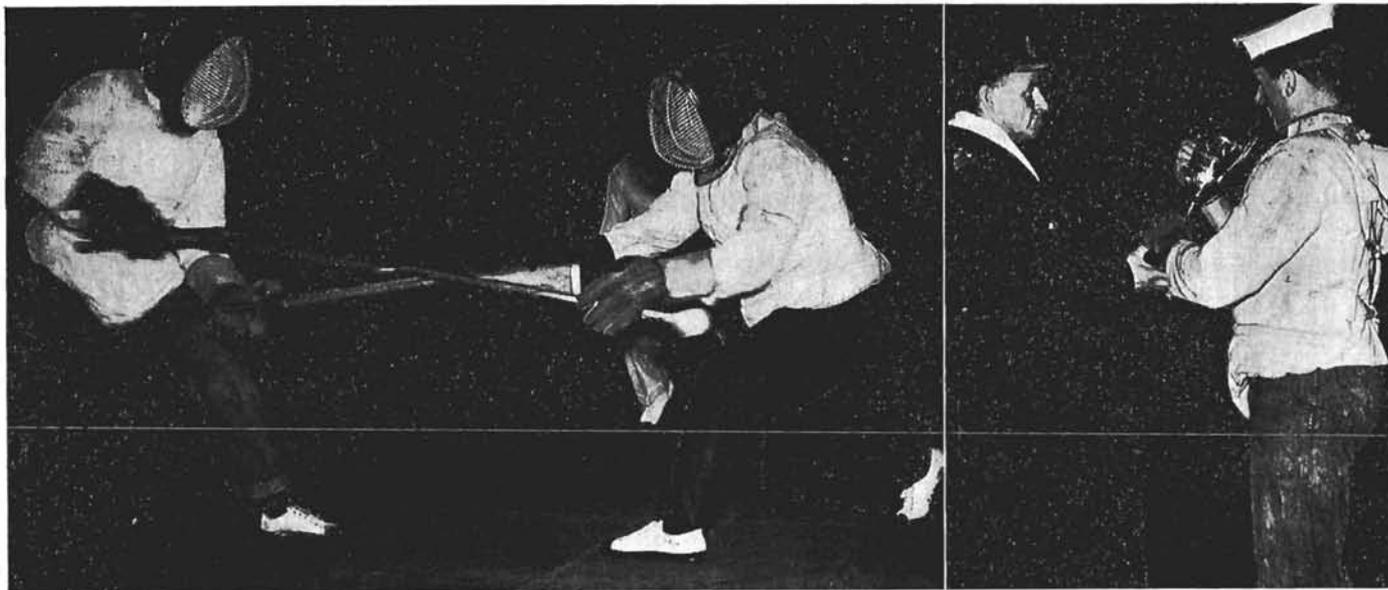
Chief Petty Officer 1/c George Henry Charles Pearce
 Age: 43
 Address: 1410 Myrtle Street, Victoria.
 Joined: October, 1929. As an Able Seaman (transferred from Royal Navy).
 Served in: H.M.S. "Victory", "Warspite", "Vernon"; H.M.C.S. "Champlain", "Vancouver", "Saguenay", "Skeena", "St. Laurent", "Armentieres", "St. Francis", "Naden", "Stadacona", "Carleton", "Hochelega II", "Peregrine" and "Royal Roads".
 Retired: February 10, 1949.

Chief Petty Officer 2/c Owen R. C. Clover
 Age: 39
 Address: 100 Burnside Road, Victoria.
 Joined: January, 1929. As an Ordinary Seaman.
 Served in: H.M.S. "Victory", "Excellent", "Warspite"; H.M.C.S. "Skeena", "Ottawa", "Restigouche", "St. Laurent", "Fraser", "Margaree"; "Prince Henry", "Uganda", "Naden", "Vancouver", "Stadacona", "Givenchy", "Cornwallis", "Burrard" and "Unicorn".
 Retired: January 20, 1949.

Chief Petty Officer James E. Cropp
 Age: 39
 Address: 43 Logan Avenue, Victoria.
 Joined: March, 1929. As a Boy Seaman.
 Served in: H.M.S. "Victory", "Warspite", "Vernon", "Iron Duke", "Hood"; H.M.C.S. "Skeena", "St. Laurent", "Assiniboine"; "Saskatchewan", "Avalon", "St. Stephen", "Ontario", "Athabaskan", "Naden", "Vancouver", "Stadacona", "Niobe", "Halifax", "Cornwallis" and "Chippawa".
 Retired: February 28, 1949.

Chief Petty Officer Telegraphist (W) R. J. F. Fincham
 Age: 37
 Address: Abbotsford, B.C.
 Joined: January, 1929. As a Boy Seaman.
 Served in: H.M.S. "Victory", "Warspite", "Pembroke"; H.M.C.S. "Armentieres", "Skeena", "St. Laurent", "Nootka", "Assiniboine", "Avalon", "St. Hyacinthe", "Algonquin", "Naden", "Vancouver", "Stadacona", "Niobe", "Burrard", "Bytown", "Givenchy" and the Naval Radio Station, Aldergrove, B.C.
 Retired: January 1, 1949.

Chief Petty Officer Cook (O) Gordon S. Caithness
 Age: 44
 Address: 55 Chestnut Street, Halifax.
 Joined: February, 1928. As an Assistant Cook.
 Served in: H.M.C.S. "Festubert", "Champlain", "Saguenay", "Skeena", "Assiniboine", "Algonquin", "Stadacona", "Cornwallis", "St. Hyacinthe", "Shelburne" and "Peregrine".
 Retired: February 1, 1949.



A newcomer to the sports roster at H.M.C.S. "Naden," Esquimalt, is team bayonet fencing. Popular with ships' companies before the war, the sport has been revived with considerable success, and will become an annual competitive feature at "Naden" in future. The action depicted above (left) took place during the recent Pacific Naval Command team tournament, and shows Writer Probationer W. Mitchell, of the Supply and Secretariat School team, mixing it up with Stoker R. Kaye, of the New Entries. "Naden's" ship's company entered the third team in the tournament which was won by the S. and S. School. At right, Able Seaman K. Strycker, captain of the S. and S. School team, receives the Bayonet Fencing Trophy from Commodore J. C. I. Edwards, Commodore, R.C.N. Barracks, Esquimalt.

SHIP'S BADGES - IV

Represented this month are four more of the official badges which have been adopted by R.C.N. ships and establishments to replace the less formal crests and insignia which they carried during the Second World War.

All the present badges are heraldically correct, having been submitted to Sir Arthur W. Cochrane, Clarenceux King of Arms at the College of Heralds in London. In most cases the designs were developed by Lt.-Cdr. A. B. Beddoe, O.B.E., R.C.N. (R) (Ret'd), but a few were suggested by Sir Arthur Cochrane or by officers of the ships concerned.



H.M.C.S. "Queen Charlotte"

The Naval Division at Charlottetown is called after a corvette which was built in 1809 at Amherstburg for service with the Provincial Marine on Lake Erie. This vessel in turn was named in honour of Queen Charlotte, the wife of King George III of England. Queen Charlotte was the daughter of Charles Louis, Duke of Mechlinburg, and it was thought appropriate that the badge for H.M.C.S. "Queen Charlotte" should represent some device from the Arms of Mechlinburg. Accordingly, the bull's head with the ducal crown was chosen. The badge is a striking one, carried out in vivid colours.



H.M.C.S. "Carleton"

H.M.C.S. "Carleton," the Ottawa Naval Division, derives its name ultimately from Sir Guy Carleton, who is credited with having saved Canada for the British in the defeat of Arnold and Montgomery at Quebec in 1774. The crest from the Arms of Sir Guy Carleton (Baron Dorchester) provides the design for the badge of this Division. It has been placed upon heraldic water to show its connection with the sea.



H.M.C.S. "Antigonish"

The name of this frigate is a Micmac Indian word meaning "broken branches". It is said that beech trees used to grow in abundance in Antigonish county in Nova Scotia and that bears frequented the locality to procure beech-nuts from the branches which they broke down. In the badge of H.M.C.S. "Antigonish," this act is shown in conventionalized form.

H.M.C.S. "Swansea"

Like that of H.M.C.S. "Discovery" (CROWSNEST December 1948), the



badge device of the frigate H.M.C.S. "Swansea" is a rebus — pictured objects describing the syllables of a word. Thus: SWAN-SEA. The bird is holding a maple leaf in its beak to show the association with Canada.

RECORD RECRUITING MONTH

More men joined the Royal Canadian Navy during January, 1949, than in any other month since the end of the Second World War. During the period 258 men were attested and 47 discharged, making a total increase for the month of 211 men. Total increase in officer complement during January was seven. Overall strength of the R.C.N. at January 31, 1949, was 7,753.

Comrades in Arms



THE CANADIAN ARMY

A Unique Outfit

They perform no drill or other routine duties, receive no pay and wear no uniforms, but the Canadian Rangers nevertheless occupy an integral and highly important place in the Dominion's defence organization.

The Rangers, in the strict sense, are not a component of the Canadian Army, but have the status of organized militia.

They are made up of trappers, woodsmen, miners, farmers and others who live in the sparsely settled parts of Canada. They render services which cannot be performed by either the Active or Reserve forces.



Lt.-Gen. Guy Granville Simonds, C.B., C.B.E., D.S.O., (above) in August will take command of the National Defence College and the Canadian Army Staff College at Kingston, Ont. Gen. Simonds is the former commander of the 2nd Canadian Corps in Northwest Europe and, after VE Day, of the Canadian Forces in the Netherlands. His most recent appointment was that of Army instructor at the Imperial Defence College at Camberley, England.

In areas which could be manned by regular troops only at a prohibitive cost — throughout the thinly-inhabited stretches of Canada, and particularly across the northland and along the Pacific and Atlantic coasts — the Rangers keep alert for any activity of a suspicious nature, provide a fund of valuable background and current information and act as guides for manoeuvres. In search and rescue work they are invaluable, assisting as they do in the locating and saving of personnel and equipment.

The Rangers have an authorized strength of 5,000, organized mostly into companies, platoons and sections, with their own officers and non-coms. A platoon consists of not more than 30 men. Brassards are their only distinguishing marks, though they are equipped with rifles, bayonets and ammunition issued by the army.

They are recruited mostly from men who would not be available in a mobilization because of age or other circumstances. In peacetime, however, a certain proportion of younger men are enlisted into the ranks of the Rangers.

Northern Radio Station

Radio station CFHR, newest of the Canadian Army's six radio broadcasting stations in the far north, is now in operation at Hay River, Northwest Territories.

Licensed as a 100-watt station, CFHR takes its place with four other stations of the Royal Canadian Corps of Signals' Northwest Territories and Yukon Radio System in presenting entertainment for military personnel and civilians in isolated northern regions.

Already in successful operation are stations at Whitehorse, Dawson City, Aklayik and Norman Wells. Another

station at Fort Churchill, although serving the north, is not actually part of the system.

The new station operates on a frequency of 1,230 kilocycles and has an effective range of 200 miles. On the air during the leisure hours of service personnel in the area, CFHR thus far is confining its efforts to the broadcasting of recorded programs. These include classical and popular music, drama and comedy shows.

Amphibious Training

More than 100 Canadian troops have been undergoing amphibious training at Little Creek, near Norfolk,



Col. William Wallace Lockhart (above) has taken over the post of Director of Signals at Army Headquarters. Col. Lockhart enlisted in the ranks of the R.C.C.S. in 1922 and during the next three years was in charge of the wireless station at Mayo, Yukon. Commissioned in 1929, he served in various posts until 1940, when he went overseas. He subsequently commanded the 3rd Canadian Divisional Signals, was secretary of 21 Army Group Joint Signal Board, and, finally, was signals officer at Field Marshal Montgomery's tactical headquarters. He served most recently as Command Signals Officer at Western Command Headquarters, Edmonton.

Virginia, and at Camp Lejune, North Carolina, during the past few months.

The three infantry platoons, two from the Royal Canadian Regiment and one from the Royal 22e Regiment, are taking part in U.S. amphibious exercises in the Caribbean before returning to Canada in March.

The course is designed to qualify soldiers in the tactics and techniques of amphibious operations. It is part of a scheme whereby officers and men and training facilities are exchanged between the two countries. American troops are given training under cold weather conditions at Fort Churchill.

THE R.C.A.F.

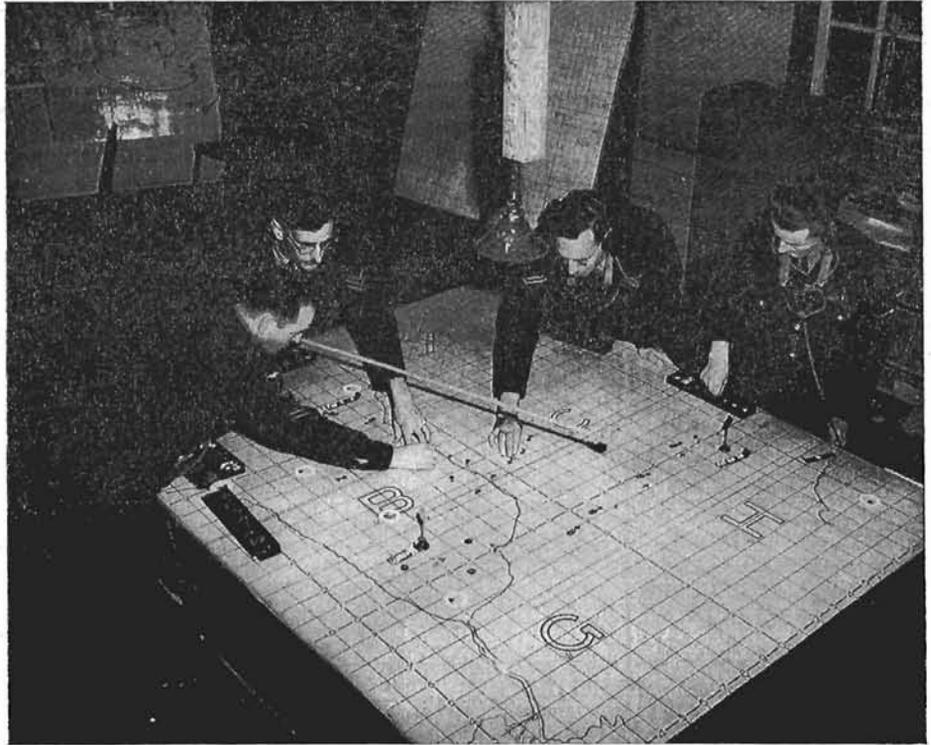
Radar, Signal Training

The station they talked about in whispers during the war is still in the radar business. It's R.C.A.F. Station Clinton, located 50 miles north of London, Ont., which housed some of the war's top secrets in the field of radar.

The training of Air Force personnel in the intricacies of radar and communications is the responsibility of Station Clinton under the R.C.A.F.'s peacetime organization. Undergoing instruction there are future radar operators, the men who manipulate the knobs and screens to scan Canada's skies, together with radar technicians, whose responsibility is to install, maintain and repair the complex equipment.

Another group taking training at Clinton are the communication operators and technicians, the men who will take their place on graduation with the R.C.A.F. specialists responsible for the Air Force's vast signals network. At Clinton these men are taught how to operate and maintain every type of communication equipment used by the R.C.A.F., and how to use it fast and efficiently.

Still another course is that for specialist signals officers. Throughout a year of intensive instruction these officers fit themselves to supervise radar and communications activities on any R.C.A.F. station. Potential



An important part of all R.C.A.F. radar and radio communication technician training is learning how to act as plotters in a Filter room. In this Filter room all information received by the scanning radar of the movement of friendly and enemy aircraft are plotted. Shown above during a mock raid are (left to right): Cpl. M. F. Gould, Fredericton, N.B.; Sgt. C. A. Mason, St. Andrews, N.B., (controller), Cpl. R. F. Buck, Saint John, N.B., and LAC E. H. Andrew, Hunter River, PEI. (RCAF Photo).

signals officers must master fundamentals of administration and direction of a signals unit, in addition to the mass of technical data required.

Clinton also handles the training of radio officers, one of the postwar aircrew trades. Already the first courses of these radio officers have been graduated and have had the new double wings pinned on their tunics. Radio officer trainees are for the most part young lads fresh from high school beginning their careers as commissioned officers in the R.C.A.F. Known as flight cadets during their basic training period, they receive their wings at the end of the Clinton course, and shortly afterward, on completing the air armament course at Trenton, they don the uniform of a flying officer in the regular R.C.A.F.

Training for these embryo radio officers includes ground instruction in all basic radio subjects, together with operation of airborne communication and radar equipment. Recent aids to their training are the new "flying classrooms", Dakota aircraft fitted

with a multitude of radar and signals gear, to allow practical instruction in the air. Comfortable and well sound-proofed, these planes allow airborne instruction to be given to eight students at a time, accompanied by three instructors.

You might hear Clinton referred to by Air Force men as a "gen palace", the Serviceman's way of saying it's tops in its field. Radar and communications are vital in any aerial defence, and Clinton turns out no second-raters. The man trained at Clinton is good — he has to be, or he wouldn't even get in.

P.T.I.'S. GET RE-SCRUB

The following physical training instructors have completed a re-qualifying course at the P. and R.T. School, R.C.N. Barracks, Halifax: Petty Officers Fred Potts, Joseph Carisse, Melvin Lumley and Andy Chartren, and Leading Seaman Gordon Grayston.

LETTERS TO THE EDITOR

White Ensign (Naval) Branch, #129
Canadian Legion
Halifax, N.S.

T.A.S. Training Centre
Esquimalt, B.C.

The Editor,
The CROWSNEST,
Naval Headquarters,
Ottawa.
Sir:—

At the last regular meeting of our Branch, several members brought to the attention of those present the publishing of the CROWSNEST, and I have been requested to inform, through the medium of the CROWSNEST, serving and ex-Naval personnel of the forming of our new Naval Branch of the Canadian Legion.

On October 1, 1948, the old White Ensign Association, which was organized as such in November, 1937, became the White Ensign (Naval) Branch, No. 129, Canadian Legion. Membership is open to all Naval and ex-Naval personnel who have been on active service, regardless of whether they are still serving or are now in civilian life.

The new Branch has been re-organized and we now have approximately 50 members in the Halifax area and a few in other parts of Canada.

Vice-Admiral H. T. W. Grant, Chief of Naval Staff, is one of our charter members. Rear Admiral C. R. H. Taylor, R.C.N. (Retired), formerly Flag Officer Atlantic Coast, is also a member.

The president for 1949 is Mr. V. L. Brett, 25 Beech St., Halifax. Serving personnel or naval veterans in the Halifax district can obtain information by contacting the Secretary of the Branch at 1572 Barrington St., Halifax.

To my knowledge, this is the first and only Naval Branch on the East Coast, and since we are restricting membership to Naval and ex-Naval personnel, the members thought that the CROWSNEST might include a note in its future publications.

Yours truly,
W. V. MIELSOM,
Secretary-Treasurer,
1572 Barrington St.,
Halifax, N.S.

The Editor,
The CROWSNEST.
Sir:—

Your page "Looking Astern" in the December issue of your interesting magazine carries an item on the sinking of the German battle cruiser "Scharnhorst" in December, 1943.

You state that two Canadian destroyers, "Haida" and "Iroquois", were attached to the convoy.

I would like to call to your attention the fact that H.M.C.S. "Huron" under command of (now) Capt. H. S. Rayner, D.S.C., was also present on this occasion, it being one of the six runs to North Russia made by this ship.

I call this to your attention on behalf of the many officers and men who served in the "Huron" and who feel quite strongly on this subject.

With kind regards and very sincere wishes for the continued success of your magazine.

I am, Sir,
Respectfully yours,
C. S. SMEDLEY,
Lieutenant, R.C.N.



All men below the rating of Petty Officer 1st Class now wear the Class II uniform of the seaman. Above, Writer M. Lalonde, Fitzroy Harbour, Ont., wears the traditional seaman's jumper, square collar and bell bottomed trousers while at work at his desk in the ship's office of H.M.C.S. "Bytown," Ottawa. Previously, Writers, as well as men in several other branches wore a peaked cap and double breasted jacket similar to the Petty Officer's rig.

Obsolete? — When?

"There seems to be an impression that the usefulness and reason for existence of a certain type of vessel or aircraft or weapon is determined by what can destroy it. This is a fallacy which seems to be quite common. Actually what renders a ship obsolete is not what can destroy it, but what can replace its function. Now, so long as that ship is needed to perform any essential function, it makes no great difference what can destroy it. If a badly needed ship is destroyed, we will replace it." — *Admiral W. H. B. Elandy, U.S.N., before the United States Senate Special Committee on Atomic Energy.*

RADAR PLOTTERS QUALIFY

Two classes of Radar Plotters graduated recently from H.M.C. Navigation Direction School, Halifax.

In a class of RP 2's were Leading Seamen J. Burrows and E. Peerless and Able Seamen R. McMillan, M. Cotton, W. Hogg, R. Grosco, C. Salt, B. McNutt, D. Trask, L. Mandy, S. Banks and L. Piget.

Entitled now to wear RP 3 badges are: Able Seaman A. Perkins and Ordinary Seamen T. Gardiner, G. St. Laurent, G. Davis, R. Mills, W. Boulton, W. McCool, J. LeFrank, J. Porter and J. Dowling.

S. & S. CLASSES GRADUATE

The following Writers and Stewards were among recent graduates from the Supply and Secretariat School at H.M.C.S. "Naden", Esquimalt:

Writers W. H. Foreman, O. L. Clee, C. A. Maltby, Writer Probationers O. T. Langrud, E. E. Beaupre, J. J. B. C. Rheame, H. A. MacCullough, A. J. Nichol, R. D. Weir, G. R. Smith, A. B. Marchinkow, A. G. Rea, A. J. Smith, P. W. Cowper, R. M. Buake, M. J. Kubisheski, J. L. L. R. Clauet and J. A. P. Roussin.

Stewards J. D. Stiple, H. Harrison, D. Melvin, J. G. Davidge, R. J. Holmes and J. Coleman.

THE TRAIL OF NUMBER FOUR

(Dedicated to the old Number Four street cars which carried the Navy between Esquimalt and Victoria for many, many years).

*Oh, the tracks are lying rusty
In some long-forgotten shed,
The spikes and ties and all that stuff,
Are deader than the dead.
Gone forever is the clatter
And the squealing and the roar,
For the old iron wheels aren't turning
On the trail of Number Four.*

Gather round, lads, and remember
Those hard cruises in the war
When from Dockyard Gate to city
Steamed the famous Number Four,
With her seats topped up with matelots
And the aisle a crowded sin,
And a voice forever shouting,
"Back there—three more coming in!"

Oh, how well we know the jarring
Of the flat wheels on the points
And the gusty laugh of sailors
Who'd been visiting the joints,
And the crowd at "Pusser's Corner"
Who'd come streaming through the door,
Heading back for good old Naden
In the good old Number Four.

Though the sign declared, "No Smoking"
Man, the air was stuffy blue
Like a fairway lit by fag-ends
And the odd cigar or two.
Any damsel when she entered
With her mincing little stride
Could be always sure of sitting
With a sailor at her side.

Now fond memory claims the paintwork
That had faded dirty red,
And the long, hard rows of benches
That took seamen home to bed.
Gone the long swing through Esquimalt
With a beam-sea on the track
And the final note of wonder—
Number Four had got you back!

Yes, they've given us some buses
With a lot of gilt and chrome
That go sliding like destroyers
Where the blacktop leads us home.
Aye, it's elegant for sailors,
And from salts who know the score
There is precious little sighing
For the good old Number Four.

*Oh, the tracks are lying rusty
In some long-forgotten shed,
The spikes and ties and all that stuff
Are deader than the dead.
Gone forever is the clatter
And the squealing and the roar,
For the old iron wheels aren't turning
On the trail of Number Four.*

C.T.



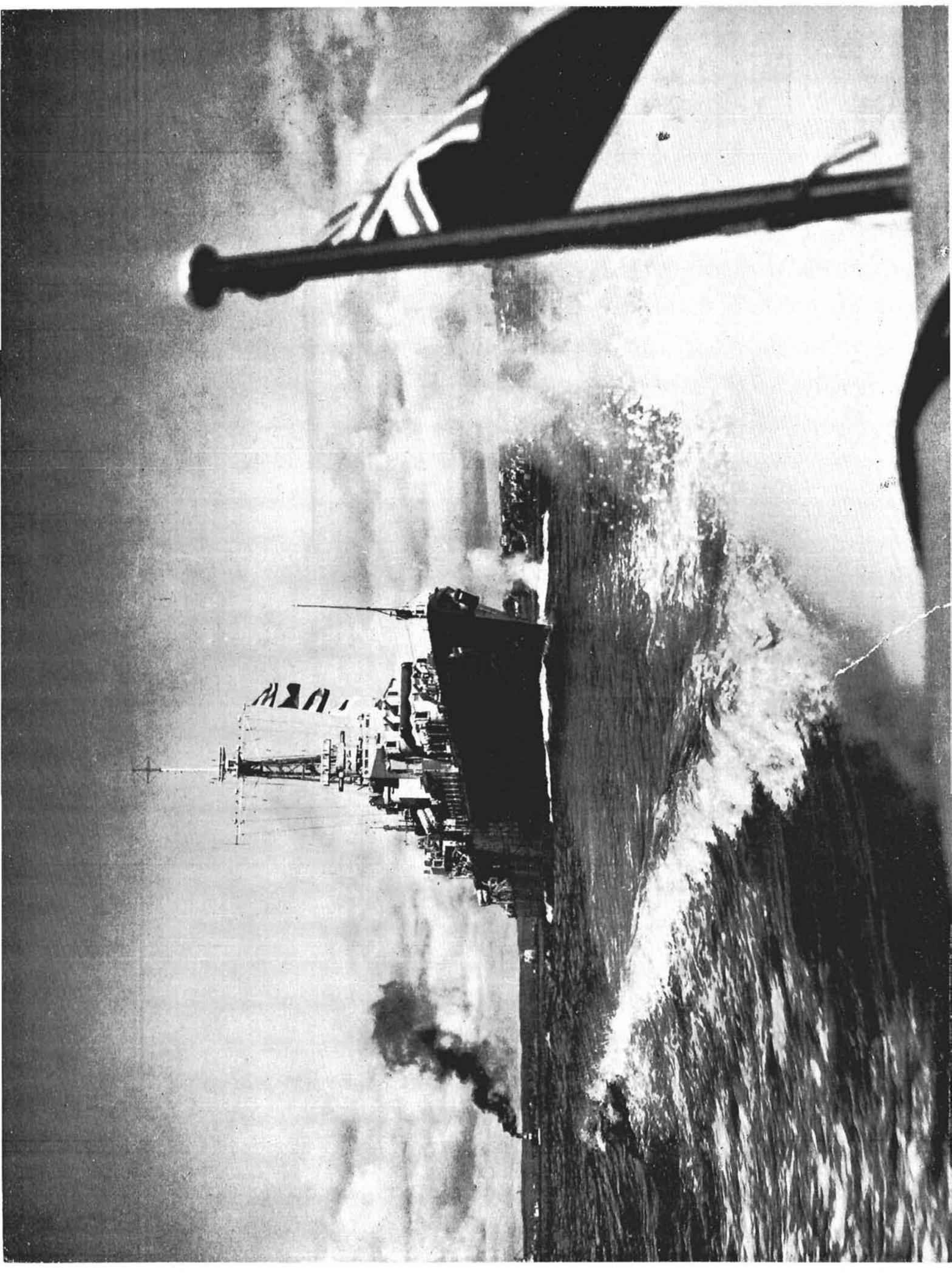
The CROWSNEST

Vol. 1 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

April, 1949





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Lady of the Month

HMCS "NOOTKA," outward bound from Halifax harbour. (RCN photo by AB Kenneth White.)

★ ★ ★

Copies of the CROWSNEST are allocated to ships and establishments on the basis of one to every three officers and men. They are forwarded in bundles and the actual distribution is the responsibility of each addressee. Apparently this is not fully understood, for "J. A. B.," writing from the West Coast, complains that in some cases the magazine is not getting full circulation.

Says he: "If only ten copies go adrift and wander ashore in somebody's rabbit-bag, twenty men are deprived of an opportunity to read the CROWSNEST and see how the other half lives. I have seen copies going ashore in many a pocket. The culprits range from Ordinary Seamen up."

He further claims that the "New Entries have a harder time than most in getting hold of a copy to read. On being asked what they think of the Navy's new literary effort, most trainees look puzzled, say they have heard of it, but have never been near enough to read it. Others think you're talking about a bucket nailed to a ship's mast."

We hope that the explanation of the system of allocation will result in this situation being remedied, and in everyone getting a fair chance to read the magazine.

★ ★ ★

A special word this month for "Ontario," "Crescent" and "Antigonish." The fact that they were in far away places, with lots to keep them occupied, did not prevent these ships from forwarding their regular reports to the magazine. It was a pleasant surprise to receive contributions sent from Mexico by "Ontario" and "Antigonish," even more unexpected was the one from "Crescent," mailed at a mid-Pacific stopping-place.

The Editors

Page one

Cover Photo — Back-date the cap and clothing a few hundred years and 25-year-old, prairie-born Petty Officer William McCrimmon might well pass for a real "sea-dog of Devon". PO McCrimmon is a crew member of HMCS "St. Stephen", with 15 months' service in the weather ship to his credit. A native of Edmonton, McCrimmon was a month short of 18 when he joined the RCNVR in March, 1942, as a Stoker II. He was an Acting Leading Stoker and had just come ashore after 11 months in HMCS "Port Colborne" when he transferred to the RCN in February, 1945. Made an acting PO Stoker in May, 1945, he was confirmed in that rate a year later, while serving in HMCS "Micmac".

R.C.N. News Review

Cruise Nears Completion

The major phase of the 1949 spring cruise programme is nearly over. Early in April units of the RCN's East and West Coast fleets and the Royal Navy's America and West Indies Squadron will conclude joint exercises in the Caribbean and go their respective ways.

HMC Ships "Magnificent," "Nootka" and "Haida" are due back in Halifax April 8; the West Coast group — "Ontario," "Athabaskan" and "Crescent" — will reach Esquimalt April 28.

The Caribbean manoeuvres have provided ships and men with valuable training, involving as they have the largest number and greatest variety of RCN craft ever to work together in peacetime. It has been, also, the "Magnificent's" first spring cruise and the presence of the carrier and her three squadrons of aircraft has added considerably to the scope of the exercises.

The week preceding "Magnificent's" March 5 departure from Halifax was a busy one for the ship's company. The carrier was 48 hours behind schedule when she arrived back from the U.K. on February 28, having gone through one of the worst storms to sweep the Atlantic in years. Storm damage had to be made good (it was); aircraft for 825 Squadron and "Shearwater" had to be disembarked and those of 803, 826 and 883 Squadrons, plus their crews, taken on board (they were); and storing, fuelling and a multitude of other necessary items had to be attended to while Halifax experienced its worst weather of the winter (all done). In spite of everything, the carrier put to sea as per her original schedule.

Three days later, off Bermuda, "Magnificent" ran into another bad

storm that brought a halt to training activities and caused her to head for the Jamaica area in search of better weather. "Nootka" accompanied her, while "Haida" proceeded to Bermuda to fuel, then caught up with the other two ships later. On March 15 they made their rendezvous with the west Coast group at Colon, Canal Zone, and the next day the six ships put to sea together.

"Crescent" in China

HMCS "Crescent" arrived in Shanghai on February 26 and left on March 10 for Nanking, a day's steaming up-river from Shanghai. The destroyer was scheduled to sail from Nanking on March 21 for Hong Kong.

While the ship was in Shanghai a member of her crew, Petty Officer Nick Lazaruk was notified that his three-year-old son had been killed when struck by an auto in Victoria. The death of their only child came as a severe shock to Mrs. Lazaruk and on the recommendation of physicians attending her, PO Lazaruk was granted compassionate leave and flown home at service expense in order to be at her



LIEUT.-CDR. D. W. GROOS
Commands HMCS "Crescent"

side. Before news of the decision of Service authorities to grant passage to PO Lazaruk had reached the "Crescent," the officers and men of the destroyer had subscribed more than \$200 to help pay for his fare home.

Back to the Lakes

The Algerine minesweeper, HMCS "Portage," already familiar to personnel of Naval Divisions in Great Lakes ports, is expected to commission about April 15, and for the second consecutive year will provide practical training for Reservists from Montreal to the Lakehead. Lt.-Cdr. D. M. MacDonald, formerly Commanding Officer of HMCS "Bytown," Ottawa, will command the vessel. "Portage" is scheduled to arrive in Montreal on May 21 and will remain in fresh water until September 10. During the summer the ship will call at Montreal, Kingston, Toronto, Hamilton, Windsor, Sarnia, Port Arthur and Port Stanley.

Lands Medical Cases

Twice during her last tour of duty HMCS "St. Stephen" had to leave her weather station in Davis Strait to land medical cases at St. John's, Newfoundland.

The "St. Stephen" sailed from Halifax on February 7 and had been on "Station Baker" three days when she was instructed to "proceed with dispatch" to St. John's to land Ldg. Sea. T. F. Supple, suffering from appendicitis. The second time, the weather ship left her station early in March with two cases for hospitalization at the Newfoundland port, AB A. Turgeon, with acute appendicitis, and AB J. A. Baxter, suffering a mild heart attack.

Pack ice delayed the ship more than 12 hours but the men eventually were

landed at noon on March 4. As the end of her tour was approaching, "St. Stephen" did not return north but sailed for Halifax on leaving St. John's.

"Cornwallis" Opening Soon

May 1 is the tentative date set for the re-opening of HMCS "Cornwallis," near Deep Brook, N.S. While the peace-time activities of the base will not approach its war-time role as the largest training establishment in the British Empire, it is planned that in the neighbourhood of 700 RCN new entries will be continuously under training at "Cornwallis" when re-organization is complete. Under the command of Captain A. P. Musgrave and with Cdr. P. D. Budge, as Executive Officer, the establishment will be responsible for the basic training of all new entries in the RCN. In addition to professional training, academic instruction will be provided those who require further schooling for advancement in the Navy.

SUMMER KHAKI FOR CHIEFS, PO 1's; REGULATION JUMPER TO HAVE ZIPPER

The Minister of National Defence has approved a number of changes in the design and scale of issue of uniforms for men of the Royal Canadian Navy and RCN (Reserve).

New uniforms will not be available immediately, however. Material must be procured, patterns made, contracts let and fulfilled and many other details arranged before the new uniforms can be issued.

Most sweeping changes are the introduction of a khaki uniform for Chief Petty Officers, First and Second Class, and Petty Officers, First Class, and the abolition of the white tropical uniform (shorts, open-neck shirts or tropical vests, and stockings) for all men.

Khaki uniform will consist of jacket, trousers, shirt and cap cover in a light-weight wool rayon, a material similar to tropical worsted and adopted recently by the Army and RCAF for summer uniforms. This will be

tailored in United States Navy pattern and will be worn with black tie, socks and shoes and red badges. At the discretion of the senior officer, the khaki uniform may be worn without jacket and tie.

White uniforms will be retained by CPO's and PO's First Class, but will be worn only for ceremonial occasions in peacetime.

The traditional seaman's jumper also has taken on the "new look." It has been altered to include a front opening with concealed zipper closure and "hung" sleeves which provide a better fit across shoulders and chest. It is proposed to tailor No. 1's in this rig in a new tri-service cloth, a Botany serge.

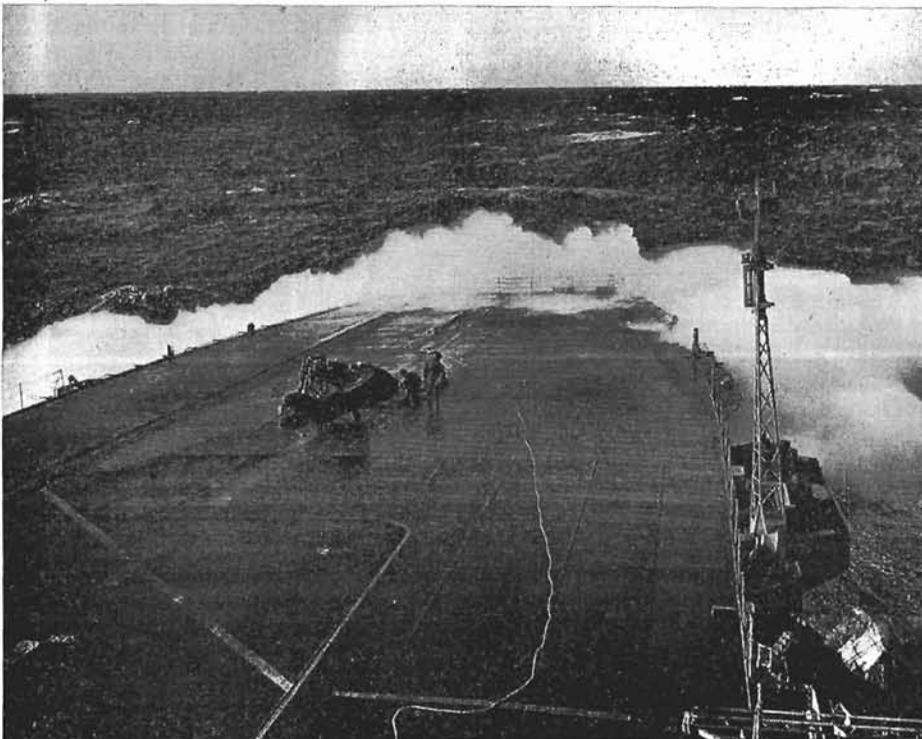
The old style white duck uniforms worn by the men also will be relegated to the past. The new uniform will be made of white drill and tailored in the same style as the new blue jumper.

Two pairs of blue denim shorts have been added to the kit of all men to provide a working dress for use in the tropics. These will be worn with sandals and without stockings.

Officers' khaki uniforms in future will be tailored in the same style as those of the Chiefs and Petty Officers. White uniforms will be retained but will be worn only on ceremonial occasions.

Khaki shorts, worn with the uniform khaki shirt, will replace white tropical gear for officers.

Standardized in the three services last Fall, battledress is now authorized working dress for all RCN and Reserve officers. Wearing of battledress is subject to orders of senior officers, but it is considered that as this uniform, combined with the khaki, makes a more suitable working and summer dress, use of both will become more widespread in future.



On her return crossing from the United Kingdom in late February, HMCS "Magnificent" ran into one of the worst storms to sweep the North Atlantic in years. The carrier was delayed 48 hours and sustained a certain amount of damage. A destroyer propeller was torn loose from its lashings on the flight deck and swept overboard. Here, as the ship dips her nose into a green one, crewmen reinforce the wires holding down two other destroyer screws.

Old Convoys—New Submarines

by "T.A.S."

Convoy Called "Fast" In Second World War Is Seen As
Poor Risk When Rated Against 1949 U-Boat

IN previous discussions of the "fast" submarine and the means whereby it might be countered, great emphasis has been placed on the need for warships of the right kind and in large numbers, manned by efficient operators and highly-skilled teams, and fitted with the very best equipment science can devise.

Little has been said about the merchant vessels whose fate would, as in the past, hang in the balance in any fight between their escorting warships and the attacking submarines. Perhaps they, too, can do something about improving their chances of getting through.

Let us make a tour of our anti-submarine compartment labelled "CONVOY", do a little theorizing and draw for ourselves some conclusions.

In the Second World War there were essentially two kinds of large convoys—fast ones and slow ones. The slow ones made about seven knots, the fast ones 10.

In the Second World War the enemy had U-boats with these vital

characteristics: A one-hour battery rate at eight knots submerged, torpedoes good for 40 knots to 10,000 yards, and the ability to detect a convoy—visually, by hydrophone or by radar—at about 20 miles.

Since the surface was denied the U-boat by our ship-borne radar and our aircraft, both carrier-borne and land-based, he was compelled to carry out his offensive operations submerged. And since his low battery power placed such definite limitations on his speed beneath the surface, you will see that, unless the U-boat was well-positioned ahead of his target on first detecting it, his chances of getting in a good attack were comparatively poor.

But times have changed, and for the worse. The new submarines have a one-hour battery rate at 17 knots, a 10-hour rate at 11 knots. The torpedoes are still 40 knots to 10,000 yards, but they now "home", which adds appreciably to our difficulties. The U-boat still detects his quarry at 20 miles.

The really essential change in performance between the 1944 and 1949 submarines is the greatly increased submerged speed and submerged endurance. This change forces us to contemplate staggering possibilities.

For example, let us take a 10-knot convoy as target and compare the mathematical chances of a 1944 U-boat and a 1949 "fast" U-boat. Omitting the formula (which is tricky) here are the answers we get:

(i) The old U-boat, on detecting the convoy, could be anywhere in an area of 376 square miles of ocean around our convoy and could still get in an attack.

(ii) The 1949 U-boat, on detecting the victim, can be anywhere in an area of 1,256 square miles and still manage an attack. In percentage, that is 100 per cent as to 30.

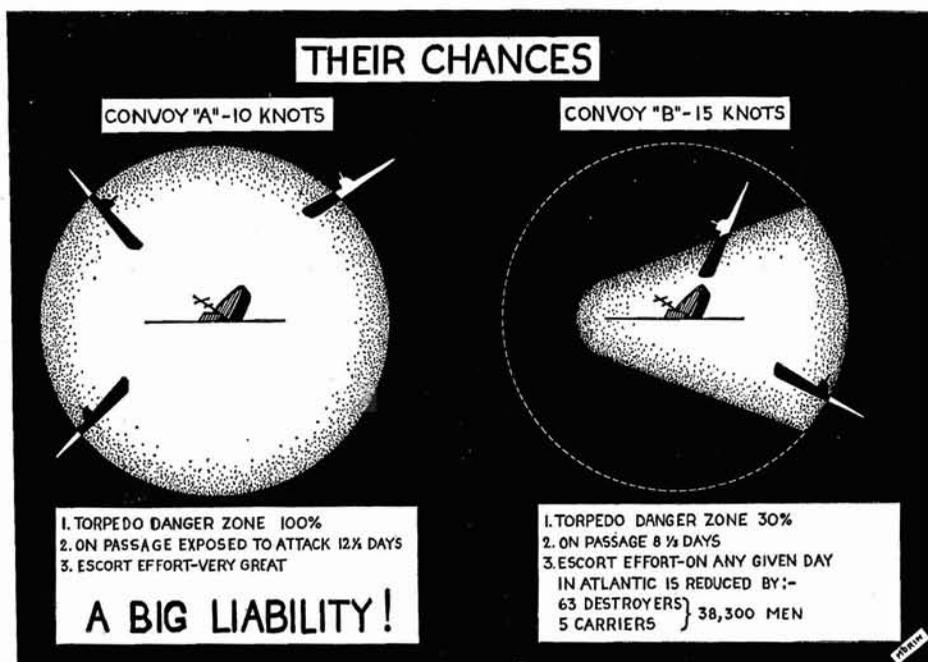
It is most apparent that the faster submarine can pretty well pick and choose its spot for an attack.

Let us now analyze what the effect is liable to be if the speed of the convoy is increased.

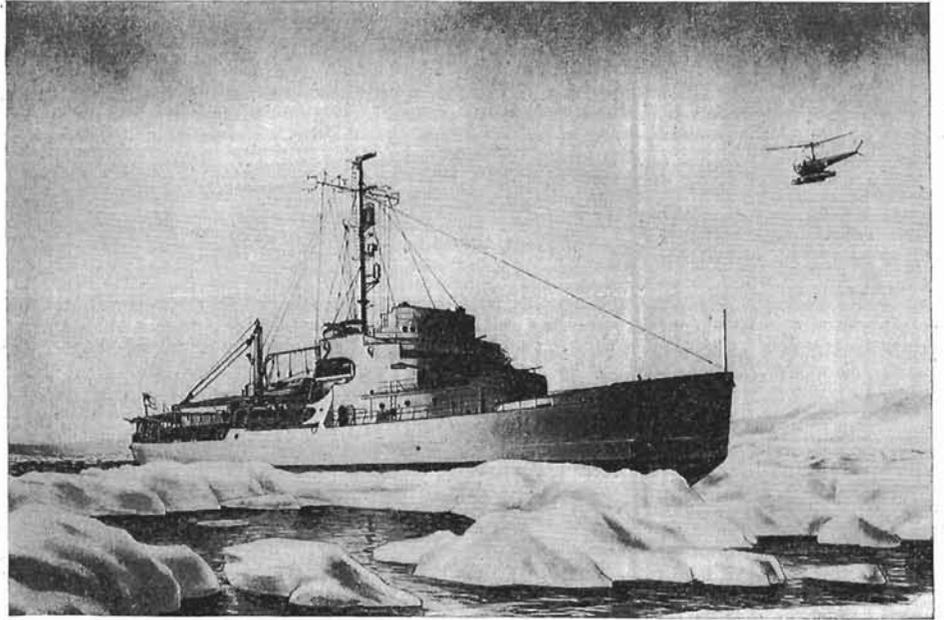
As an example, take a convoy route from Halifax to Gibraltar and place on it two convoys, A and B. Convoy A steams at 10 knots, Convoy B at 15 knots. Each requires an escort of 15 destroyers and one carrier. The route is 3,000 miles of open ocean.

You will see that Convoy A takes 300 hours (12-1/2 days) to make the trip. Convoy B is in Gibraltar in 200 hours (8-1/3 days); it has cut the time at sea by one-third. Logically, therefore, we can expect one-third fewer losses in the 15-knot convoy.

We have already shown that 10-knot ships, once they are detected by a "fast" submarine, cannot escape attack. Using the same reasoning, we can assume that a 15-knot convoy is one-third less vulnerable.



THE R.C.N. ICEBREAKER



An artist's conception of the icebreaker now being built for the Royal Canadian Navy. (Drawn by Lieut. (SB) Douglas Grieve, RCN (R)).

There is a further point about these convoys. Convoy A was at sea for 12-1/2 days, Convoy B for only 8-1/3 days. Now if, as during the Second World War, there are some five trans-Atlantic convoys at sea on any given day, and if all these convoys are to steam at 15 knots, a saving of 21 convoy days will be effected. This works out to a reduction in escort requirements, on any given day, of 63 destroyers and five aircraft carriers in the Atlantic escorting forces. In a Navy that many ships represent about 38,000 men; and to a country, a huge industrial effort.

The faster the better is the rule to follow if you wish to avoid the fellow intent on torpedoing you. You have seen that a 10-knot tramp is a poor risk; a 15-knot ship will have a good chance, and a certain amount of excitement. The 28-knot giants like the "Queen Elizabeth" and "Queen Mary" will not need escorting, just as they were not escorted during the last war. A 28-knot ship has a theoretical chance of being torpedoed of 22.4 per cent, compared to 100 per cent for the 10-knot ship. However, with a zig-zag on top of the high speed, the actual chances of being hit are much less and are an acceptable risk.

We are not asking, however, for 28-knot ships. We are merely explaining why all ships capable of making ocean passages ought to be built to exceed 15 knots.

P.S. — If you remember this story, it will probably be one day when you are escorting a 10-knot convoy.

Mail For "Crescent"

Letters addressed to officers and men serving in HMCS "Crescent" should continue to be addressed to them in the ship, care of HMC Dockyard, Esquimalt, Victoria, B.C. From Esquimalt letters will be forwarded by air to China, this being the only reliable way of despatching mail to the Far East.

Because air mail is to be used exclusively, it will not be possible to forward parcels to the "Crescent". Any which are received will be retained in the Dockyard Post Office at Esquimalt until the ship's return.

Incorporating the latest improvements in hull design, equipment and machinery, the Royal Canadian Navy's new icebreaker is now under construction at Marine Industries, Ltd., Sorel, P.Q.

The vessel will be 269 feet in length, with a breadth of 63 feet 6 inches and a displacement of approximately 5,400 tons. Her maximum draught will be 29 feet. A 10,000 SHP diesel electric system will drive the ship. Her complement will be about 13 officers and 160 men.

While similar in most respects to the United States Coast Guard's "Eastwind" Class icebreaker, the Canadian design has incorporated certain modifications to suit Canadian service and others which have been suggested by experience with the American ships and by observations of the performance of these and other icebreaking vessels.

A feature of the Canadian hull design is the thickness of the shell plating. In the new icebreaker this part of the structure will be of high tensile steel, 1 5/8 inches thick. While it seems inconceivable that ice could penetrate this steel wall, the added protection of an inner skin will be

provided throughout the vital parts of the ship. As a safeguard against being frozen in, the vessel will be equipped with heeling tanks.

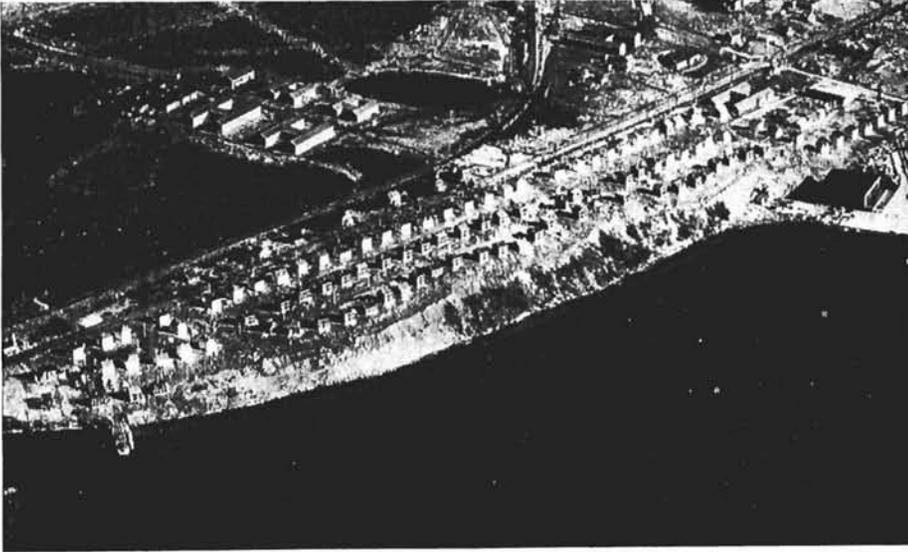
Although temperatures at sea in the Arctic are not as extreme as those inland, special steps are necessary to maintain suitable temperatures inside the ship. In the RCN vessel this will be effected by the use throughout of four inches of Fiberglas insulation in place of the cork insulation formerly used.

A reduction in her gun armament will allow improved habitability and added storeroom capacity, as well as increased provision for radio and radar equipment.

Aft will be a flight deck, capable of landing a helicopter of the type currently in use by the Royal Canadian Air Force or of accommodating a seaplane.

The RCN icebreaker will carry two kinds of boats — a motor life boat for use in open water and a landing craft specially strengthened for use in ice. Experience has shown that the latter type of boat is extremely useful under Arctic conditions where the beaches of ice surfaces are hard on conventional boats.

First 'Shearwater' Houses Occupied



An aerial view of the 100 houses for service personnel at HMCS "Shearwater". Twenty have been allocated and it is hoped to have the remainder occupied by mid-April.

A 100-unit housing sub-division at the Royal Canadian Naval Air Station, HMCS "Shearwater", at Eastern Passage, N.S., is nearing completion.

By mid-February, 20 of the 100 homes in the development had been occupied and A/Captain A. B. Fraser-Harris, Commanding Officer of the Station, directed that no time be lost in establishing eligible personnel in the remainder as they became available.

"Shearwater's" housing site is situated between the main Eastern Passage highway and the shoreline of the marine base. The new houses are complete in every detail. The modern kitchens seem to be the chief delight of the Navy housewives, each being complete with electric stove and refrigerator.

Personnel from the three services were among the first 20 to move into the homes. With naval personnel in greater proportions, allocations also are made to army liaison personnel attached to "Shearwater" and members of the RCAF at the Marine Section.

The selection committee is composed of Cdr. E. E. G. Boak, Executive Officer of HMCS "Shearwater",

Lieut. Cdr. P.C. Benson, Chaplain G. A. Stone, CPO J. Dunn and Ldg. Sea. W. C. Parsons.

Allocation of the houses is worked out on a basis of points for priority. Four points are given for each year of service, 10 points for each child and a maximum of 12 points for either

inadequate housing or separation from family due to lack of housing.

One of the first 20 families to be allocated houses was that of a man who had been trying in vain for months to find accommodation in Dartmouth or Halifax for his wife and three children, aged six, seven and nine.

Another, also with three children, had been living in a single room apartment for several years.

The proportion in which the first 20 houses were allocated was: Two to Army personnel, four to R.C.A.F. and 14 to Navy.

This was the second married quarters project to be undertaken in the Halifax area. Last year 90 apartments in four buildings at Tufts Cove, in North Dartmouth, were occupied by families of men serving in RCN Barracks or ships of the Atlantic Command.

A third and smaller project is under way at Coverdale, N.B., where married quarters are being constructed for naval personnel serving there.



Able Seaman R. H. Bell, formerly of Stratford, Ontario, sits down to an evening meal with his family in the dining room of their new home in HMCS "Shearwater's" housing subdivision. In Mrs. Bell's lap is seven-month-old Johnny, while Tommy, 3, has a place of his own.

The Man of the Month

(The "Man of the Month" is elected by the vessel or establishment in which he serves. Invitations to ships or establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. — Editor.)

CHIEF Petty Officer Morton Harry Keeler, RCN, of Dartmouth and Halifax, is HMCS "Shearwater's" Man of the Month.

Drafted to "Shearwater" last October, he became the naval air station's first Chief Boatswain's Mate when it was commissioned on December 1. His duties, however, are not new to him. He has served as "buffer" in various ships since 1943.

CPO Keeler is not in the Navy by any stroke of coincidence. He joined the Royal Canadian Naval Volunteer Reserve at Halifax as a Boy Seaman in December, 1938. At the time he was 17 years of age. Prior to this he had been associated with the Sea Cadets, and as a small lad had often toddled along Gottingen Street keeping in step with the Navy band during a church parade to St. Mark's Church.

From those early years to this present day there never has been any doubt in Keeler's mind about his chosen career. He was born within a couple of city blocks of the sea and his ambitions never have wandered away from salt water.

His first draft to sea was in May, 1939, when he joined the destroyer, HMCS "Saguenay", for a summer training cruise which turned into an operational patrol in the Caribbean Sea when war broke out in September. The "Saguenay" returned to Halifax in November for convoy duty and in that same month Keeler was advanced to Ordinary Seaman.

By October of the following year he had transferred to the R.C.N., been advanced to Leading Seaman, had served in HMS "Seaborne", head-

quarters ship in Halifax for the Rear Admiral, Third Battle Squadron, of the Royal Navy; HMCS "Protector," naval base at Sydney, N.S., and had been drafted to HMS "Trillium", one of the first corvettes launched in Canada.

During this period he embarked on another voyage — on the sea of matrimony.



CPO MORTON HARRY KEELER

As a member of the ship's company of the "Trillium" he saw many convoys cross the Atlantic. One particular trip stands out in his memory. On this crossing 14 merchant ships in his convoy were "fished" by enemy U-boats. The "Trillium" picked up 149 survivors and a cat.

"Our group got even with two U-boats," CPO Keeler recalls.

He left the "Trillium" and convoy duty in June, 1943, for a course ashore. In December he was back at sea as "buffer" of the American-built destroyer escort, HMS "Loring". Subsequently he joined HMCS "Orangeville", a Castle Class corvette, and returned to escort work on the

North Atlantic, where he remained until the end of the war. Keeler then went to HMCS "Scotian", where he was in charge of a diving tender guarding warships in Bedford Basin awaiting disposal.

From January, 1947, until his draft to "Shearwater", he was Coxswain in the destroyer HMCS "Nootka".

Keeler's service in the North Atlantic was recognized by a Mention in Despatches in the New Year's Honours List of 1946.

Fired with ambition, CPO Keeler spends his spare time studying navigation, and hopes to write shortly for his ticket as Mate, 4th Class. When he retires from the Service he plans to continue his sea-going career with the Merchant Navy.

CPO Keeler has three immediate ambitions: First; he wants to give each of his four sons an opportunity to enroll in the Canadian Services College, "Royal Roads"; in second place is his desire to go to Hollywood to visit movie actress Ruby Keeler, his first cousin; and last, but not least, he would like one of the Navy's pilots at "Shearwater" to take him up for his first ride in an aircraft.

Home Again

When HMCS "Magnificent" arrived in Halifax on February 25, first one aboard the carrier was Ldg. Sea. Standeasy, the ship's mascot, who had been "on course" in the Mechanical Training Establishment at HMCS "Stadacona" during the "Magnificent's" absence in the United Kingdom.

Escorted by AB Roland Morin, of Halifax and Montreal, Standeasy was waiting on the jetty while the carrier was slowly warped to her berth. As soon as the gangway was in place, the dog was aboard and heading for his old home in the Stokers' mess.

The Bulletin Board

Reorganization of the Communication Branch

Changes in communication methods in the fleet during recent years have necessitated the re-organization of the Communications Branch. Men of the Branch are now known as Communicators, Communicators (S) or Communicators (C).

Communicators are trained in and are responsible for all forms of radio and visual communications, all forms of cryptography, message handling and fleet tactics.

Communicators (S) are trained in and are responsible for direction-finding duties ashore and afloat, supplementary communications and cryptography.

Communicators (C), RCN (R) personnel only, are trained in and are

responsible for radio teletype operation, voice radio operation, all forms of cryptography, and for message handling and Communications Office organization.

All men entering the RCN for communications duties are entered in the Ordinary rating. Prior to their basic professional course in HMC Communications School, they are required to complete new entry training and to proceed to sea for a period of three months.

Autographed Photographs of Their Majesties

Autographed photographs of Their Majesties may now be obtained by ships and establishments at a considerably reduced price. The prices quoted in the following table include the cost of packing and shipping.

Size of Photograph	Size of Mounting	Price of Each
8" x 6"	15" x 9½"	\$ 8.13
10" x 8"	18" x 11"	9.78
12" x 10"	20" x 13"	12.20
15" x 12"	24" x 18"	19.52
18" x 15"	26" x 19"	26.57
20" x 16"	30" x 22"	33.81

Requests for photographs should be made to Naval Headquarters, through the Captain of the ship or establishment concerned, and must be accompanied by a cheque or other remittance made payable to the Receiver General of Canada covering the full amount of the order.

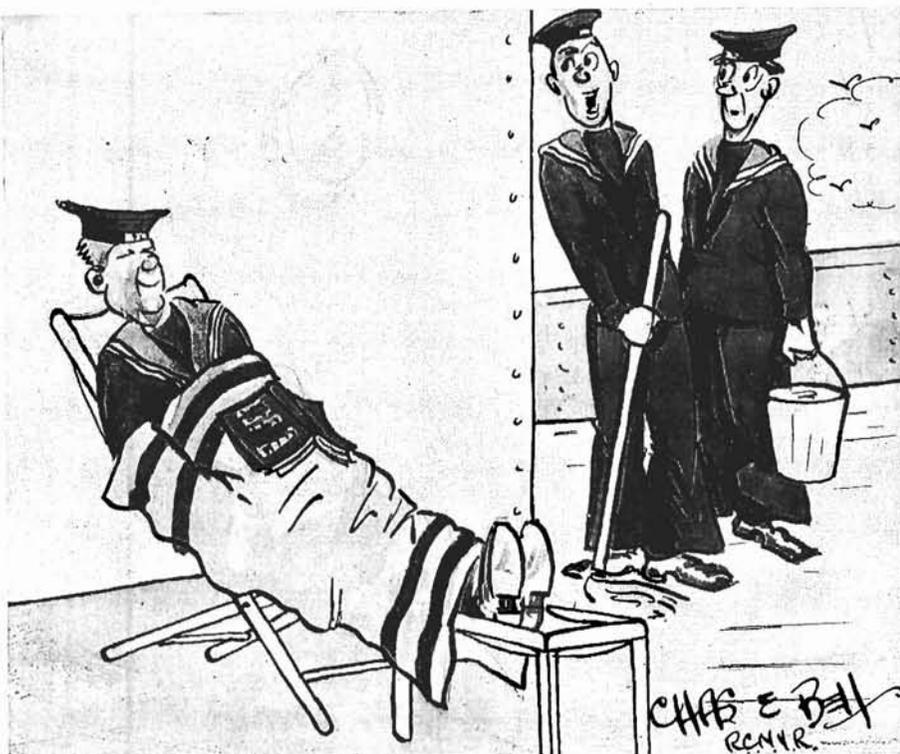
Employment of Civilian Defence Counsel at Courts-Martial

When an officer or man is to be tried by Court-Martial, on a charge of a serious nature, or where such trial involves points of legal difficulty, and where the prosecution is being conducted by a legally qualified officer, he may be supplied with a civilian defence counsel at the expense of the Crown, provided such counsel is an officer of the reserve of the Naval, Military or Air Forces.

Counsel will be supplied only in such cases where the accused is not in a position to employ civilian counsel at his own expense and providing he undertakes to repay to the Crown such part of the costs involved as may be fixed by regulations approved by the Minister.

The provision of defence counsel in every instance is subject to certification by the Judge Advocate General that in his opinion such counsel is necessary.

The amount now prescribed to be assessed against an officer or man for cost of civilian defence counsel ranges from 35% to 50% of the total fee involved, being dependent on his rank or rating.



"Harrison certainly believes in relaxing when he's off duty!"

Naval Officers' Association of Canada

An organization of retired officers known as the Naval Officers' Association of Canada has been formed to promote and maintain interest in naval affairs generally and particularly in the welfare and development of the Naval Forces.

Membership is open to all retired officers and officers of the RCN (R). Serving Officers of the RCN are not eligible for membership.

Marriage Allowance

When an officer or man in receipt of Marriage Allowance is divorced or becomes estranged and lives apart from his wife, or when any other circumstance occurs which might preclude his receiving Marriage Allowance, he is immediately to inform his Captain accordingly. This undertaking is signed in applying for Marriage Allowance and it is most important that it be complied with promptly.

Advancement — Former Service

A man upon re-entering the Navy in a branch other than the one in which he previously served can now count his former service towards advancement to Able Seaman and Leading Seaman in his new branch. This amendment became effective March 5, 1949, and is an addition to the previous regulation which only permitted former service in the same branch to count towards advancement.

Ship's Log

The method of maintaining Ship's Logs in ships has been recently revised in a way which comes as a blessing to Navigators' Yeomen.

The information recorded by ships in the old Ship's Log (C.N.S. 321) and old Deck Log (C.N.S. 322) in the past will in future be recorded in a new revised Ship's Log (C.N.S. 322). This change will entail the maintenance of one detailed book where two are now required, and will avoid the transcription of detail from a rough to a fair book.

FRIENDSHIPS RENEWED



Chaplain (RC) J. H. Laporte, RCN (R), of Quebec City, baptizes a Mexican baby in the fishing village on the shores of Magdalena Bay, which has become an annual visiting place for units of the West Coast fleet during the spring cruise. Assisting Father Laporte is Ord. Sea. John Crete, of Montreal.

ON BOARD HMCS "ONTARIO" — To the inhabitants of the tiny Mexican fishing village that rests on the shores of Magdalena Bay, the annual visit of ships of the Royal Canadian Navy has become an event of great significance.

This year, when HMC Ships "Ontario", "Athabaskan" and "Antigonish" anchored in the bay, they were met immediately by a swarm of boats whose occupants happily shouted greetings to the Canadians.

A particularly warm welcome was given the Roman Catholic chaplain, Father J. H. Laporte, who was making a return visit, having been in "Uganda" when she called at Magdalena Bay in 1946. Father Laporte went ashore to say Mass, baptize a new crop of infants and generally renew acquaintances.

"Ontario's" dentist, Capt. J. Turner, RCDC, removed and treated teeth and the medical officer, Surg. Cdr. F. G. McHattie, treated serious cases among the villagers. These ranged from infected wounds to fish-hook tears.

Six hundred miles from San Diego, Magdalena is a vast bay nestled in the peninsula of Lower California. Because of its ideal weather (it may rain once in seven years) and sheltered waters, the bay is a favourable working up location. Here the three ships of Canadian Task Group 215.9 carried out drills and evolutions for more than a week, prior to proceeding on the second lap of the spring cruise.

The sole settlement on the bay has virtually been adopted by the RCN, and when Canadian ships drop anchor offshore, the villagers, and particularly the children, can look forward to receiving gifts and treats from the sailors. The warmth and sincerity of the welcome accorded by the fishermen and their families is more than sufficient return.

Later the ships visited the resort city of Acapulco, arriving just in time for Mardi Gras. A guard and band was landed from "Ontario" to take part in ceremonies ashore and men from the ships witnessed a number of colorful events, including parades and a bullfight.

Officers and Men



TO COMMAND "CORNWALLIS"

A/Captain A. Philip Musgrave, OBE, RCN, has been appointed commanding officer of HMCS "Cornwallis", which will commission this spring as a New Entry training establishment.

For the past three years Captain Musgrave has been Director of Sea Cadets, at Naval Headquarters. He will be succeeded in this post by A/Cdr. (SB) Douglas C. Elliott, RCN.

Captain Musgrave was in command of the Signal School at St. Hyacinthe, P.Q., throughout the more than four years it was in commission. Before that he was Executive Officer of HMCS "Stadacona II" and officer in charge of the Signal School when it was located there, as well as the school for new entry stokers.

Captain Musgrave entered the Royal Naval College of Canada in 1914 and during the First World War saw service with the Royal Navy. He

left the service in 1920 but re-enlisted on September 2, 1939. After a short time at Esquimalt he went to Halifax as Inspector of Boom Defence. In May, 1940, he was appointed Executive Officer of "Stadacona II", and in October, 1941, took command of HMCS "St. Hyacinthe".

"A/Cdr. Elliott was born in Manchester, England, and joined the RCNVR in Vancouver in June, 1941. He served in Halifax, Saint John, N.B., Toronto and Windsor, Ont., before joining the minesweeper, HMCS "Kelowna".

He left this ship in March, 1944, and after a short period in the frigate "Springhill" and in HMCS "York", Toronto, went to HMCS "Tecumseh," Calgary, as Executive Officer, later becoming Commanding Officer. A/Cdr. Elliott transferred to the permanent force in February, 1946, and in the same month was appointed Deputy Director of Sea Cadets.

SENIOR OFFICERS MOVE

Captain E. P. Tisdall, formerly Director General of Naval Ordnance, has been appointed Director of Weapons and Tactics at Naval Headquarters. New D.G.N.O. is Ordnance Commander W. G. Ross, who previously was on the staff of D.G.N.O.

Acting Captain D. L. Raymond, formerly Director of Weapons and Tactics, has taken over the duties of Executive Officer, HMCS "Ontario." He relieved Commander P. D. Budge DSC, who will be Executive Officer of HMCS "Cornwallis" when the new training base is commissioned shortly.

COMPLETE 55-WEEK COURSE

Eight former seamen torpedomen who transferred to the Electrical Department have recently completed a 55-week course at HMC Electrical School, RCN Barracks, Halifax. They are now qualified for the rating of Leading Seaman, Electrical Technician (Trade Group III). Graduates were James P. Slater, George F. Fry, Orville Boicey, Walter W. Curlew, Walter R. Nelson, John H. Brisdon, Hugh T. Harvey and Ronald Bone.

QUALIFY AS RP II's

Nine men recently completed a nine-week course at the Navigation Direction School, RCN Barracks, Halifax, which qualified them as Radar Plot ratings second class. They will now be drafted to seagoing ships for practical experience. Those graduating were PO Brian Woodacre, Ldg. Sea. Guy A. Cross and Able Seamen Paul Boyle, Samuel Stephens, Victor Rochon, Jacques Grimard, McAvoy McDonald, Edwin Wells and Norman Bay.



A/CAPT. A. P. MUSGRAVE
To command "Cornwallis"



A/CDR. (SB) D. C. ELLIOTT
Becomes Director of Sea Cadets

AWARDED CLASP

CPO Walter C. Burch, RCN (R), Coxswain of HMCS "Malahat", has joined the select ranks of those who are entitled to wear a clasp to the RCN (Reserve) Long Service and Good Conduct Medal.

Presentation was made by Commander Ronald Jackson, RCN (R), Commanding Officer of the Victoria Naval Division.

Burch received his LS and GC Medal in October, 1940. During the war he saw active service on convoy duty, as an instructor in the torpedo school at HMCS "Naden", and as Coxswain of the depot ship, HMCS "Provider".

He was discharged in November, 1945, and rejoined the Reserve in Victoria in September, 1946.

'UNICORN' MEN ON CRUISE

A number of officers and men from HMCS "Unicorn" are at present taking part in the 1949 Spring fleet exercises in ships of the Pacific squadron. Midshipman A. Swain is in HMCS "Ontario," as are Ordinary Seamen R. Trowbridge and H. Dreary. Able Seamen H. Humphreys, Early and Crichton are aboard "Antigonish," while Ordinary Seamen R. Cone, J. East, J. Cambridge, G. Clackson and B. Rimmer are slinging in "Athabaskan."

Surgeon Lt.-Cdr. R. Murray, RCN (R), of "Unicorn" is among Naval medical officers who took a special course at the US Navy Medical School in Bethesda, Maryland.

16TH DIV COURSE

Having completed five weeks of training at HMCS "Stadacona", the 16th officers' Divisional Course ended on Saturday, February 12.

An unusual departure from previous courses was the inclusion of two naval nursing sisters, four officers of the Royal Canadian Sea Cadet Corps representing Ontario, Prince Edward Island and Nova Scotia areas, and one officer of the RCMP Marine Section.



While Halifax was experiencing its worst weather of the winter, men of the aircraft carrier "Magnificent" and the destroyers "Nootka" and "Haida" were looking forward to discarding greatcoats, gloves and scarves and donning tropical gear. The ships left Halifax March 5 for spring fleet exercises in the Caribbean. Two of "Haida's" ship's company are shown above as they made up deficiencies in their tropical kit from the clothing store at R.C.N. Barracks, Halifax. Left to right, are Chief Petty Officer Hector Cooper, AB Edward Marchant and Petty Officer John Prestanski.

WEDDING BELLS

Lieut. (P) Thomas J. Thomas, RCN (R), of HMCS "Swansea," to Miss Brenda Bowes, Cow Bay, N.S.

Lieut. L. Rex Carr, RCN of HMCS "Stadacona," to Miss Joan T. Harris, Victoria.

Lieut. Blyth A. Mitchell, RCN, of HMCS "York," to Miss Jessie M. Bucke, of Toronto. (Mrs. Mitchell is a former Lt. Cdr. (S), WRCNS.)

Lieut. (P) A. A. Schellinck, RCN, of HMCS "Magnificent," to Miss Genevieve E. Macdonnell, of Dartmouth, N.S.

CPO Hugh E. Taylor, of HMCS "Stadacona," to Miss Patricia O-Farrell, Quebec City.

CPO Robert J. Slavin, of HMCS "Montcalm," to Miss Shirley Burden, Sherbrooke, P.Q.

CPO Melvin Allen, of HMCS "Montcalm," to Miss Florence Young, New Mills, N.B.

CPO Joseph P. Doucette, of HMCS "Montcalm," to Miss Simone Vautour, St. Louis, N.B.

PO William Shorten, of HMCS "Shearwater," to Miss Calvaretta F. Richards, Halifax, N.S.

AB Peter J. Nicholson, of HMCS "Iroquois," to Miss Marion F. Sweet, Halifax.

AB Frederick J. James, of HMCS "Haida," to Miss Lydia C. Gailling, Carrot River, Sask.

AB Peter Matiachuk, of HMCS "Stadacona," to Miss Mary Ann Crocker, Fairview, N.S.

TRAIN NEW ENTRIES

A staff of seven officers and nine chiefs and petty officers are currently in charge of the initial training of the large number of new entries at HMCS "Stadacona," Halifax.

Training officers and instructors are Lieutenants W. M. Kidd, M. W. Mayo, E. D. Robins, C. H. P. Shaw, G. W. S. Brooks and W. J. Ransom; Mr. W. C. Wheeler, Wt. Com. Offr.; Chief Petty Officers G. J. Beaulieu, W. Nichol, and W. D. Nettleton and Petty Officers J. H. Darveau, E. H. Randall, B. V. Durdle, W. Lockhart, R. Hannaford and C. E. Giles.



Commodore A. M. Hope, Commodore RCN Barracks, Halifax, inspects "Puncher" division of RCSC "Magnificent" at the commissioning of the Sea Cadet Corps at HMCS "Shearwater". Behind Commodore Hope is Sub-Lieut. Bernard Hope, RCSC, divisional officer.

The Navy Plays



"Stadacona" Scene of Swimming Meet

At the invitation of the Navy, swimming stars from New Brunswick, Acadia and Dalhousie Universities took part in a friendly swimming gala in the gymnasium pool at HMCS "Stadacona" on February 19. Ten events were listed on the programme.

The team from the University of New Brunswick won seven of the 10 events to take first place with 50 points. Acadia placed second with 31 points, Navy third with 27 and Dalhousie fourth with 15.

Officials included Commodore A. M. Hope, honorary referee; Cdr. P. E. Haddon, honorary judge; Lieut. C. A. Balfry, referee; PO Lawrence "Ginger" O'Brien, clerk of the course; PO Bob Coe, master of ceremonies; PO Joe Carisse, starter; CPO Bernie Gordon and PO Andy Chartren,

timers; PO Tom Mottershead, Ldg. Sea. Ron Dawson, Ldg. Sea. Edison Fraser and AB Bill Rushton, swimming judges; PO George Kinch, chief steward, and Ldg. Sea. Wes Donison and AB Albert Pike, stewards.

Following the programme contestants were served sandwiches and soft drinks.

West Coast Boxers Make Good Showing

Snow wasn't the only thing flying around Victoria during February. The Vancouver Island Golden Gloves tourney was held February 4 and 5 and Navy entrants acquitted themselves well. Ord. Sea. Harold Holloway won the trophy for the "Most Sportsmanlike Boxer" of the tournament. AB Vernon Frankton (bantamweight) AB Russel Roberts (welterweight) and Ord. Sea. Norman Nelson (light heavyweight) all took runner-up spots in their respective classes.

"Naden" Encourages Outdoor Activities

Personnel in HMCS "Naden" are being encouraged to join in athletic activities during Thursday afternoon "make and mends." Various games, boating and rifle shooting are among the events available to all personnel. When the weather clears, more outdoor sports will be laid on to provide as diversified a programme as possible.

In the field of indoor sports, the Badminton Club remained popular and well-attended during February despite bad weather and depleted numbers in the Command with the ships away.

Basketball games are played Mondays, Wednesdays and Fridays with seven teams competing. While no predictions can be made as yet on the outcome, teams are evenly matched and close competition should result. In the Bowling League, one of the best organized circuits in the barracks, the Supply and Secretariat School team is leading the field, with the Medical and Gunnery departments close behind.

Prince Rupert Division Claims Hoop Team "Unbeatable"

HMCS "Chatham," the Naval Division at Prince Rupert, B.C., claims that the establishment's basketball team is "practically unbeatable," and to support its statement offers to meet any and all visiting teams.

A recent game between the team and the permanent staff saw the latter soundly trounced, although, it is reported, not without a struggle. Able Seamen Peter J. Petersen and Sidney E. Alexander were top scorers for the staff but their efforts were more than equalled by two Reservists, Able Seamen Melvin E. Thompson and Arthur Olsen.



Four of the swimmers who took part in a meet held February 19 in the pool at HMCS "Stadacona" are shown above. Swimmers from New Brunswick, Acadia and Dalhousie Universities and the RCN took part in the 10-event programme. From left to right above are George Noble, University of New Brunswick; James Gawley, Acadia University; Lieut. (S) Hugh McGregor, HMCS "Stadacona", and John Grant, of Dalhousie University.

Boxing, Baseball, Boating Occupy 'Nootka' Athletes

During her visit to Florida waters with HMC Ships "Haida" and "Swansea", HMCS "Nootka" arranged an active programme of sports and recreation for the ship's company during the periods when the Canadians were not engaged in exercises.

The ship landed three men to take part in the boxing card arranged for a USO smoker. The three, Able Seaman Ronald Laliberte and Ordinary Seamen Norman Leonard and Joseph Shorey, all drew with their American opponents.

Baseball was played against a team from "Haida". The first game was won by "Haida" by a score of 5-4, but "Nootka" came back to take the second, 22-14. CPO J. A. Parker pitched the first game for "Nootka" and Lieut. J. J. Harvie took the mound for the second.

"Nootka" defeated "Swansea" and "Haida" in a war canoe race, while "Swansea" emerged victorious in a boat-pulling regatta.

'Shearwater' Wins Badminton Tournament

A badminton team from HMCS "Shearwater" won a close decision in a tournament between the Air Station "bird chasers" and a team from the Atlantic Command Badminton Club. When the smoke had cleared "Shearwater" had emerged triumphant by a score of 13 games to 12.

The Royal Canadian Air Force played host at Greenwood, N.S., recently to the senior hockey and basketball teams from the Naval Air Station.

Hockey teams from HMCS "Shearwater" experienced a none too successful season, due mainly to the frequent changes in personnel caused by drafts. The senior squad finished the regular schedule by losing their last game to the Navy team from across the harbour, 10 — 3, and the Inter-part squad missed a playoff berth by one game. — A. C.

"Chippawa" Hockey Team Gains Playoff Final

The Navy team from HMCS "Chippawa" advanced into the finals of the Manitoba Senior B hockey playoffs by defeating Winnipeg Army 3-2 in the sixth game of a best of seven series. In the other five games, each team had won two, with one tied.

The deciding contest produced some of the finest senior hockey seen in Winnipeg in years. Army were the favorites but the Tars staged one of their better performances to be full value for their win. There were no stars, as every man on the team went all out to pull the Navy through in this all important game.

The "Chippawa" team's next opponent was Winnipeg Triple A, with the winner to meet Winnipeg Nations for the provincial senior championship and the right to represent Manitoba in the Allan Cup playdowns.

Division Is Centre Of Boxing Activity

HMCS "Unicorn" has become the boxing centre of the Saskatoon district. The ship's main deck provides the setting for all major boxing events sponsored by the Hub City Boxing Club and the University of Saskatchewan.

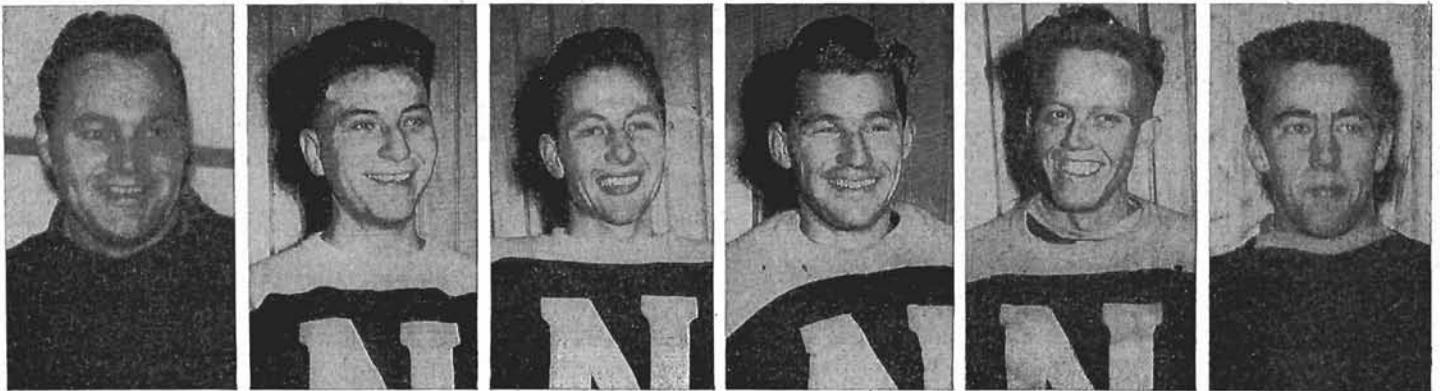
In basketball the Navy Blues are still in top spot in the Intermediate League but Navy Reds have slipped down to fourth place as the end of the playing season draws near.

Under the guidance of PO W. P. Serhenyko, the hockey team from HMCS "Unicorn" has taken part in a large number of league games and exhibition matches in Saskatoon and nearby towns. Twice the club has participated in the opening ceremonies of new memorial ice arenas in rural centres.

A badminton tournament held by the ship's company during dog watches and on Friday nights proved most successful. The winners, Lieut. R. B. Hayward, staff officer, and Petty Officer C. P. McQueen, were presented with suitable prizes.

Mild Weather Hampers Winter Sports at 'Star'

HMCS "Star's" programme of outdoor sports has been seriously curtailed by the absence of cold weather. A rink was laid out on the parade square but the only result was



TOM JESSIMAN

BERT OIG

ERNIE CASTELANE

MILTON CARRIGAN

BOBBY HAYWARD

EMILE ST. MARIE

Six members of the Navy hockey team from HMCS "Chippawa", Winnipeg, are shown above. Playing-coach Jessiman, a former junior Monarch, saw five years' war service, mostly at sea. Oig, 21, was the team's high scorer over the regular season. Castelane, 21, holds down a defence position and Carrigan and Hayward, also 21, are forwards. St. Marie, 18, is the team's goalie.

a pool which was too shallow for swimming.

Badminton courts have been marked out on the drill deck and the ship's company is making good use of them.

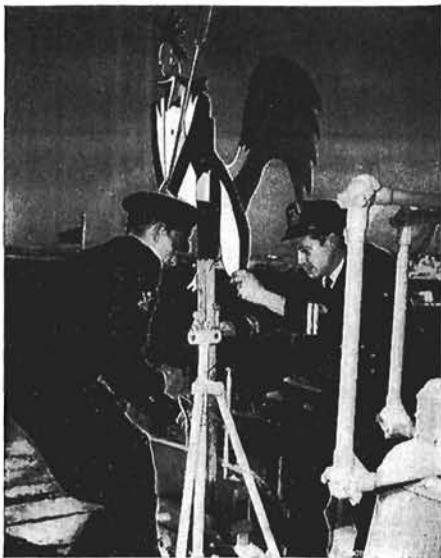
The officers have an entry in the Hamilton Garrison Officers' Baseball League. In the latest encounter the Navy beat the Air Force with a two run rally in the last inning. Final score: 8-7.

'Montcalm' Team Tops Service Hockey Loop

The only Navy entry in the six-team Quebec Garrison Hockey League, the team from HMCS "Montcalm" was leading the circuit at the end of February. The remainder of the league is made up of five Army squads.

Paced by such stalwart puck-chasers as Captain Bruce Crutchfield, of the Canadian Army Dental Corps, Naval Section, CPO Robert Slavin, AB Mike Belanger and AB Paul Horth, the "Montcalm" team has lost only one game all season.

Capt. Crutchfield was a member of the Navy hockey team which won the Nova Scotia championship in Halifax in the 1945-46 season.



A "Cock o' the Fleet" won by HMCS "Swansea" in a boat-pulling regatta with HMC Ships "Nootka" and "Haida" at Key West, Fla., is mounted in a position of prominence by PO Wilfrid Lamoureux and the frigate's Executive Officer, Lieut. F. L. P. Ross.

Varied Sports Programme Under Way at 'Discovery'

Two basketball teams representing HMCS "Discovery" are making progress in the Vancouver City Intermediate "A" League. Coach Bob Haas, a member of the Vancouver Clover Leafs, Dominion hoop champs, says he is highly pleased with the performance of the Tars.

Volleyball has come into its own at this Division. In its first encounter the "Discovery" team was beaten by an Army Reserve team, but in all other matches, with Air Force, Army and civilian teams, the Division's volleyball team has won handily.

Unseasonable weather forced postponement of the soccer programme lined up for the Ship's company. "Discovery" boxers are working out and expect to meet pugilists from "Naden" and other service centres on the Pacific Coast during the spring.

Thursday nights have been set aside as Sports Nights at "Discovery". Under the sports officer, Lieut. John Gourlay, RCN (R), Vancouver reserve units and civilian groups are invited in for basketball, boxing, volleyball, badminton, ping pong and gym routines, all of which can be carried on at the same time on "Discovery's" large drill deck.

A new softball diamond is being constructed on the base and plans are being laid to enter a team in the city league. Tennis tournaments and archery contests are other sporting activities planned when Vancouver's weather returns to normal.

Cadets Hold Annual Boxing Tournament

The Canadian Services College, "Royal Roads" annual boxing tournament was held in the college gymnasium on February 15, with cadets of the three services putting on an interesting and exciting show for a capacity audience.

Major General H. F. H. Hertzberg, CB, CMG, DSO, MC, one-time Commandant of the Royal Military College, Kingston, presented the



Senior Term Navy Cadet E. D. Francis, of Medicine Hat, Alberta, (left), mixes it up at close quarters with Junior Army Cadet J. K. Devlin, of Perth, Ontario, in their welter-weight match in finals of the annual "Royal Roads" boxing tournament. Francis was the winner.

trophies and congratulated the cadets on their good showing.

Results in the various classes were:

Featherweight: D. C. Patterson (Army, Junior) of Hamilton, defeated W. J. Marsh (Air Force, Senior) of Toronto.

Lightweight: C. W. A. Prentice (Air Force, Senior) of Toronto, defeated R. D. McDonald (Air Force, Junior) of Regina.

Welterweight: E. D. Francis (Navy, Senior) of Medicine Hat, Alberta, defeated J. K. Devlin (Army, Junior) of Perth, Ontario.

Middleweight: F. D. Trebell (Navy, Senior) of Picton, Ontario, defeated D. I. Knight (Air Force, Junior) of Vancouver.

Light Heavyweight: J. A. Laudenschach (Air Force, Junior) of Seaforth, Ontario, defeated R. K. Swartman (Air Force, Junior) of Parry Sound, Ontario.

Heavyweight: B. A. Howard (Air Force, Senior) of Toronto, defeated D. G. Lomis, (Army, Junior) of Sorel, P.Q.

The trophy for the "Gamest Loser" went to Cadet M. C. W. Miller (Air Force, Junior) of Toronto.

Small Ship -- Big Job

by L. W. T.

She May Not Be Any Glamour Gal
But 'Cedarwood's' Crew Wouldn't Trade Her

Working from 0530 until 2000 or later, throwing 700-pound weights and 1,000-pound Admiralty Pattern anchors around, and handling various types of floats, buoys and wire rope cannot be called a "soft touch", but the crew of H.M.C.S. "Cedarwood", oceanographic survey vessel, would not change places voluntarily with anyone from a frigate to a flat-top.

Formerly the RCASC "General Schmidlin," H.M.C.S. "Cedarwood" is 167 feet long with a 30-foot beam and running around 260 tons. She was built in 1941 at Lunenburg, N.S., for the Army as a target towing vessel for offshore batteries and was used in and out of Halifax and around Newfoundland. Following the war the Army put her in reserve. In June, 1946, she was transferred to the West Coast, via the Panama Canal, and used as an ammunition dumping tender. Turned over to the Navy, she was put under the administration of Harbour Craft and it was not until September, 1948, that she was formally commissioned as H.M.C.S. "Cedarwood".

The vessel has had her moments. In April, 1944, while off Halifax, she was sighted by a surfaced enemy submarine. The U-boat gave chase and, having only a few rifles aboard, the "General Schmidlin" took to her heels.

According to the ship's old log book, every ounce of power possible was squeezed from the single Diesel engine. Barely able to stay out of range, she somehow managed to reach Halifax harbour. When her engine was shut down, it was found every bearing had been burned out.

One of the first evolutions carried out as H.M.C.S. "Cedarwood" was laying a fresh water line from a creek for ships' use. A pump onshore forced the water through a hose secured to three buoys in the channel. Another line shackled to the centre buoy was secured to a large rock beside the creek. The crew promptly dubbed

them "Shmoo Creek" and "Shmoo Rock" respectively. A mishap while a ship was watering fouled up the system and "Cedarwood" had to effect repairs and replace the buoys. These were moored with 1000-pound Admiralty Pattern anchors.

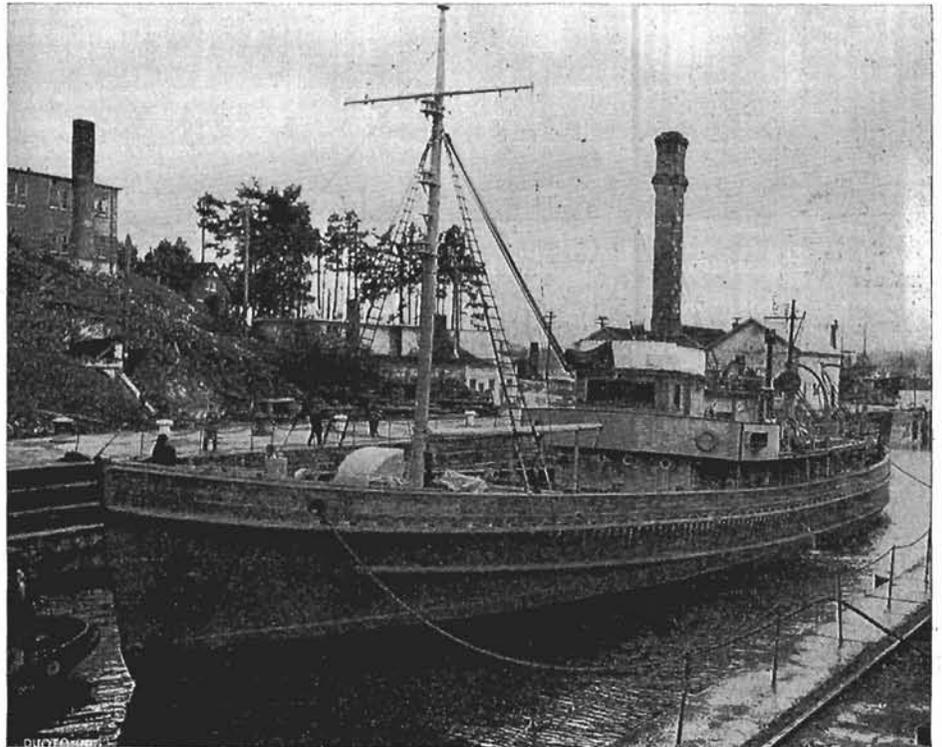
Under the command of Lieut.-Cdr. J. E. Wolfenden, RCN (R), of Victoria, "Cedarwood's" ship's company includes two other officers and 20 men. Among them are Lieutenant "Tony" Hutton, the Executive Officer, and Lieutenant N. Langham, who quadruples as Navigating Officer; Wardroom Secretary, Canteen Officer and Supply Officer. In addition he does all the ship's bookwork. Six Able Seamen, one Leading Seaman and the Coxswain, Petty Officer W. M. Graham, of North Vancouver, comprise the executive side of the lower deck, while C/ERA E. M. B. Pearse, of Courtenay, B.C., along with three E.R.A.'s and four Stokers make up the

engine room staff. Chief Telegraphist Donald Waring, of Victoria, completes the crew.

The crew's favourite recreation ashore is hunting and fishing. On board, aside from a few hobbies, they hold bridge and crib tournaments, and future plans are to get a record player — when the canteen can afford it.

Keeping track of the Fairbanks Morse Diesel and allied machinery in the engine room, the motor boat ("Which", says Able Seaman Clarence Dueck, of Kingston, Ont., "makes more noise than the ship") and the winch on the top deck is the chore of C/ERA Pearse and his staff of "clinker knockers". Not infrequently the engine room watches not on duty turn out and give the hard pressed seamen a hand when the going gets tough.

(Continued on page 31)



HMCS "CEDARWOOD"

(The smokestack belongs ashore)



PACIFIC COAST

HMCS "Naden"

A brief weather bulletin on the "Island Paradise" must be included this month. Victoria in February had its heaviest snowfall in 14 years. After Old Man Winter relaxed a bit there came the rains and the city played host to a downpour that flooded streets, cellars and came through roofs. Victoria looked like Venice, without the gondolas.

During the storms, working parties in the barracks had the unusual experience of clearing snow-clogged roads one day and cleaning out clogged drains the next.

A Guard of Honour, 100 strong, was present at the opening of the British Columbia legislature. Lt.-Cdr. T. S. R. Peacock was in charge and Mr. D. F. Tutte, Commissioned Gunner, was Second Officer of the Guard. His Honour, Lieutenant Gov-

ernor Charles A. Banks inspected the Guard.

"Naden's" laugh of the month concerns a guard which mysteriously disappeared while drilling on the parade ground. The band was in the lead, the guard bringing up the rear. The guard, for some unknown reason, wheeled left at the edge of the parade ground while the band marched on down the hill. The Officer of the Guard, following the band, was mighty bewildered when after ordering a halt, he turned about and found himself addressing only a couple of bored seagulls.

HMCS "Crescent"

The day of departure for the spring cruise was full of surprises for "Crescent". The first indication of "something in the wind" was a delay in the ship's departure. At 1030 "Athabaskan" and "Antigonish" slipped and proceeded, followed by "Ontario" at 1100. "Crescent" was left looking

a little forlorn on the big jetty at "Naden". The next surprise was the announcement by the Minister of National Defence that the ship was proceeding to the Far East.

This news was received with mixed feelings but with preparations proceeding at top speed for the next few days, all hands began to look forward to the Far East cruise and the jobs for which they might be required.

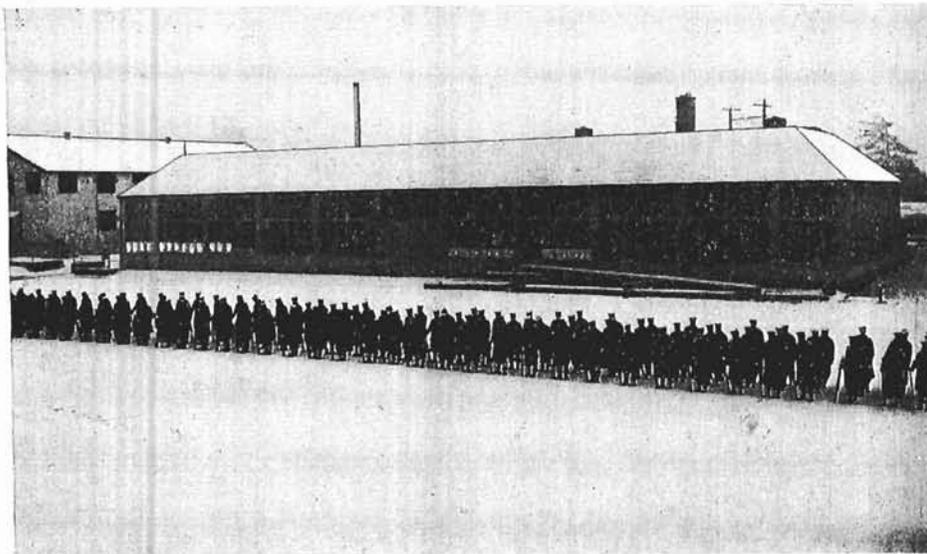
Pearl Harbor was the first stop on the 7,500 mile trip and the run from Esquimalt was completed in a little over five days. After a short stay in "Pearl" the ship sailed for Kjawalein, in the Marshall group. Dog watch time was passed on board by impromptu sing-songs and swimming in a tank rigged on deck.

The first issue of the ship's newspaper appeared on Sunday, February 13, and a competition was launched to find a fitting name. Suggestions so far include "Crescent China Crusader", "The China Mail" and "Slow Boat News."

HMCS "Ekholi"

The little ship with a happy crew and more sea-time than all the "fighting ships" is at present completing refit and the ship's company has had an opportunity to take leave and see harbour again.

Lt.-Cdr. G. A. Powell, RCN (R), recently relieved Lieut. R. B. Hayward, RCN, as Commanding Officer, and Lieut. R. G. Hurlburt, RCN (R), has taken over as First Lieutenant. Present crew members are CPO's G. Fraser, R. Macpherson and T. Hutchinson; PO H. Kilvington; Leading Seamen W. Stanbrook and A. H. Christie, and Able Seamen R. Stirling, F. Detcher, W. Taylor, W. Hume, A. Falkenburg, B. Tarves, R. Childs and W. Zerr.



A blizzard-swept Northern outpost? No. This is Victoria — where the birds spend the winter. The scene is the parade square at HMCS "Naden", where the Guard of Honour for the opening of the British Columbia legislature has a short standeasay during Victoria's worst snow-storm in 14 years.

HMCS "Antigonish"

Our ship made the headlines again. It certainly gave the ship's company a lift to see her name in bold type in the newspapers.

When ordered to prepare for sea that night in Magdalena Bay there were, of course, many rumours as to our destination; none of us were sorry when we learned we were to assist a ship in distress. The "Seakonk", a Canadian-owned merchant vessel, was pitching heavily and helplessly when "Antigonish" found her.

A line to be passed in short order and it wasn't long before we were on our way back to Magdalena Bay with our charge. During the night the tow line parted and more hard work was required in getting another passed. On arrival at the bay, the merchantman anchored to await a tug to tow her to San Diego.

While in Magdalena Bay, the ship's company enjoyed several well-attended sing-songs. The ship's piano, which was received on board just before sailing, came in very handy.

A number of the participants in the ship's beard-growing contest dropped out on arrival at San Diego. Shore leave, apparently, looked even better than "sporting a set."

ATLANTIC COAST

HMCS *New Liskeard*"

Congratulations are due to Art Higgins on his receiving sailing orders for the tranquil waters of the Chiefs' and POs' Mess... So many new faces occupy the familiar places at the seamen's mess table that we have started to wonder what happened to the old crowd... It has been rumored that the quartermasters are still experiencing a little difficulty in filling in the short leave book with all the new substantive structure abbreviations... It won't be long, however, until the newest entry in the Service will be able to rattle off even the hardest of 'em... The hockey team and Stokers' Mess lost a valu-



Canadian and American naval aviators meet at the RCN Air Station, Dartmouth, when three Avenger aircraft land at the Canadian base en route to join the USS "Saipan." The carrier was on its way to take part in the rescue of a party of airmen from the Greenland ice cap. In the group are (l. to r.) Lieut. (E) (AE) J. D. Newton, RCN; Lieut. Weart, USN, Avenger pilot; Lieut. Moore, USN (back to camera); Cdr. (P) B. S. McEwen, RN, and Captain A.B. Fraser-Harris, DSC and Bar, RCN, Commanding Officer of the station.

able member and friend in the person of Able Seaman Gerald Tasse... The Chiefs' and POs' Mess lost a familiar member in the person of CPO Bernard Irvine... A vote of thanks goes to our retiring Mess President and a note of welcome is extended to the new President, PO Wallace Muloin.

HMCS "Swansea"

HMCS "Swansea's" air conditioning unit added to her popularity during the Florida cruise in January. While the southern air was hot enough at times to be disagreeable, the cool messdecks of "Swansea" were the answer to insomnia. Only once did the air conditioning unit fail to reduce temperatures on the frigate, and that was one night during the first week at Key West when the Master of Ceremonies of the "Tropics" entertained aboard with part of his act. Torrid stuff!

"Swansea" hoisted an enormous cock of the walk prior to returning to Halifax since she won top points in

evolutions and all regatta events except the war canoe race, which went to the "Nootka" tribe.

PO Paul Miller said farewell to his messmates March 1, when he proceeded on discharge leave. CPO Stuart Duncan was another one to leave "Swansea" the end of February. Chief Duncan will stand by at "Stadacona" until he is drafted to another ship.

The Engine Room Branch of "Swansea" has done an excellent job during the current refit. Refit ends in mid-April and then the frigate will embark on a busy programme of reserve training.

HMCS "Haida"

The Merchant Seamen's Club in Halifax was the scene last month of one of the best ship's company dances that has been held by the crew of HMCS "Haida" for quite some time. With the exception of the duty watch, everyone turned out in full force to make it a bang-up evening.

Reserve Fleet

The Reserve Fleet is shrinking. "Portage" is returning to service as a reserve training craft. "Kapuskasing" and "Fort Francis" have gone from the Dockyard, the former to the Halifax Shipyards and the latter to Saint John Drydock, both for conversion for service with the Department of Mines and Resources.

Lieut. (E) George Somers, formerly of the MTE, "Stadacona", has been appointed to "Portage" in charge of machinery. Lieut. (S) William Powell is looking after the storing of "Portage" prior to taking up the appointment of Supply Officer, HMCS "Micmac". — J.N.W.

TAS School

After a fairly quiet month, during which all classes but one were at sea for practical A/S training, the school has returned to normal.

Some familiar faces turned up for the TAS Instructors course that started February 14. It was a pleasure to welcome back Petty Officers Dunc Wallace, George Hornett and Douglas Ingraham, from the West Coast, and CPO John Lipton and PO's Tom

Elstone, Jack Jackson and Len Rousell from the East Coast.

CPO's Bob Middleton and Art Buchard and PO's Freddie Webb and Dave Hurl have left for HMS "Ver-non" for a Gunner (TAS) course.

NAVAL DIVISIONS

HMCS "Griffon"

(Port Arthur)

Able Seaman Stirling Crocker was judged winner of the ship's company beard growing contest held in conjunction with the Lakehead Winter Carnival. CPO Francis Gerrie won second prize and Lieut. (P) Ted Fallen was in show position.

Judges of the Naval qualities of the various growths were Cdr. C. W. King, RCN(R), Commanding Officer, Lieut. A. Elliott and PO J. Goodfellow. Points of feminine appeal were appraised by three Navy wives, Mrs. C. W. King, Mrs. A. C. Theobalds and Mrs. K. M. MacAskill, who also presented the winners with their prizes.

HMCS "Discovery"

(Vancouver)

A recruiting campaign covering the whole of the lower Mainland of

British Columbia was undertaken early in March by officers and men of HMCS "Discovery". The drive, aimed at bringing the complement of the Division up to 450 men, started with an "open house," similar to the one held last fall in conjunction with other divisions across Canada.

Special invitations to visit the establishment on March 3 were issued to all men between the ages of 17 and 35. Sports displays were organized and demonstrations of radar, asdic, torpedo and radio work were set up. Groups were taken on conducted tours of the division and officers stood by to answer questions.

The programme wound up with a reception in the Seamen's Canteen.

Able Seaman Fred Holland has been elected president of the Seamen's Canteen at HMCS "Discovery". The canteen has recently been renovated and its members now boast that it is the "tiddliest" in the service.

AB "Bud" Jupp, a keen athlete and the star of "Discovery's" basketball team, has been drafted to HMCS "Ontario".

Ten members of the ship's company are at present in the West Indies with units of the Pacific Coast fleet on the spring cruise. They are Able Seamen L. W. Tyson, K. R. Johnstone, J. H. Beattie, S. Podgornick, R. A. Leveridge, A. T. Ketchell and Charles R. Thomas, and Ordinary Seamen T. R. Williams and E. C. Fairburn.

HMCS "Chatham"

(Prince Rupert)

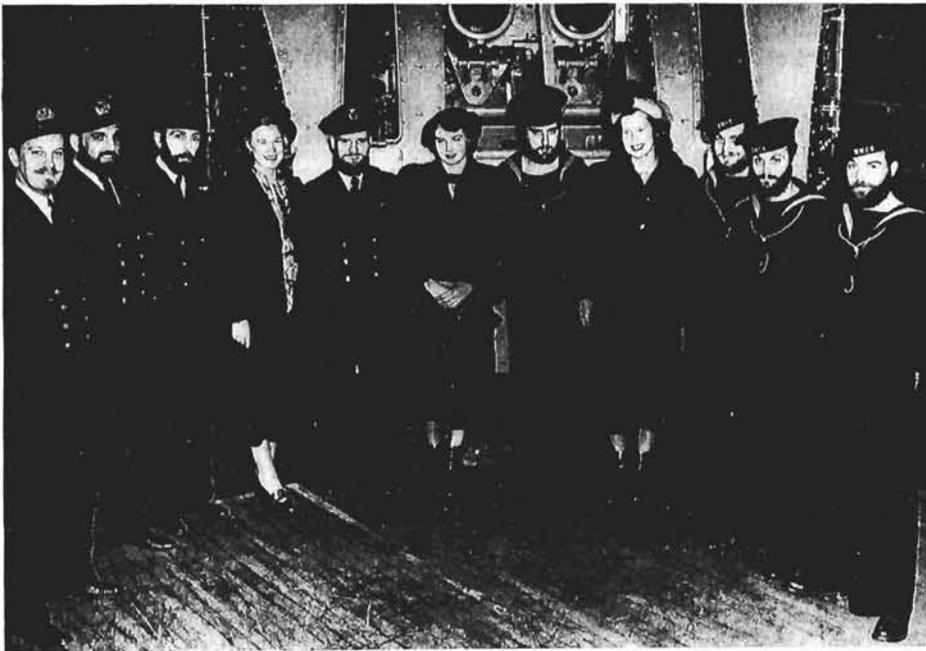
Steady growth in the size of the Division has been noted during the past few months and the outlook is definitely "fair and warmer."

"Chatham" has regretfully parted with its Staff Officer, Lieut. John Quinn, RCN, who is now commanding officer of HMCS "Bytown," Ottawa. Mr. A. Gray, Gunner, RCN, formerly of HMCS "Naden," has been welcomed as successor to Lieut. Quinn.

HMCS "Montcalm"

(Quebec)

Recruiting is again the order of the day at HMCS "Montcalm." A/Captain E. F. Noel, OBE, RCN(R), who has succeeded A/Lt.-Cdr. J. B. A. Berube, RCN(R), as Commanding



Finalists in HMCS "Griffon's" beard growing contest, held in conjunction with the Lakehead Winter Carnival, are shown above with the three young ladies who assisted the judges. Ord. Sea. Stirling Crocker, extreme right, was declared the winner after a close race. Those in the photograph, from left to right, are Lieut. (S) A. C. Theobalds, Lieut. Ted. Fallen (third prize winner), CPO F. Gerrie (second prize winner), Mrs. C. W. King, CPO W. Graham, Mrs. Theobalds, AB R. Tornbloom, Mrs. K. M. MacAskill, Ord. Sea. L. Martin, Ord. Sea. J. Bryant and Ord. Sea. Crocker.

Officer of the Division, has stated that one of the primary aims of the present campaign is to interest more French Canadian youths in the RCN (Reserve).

The drive will continue for several months and has as its objective a complement of 35 officers, 62 chief and petty officers and 450 men.

On relinquishing command of HMCS "Montcalm", Lieut.-Cdr. Berube received the following message from Vice-Admiral H. T. W. Grant, Chief of the Naval Staff: "On the occasion of your relief as C.O. 'Montcalm' I wish to express the appreciation of myself and the Naval Board for your sincere continued interest in naval affairs at Quebec and for the many hours of your own time devoted to HMCS 'Montcalm.'"

HMCS "Queen" (Regina)

A novel instructional system has been devised by Lieut. J. W. B. Buckingham, RCN, Staff Officer at HMCS "Queen", for teaching basic radio telephone procedure and ship manoeuvres to Reserve Officers.

In one of the classrooms a 16-foot circle has been painted on the deck and marked off in 360 degrees. Four concentric inner circles mark off various ranges.

Small ship models are directed on the plot by class members seated in individual desk-chairs on a raised dais overlooking the manoeuvring board. Each one of the class has a set of earphones, and is screened from the rest of the class. From a master transmitting station (an amplifier on the instructor's desk) messages are passed to each "ship", or class member. Correct R/T procedure is followed with the passage of each message and a visual record of movements of each ship is given by the models being shifted about on the manoeuvring board.

More modifications are planned for the classroom. When completed, it is expected that full scale manoeuvres can be carried out, with the class watching and directing. Through this training, it is hoped Reserve officers will report for annual sea training with some knowledge of fundamental pro-



A group of fair guests at the University of Toronto UNTD dance at HMCS "York" pose for the cameraman under the arch formed by twin seahorses. The main deck of the naval division was suitably decorated for the highly successful affair.

cedures which can be expanded with practical work.

HMCS "Unicorn" (Saskatoon)

Despite adverse weather, a band concert held in the establishment recently to promote recruiting was an outstanding success. All the chairs that could be rented or borrowed proved inadequate for the crowds that attended. Another and even more successful band concert from an attendance point of view, was held shortly afterwards. This took the form of a "jam and jive session", and although again chairs were rented and borrowed about 200 young people had to be turned away, due to lack of seating accommodation.

HMCS "Malahat" (Victoria)

There is considerable satisfaction among the ship's company of HMCS "Malahat" now that word has finally come through that the division is to get the Algerine minesweeper "Sault Ste. Marie" as its headquarters.

During the summer reserve training period, the division will be able to take her to sea during weekends and put into actual practice theoretical knowledge gained through a series of lectures given by Lieut. Cdr. (TAS) A. R. Turnbull, RCN.

Two of the Division's officers have shipped their half-stripes — Lieut. W. Ostler and Lieut. (L) J. Thornton.

U. of T. U.N.T.D.

One of the highlights of the winter social season at the University of Toronto was the U.N.T.D. Dance, held at HMCS "York" on February 4. The Commanding Officer of the division, Captain F. R. Base, RCN (R), and Mrs. Base formally opened the dance. Among the patrons were the Hon. Vincent Massey, Chancellor of the University, and Mrs. Massey, and Dr. Sidney E. Smith, President, and Mrs. Smith.

Decorations on the main deck featured two large seahorses which formed an arch through which all guests entered. Music was supplied by Bos'n Buddy Hill and his orchestra.

Mr. E. A. Jupp was chairman of the canteen committee which convened the dance.

HMCS "York"

An inter-divisional competition designed to promote keenness and morale has been introduced at HMCS "York". There are 21 competitive events ranging from the academic to such practical accomplishments as whaler rigging, and from the general smartness of divisions to participation in various athletic events such as sailing, swimming and badminton. Among other competitive events are indoor rifle shoots, squad drill, boat work and attendance. "York's" 11 divisions — New Entries, Engine Room, Foc'sle, Foretop, Main-top, Quarterdeck, Electrical, Air, Communications, CPO's and PO's, and Shipwrights — will have until the second week in May to build up their total scores. Appropriate awards will be made to the winning group. Officer in charge of the competition is Lieut. G. Jarvis Lyons, who is assisted by Sub. Lieut. Peter McLachlan.

A regulation indoor 25-yard range for .22 calibre rifle practice has been installed and is proving to be highly popular with the ship's company.

Rear Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast, visited and walked around the establishment January 22. About 100 officers and their ladies entertained Admiral and Mrs. Mainguy in the wardroom on the evening of January 24.

HMCS "Hunter" (Windsor, Ont.)

With recruiting for both the permanent force and Reserve still continuing at a satisfactory pace, the month of February was featured at HMCS "Hunter" by strenuous activity in the training field.

Especially good progress is being made in the Leading Seamen's qualifying course, where new stress has been put on instruction in seamanship, boat work and anchor work.

Social activities were at a minimum during the month after the Christmas-New Year holiday. On Friday, February 11, the Wardroom officers held a mess dinner, the first of the year. During dinner selections were played by an orchestra drawn from the ship's band.

Friday afternoon has been set aside at "Hunter" as a sports period for the permanent force personnel. The new system was tested Friday, February 18, when a game of deck hockey was played. To the very great credit of the permanent staff, it is recorded that they ended the afternoon bloody but unbowed. The experiment will be repeated each Friday until the manpower situation makes it necessary to discontinue.

"Hunter's" recruiting office staff has been singled out for special mention this month. Recently a staff of civilian painters were called in to redecorate the ship. Before they were finished, six had joined the Reserve. An effort will be made to have the ship painted twice a week henceforth.

TORONTO EX-WRENS HOLD ANNUAL MEETING

Miss Isabelle Archer is president of the Wren Association, HMCS "York" Division, for 1949.

Other officers are Miss Ruth Mulvihill, first vice-president; Miss Betty Taylor, second vice-president; Miss Doris Fells, recording secretary; Miss Ann Ireland, corresponding secretary; Miss Vera Dwyer, treasurer; Mrs. Ross F. McDonald, public relations; Miss Kay Mottram, hospital visiting; Mrs. G. Earl Rogers; Welfare, Miss Frances Alley, Miss Alice Mottram, Miss Jessie Torrance and Miss Margaret McCallum, general committee.

Except during summer months, meetings are held every two months at HMCS "York." Activities include visits to military hospitals, sending of parcels to ex-members of the WRNS overseas, and publication of a regular newsletter. The organization has even adopted two children through the Save the Children Fund.



Proud parents pose with their children following christening ceremonies on January 9 at HMCS "Shearwater". Parents are Lt.-Cdr. (P) and Mrs. John Roberts; Lt. (P) and Mrs. Noel Cogdon; Lt. (P) and Mrs. Robert W. J. Cocks; Lt. (P) and Mrs. William J. Spencer; Lt. (P) and Mrs. John D. Lowe and Lt. (O) and Mrs. Robert D. Feagan.

80 RESERVE TRAINING CRUISES SCHEDULED

Approximately 80 separate cruises have been scheduled for the Atlantic and Pacific Coasts and the Great Lakes in connection with the 1949 Reserve Training Programme.

East Coast training will be carried on in HMC Ships "Magnificent," "Nootka," "Haida" and "Swansea" and cruises will be made to such points as Boston, Newport, R.I., Provincetown, Mass., Cornerbrook, Newfoundland, and Bar Harbor, Maine.

On the West Coast, participating units will be "Ontario," "Athabaskan," "Cayuga," "Crescent," "Antigonish" and "ML 124." Ports of call will include Seattle, Portland, San Francisco, Monterey and Santa Barbara, Calif., and Kodiak, Alaska.

Great Lakes training will be provided by HMCS "Portage" and four ML's.



Cadets of the University of British Columbia Naval Training Division now have their own gunroom at HMCS "Discovery", Vancouver Naval Division, and are proud of the fact that they have raised the money for renovation and furniture themselves. Shown at the formal opening of the gunroom are (left to right): Lieut. A. M. Slater, RCN, Staff Officer, "Discovery"; Mr. Clarence Wallace, President of Burrard Shipyards Ltd. and a Past President of the Navy League of Canada; Cdr. W. R. Stacey, DSC, RCN(R), Commanding Officer, "Discovery"; UNTD Cadet William McConnell, Vice-President of UNTD-UBC gunroom; Sub-Lieut. Frank Dayton, RCN(R), gunroom President; Lieut.-Cdr. J. A. R. Allen, DSC, RCN(R), Executive Officer, "Discovery", and A/Lieut.-Cdr. Frank J. E. Turner, RCN(R), Commanding Officer, UNTD-UBC.

AN APPRECIATION

by

a C.P.O.

The following expression of appreciation was submitted by a Chief Petty Officer of the Engineer Branch who makes his home in Dartmouth, N.S.

In the town of Dartmouth there is no hospital. As the ferries that transport virtually all passenger and vehicular traffic across the harbour do not operate between the hours of one a.m. and 6 a.m., all emergency hospital cases which develop in Dartmouth between these hours must be driven some 20 miles around Bedford Basin to Halifax. In the winter this drive often becomes hazardous. There have been occasions after heavy storms on which automobiles have been unable to get through.

To alleviate this situation for naval personnel and their dependents living

in Dartmouth, the Flag Officer Atlantic Coast authorized the use of harbour craft for emergency transportation after the local ferry services stopped for the night. Subsequently, ambulance service from HMC Dockyard was authorized in combination with the harbour craft service.

On the night of January 24-25 an ERA living in Dartmouth had occasion to make full use of the service. The situation at the time was that he was expecting an addition to the family. All necessary arrangements had been made with the exception that hospitalization could not be obtained until the very last minute. At two o'clock on the morning of January 25 the situation became urgent. Telephone calls were made to the harbour craft dispatcher and for a taxi. A friendly neighbour, who had previously volunteered, came in to stay with the two younger children.

By the time the taxi had arrived at the French Cable Wharf in Dartmouth, the harbour craft was pulling

alongside. With the cheerful assistance and solicitude of the crew, the transfer to the boat was made with dispatch. On arrival at No. 3 Camber in HMC Dockyard, the ambulance was waiting. The ambulance driver proved to be just as co-operative and efficient as the boat's crew. The offer of a stretcher was refused, and the patient sat in the heated cab for the trip over snowy roads to the hospital.

After his wife was comfortably settled, the husband returned to Dartmouth over the same route. At three o'clock he was at home with the two children. At five o'clock he received the welcome news that a baby boy was born and that mother and child were fine.

The above case history certainly shows the value of this service. Also, the attitude, efficiency and solicitude of the personnel putting it into effect must be a source of gratification to the authorities who were responsible for the scheme.

The Electrical Department

In Three Years It Has Come A Long Way; Second to None
Is Its School at Halifax

PERSONIFYING the Electrical Department—one of the youngest, and huskiest, offspring of the Royal Canadian Navy—is HMC Electrical School in HMCS "Stadacona," Halifax.

In less than three years the Electrical School has grown to such a stature that, insofar as facilities for theoretical and practical training in all phases of electrical engineering are concerned, it is regarded as second to none, anywhere.

The school is located in the large, modern building that served during the war as a WRCNS block. Sharing the building is HMC Communication School, which occupies one third of each of two floors.

Departmental approval for the establishment of the Electrical School was given in September, 1945, and an officer of the Electrical Department visited the electrical and

electronic training schools in Canada, the United States and the United Kingdom. His assignment was to examine their equipment and facilities and to see that installations for the projected RCN school were the most modern and efficient possible.

In June, 1946, the renovation and fitting out of the building assigned to the school was begun.

An important factor here, and one that enabled the school to develop its facilities rapidly, was the availability of large quantities of surplus electrical and electronic equipment at the end of the war.

The function of the Electrical School is to train officers and men of the Electrical Department in the technical aspects of all naval electrical equipment, including radar, radio, asdic and fire control fitted in HMC ships, shore establishments and aircraft. In addition, familiarization

and special courses are given to officers and men of other branches.

The school is divided into the following main sections:—

Theoretical

This section is responsible for the fundamental training in mathematics and physics essential to an intelligent assimilation of electrical training.

Basic Workshops

All officers and men of the Electrical Department spend many hours of their qualifying courses in the school's well-equipped machine shops, learning or increasing their skill in the use of power and hand tools. Particular stress is laid on this phase of training in the case of the Electrical Technician who is now responsible for the mechanical duties previously carried out by the Electrical Artificer, this latter branch having been absorbed into the Electrical Technician Branch in February.

Power

Electrical Technicians are trained in this section. Their syllabus consists of the following subjects: Asdic, fire control, low power, high power, workshop, teletype, gyro, transmission systems, remote power control, logs and plots, theoretical and practical workshop instruction.

Electronics

This is the Radio Technicians' section. Their subjects include: Radio communication, radar, radio aids to navigation, radio teletype, theory and practical workshop training.

Air Electrical Section

This section is only now nearing completion but will be fully equipped in time to undertake conversion and qualifying courses for men of the Air Radio Mechanic and Air Artificer (L) Branches who have been transferred to the new Radio Technician



Two members of a Radio Technicians' qualifying course at H.M.C. Electrical School in the ship's radio transmitting room in the school. Checking fuses on a transmitter with a multimeter test set are PO J. C. Lewis, of London, Ontario (left) and PO C. A. Redden, of Windsor, N.S.

(Air) and Electrical Technician (Air) Branches of the Electrical Department.

The Air Electrical section is divided into two sub-sections as follows:

(i) *Air Radio*

This is the Radio Technician (Air) section and the syllabus will cover airborne radar and radio, carrier borne radio and radar equipment for aircraft control, air station radio and radar, theoretical and practical workshop instruction.

(ii) *Air Electrics*

This is the Electrical Technician (Air) section and the syllabus will include instruments, lighting, ignition systems, generators, fire control, theoretical and practical workshop instruction.

The Air Mechanics (L) will remain in the Air Department and be transferred to the Air Fitter Branch. The Electrical School will train these men in electrics to whatever technical standard is required by the Air Department.

ELECTRICAL OFFICERS

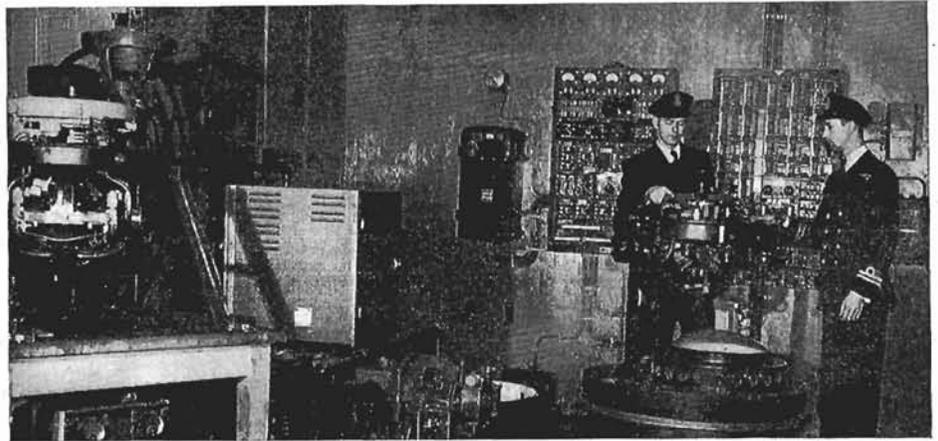
On graduating from university it is intended that all Electrical Officers shall serve for a short time at sea and then carry out training in industry. This will be followed by a 12-months' course in the Electrical School which will cover all phases of installation, maintenance and operation of naval electrical and electronic equipment.

After a period of general service there will be opportunities for the Electrical Officer to undergo further training to specialize in one of the following subjects: Fire control, communication engineering, detection (including radar, asdic and radio and electronic aids to navigation), air electrics radar and radio, and electrical systems and fitting. Even as a specialist, however, the importance of a thorough general electrical knowledge and experience will not be lost sight of, in order that the Electrical Officer may hold appointments where all round electrical ability is required.

OPPORTUNITIES FOR PROMOTION

The avenue of promotion from the lower deck to commissioned rank in

the Electrical Department is open to all men who show the required standard of technical knowledge and general ability. At the present time nine men from Electrical Branches are attending Universities to obtain their degree in Electrical Engineering and be commissioned as Acting Sub Lieutenants (L); six Chief Petty Officers and Petty Officers of the Electrical Technician Branch are undergoing courses for Warrant Electrical Officer; and six Commissioned Electrical Officers have been promoted to Lieutenant (L) and will undergo courses in HMC Electrical School whenever they can be spared.



In the gyro room at HMC Electrical School are CPO Irvin Johnston, one of the school's instructors, and Lieut. (L) D. C. Waring, officer-in-charge of the Power Section.

MEN OF THE ELECTRICAL DEPARTMENT

The formation of the Electrical Department was announced in September, 1945, but it was not until January, 1947, that training courses began in the Electrical School with the first course of Electrician's Mates. In July, 1947, a number of men were transferred to the Electrical Department from the Communication, Torpedo and Anti-Submarine Branches. This was necessitated by the allocation of complete responsibility for the installation, maintenance and repair of all electrical and electronic equipment to the newly formed Electrical Department. All of these men required courses to broaden their technical knowledge, so a program of conversion courses for SDI's, HSD's, TGM's, LTO's, Tels., etc., was planned.

A total of 195 men required courses of an average length of 50 weeks. Of that number only 35 still have to be drafted to the school for courses. It is anticipated that this conversion program will be completed by September, 1950. This is in addition, of course, to the normal qualifying courses for advancement.

The recruiting and training of men of the Electrician's Mates branch is such that the school's staff is taxed to capacity. It is from this branch of the Electrical Department that men are trained for transfer to either the Electrical Technician, Electrical Technician (Air), Radio Technician

or Radio Technician (Air) Branches. To qualify for transfer to one of these branches an Electrician's Mate must have undergone a six-months' electrical course in the Electrical School, have served a minimum of 15 months in the Ordinary rating and eighteen months in the Able rating, have at least one year sea service, and be recommended for transfer to the Technician branch of his choice.

This 33-month service period, during which the Electrician's Mate acquires experience in every phase of the Electrical Department's duties ashore and afloat, may be likened to an apprenticeship. This is when, on the basis of experience gained, he will decide in what field of electrics or electronics he would like to make his service career. After that decision has been made and he has been accepted for course, he will undergo

approximately 68 weeks' training to qualify him for transfer to a Technician branch. This method of selection and training produces the best type of technician and, of primary importance, one who has interest in his specialization.

During his "apprenticeship" time the Electrician's Mate is not just a bag carrier or replacer of lamp bulbs; he is an important part of the maintenance team. In preparation for this, his six-month course in the Electrical School has equipped him with a grounding in the basic principles of electricity and electronics, plus a good practical knowledge of ship equipment and systems. There is no place today in a maintenance team for any but the well trained technical man, since simplicity does not, unfortunately, go hand in hand with technical development, and 'rule of thumb' methods of maintenance cannot be applied to Naval electrical or electronic equipment.

Transfer to a Technician Branch is at present achieved at the Leading rating. The Radio and Electrical Technician are by training and employment the highly skilled technicians of the Electrical Department and as such are awarded Trade Group IV at the Petty Officer First Class rating. Advancement in these branches depends upon ability to pass examinations and competency to carry out the duties of the higher rating.

However, it's not all work when ashore for a course. The Electrical School is active in sports and social events and an elected committee organizes and encourages widespread participation. Four inter-part sports championships were won by the school in 1948 and it is hoped the record for 1949 will be even better.

OFFICER IN CHARGE

Officer in Charge of the Electrical School is Commander (L) H. G. Burchell, who holds a B.A. in physics and mathematics, is a member of the American Institute of Electrical Engineers and the Institute of Radio Engineers and has the further quali-



CDR. (L) H. G. BURCHELL
Electrics, Electronics, Athletics

fication of having spent a year in post-graduate work in pædago-gy, specializing in technical training and vocational guidance.

A sports enthusiast, he has been largely responsible for the keen and active interest taken in games by the men attending the school. He himself has been particularly active as a hockey and softball player.

NAVAL BRANCH GETS LEGION CHARTER

The charter of the first Naval Branch of the Canadian Legion in the Province of Quebec was presented by Mr. W. J. J. Neish, president of the Quebec Provincial Command of the Canadian Legion, to Mr. Stanley Glass, president of the newly formed naval branch, on the drill deck of HMCS "Donnacona" January 10.

This new branch, which will be known as the Canadian Naval (Quebec No. 7) Branch, will be offered a seat on the Provincial Command thereby giving Naval veterans in Quebec direct Naval representation on the command and assurance that their interests will be well protected.

The organizers of the branch were mostly members of the Montreal Naval Division. The presentation took place before a crowd of 150

Legionnaires and, besides Mr. Neish, was attended by Mr. Hugh Parry, Past President of the Quebec Command and representative of the Command on the Dominion Council, Mr. K. L. Woolley, Managing Secretary of the Command, and many others.

Mr. Parry initiated some 40 new members into the Legion and Mr. Neish installed the following officers:-

Captain R. B. Warwick, RCN (R), Commanding Officer, HMCS "Donnacona," 1st Hon. Vice President; Stanley Glass, President; John Cartledge, 1st Vice President; Donald A. McKeen, 2nd Vice President; John A. Fenton, Treasurer; W. F. Matthews, Secretary; Earl Vallie, Master at arms.

John Lawrence, Charles Cattle, Arthur Cochrane, Walter Cox, Robert Moore, James Fitzgerald and Oswald Bowie, Executive Committee.

The Honorary President, Commodore Paul Earl, OBE, MLA, RCN (R) (Ret'd) was unable to attend.

Captain Warwick extended a hearty welcome to the Branch and invited members to use the facilities of the building. He went on to say that the formation of this Branch of the Legion would fill a large gap in the Command, and finished by wishing the Branch the very best of luck. The Branch will meet monthly in HMCS "Donnacona".

WINGS FOR UNTD's

Opportunity exists for a number of University Naval Training Division cadets to enter the Royal Canadian Navy executive branch for specialization in Naval aviation.

Candidates must graduate in 1949 or 1950 and be under 23 years of age on June 30 of the year of graduation. Flying training will be given cadets after successful completion of a six months' probationary period at sea in the rank of sub-lieutenant and courses in the United Kingdom.

On attaining wings standard officers will hold the confirmed rank of lieutenant.



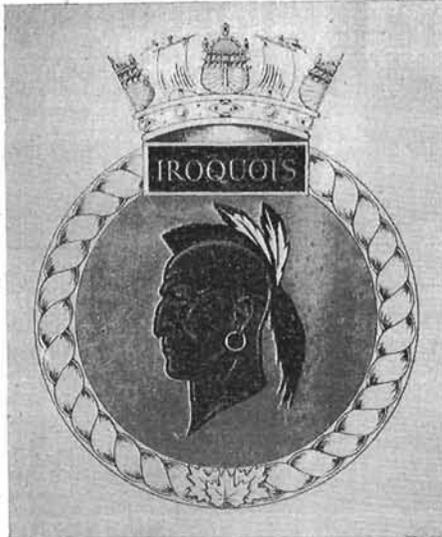
HMCS "Shearwater"

The badge design interprets the name of the air base at Dartmouth, N.S. The shearwater is a small bird which flies far out to sea and remains for many days, returning only for nesting. The implication here is that the aircraft from the station patrol at great distances from land and return only for refuelling.



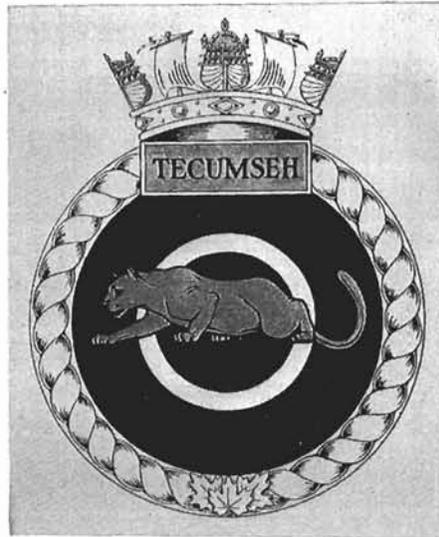
HMCS "Brunswicker"

The badge design of the Saint John, N.B., Reserve Division is taken from devices in the Arms of the Province of New Brunswick. The dominating feature is the white horse on the mainsail of the galley, "The White Horse of Brunswick," to suggest the name of "Brunswicker".



HMCS "Iroquois"

This destroyer is named after the Iroquois Tribes, the famous Confederacy of Six Nations. The ship's badge shows an Indian head wearing the "hair-style" usually depicted in early paintings and prints of the Iroquois. The badge makes an interesting contrast to that of H.M.C.S. "Sioux".



HMCS "Tecumseh"

The word "Tecumseh" is said to mean a panther crouching to spring, or a meteor, called by the Indians a 'panther in the sky.' In recognition of the great Indian Chief Tecumseh's genius and bravery in uniting and leading the various tribes from the South Mississippi into Canada to form

HALIFAX WIVES FORM JILL TAR CLUB

Jack Tar has found himself a sister on the East Coast. She is Mrs. Jill Tar.

Several months ago a group of wives of naval men, acting on a suggestion from Mrs. E. R. Mainguy, got together to organize a Jill Tar Club similar to the one in existence on the West Coast.

Mrs. A. W. Boden is president of the new club. Others on the slate of officers are: Mrs. W. S. Norman, vice-president; Mrs. F. E. Rushton, secretary; Mrs. J. A. Flood, treasurer; Mrs. J. W. Lang, program convenor; Mrs. J. F. Handley, social convenor; and Mrs. E. B. Young, press liaison.

The wardroom of HMCS "Scotian," in HMC Dockyard, is the scene of the weekly business meeting and once a month the group spend an evening at the bowling alleys at HMCS "Stadacona." The club has already embarked on a charitable project of sending parcels to the Shaftesbury Orphanage in London, England. The club plans to hold a bazaar in the near future.

During the weekly meeting of February 23 the Jill Tars laid down a tentative schedule for March and April. It included a lecture from one of the city's child psychologists, a talk on first aid by a Naval Nursing Sister, a bingo party and a "budget night."

STAFF OFFICER (AIR)

Lt.-Cdr. (P) H. J. G. Bird, RCN, of Kingston, Ont., and Dartmouth, N.S., has taken up the appointment of Staff Officer (Air) on the staff of the Flag Officer Atlantic Coast. Lt.-Cdr. Bird previously commanded 803 Squadron of the 19th Carrier Air Group, the first squadron of Sea Fury fighter aircraft in the Royal Canadian Navy.

a Confederacy which fought at the side of the British, a circle or amulet, is shown behind the panther to suggest the unity he achieved among the Indians.

Looking Astern



GLIDER BOMBS IN THE BAY OF BISCAY

In August, 1943, the Germans introduced a new type of missile — the aerial controlled glider bomb. One of the first victims of the "chase me Charlie," as it came to be called, was the original HMCS "Athabaskan", then commanded by Cdr. (now Commodore) G. R. Miles, OBE, RCN. A first hand account of the attack and how the "Athabaskan" survived to fight again, follows:

Wednesday, August 25

ALL day HMCS "Athabaskan" rode at her mooring to No. 9 buoy, standing by at half an hour's sailing notice. In the evening "Special Sea Duty Men" were piped to their stations. "Athabaskan" slipped her moorings and headed seaward. HMS "Grenville", her companion on this mission, as on others, followed in her wake. On board "Athabaskan" the messdecks buzzed with the report, "We're going farther south than we've ever been before." Clear of land, the destroyer followed the setting sun and held her course into the night.

Thursday

In the early morning hours "Athabaskan" turned slowly to port and pointed her nose slightly to the eastward. All that day was spent in uneventful routine as "Athabaskan" maintained her new course and gracefully rode the light swell.

At 1700 "Action Stations" sounded throughout the ship and the messdecks swarmed with hurrying, life-jacketed figures as the men closed up to their posts. Gun crews, depth charge parties, damage control and fire fighting groups took their positions. Signalmen scrambled up bridge ladders, telegraphists hurried to the W/T office, asdic and radar teams manned their sets. In seconds "Athabaskan" lost her apparent air of nonchalance and was in fighting trim. However, this, too, was routine. The destroyer was keeping in shape, flex-

ing her muscles, proving to herself that she was ready for trouble that must eventually come. She felt finely trained today and shortly the pipe "Secure" was heard.

At 1725 the alarm bell played a tune of "A"s. Aircraft had been picked up on radar. In less time than before, "Athabaskan" was ready for the fight. There was a new urgency in the way her guns ran through their turning limits and sniffed skyward. Five Ju-88's came into sight, well out of range. They looked around, turned and disappeared. "Secure" sounded in "Athabaskan". That night she turned and proceeded in toward the coast of Spain — and trouble.

Friday

At 0400 "Athabaskan" made her rendezvous with the sloops and frigates of the 1st Escort Group.

As the sun crept over the cliffs of the Spanish coast, "Athabaskan" was on the alert and action bells sounded throughout her decks. Action Stations were short lived but this time there was no secure. The crew remained at Defence Stations, ready on the instant for any trouble.

"Athabaskan" and her group cruised along the coast, looking for fishing boats suspected of passing clandestine shipping information to the enemy. All that morning they kept up the hunt, while those on board eyed uneasily the unfriendly coastline.

At 1030 Action Stations were again sounded and the trim ship remained at the alert.

Sharply at 1320 the aircraft alarm rang and almost immediately 16 Dornier 217's were counted coming in on the port quarter. "Athabaskan's"

long range guns opened fire... Strange aircraft these! Slung under the fuselage of the 217's were what appeared to be smaller planes with propellers, wings and tails. They reminded one of a hawk clutching its prey.

While still out of range of the ship's guns, three planes released their strange burdens, which then flew on toward the ship. "Athabaskan" twisted to port and starboard as the strange craft uncannily followed each move. On and on they came; then suddenly, one crashed into the sea astern of the ship. Another sailed harmlessly by the bridge and churned into the sea to starboard. The third bomb found its mark on the port side. With a rendering, tearing crash the missile tore through the bulkheads of the ship and exploded to starboard. The explosion sent shrapnel into the starboard side of the ship, riddling her plates at the water line. "Athabaskan" staggered from the blow and settled well down to starboard. The ship drew slowly to a halt.

Aboard all was a shambles. As it crashed its way through the ship, the bomb had severed the legs of three men in the Signal Distributing Office. Its blast had blown a man overboard from "A" gun. Exploding cordite killed three men in "B" gun's crew. Fires raged all over the ship.

As she lay stopped on the water the aircraft attacked again but "Athabaskan's" guns opened fire as the planes carelessly came into range, seeking the kill. The wounded ship fought them off and the escort group counted a toll of two aircraft shot down and one "probable". Meanwhile, the remainder of 1st Escort Group was also in the thick of the

grim fight. The sloop HMS "Egret" had been hit three times and sank in 30 seconds. From her crew of 200 officers and men, 37 were picked up.

"Athabaskan's" damage control parties, after an hour's desperate work, had her under way again. Taking on board "Egret's" survivors, she headed slowly, drunkenly for Plymouth. And as the ship got under way, two bodies wrapped in the White Ensign were committed to the depths of the Bay of Biscay.

With dozens of casualties aboard, "Athabaskan's" decks that night were crowded with bloody and dirty men.

Saturday

At 0400 the group left "Athabaskan" and she was now on her own. The riddled starboard side left her hull too weak for much speed and she was limited to 14 knots. As both the asdic and "B" gun were out of commission, "Athabaskan" stayed well to westward, hoping to avoid enemy aircraft and submarines. During the morning another man was buried.

At 1200 fuel oil leaked into the water tanks and the boilers lost steam. Again the ship came to a stop, with all power off, and lay at the mercy of whatever enemy craft appeared. This process of stopping and getting under way was repeated throughout the day.

"Athabaskan's" list to starboard was more pronounced than ever. Emergency pumps were going all over the ship. She rode dangerously in the water with two magazines, No. 1 boiler room, the provision room and the torpedo mess flooded.

Her casualty list now read four dead, one missing presumed dead and 37 injured.

Sunday

Sunday was another day of stopping and starting but the ship fought her way homeward. Her position showed a gain of about 12 miles an hour in spite of the choppy sea. It was still a long run to port.

The mess decks were all awash and all the pumps were working full time. The ship had now taken a list to port as port tanks were loaded to keep the damaged starboard side as clear of the water as possible.

Drinking water was scarce and meals were scanty, due to flooding of provisions.

Monday

At 1400 "Athabaskan" made a rendezvous with tugs off Land's End. Shortly after, an escort of three "L" class destroyers arrived. "Athabaskan" proudly increased speed to 18 knots for the run to port.

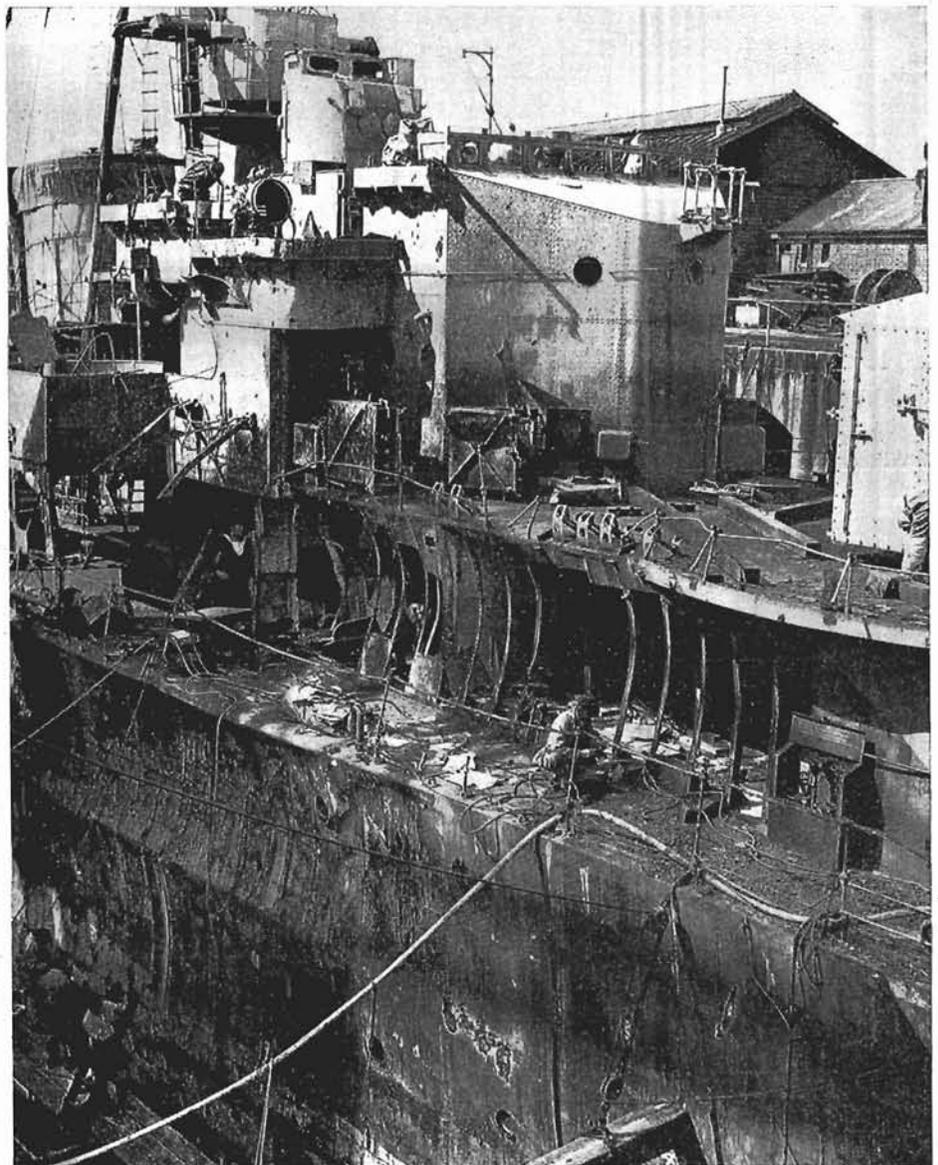
On board spirits were high as land was sighted. The crew relished the thought of being able to wash again and of enjoying a good meal and a good sleep.

At 2100 "Athabaskan" limped through the harbour gates and waiting

tugs took her to the jetty.

"Athabaskan" had proved her mettle. She had survived a fight with a group of deadly enemy attackers using a new and ingenious weapon. She had brought her crew back to port to fight again.

Other dangerous and exciting missions were to be carried out by "Athabaskan" before a German torpedo ended her brief but brave career. Nine months later, while in company with her sister ship "Haida", the gallant ship was torpedoed in the English Channel and went down with her guns firing.



"With a rending, tearing crash the missile tore through the bulkheads of the ship and exploded to starboard." And this is what the original HMCS "Athabaskan" looked like after being struck by a glider bomb.

Comrades in Arms



THE R.C.A.F.

Ground Training

The RCAF realizes that an air force of wartime strength during peace is not practical, but it aims at making every airman a highly-skilled tradesman, capable in emergency of stepping into higher rank and greatly increased responsibilities. Air Force ground training schools are turning out skilled tradesmen fitting into this pattern, and one of the largest is the technical training centre at Camp Borden, Ontario.

Machinery — and what makes it tick — is the keynote of training at Borden, and it runs all the way from a Goblin jet engine out of a Vampire fighter to a small timepiece used in the instrument panel of a North Star transport. At Borden the Air Force takes a recruit who perhaps has only a vague idea of what goes on inside a motor car engine, and starts him on his career as a master aero-engine mechanic, on whose skill and efficiency

will depend the lives and safety of the men doing the flying.

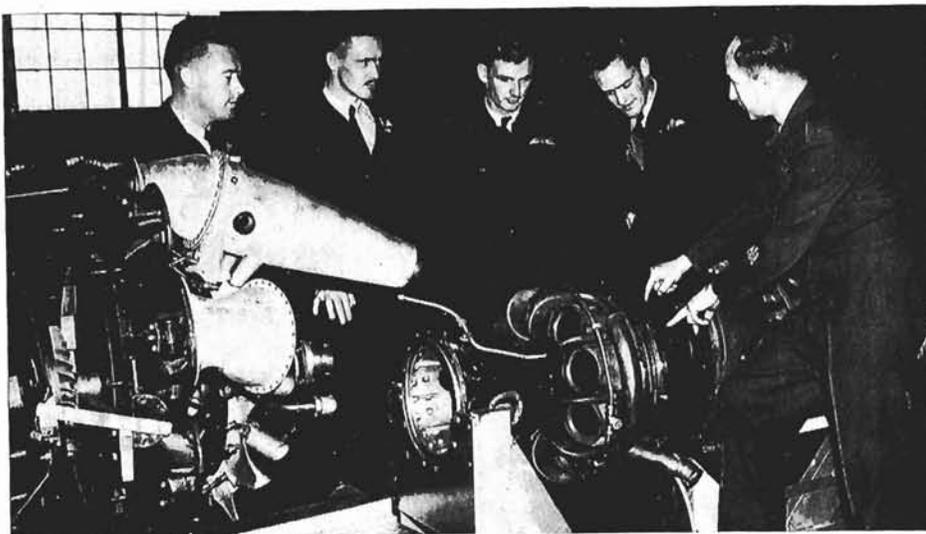
Basic trades instruction is given to men learning eight different trades: aero-engine mechanic, air-frame mechanic, aero electrician, instrument-mechanic, metal worker, vehicle mechanic, machinist, and safety equipment worker. The recruit, having selected one of these trades, comes to Borden after a short stay at Trenton, Ont., the Manning Depot for ground-crew entrants. Basic courses at Borden are long and thorough, but at the end comes the passing out parade, the ground school equivalent of the wings parades held at flying centres. The airman, a recruit no longer, but a tradesman of sufficient skill to justify a feeling of true pride in his craftsmanship, receives his certificate of graduation and a posting to one of the many Air Force stations across the country. A visitor at one of these graduation exercises sees the same elation and pride that prevails when

pilot wings are pinned on a class of graduating flyers.

Instruction in the technical trades at Borden, as at other RCAF training centres, has come a long way since the days of the pre-war Air Force. The Service realizes that for an instructor, skilled knowledge of his trade is not enough. He must know how to pass his knowledge and skill on to others. A special training scheme for instructors at Borden produces men fitted for the work from all aspects. Potential instructors are selected from senior non-commissioned officers, and the NCO chosen is given a short course in methods of teaching. On finishing this, the future instructor begins a 22-week apprenticeship teaching course in one of the basic trades classes, under close supervision of experienced instructors. On completion of the course, he is absorbed into the regular teaching staff of the school.

Wooden-faced recitations from Service manuals have no part in the educational programme at Borden or elsewhere in the RCAF. Lectures are bolstered by practical application of what students learn in class, and visual aids, such as motion pictures, are widely used. Synthetic training devices are also used widely, as are working models or actual parts with portions cut away to reveal what goes on inside. The tradesman at Borden has to absorb enough theory to fit him for advancement in his trade, but there is no lack of practical application. If his work calls for operation of a turret lathe he works on one, and the school contains a selection of such equipment matched at few other points.

The airman's stay at Borden is not all work, for the station is well-fitted for recreational purposes, with sports fields, a swimming pool and a golf



Future RCAF technical officers who are recent graduates of Canadian universities in engineering are being shown by means of an exploded view the internal mechanism of a Derwent Rolls Royce jet engine. This engine is presently standard equipment in the twin-engine Meteor. Shown above, left to right: F/L L. K. Firth, Victoria, F/L D. J. Allan, Saskatoon, F/L F. F. Graham, Calgary, F/L W. D. Birch, Winnipeg, and WO1 W. A. Yager, Swift Current, Sask., instructor. (RCAF Photo)

course. As at all permanent RCAF stations, recreation rooms, canteens, libraries, the station motion picture theatre, and station dances play a big part in the entertainment programme.

When the airman leaves Borden, he starts on a carefully-planned educational programme. This programme includes not only formal advanced instructional courses, but continuous informal educational aids of many types, designed to keep the airman in touch with developments in his trade and with new techniques and equipment.

THE CANADIAN ARMY

Valuable Peacetime Role

One of the most important engineering inventions to come out of the Second World War, the world-famous Bailey bridge, has not been lost in the postwar shuffle. Many veterans of the Royal Canadian Engineers assumed that wartime experience in constructing Bailey Bridges would be of little use in seeking postwar employment. However, to all parts of Canada the call has gone out for trained "reinforcements" to assist in the development of Canada's vast natural resources, especially hydro-electric power.

A shortage of steel, the speed with which these bridges can be thrown across a river or a gorge, the necessity for making short-cuts to greater power developments, all are factors surrounding the increasing importance of its peacetime role.

Recently, the Ontario Hydro-Electric Power Commission issued an urgent plea for aid from ex-army engineers in reconditioning, storing, shipping and erecting 20,000 tons of Bailey bridging owned by the Commission. The bridging is being used in temporary and semi-permanent structures at various projects now in progress.

There is no shortage of equipment, but there has been a definite shortage of men with the working knowledge necessary in dealing with the construction of these giant-sized mechano sets.



A detachment of Royal Canadian Engineers from the 3rd Field Engineer Regiment (Reserve Force) of Montreal was flown north to Angliers, Quebec, where they threw a Bailey bridge across the Quinze River for the Northern Quebec Power Company, which purchased the bridging material some time ago from British War Assets. The bridge, which is 250 feet long, was constructed in three 50-foot spans and one 100-foot span and was assembled and put across the river in near record time. A practical form of training for the Reserve Force Engineers, the completed structure will be of real value to the company in its present development work in Northern Quebec.

The New Brunswick Public Works Department recently used a Bailey bridge to span the Miramichi River on the road between Fredericton and Newcastle. It replaced a bridge that was destroyed by fire. A shortage of steel prohibited construction of a permanent bridge.

On the Quebec Power Company's huge hydro project at Angliers, Que., members of the Royal Canadian Engineers, Reserve Force, were called upon to throw a Bailey bridge across the Quinze River. This particular bridge is 250 feet long, weighs approximately 45 tons, and took only 11 hours to construct. The longest span is 100 feet.

Faced with the problems of bringing materials in and out, a Quebec pulp paper company utilized a Bailey bridge to provide an economical route to the base of operations.

The Bailey bridge provided a short-cut to victory in the Second World War. Now it is providing an equally efficient short-cut to Canada's natural wealth.

Members of the Army's Royal Canadian Engineers and other veterans, experienced in handling such equipment, are playing an important part in tapping resources hitherto untouched and inaccessible.

OLD 'INSIDE DOPE'

*I'm tired of the guy
Who will whisper, "Say I
Have the dope on the whole situation.
They'll be sending us soon
To a spot on the moon
Where they've planted a new installation."*

*I'm sick of the Joe
Who says, "Listen — I know
For a fact that we're leaving on Tuesday."
He will shout loud and clear
Where odd persons can hear —
Every day to this type is bad news day.*

*I'm fed up with the jerk
Who sets rumours to work,
Mixing truth and half truth and sheer fiction,
And my heart will be gay
When they take him away
For a permanent stretch of restriction.*

*I'm through with the bird
Who starts out with "I heard"
And goes on with "It's dead on the level."
He's so darned well informed,
That his tail should be warmed,
And for that he can go to the devil.*

Able Seaman R.C.D.
HMCS "Athabaskan"

SHANGRI LA? -- NOT ANY MORE

by S.G.M.

Nowadays It's All Business—Or Nearly So—
At "Naden's" TAS Training Centre

There seems to be a general belief that the real job of TAS training in the R.C.N. is being done by the Torpedo Anti-Submarine *School* at Halifax, and that the TAS Training *Centre* at Esquimalt is a sort of Shangri La where everything is done in leisurely fashion, when it's done at all.

You might expect the TASTC to resent this attitude on the part of the unenlightened. However, the Centre's staff is aware that in informed quarters (these include the TAS *School*) it is regarded with respect, perhaps even admiration, and so goes serenely on its way, completely free of rancour.

It may not be as large or in such fine quarters as the TAS School at Halifax, but in the field of accomplishment "Naden's" TAS Training Centre will make concessions to no one.

The Centre is housed in two buildings which are, by an unhappy accident, situated about as far apart as possible within the sprawling confines of "Naden". However, exercise gained by frequent trips on foot between the buildings results in the athletic forms and healthy complexions so noticeable in TAS personnel on the West Coast.

The torpedo building is quite a venerable one — comparatively speaking. It was built in 1929, rather along the lines of the archaic piles in British Royal Dockyards, and will probably be standing long after its present tenants have forsaken this earth. The A/S building is new, having been built during the last war.

In the torpedo building lies an impressive collection of torpedoes, mines, A/S missiles, paravanes, torpedo sights and innumerable smaller pieces of equipment — together with an equally impressive array of officers and instructors to enlighten the novice in the operation of same.

A commendable display of altruism by the TAS Branch has permitted the Electrical Training Unit to occupy about half of the lower floor of the building. On the upper floor (top deck to saltier readers) are found the "Naden" telephone exchange, a large tactical room, the instructors' study (where they make the world's worst coffee) and the offices. There is also an attic where obsolete bits of gear that "might be useful someday" collect dust.

The A/S building — known as the "other building" to the ex—"T" staff and as the "school" to the ex—"A/S" staff — is filled with A/S sets, A/S tables and a somewhat balky mass procedure teacher. A film projection room, storeroom and other classrooms occupy the spaces untrammelled by A/S sets.

The staff of the TAS Training Centre consists, at present, of four officers and thirteen men. CPO H. Dunbar "regulates", while CPO G. Bowditch, DSM, spends most of his time on his back — under the A/S tables getting the dud ones working and keeping the not-quite-so-dud ones in action. AB D. Brooks, the TAS Officers' Writer, assiduously pounds the typewriter, keeping the files and correspondence just this side of chaos.

Among the instructors are Petty Officers F. Webb and E. Bonsor, who rejoined the TASTC after a short "holiday trip with pay" to Pearl Harbor. In the process of removing the extra "T" or "D" from their non-substantive rates (converting to TAS) are PO J. Cariou, Ldg. Sea. N. Jones — a re-entry from civilian life — and three other Leading Seamen. Twelve men have taken the T.D. 3 qualifying course, among them the Mutt and Jeff of the Training Centre, AB Donald Weston and Ord. Sea. Donald McRae.

During the war, when all of the fighting and most of the training were carried out on the Atlantic side, the Torpedo and A/S Schools at "Naden" were the sort of places to which were sent officers and men in need of a rest. The atmosphere and surroundings were pleasant and the work was not too strenuous.

The atmosphere and surroundings have not changed (though we will admit that the past winter has shaken our faith), but the amalgamation of the two branches, the establishment of the West Coast fleet and "Naden's" development as a training base have resulted in an increase in work and a corresponding increase in responsibility for the TASTC.

During the past year the average number of officers and men under instruction at one time has been in the neighborhood of 100, with a large proportion of these New Entries. Second and third class TAS qualifying courses also were given, ships' torpedo and A/S control teams attended at periodic intervals for instruction and refreshers, and during the summer short courses were held for many RCN (Reserve) officers and men.

So not only has the Centre been busy but it has been able to provide a fairly wide variety of TAS training courses.

Who knows? Perhaps... maybe... if it keeps up its present rate of progress, some day it may even become a *school!*

TO CORNWALLIS

Mr. Charles E. Johnston, Bos'n, RCN, who has been in charge of the Seamanship Training Centre in HMCS "Naden" for the past three years, has been appointed to HMCS "Cornwallis," which will commission shortly as a New Entry Training establishment.

Retirements

Lieut. (E) Sidney Tapper

Age: 50
 Address: 10 Hester Street, Dartmouth, N.S.
 Joined: September, 1920. As an Engine Room Artificer, Fourth Class.
 Served in: HMS "Hood," "Vivid," HMCS "Ypres," "Festubert," "Patriot," "Champlain," "Saguenay" and "Loch Morlich."
 Awards: Long Service and Good Conduct Medal, January, 1935.
 Retired: March 3, 1949.

Mr. Richard J. P. Ventham, Commissioned Ordnance Officer

Age: 50
 Address: 14 Merkel Street, Halifax.
 Joined: August, 1930. As an Electrical Artificer, Third Class. (Transferred from Royal Navy.)
 Served in: HMS "Vernon," "Fennon" and "Victory," HMCS "Stadacona," "Patriot," "Saguenay," "Niobe," "Venture," "Scotian," "Givenchy" and "Bytown."
 Awards: Long Service and Good Conduct Medal, December, 1935.
 Retired: March 31, 1949.

Chief Petty Officer Charles D. Emsley

Rating: C1TC2
 Age: 37
 Address: Gaston Road, Halifax County, N.S.
 Joined: March, 1929. As a Boy Seaman.
 Served in: HMS "Victory," "Iron Duke,"



"Excellent," "Pembroke," "Champion," "Bulldog" and "Comet," HMCS "Stadacona," "Champlain," "Saguenay," "Ypres," "Restigouche," "Fraser," "Acadia," "Moose Jaw," "Niagara," "Hochelaga II," "St. Francis," "Minas," "Kootenay," "Avalon," "Ottawa," "Peregrine," "Scotian," "Shearwater" and "York."

Awards: Long Service and Good Conduct Medal, August, 1944.
 Retired: March 1, 1949.

Chief Petty Officer Joseph R. Fournier

Rating: C2SM3
 Age: 39
 Address: 7470 Delaroche, Montreal, P.Q.
 Joined: December, 1928. As a Stocker, Second Class.
 Served in: HMS "Danae," HMCS "Stadacona," "Champlain," "Festubert," "Ypres," "Saguenay," "Columbia," "Morden," "St. Clair," "Goderich," "Niobe," "Qu'Appelle," "Peregrine," "Scotian," "Inch Arran," "Donnacona" and "Magnificent."
 Awards: Long Service and Good Conduct Medal, April, 1945.
 Retired: March 6, 1949.

Mr. Ronald C. Hockley, Acting Gunner (TAS) (T)

Age: 38
 Address: Tufts Cove, Dartmouth, N.S.
 Joined: March, 1927. As a Boy Seaman.
 Served in: HMS "Warspite," "Vernon," HMCS "Festubert," "Saguenay," "St. Laurent," "Skeena," "Algonquin" and "Haida."
 Awards: Long Service and Good Conduct Medal, November 1943. Mentioned in Despatches, November, 1944.
 Retired: March 22, 1949.

Mr. Godfrey W. Bridgehouse, Commissioned Ordnance Officer

Age: 47
 Address: 20 Marlborough Ave., Halifax.
 Joined: August, 1923. As an Acting Electrical Artificer, Fourth Class.
 Served in: HMS "Iron Duke," "Vernon," HMCS "Patrician," "Saguenay," "St. Laurent," "Skeena," "Assiniboine," "Stadacona," "Avalon" and "Niobe."
 Awards: Long Service and Good Conduct Medal, June, 1936.
 Retired: March 31, 1949.

Chief Petty Officer Richard J. Caldwell

Rating: C2ET4
 Age: 40
 Address: 618 Dallas Road, Victoria.
 Joined: October, 1928. As an Ordinary Seaman.

Served in: HMS "Victory I," "Emperor of India," "Vernon" and "Courageous," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Ottawa," "Stadacona," "Cornwallis," "Niobe," "Fennel," "Columbia," "Peregrine," "Ontario" and "Rockcliffe."

Awards: Long Service and Good Conduct Medal, March, 1944.
 Retired: March 24, 1949.

Chief Petty Officer Neville Taylor

Rating: C1SW2
 Age: 38
 Address: Markham Road, Royal Oak, B.C.
 Joined: March, 1929. As an Ordinary Seaman.
 Served in: HMS "Victory I," "Warspite," "Vernon," HMCS "Naden," "Vancouver," "Skeena," "Armentieres," "Fraser," "St. Laurent," "Restigouche," "Stadacona," "Prince David," "Royal Roads," "Chatham," "Peregrine," "Cornwallis" and "Givenchy."
 Awards: Polish Cross of Valour, December, 1941. Long Service and Good Conduct Medal, May, 1944.
 Retired: March 1, 1949.

LEAD RIFLE LEAGUE

A busy and popular section of the Gunnery School at HMCS "Stadacona," has been the .22 rifle range, which is used daily by the RCN Atlantic Command Rifle Club and the Inter part rifle teams. The Interpart record for the month was hung up by the Electrical School with 1892 points.

Newcomers to the range are the Nursing Sisters and the Postmen Club.

Standings in the Inter-part competition as of March 1 were: Electrical School, 1892; Gunnery School, 1881; TAS School, 1742; Regulating Branch, 1677; Albro Lake, 1663, and Supply Branch, 1653.

(Continued from page 15)

One man aboard who doesn't believe in inflation is Able Seaman Frank Maxwell, of Saskatoon. He is the ship's barber. "But", he says, "I don't charge for cutting hair because I am just getting practice. When I become proficient there will be a small charge".

Presently refitting, "Cedarwood's" alterations will feature better mess-deck accommodation and generally improved living conditions.

So if you should be talking to a sailor ashore, don't be confused if he says his ship is H.M.C.S. "Plywood". He is using the unofficial title they have given to their craft. Further questioning will probably elicit the information that they have whipped up an unofficial crest, too—an Eight Ball rampant. In the Wardroom there is a giant one. The crest itself features the commanding officer astride the eight ball.

NEW U.N.T.D. DIVISION

A University Naval Training Division was commissioned this month at Prince of Wales College and St. Dunstan's College, at Charlottetown, as a tender to HMCS "Queen Charlotte." A/Lieut.-Cdr. W. N. Inman, RCN(R), is Commanding Officer of the new division.

Benevolent Fund's Annual Statement

Deficit of \$68,075 Incurred in 1948;
Financial Assistance Given 818 Applicants

AT the beginning of 1948 the sum of \$966,868.46 in cash, bonds and other assets was on deposit to the credit of the Canadian Naval Service Benevolent Trust Fund.

After the year's operations the Fund's net worth stood at \$898,792.98. This showed a deficit for 1948 of \$68,075.48. In other words, the Fund expended almost \$70,000 more in assisting needy naval personnel and ex-naval personnel and their dependents than it received in donations and interest on investments during the period.

To meet this deficit it was necessary during the year to sell bonds on which the Fund had been receiving interest. While a premium was realized on the sale of these bonds, this gain is speedily eaten up by the current loss of interest. *Continuation of this reduction of revenue and capital means that to carry on the activities of the Fund, more and more must be taken from the invested capital. Thus, over a relatively short period the capital assets will be completely extinguished and the existence of the Fund terminated.*

Administration costs during the past year were kept to a minimum figure of \$5,973.71 — less than one cent for every dollar spent in grants and loans. This was accomplished chiefly because a large proportion of the work done on behalf of the Fund was voluntary.

Income of the Fund from investments during 1948 was \$26,908.46. Donations from all sources totalled \$7,068.17. The sum of \$101,618.92 was paid out in grants and administration expenses and in a charge to provide a reserve for doubtful loans. Total revenue, therefore, amounted to less than one-third of total expenditure.

This is not an encouraging picture. The Fund, during its seven-year life, has clearly demonstrated its ability to help a great many people, and from the increasing number of applications being received daily it is apparent to officials of the Fund that the need for it is growing.

During the past year, 1,009 naval and ex-naval personnel and their dependents applied for financial assistance. Of this number, 220 were RCN personnel, 747 were veterans of naval service and 42 were widows or dependents of naval or ex-naval personnel. Assistance by way of grants or loans was given to 818 of these applicants, 177 of whom were permanent force personnel, 604 veterans and 37 dependents.

Of the \$90,504.34 expended in grants, 18.4 per cent was paid on behalf of RCN personnel, 76.5 per cent ex-members, and 5.1 per cent dependents. Loans were approved to a total of \$17,841.17. RCN personnel received 33 per cent, ex-members 65.9 per cent, and dependents 1.1 per cent. It should be stated that loans made to widows and other dependents were to relieve immediate distress while awaiting receipt of pensions, workmen's compensations or insurances.

Many of those who did not receive assistance in dollars and cents were referred to other agencies from which financial or other help was obtained. Many were referred to prospective employers; others were given advice regarding the solution of their problems by the use of their own resources.

Suggestions have been made that the annual expenditure of the Fund should be limited to the amount of yearly income and thus preserve intact the capital resources. If this practice were carried out, it can easily be seen that a large number of needy cases would remain unassisted. As long as the Fund retains its charter "to relieve distress" it must respond to the calls for help raised by hundreds of naval and ex-naval personnel.

To ensure continuation of the Fund for many years, sufficient donations are required to raise the capital worth to a point where income from invested capital will completely cover anticipated expenditure, or, at the very least, to provide an income that will not place too drastic a strain on the capital year after year. — *H. M.*

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

Statement of Revenue and Expenditure For the Year Ended 31st December 1948

REVENUE			
Interest on bonds.....	26,908.46		
Less:—Portion of premium on purchases amortized during the year.....	1,506.60		
	25,401.86		
Interest accrued on War Savings Certificates.....	4.20		
Bank interest.....	124.21		
	25,530.27		
EXPENDITURE			
Grants.....	90,504.34		
Administration expense —			
Salaries.....	4,140.00		
Travelling.....	675.10		
Office.....	329.62		
Insurance.....	33.00		
Professional fees.....	475.00		
Miscellaneous.....	320.99	5,973.71	
Provision for doubtful loans.....	5,140.87	101,618.92	
EXCESS OF EXPENDITURE OVER REVENUE FOR THE YEAR.....	\$ 78,088.65		

Statement of Revenue Deficit For the Year Ended 31st December 1948

BALANCE — 31st December 1947.....			83,473.29
Excess of expenditure over revenue for the year ended 31st December 1948.....			76,088.65
	BALANCE — 31st December 1948.....		\$ 159,561.94

Statement of Capital Surplus For the Year Ended 31st December 1948

BALANCE — 31st December 1947.....			1,050,341.75
Donations received.....		7,068.17	
Profit on sale of investments.....		945.00	
	BALANCE — 31st December 1948.....		\$ 1,058,354.92

Balance Sheet as at 31st December 1948

A S S E T S			
CURRENT ASSETS:—			
Cash.....			498.91
Loans Receivable.....	16,197.70		
Less:— Reserve for Doubtful loans.....	6,479.08	9,718.62	
Unexpired Insurance.....	58.75	10,276.28	
INVESTMENTS:—			
Dominion of Canada bonds — at par value and accrued interest.....	883,270.00		
Unamortized portion of premium on bonds purchased.....	11,971.43	895,241.43	
War Savings Certificates — at present redeemable value.....	67.95	895,309.38	
SUNDRY ASSET:—			
Amount assigned by HMCS CORNWALLIS Canteen.....	40,000.00		
Less:— Reserve therefor.....	\$40,000.00	\$ 905,585.66	

L I A B I L I T I E S			
CURRENT LIABILITIES:—			
Bank overdraft.....			204.61
Grants payable.....		6,088.07	
Accrued expense.....		500.00	
		6,792.68	
CAPITAL SURPLUS AND REVENUE DEFICIT:—			
Capital surplus — as per accompanying statement.....		1,058,354.92	
Less:— Revenue deficit as per accompanying statement.....		159,561.94	
		898,792.98	
		\$ 905,585.66	

AUDITORS' REPORT TO THE MEMBERS

We have examined the books and accounts of Canadian Naval Service Benevolent Trust Fund for the year ended 31st December 1948 and have obtained all the information and explanations which we have required.

We have received confirmation that the investments shown on the above balance sheet were held by the Bank of Montreal, Ottawa, for safe keeping for the Fund as at 31st December 1948.

We report that, in our opinion, the above balance sheet and the accompanying statements of revenue and expenditure, revenue deficit and capital surplus are properly drawn up so as to exhibit a true and correct view of the state of the affairs of the Fund as at 31st December 1948 and the result of its operations for the year ended on that date, according to the best of our information and the explanations given to us and as shown by the books of the Fund.

MCDONALD, CURRIE & Co.
Chartered Accountants

OTTAWA, 1st February 1949.

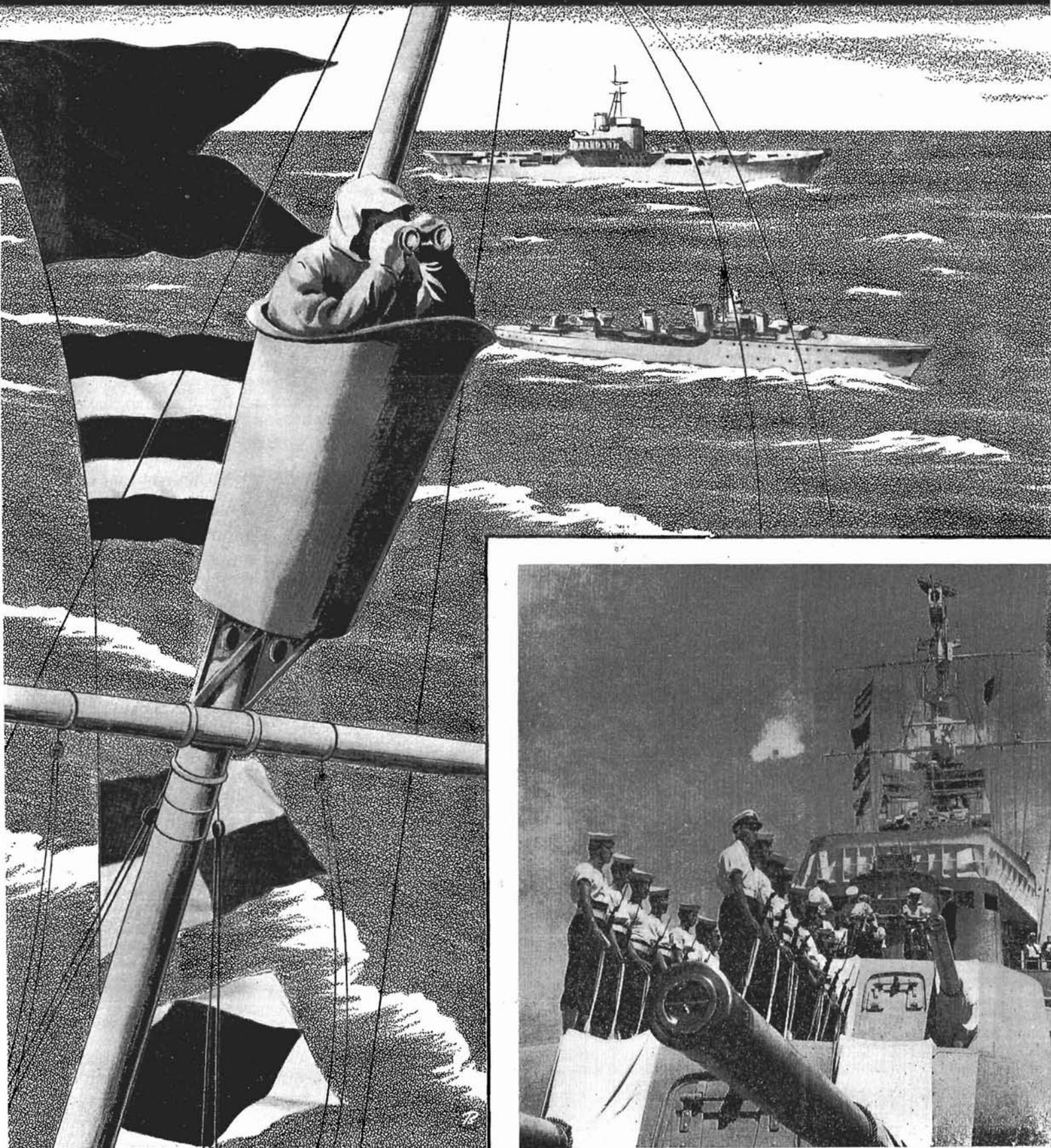


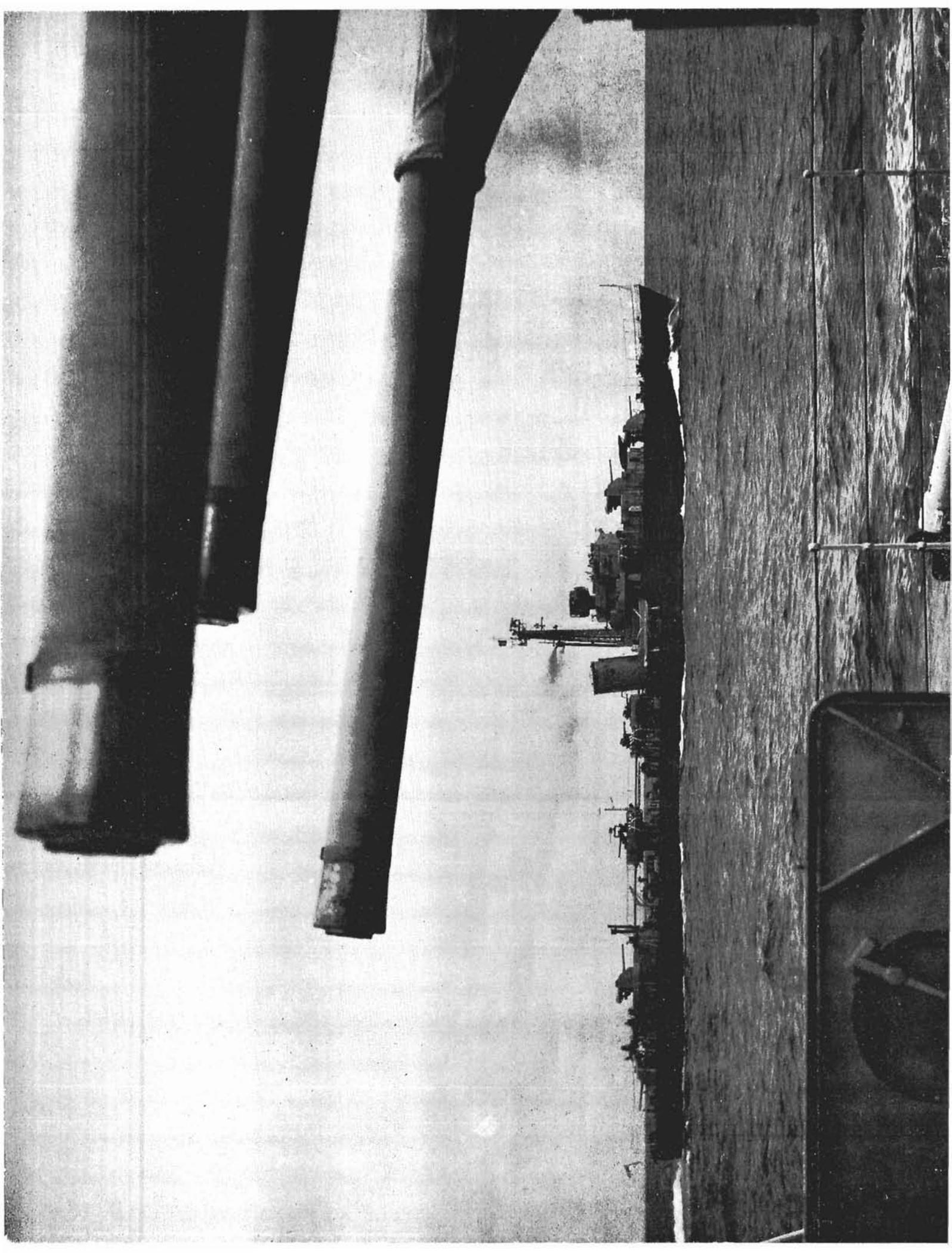
The CROWSNEST

Vol. 1 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

May, 1949





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LADY OF THE MONTH

HMCS "CRESCENT," framed beneath the six-inch guns of HMCS "Ontario's" after turret.

★ ★ ★

Congratulations, on behalf of the entire service, are extended this month to the Halifax Navy hockey team. The Sailors won the Halifax Inter-Service League Championship, went on to take the Maritime title, then invaded Northern Ontario for an Eastern Canada semi-final series with Rouyn, Quebec, Flashes.

There they were repulsed, but only after an extremely close and well-played series. Navy won the first game 6-4; Rouyn took the next three 6-5, 4-3 and 6-4.

The series was played at Kirkland Lake and the good citizens of that mining centre declared that it produced the best hockey they had seen since their Blue Devils won the Allan Cup in 1940. The rink was jammed for the last two games and several hundred persons had to be refused admission.

"The two teams put on a marvellous display of hockey. They were very evenly matched and every game was in doubt right down to the final seconds," said Cdr. (L) H. G. Burchell, manager of the Navy squad, after the series was completed. "Our team gave a splendid showing and was a real credit to the service, in every way."

Cdr. Burchell paid tribute to all the players and had a special word for CPO Mel Davis, the Navy goalie. CPO Davis had his jaw fractured in two places when struck by the puck in the fifth minute of the first game, but he remained in the nets for the remaining 55 minutes. X-rays taken afterwards revealed the fractures and CPO Davis returned to Halifax for treatment. He was replaced by AB Chuck Naylor, the team's spare goalie.

It was the first time a Navy team of any description had performed in the "gold country" and, according to Cdr. Burchell, the Tars were given a royal reception.

"I really can't express how well we were treated and how much we appreciated the hospitality we received," said he. After the final game, the management of the winning club insisted on entertaining the losers at Rouyn, which is 55 miles from Kirkland Lake. To ensure that all the Navymen got there, they arranged for a fleet of taxis to take them to Rouyn and, once there, to drive them to one reception after another.

So it's a salute to the Navy hockey team, in whose performance we share Cdr. Burchell's pride, and three cheers for the fine sportsmen of Kirkland Lake and Rouyn. May the association be renewed next year.

The Editors.

Page one.

Cover Photo — Atop "A" gun turret of HMCS "Ontario," a guard of honour stands at ease as the cruiser prepares to enter a foreign port. Scenes similar to this one will be re-enacted on board "Ontario" this summer as the 10,000-ton vessel calls in at ports from Juneau, Alaska, to Monterey, California, during the reserve sea training programme which will be in full swing by the end of May.

R.C.N. News Review

Busy Summer Ahead

With the spring cruise completed, ships of the Atlantic and Pacific Commands are grabbing a quick breather before launching into another large-scale commitment—the 1949 reserve training programme. More than a dozen units are scheduled to take part in a sea training schedule that will get into full swing by the end of May and continue until October. (For the complete cruise programme, turn to page 32).

HMCS "Swansea" completed refit in early April and after working up sailed for Grand Manan on the first of a long series of 10-day cruises. Brought forward from reserve in order to supplement the fleet during the summer training period, HMCS "Portage" was commissioned at Halifax in mid-April. After work-ups, she will sail from Halifax May 18 for the Great Lakes. The frigate "Beacon

Hill", due to be commissioned from reserve May 16, will join the West Coast fleet.

"Ontario," "Nootka," "Haida" and "Antigonish" go into action May 1, "Athabaskan" one day later. "Magnificent," now midway through a leave period, puts to sea May 24. Then there is HMCS "Crescent," due to fall in with the schedule on her return from the Far East. In addition to these, M.L.'s will be employed on the Lakes, "ML 124" will make local cruises on the West Coast, and the Victoria Naval Division, HMCS "Malahat," will carry out sea training in the Algerine minesweeper "Sault Ste. Marie."

Honour Hong Kong Dead

HMCS "Crescent" paid tribute at Hong Kong on April 8 to the 281 officers and men of the Winnipeg Grenadiers and the Royal Rifles of Canada who lost their lives in the Japanese attack on the Crown Colony in December 1941. Naval guards were mounted at Saiwan and Stanley cemeteries, where the Canadian dead are buried, and wreaths were laid by Lieut.-Cdr. D. W. Groos, commanding officer of "Crescent."

Messages of appreciation, on behalf of members and former members, were signalled to the destroyer by the two regiments.

Submarine on Loan

First of two Royal Navy submarines to be loaned to the RCN for successive three-month periods, HMS "Tudor" arrived at Halifax April 23. Earlier in the month, the "Tudor" had taken part in joint exercises in the Caribbean with units of the RN's America and West Indies Squadron and the RCN's East and West Coast fleets.

Loan of the "Tudor" and her successor will enable the RCN to

carry out intensive practical anti-submarine training. Involved will be ships of the Atlantic Command and aircraft from HMCS "Magnificent" and the RCN Air Station, HMCS "Shearwater."

Distinguished Visitors

The Pacific Command was host to two distinguished visitors in late March. Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, made an informal tour of inspection of ships and establishments at Esquimalt and of the Canadian Services College at Royal Roads, and was followed one day later by the Governor-General of Canada, Lord Alexander.

Vice-Admiral Grant arrived March 21 for a four-day visit. During his stay he toured the Dockyard and inspected the "Naden" barracks, ships of the reserve fleet and "Royal Roads." At the College and at "Na-



The Governor General of Canada, Lord Alexander, inspects a Guard of Honour at HMCS "Naden" during his visit to the west coast. At left is Lieut. Cdr. (G) E. S. MacDermid, officer of the guard.



During his visit to the RCN's Pacific command, Vice Admiral H. T. W. Grant, Chief of the Naval Staff, inspected the ship's company at HMCS "Naden". He is shown above talking to Chief Petty Officer E. Hichaud, senior bandsman of the "Naden" band.

den" the Chief of the Naval Staff took the salute at march pasts and addressed the ships' companies.

En route to Esquimalt, Vice-Admiral Grant had visited HMCS "Chippawa," Winnipeg, and HMCS "Queen," Regina. On his return trip, he stopped over in Vancouver to go on board HMCS "Discovery."

On March 26, Lord Alexander paid visits to "Royal Roads" and "Naden." At the former the Governor-General inspected the Wing Parade and addressed the cadets. At "Naden" he inspected a Royal Guard and spoke to the assembled ship's company.

In a signal to the Pacific Command following the visits of the Governor General and the Chief of the Naval Staff, Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, congratulated all hands on their bearing and appearance. These, he said, had been "first class."

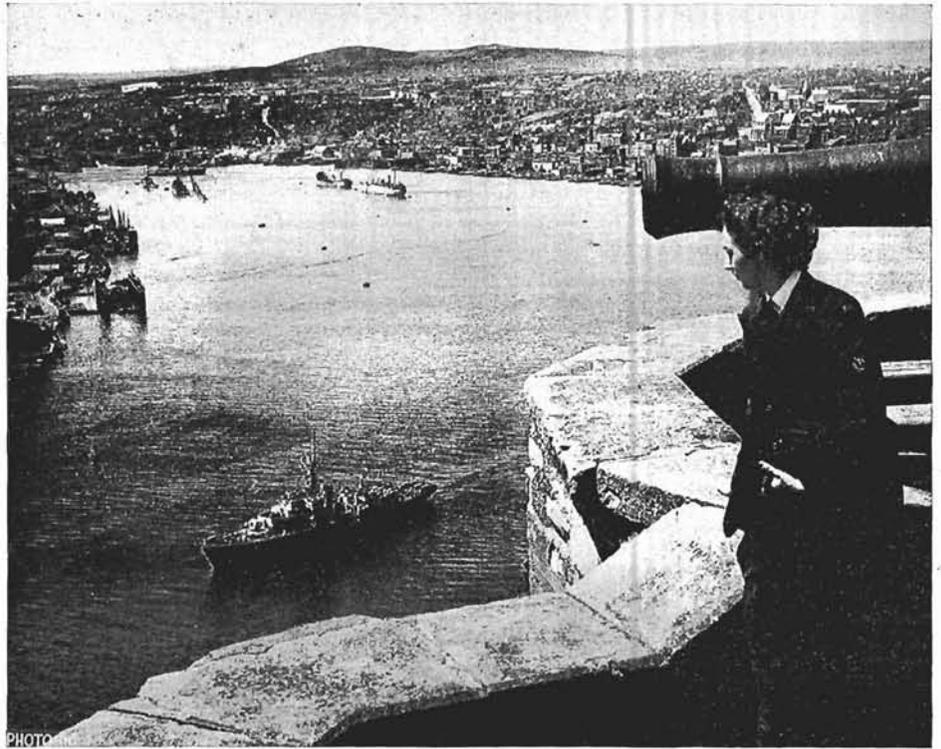
"Crescent" Stands By

The end of April found HMCS "Crescent" in Hong Kong and, because of the highly unsettled conditions in the Far East, there was no indication of when she would return to Canada. The destroyer was primarily at the disposal of the Canadian ambassador, particularly to render assistance in evacuating Canadian citizens should this be necessary.

Fatal Air Accident

A committal service was held on April 1 over the Halifax harbour waters into which fell three RCN aircraft, carrying three pilots and an airframe mechanic to their deaths. Prayers were offered by Protestant and Roman Catholic chaplains and wreaths were cast upon the waters. Memorial services were conducted later in the day at HMCS "Shearwater" and at sea a similar service was held on board HMCS "Magnificent."

Killed in the accident, in which a Sea Fury collided in mid-air with two Harvard trainers, were Lieut.-Cdr. (P) Robert A. Monks, commanding officer of the Operational Flying Training School and pilot of the Sea Fury, Lieuts. (P) G. H. Hutton and James Pulfer and Able Seaman J. R. J. Cambray.



THE HARBOUR OF ST. JOHN'S

NAVY HAILS NEWEST PROVINCE

Newfoundland's Capital was Home Port
During War For Many Canadian Sailors

ONE by one the corvettes slipped their lines and headed down harbour . . . past the ferry wharf and the yacht squadron, through the gate and along the swept channel to seaward. Swiftly left astern was the coast of Nova Scotia . . . of Canada . . . a coast that most of those in the little ships would not see again for many months.

For these corvettes were bound, on this late spring day in 1941, for a new home port and future base of operations — St. John's, Newfoundland.

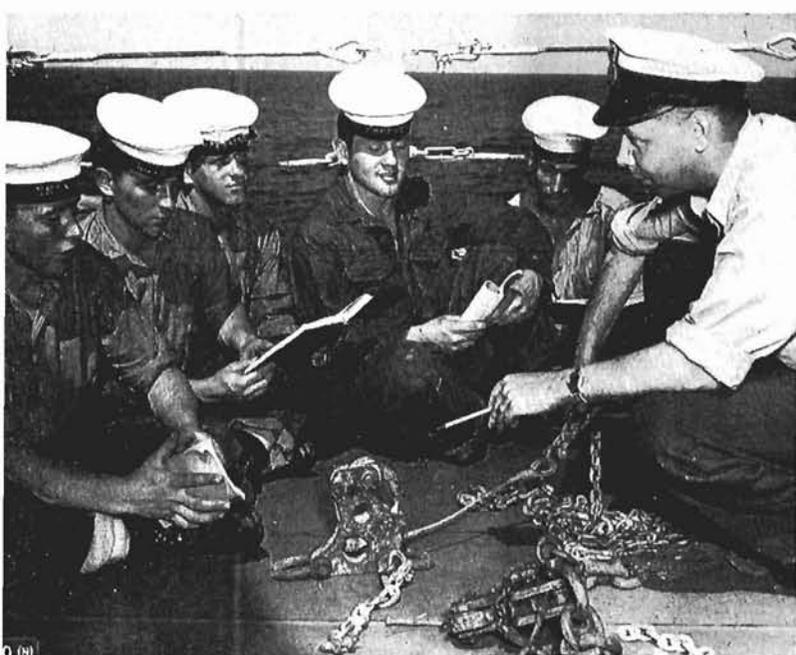
The U-boat fleet, finding things none too comfortable any more in the eastern Atlantic, had spread westward, seeking a more vulnerable link in the chain of supply to the British Isles. Their successes had made apparent the necessity for a strengthened escort system and for bases closer to the new battle area.

Newfoundland was the answer. Lying abreast the great circle route to Europe, 500 miles closer to the United Kingdom, its strategic value now

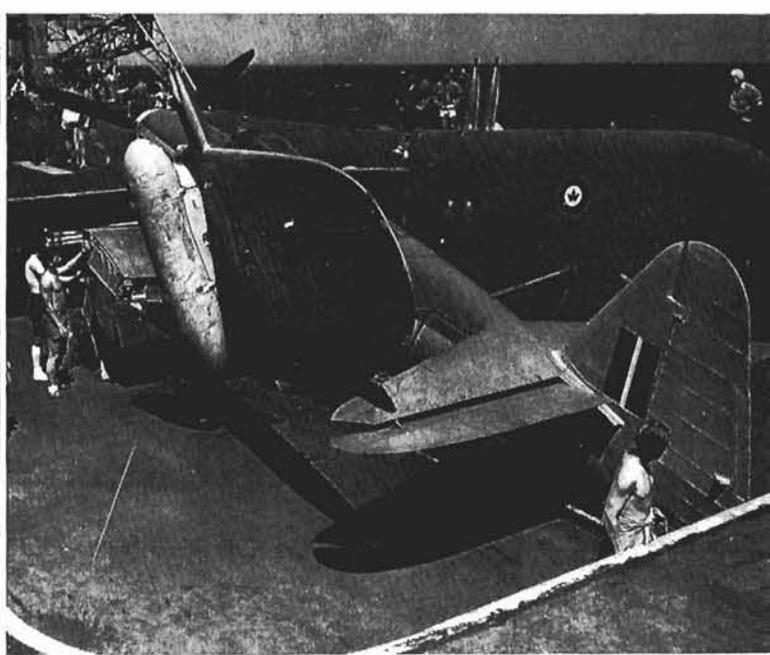
assumed major proportions; and, in 1941, the R.C.N. undertook to establish at St. John's an escort base and to furnish ships that would operate from it.

On June 13, 1941, Commodore L. W. Murray took up the appointment of Commodore Newfoundland. Under his command was formed the Newfoundland Escort Force, then little more than a nucleus of destroyers and corvettes, but due for swift expansion.

How St. John's was transformed into a major operational base has been told elsewhere. So, too, will other tales . . . of the time a U-boat captain brazenly fired three "fish" at the harbour entrance . . . of the submarine-laid mines that accounted for two merchant ships and kept the small sweeper force working feverishly to maintain a cleared channel . . . of the series of torpedo-ripped vessels that came in, either under their own steam or in tow, to find at St. John's a safe refuge. (Continued on page 31)



Seamanship class learns about Robinson's disengaging gear from PO Frank Roach on board "Ontario."



Up "Magnificent's" after lift comes a Firefly to be ranged on deck for the day's flying operations.

THE SPRING CRUISE

by C.T.



"Hiya boy!" AB Vernon McKimmon, of HMCS "Magnificent," meets a chum. Ord. Sea. Herman Van Der Mark, of HMCS "Ontario," at St. John's, Antigua.

Range ten Sea Furies! Strike down Fireflies! Hands to Flying Stations! Up lifts! Down lifts! . . . The sounds and sights formed a teeming foreground for a hot, blue West Indian sky . . .

This year's spring training cruise was an arduous workup for the Pacific and Atlantic squadrons of the RCN. For the ships from the East Coast, the "fly boys" aboard "Magnificent" bore the brunt of the hard work, with the longest hours going to the aircraft control ratings, air mechanics, engineers and all the others who kept the Sea Furies and Fireflies flying.

For the West Coast ships, the Caribbean exercises were the culmination of more than a month of sea training, begun when they left Esquimalt January 28 and carried on almost continuously as they made their way by stages to their Canal Zone rendezvous with the Halifax squadron.

On board "Ontario," basic and seamanship instruction comprised the biggest single item on the programme. However, there were plenty of other training activities—communications, radar plotting, enemy reporting and weapon and control drills, anti-aircraft

and sub-calibre shoots, night encounters and officer of the watch manoeuvres, to list just a few.

Then there were exercises with American aircraft, provided from the U.S Naval base at San Diego, and anti-submarine practices carried out by "Athabaskan" and "Antigonish," with a USN "tube" serving as the undersea "enemy."

But it was not all work. At Magdalena Bay, parties were landed daily for recreation; at San Diego, all the amenities of the U.S.N. base were made available to the visitors; at the Mexican resort city of Acapulco, where Mardi Gras celebrations coincided with a visit of the President of Mexico, ships' companies found plenty of entertainment. The RCN participated in the reception for President Aleman. A guard and band were landed and in the evening the ships conducted a searchlight display and fired rockets.

During the stay at Acapulco, the Senior Officer, Captain J. C. Hibbard, commanding officer of "Ontario," and four other officers paid an official visit to Mexico City, where they received a most gracious and hospitable reception. Altogether, it was felt that these events did much to cement

and further relationships between Mexico and Canada.

Sailing from Halifax on March 5, with HMC Destroyers "Nootka" and "Haida" in company, "Magnificent" churned her way from "Slackers" to Panama, the West Indies and the Bermudas. It was latitude and longitude and precious little pulchritude!

Initial DLT's were carried out off Bermuda shortly after leaving the home port. After a day of land on and fly off, with the arrestor wires snaking and screaming along the flight deck, the carrier was forced to run south in the teeth of a gale.

After two days of bucking the long seas, fairer skies and calm water came as a welcome relief. Again it was "Hands to Flying Stations!" and up roared the Furies and Fireflies. Goofing positions were SRO. The white tropical rig of the ship's company, the khaki of the pilots and observers and the multi-coloured helmets of the different sections of ground crew all blended into the pattern. When the ships steamed into Colon, March 15, more than 100 deck landings by the Furies of 803 and 883 Squadrons and more than 60 by Fireflies of 826 Squadron had been accomplished.

One night in Colon gave little time for shore leave but it was a combined squadron that sailed through the breakwater the next day. With "Magnificent" and her destroyers were the cruiser "Ontario," the destroyer "Athabaskan" and the frigate "Antigonish."

The RCN squadron steamed for the Leeward Islands, making rendezvous with the Commander-in-Chief, America and West Indies Squadron. There, HM Cruisers "Glasgow" and "Jamaica," frigates "Bigbury Bay" and "Whitesand Bay" and the sloop "Snipe" joined forces with the Canadian ships. The rendezvous was not made, however, before a healthy mock encounter was carried out between the two navies. Air strikes from "Magnificent" started the initial "punching" and after dark "Ontario" led the destroyers in for a night attack.

Plotters, radar operators, communicators, guns crews all had a busy night of it.

A short stop at Antigua gave some breathing space but a shortage of boats for the ships anchored well out from the town of St. Johns cut down shore liberty to the barest minimum.

Two nights at Antigua and the squadrons were away again, shaping course for Guantanamo, Cuba. Once at sea, exercises began in earnest, flying operations, fleet manoeuvres, torpedo firings, night encounters, to mention a few, keeping all departments on their toes.

For "Magnificent" the flying programme became intensive. Navigational exercises saw the unsung man in the back seat — the observer — putting in long hours in the Fireflies while the Fury pilots took fiendish delight in striking the ships of the squadron or shattering the mild waters of the Caribbean with their gunfire.

Training of the air squadrons was not carried out without some cost in aircraft, two Sea Furies and a Firefly having ditched by the time the ships arrived off Guantanamo. On all occa-

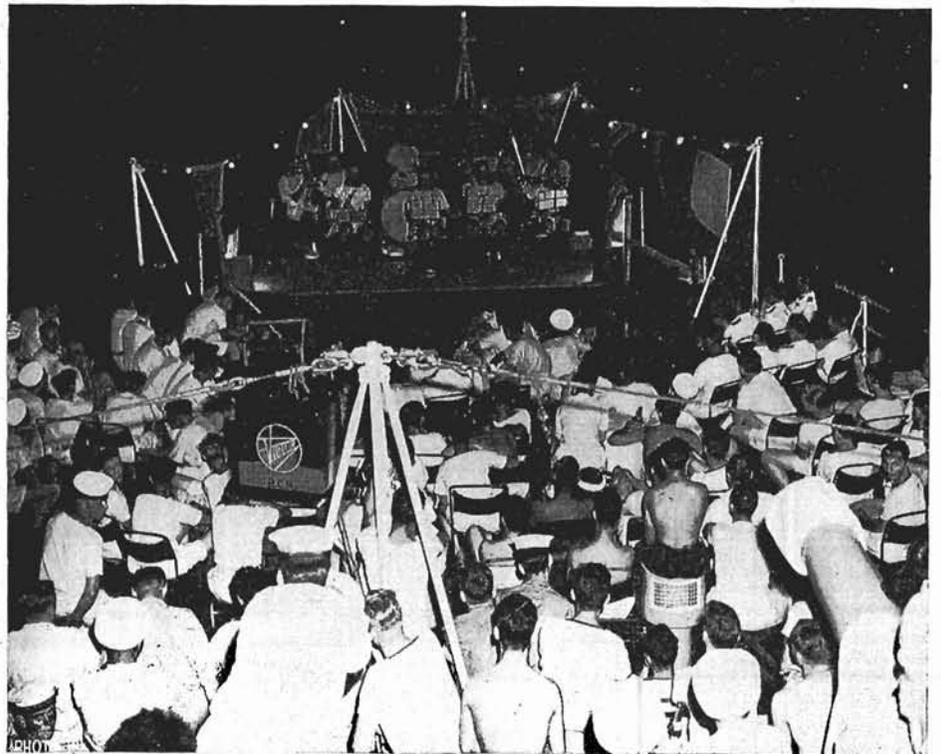
sions the pilots were speedily rescued by the plane guard and none suffered injury.

March 25 saw the RN and RCN squadrons standing off Cuba with all members of the ships' companies looking forward to a good run ashore at the large American naval base at Guantanamo.

The combined squadrons departed from Guantanamo March 29 and after a two-day convoy exercise, HMCS "Ontario" and the Pacific Coast ships saluted the Commodore's broad pendant and turned south for the long run back to Esquimalt.

"Magnificent" and her destroyers continued on to Bermuda and a two-day stopover. Then the short leg to Halifax was made and the ships were "home again" April 8.

En route home, "Ontario" and her charges made only two stops, one at the Canal Zone, the other at Long Beach. When they reached Esquimalt April 28, they had been away exactly three months. It had been winter when they left; now spring was giving way to the long Victoria summer, and the 1949 spring cruise was history.



"Ontario's" band entertains on the fo'c'sle on a warm tropic night in Acapulco.

Education In The R.C.N.

by **M.H.E.**

An Explanation Of The Present System,
How It Works And What It Offers

THIS seems a dull subject to introduce into a magazine like the "Crow'snest", but education is just one of those things to which we all have to be exposed, and the farther we want to go, either in the Service or outside it, the longer and more intense that exposure has to be. So, without further apology, this article is going to give a short summary of what has been done about education in the RCN since the war, a statement about the present position and some reasons why an Intermediate or Higher Educational Certificate will still be worth working for.

When the war ended and the Navy began to re-organize itself for a period of peace, there was a strong feeling that, in order to fight any future war with real efficiency, there must be a solid backbone of men in the Service, intelligent, well-educated and highly-trained. These men would be urgently needed in an emergency to teach "hostilities only" personnel the proper

use and upkeep of the increasingly complicated machines which make a modern warship tick, remembering that every machine has got to be in first-class shape and properly handled if a ship is to come out on top in action. So, naturally, there has been a tendency in this post-war period to set educational standards fairly high both for entry and for advancement. Some were optimistic enough to think that the standard of entry could be set at the level of Junior Matriculation and that anyone who achieved the rating of chief petty officer should have a C.H.E.T. certificate hanging in the living room at home.

As you know, things did not work out quite that way. In the first place, the normal level of schooling of men who want to join the navy is nearer Grade IX than Grade XII. In the second place, it was imperative not to place obstacles in the path of advancement which would handicap men who

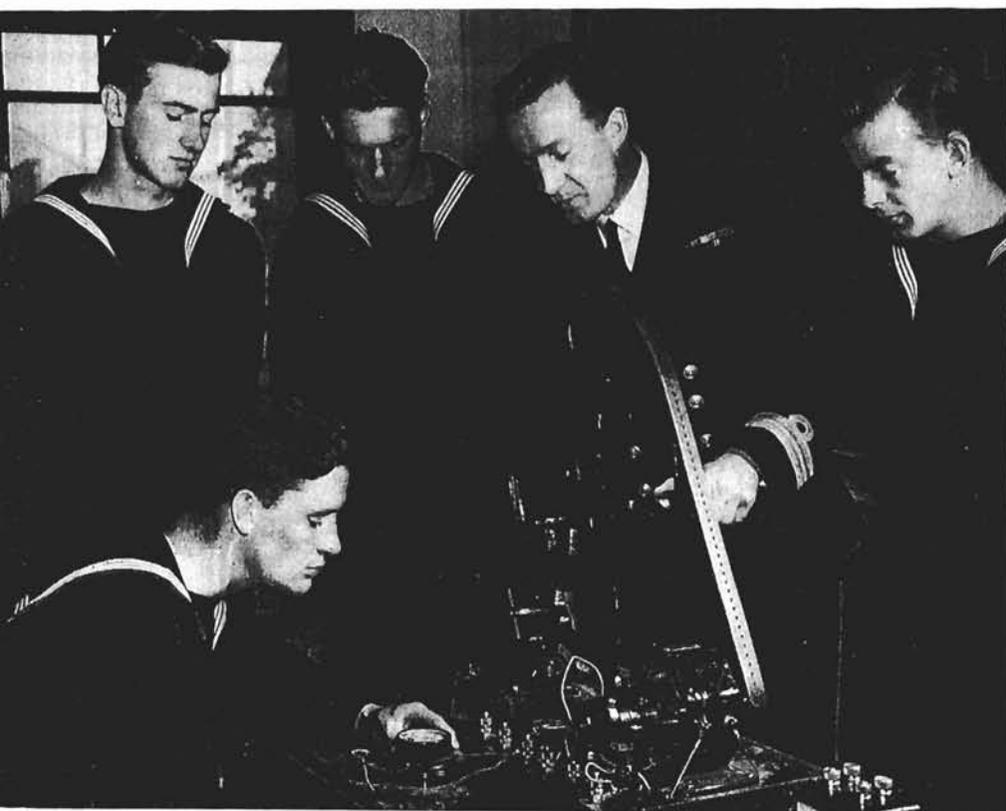
had proved their worth throughout their years in the service, but who had not sat behind a desk since those far-off days in the little red schoolhouse.

The educational plan which was instituted in 1946 was a good one. Tests were set up at three levels, Basic, Intermediate and Higher, corresponding quite closely to the Grade X, Junior and Senior Matriculation standards of a high school course. A man's substantive advancement was bound up with his educational progress, so that by the time he became a chief, or a warrant officer, he would have an education which would give him an additional value should he have to look for a job at any time in the hard world outside the Service. The plan was a good one; the only thing wrong was that, for most men, education up to the standard required would take longer than the time for which they could be spared from urgent duties.

After what must be regarded as a period of experiment, during which the matter was given long and hard thought by a number of experienced and distinguished senior officers, the educational system in the RCN has now been licked into a shape which appears to be both workable and eminently practical. The required standard for substantive advancement up to the chief petty officer rating is now the Basic Educational Test in English and Arithmetic—a slightly higher standard than the old E.T.1. Any additional academic skills required to meet the demands of the various branches of the service will, henceforth, be given during non-sub or professional courses and will be kept severely practical.

Since all new entries who have not already attained the standard of B.E.T. English and Arithmetic are given a period of schooling as part of their basic training in order to bring them up to that standard, the road to

At HMCS "Naden" Instructor Lieut.-Cdr. J. M. Clarke demonstrates the principle of generating electric current to a class undergoing a six-week basic educational course.



substantive advancement has been pretty well cleared of educational obstacles. It now remains for a man to master the amount of theoretical work necessary to understand the equipment he will be using in his particular branch and this he will get a chance to do during his professional courses.

What, then, is the future of the Intermediate and Higher Educational Tests? They are not by any means going to be scrapped, because they still have vital functions to perform. They will continue to provide a means whereby a man who has initiative, and is not afraid of using his head to work with in his off-duty hours, can climb the ladder of advancement more rapidly than his less energetic messmates and can get promotion to commissioned or warrant rank. C. W. candidates and candidates for promotion to warrant rank must still master a number of the Intermediate and Higher Tests; for those who want to obtain a commission through "Royal Roads" or a university, a Higher Educational Test Certificate is the primary goal.

And now, what about the men who have struggled hard during the past three years to pass educational examinations for advancement? Quite apart from the additional knowledge they have gained, their labour has not been in vain. Men who have gained credit for two subjects of C.I.E.T. and from there upwards to a C.H.E.T. certificate are now to be given points on the advancement rosters in proportion to their educational progress. That holds good for the future, too.

Finally, when the time comes for a man to swallow the anchor, if he should have to look for employment ashore to supplement his pension, he will find that the educational certificates which he earned in the service will be a help when his value is being weighed up by a prospective employer.

So, don't throw away your school books just yet, Able Seamen Strongback; they can do you a whole lot of good if you can screw up the courage to attack them.

MUSEUM DRAWING LARGE ATTENDANCE

The affairs of the Maritime Museum are progressing on a most satisfactory basis. Trophies, relics and exhibits continue to arrive, on loan or as direct gifts, at a gratifying rate.

Recent exhibits have been received from the following: Engineer Captain A. D. M. Curry, RCN (Retired); Mr. E. S. Mitchell, HMCS "Donnacona," HMCS "Queen," and Lieut. Cdr. McKay, RCN (R) (Retired).

Attendance has been beyond all expectations and shows no signs of diminishing. In December a total of 838 persons were admitted to the Museum and in January 721.

The following ships' badges are urgently required for the Museum, either on temporary loan (so that they may be copied), or on permanent loan:

"Niobe"
"Rainbow"
"Aurora"
"Patriot"
"Patrician"

Any reader prepared to make such a loan is asked to contact the Chairman of the Maritime Museum Committee, Commodore A. M. Hope, OBE, RCN, in HMCS "Stadacona", or consign direct to the Maritime Museum, HMC Dockyard, Halifax, N.S.

"SILENT NIGHT"

by J.A.B.

In the half light of the moon a guy's imagination sometimes will run riot. Tree stumps appear to be anything from ghostly avengers to wandering dinosaurs. If Old Man Moon has eyes, as all poets and lovers swear, he must have smiled as he gazed on me trudging along outside the sleeping dormitories of "Naden" during middle watch rounds.

I began to whistle one of my favourite tunes, "I'll Be Glad When You're Dead, You Rascal You," when with a startled gasp I choked on the third bar. A weird wail, which any banshee would have been proud to call her own, broke the still of the night.

I still believe to this day it was my gaiters alone that held me upright. Quickly I swung my torch in the direction of my "ghost." Whoever designed the pusser flashlight intended it to illuminate objects at an extreme range of approximately four feet. I could see nothing.

I'm not superstitious, except about black cats, broken mirrors, spilling salt and Friday the 13th, so I knew it wasn't anything supernatural. Just to play safe, however, I crossed my fingers, said a small verse which is

surefire to ward off evil spirits, then screamed, "Come out or I'll shoot!" With what I'll never know, because at the moment my armament consisted of one arm-band, one flashlight and a safety pin holding up my jeans.

In answer to my challenge came another heart-chilling screech, followed by a series of frightened yelps. Into the pallid beam of my "canned light" streaked a large black dog of questionable pedigree. Aboard his back was "Tabby", one of "Naden's" legion of cats. By the way she screeched and raked "Rover's" ribs with her spurs, it seemed she was annoyed. And by Rover's speed, I think he knew it. He went over that hill so fast Seabiscuit would have looked like a gluefoot.

I was leaning against the wall of "A" Block, giggling like Vera Vague, when into the light of my torch padded three kittens mewing for their mother—who I guessed must be "Tabby."

I snapped off my light and made a quick exit. I had no desire to run in the second race with "Tabby" up.

When I arrived back on the quarter-deck I was still laughing. I picked up the rounds book, signed it "correct" and sat down.

Nothing ever happens on night rounds.

The Bulletin Board

Re-organization of Naval Aviation Branches

Effective February 15, 1949, Naval Aviation ground crews are constituted as the Naval Airman Branch in the RCN and a Naval General Order giving the details of the plan is being published.

The Naval Airman Branch shall consist of the following main branches: *Air Fitter* — To perform similar duties to the present Air Mechanic (Engines) and certain engine electric duties.

Air Rigger — To perform similar duties to the present Air Mechanic (Airframes), the maintenance duties of the present Air Mechanic (Ordnance), and certain electrical duties relative to his trade.

Aircraft Controlman — To perform similar duties to the present Aircraft Handler with the added duties of Flying Control, general duties in an Air Station and specialist air and

general ship duties in the Air Party of an aircraft carrier.

Safety Equipment Mechanic — To perform similar duties to the present Safety Equipment Worker.

Air Artificer — To perform similar duties to the present Air Artificer (AE). In addition will possess Air Ordnance and a degree of Air Electrical capabilities.

Plane Captain — To perform supervisory duties in Maintenance and Servicing Units in daily minor and major inspections of Naval Aircraft, and operate Maintenance Control and Log Card Control Rooms.

Since the duties of the new Naval Airman branches differ from the existing air maintenance branches, conversion courses will be given in the School of Aircraft Maintenance before transfers can be effected. When men are transferred to the Naval Airman

Branch they shall retain their then existing substantive rating and seniority upon transfer to the new branch.

The following are the conversion courses which shall be required and the transfers which shall be effected:

Present Branch	Conversion Course	Branch to be Transferred to
Air Mechanics (Airframes)	Aircraft Ordnance Aircraft and Ordnance Electrics	Air Rigger
Air Mechanics (Engines)	Engine Electrics	Air Fitter
Air Mechanics (Electrics)	Aero Engines	Air Fitter
Air Mechanic (Ordnance)	Airframes Airframes and Ordnance Electrics	Air Rigger
Air Artificer (AE)	Aircraft Ordnance Airframe and Engine Electrics	Air Artificer

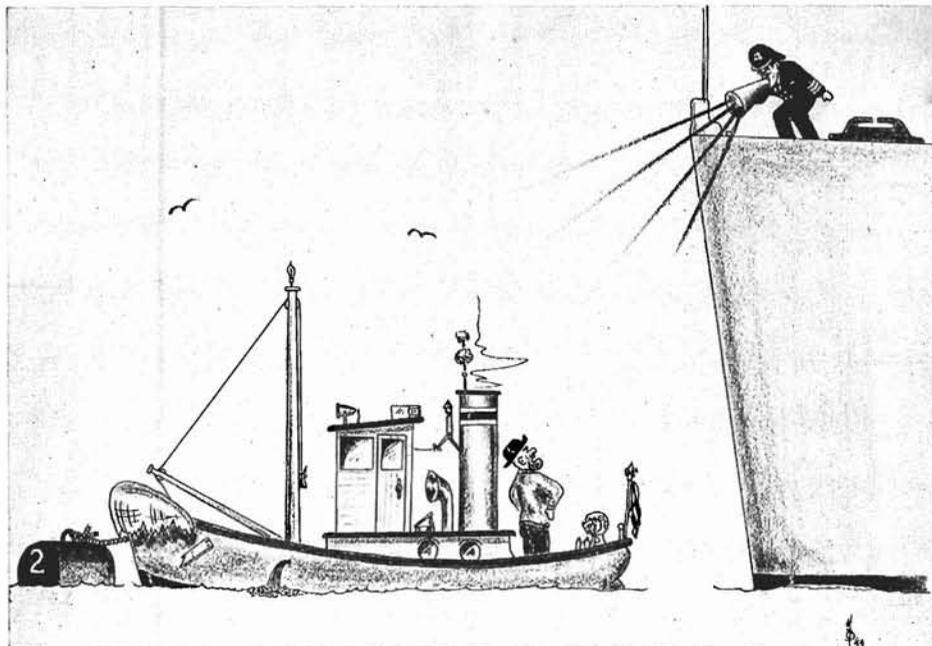
Men of the Seaman Branch holding the non-substantive rates of Aircraft Handler or Safety Equipment Worker shall be qualified professionally for transfer to, or shall require the additional professional knowledge before transfer to the Naval Airman Branch. Suitable courses will be arranged for those men who wish to transfer to the Aircraft Controlman Branch. In most cases these courses will qualify the men for a higher rating than now held in the Seaman Branch.

Men of the Air Radio Mechanic branch who are qualified in both Air Radar and Air Wireless and men of the Air Artificer (L) branch shall be transferred directly as follows:

Present Status	Transfer to	Substantive Rating and Seniority on Transfer
Air Radio Mechanic	Radio Technician (Air)	Existing
Air Artificer (L)	Electrical Technician (Air)	Existing

Naval General Orders — Annual Review

In accordance with the provisions of K.R.C.N., All Naval General Orders in force have been reviewed for



"Whaddaya mean 'scram'? First come, first served, I always says!"

the purpose of ascertaining which orders have served their purpose and are no longer required, and which orders are in need of amendments to bring them up to date with the changing conditions of the service, since the date of publication.

The annual review for 1948 of all current Naval General Orders has been completed and those that are no longer required have been cancelled.

The disposal list showing the result of the 1949 annual review is being published and the orders requiring amendment will be amended in the near future.

Photographic, Motion Picture and Projection Equipment

The care which must be taken in handling and accounting for photographic, motion picture and projection equipment is again emphasized. This equipment has been added to the list of valuable stores under K.R.C.N. 76.25(3) for which the Captain is to charge full replacement value in cases of loss or damage.

P. and R. T. Course

A four-week course in Physical and Recreational Training for officers and men of the RCN (R) is scheduled to get under way at the P. & R.T. School, HMCS "Stadacona," on May 30. Personnel interested in taking this course should contact their local divisions for particulars.

Skip Valentine's Day

There was no St. Valentine's Day this year for HMCS "Crescent." It came about this way:

The destroyer, on her way to the Far East, crossed the International Date Line on February 12. That meant the loss of a day, which in the ordinary course would have been Sunday, the 13th.

However, rather than strike Sunday from the calendar, "Crescent's" captain, Lieut.-Cdr. D. W. Groos, decided to drop Monday the 14th instead. Thus did the "Crescent" skip St. Valentine's Day, 1949.

ONE MAN'S STORY

by F.B.W.

The most exciting thing I ever did in the R.C.N. was scrub down a cabin. Offhand it doesn't sound like much of a recommendation for the Navy as a source of excitement. It might even be argued that anyone making such a statement should be ready not only for the beach but for some quiet institution where he could cut out paper dolls without embarrassing the neighbours. Just the same, the statement stands.

The cabin in question was in the R.C.N.'s first warship, the old cruiser, "Niobe". The time was early 1917. The scrubbing down was the first job I ever did as an OD.

I don't remember whether it was well done, but I remember it was done with a will. I remember, too, that the cabin was just at the waterline. I could hear the slap of Halifax harbour chop almost against my ear. Somewhere beyond the inboard bulkhead a dynamo was humming. A delicious warship smell filled the cabin — lube oil, cocoa matting, corticene, stores, cordite. And even though a web of lines held old "Niobe" to her permanent dockside berth, you could feel her rise and fall from time to time if your senses were as eager for it as mine were.

You don't talk about these things to your messmates, though — not after you've been around a while. They'd think you were wet. Later, as likely as not, you convince yourself that you *were*. After that it takes something pretty spectacular to make you admit that the Navy pays off in much more than financial security and a chance to see the world.

That was me. Sure, I'd shoot a line when some shore-berthed civvy was listening. The Navy was the life, believe me! But let some wet-behind-the-ears new entry get within range of me after I'd put in six salty months!

A couple of years later I was even slapping myself down automatically if I discovered anything to suggest that I was "happy in the Service."

Then came the payoff. I dipped my hook. No, I hadn't even been drunk

or inefficient. I'd just become plain bloody-minded. No one was going to put anything over on *me*.

I got a break, though. I was young enough to learn. I learned fastest from a PO — a queer duck who would suddenly turn face into the wind on a dusty forecastle and bellow, "Just taste that salt! Man, what a life, what a life!" Then he'd pound his chest like Tarzan defying the jungle.

I figured, at first, he was quite a kidder. After a while, though, I was sold. That he had been born on the coast and brought up in sail wasn't the answer. I knew plenty of Bluesnoses who beefed almost as loudly as I did. It was just that he'd never let anyone talk him out of his fun. Not even the fun of the tough spots.

Come to think of it, it was the tough spots that had appealed to me as a kid from the prairies. It wasn't every joe who could be a sailor. You had to have an extra something — something that kept you ticking afloat or ashore, on watch or below. Some guys were born with it, some weren't. But even if you had it, you had to make up your mind what you were going to do with it.

Well, if the juice has stopped coming through a lead, the only thing to do is trace it along until you find the break. With me, naturally, it was back at that place where some sea lawyer had convinced me that scrubbing down that cabin had been one of the joe jobs nobody but a jeep would have been tagged with — the day I'd decided that I'd been a sap to enjoy myself so much.

As I said before, I was still young enough to learn. Since then, whenever I've joined a new ship and heard the slap of the sea at the waterline and the groan of the Weir pumps, and smelled the old smells, that unreasonable thrill of the "Niobe" has come back and, whatever my job has been, it has somehow seemed the most important thing happening in the R.C.N. Wacky? — sure. But what the heck. A guy's entitled to enjoy himself.

Officers and Men



COMMODORE AGNEW BURIED AT SEA

Ensigns of all ships in Portsmouth harbour were at half mast on March 28 as the destroyer, HMS "Finisterre", put to sea carrying the body of Commodore Ronald I. Agnew, OBE, RCN, Senior Canadian Naval Liaison Officer, London, and commanding officer of HMCS "Niobe," who died on March 22. He had been ill since his return to the United Kingdom from the Senior Officer's Conference in Ottawa in early December.



CMDRE. AGNEW

Commodore Agnew was buried at sea off Portsmouth with full Naval Honours. Services were attended by Dana Wilgress, Canadian High Commissioner to the United Kingdom, and W. A. McAdam, agent general for British Columbia in the United Kingdom.

A graduate of the Royal Naval College of Canada, which he entered in 1911, Commodore Agnew served in ships of the Royal Navy and RCN throughout the First World War.

In the years between the wars he held a number of important posts, both at sea and ashore. Among these were appointments as assistant navigating officer of the Battle Cruiser Squadron, commanding officer of HMCS "Patrician" and "Vancouver", staff officer (operations) in HMS "Renown" and Senior Naval Officer, Esquimalt. In 1934 he became commanding officer of HMCS "Saguenay" and Commander "D", East Coast Division.

The following year he was Commander-in-charge, HMC Dockyard,

Halifax, and was appointed Honorary ADC to His Excellency, the Governor General. In 1938 he was appointed Commander-in-charge, Esquimalt.

He assumed command of the auxiliary cruiser HMCS "Prince Henry" in 1940 and while in this appointment received a Mention in Despatches for meritorious services.

In 1941 he was promoted to Captain's rank and in 1942 went to England as Captain Commanding Canadian Ships in the United Kingdom. He was appointed to command the escort carrier HMS "Atheling" in June, 1943, and continued in this post until July, 1945, when he returned to Canada, to become, later in the year, commanding officer of HMCS "Naden".

Commodore Agnew was appointed Naval Member of the Canadian Joint Staff in Washington in March, 1946. He went to London as Senior Canadian Naval Liaison Officer in November, 1947.

CEREMONIES MARK RETIREMENT

With fitting ceremony the ship's company of HMCS "Donnacona," the naval division at Montreal, said farewell on March 16 to the commanding officer, Captain R. B. Warwick, RCN (R).

Captain Warwick, who had been in command of the division for the past two years, said his retirement at this time was necessitated by the increasingly heavy commitments of his civilian business. He was succeeded by his former executive officer, A/Captain O. G. L. Holmes, RCN (R), who was promoted to that rank on assuming his new duties. The post of executive officer has been taken over by A/Commander Phillip Langlois, RCN (R).

INSTRUCTORS JOIN "CORNWALLIS" STAFF

With HMCS "Cornwallis", the new entry training base near Deep Brook, N.S., scheduled to open shortly, instructors and staff members have been arriving in considerable numbers during the past month.

Among the earlier arrivals were Chief Petty Officers H. Cartier and Alex P. Allen and Petty Officers D. Lawrence, Elmer Dodds, C. R. Martin and L. Aylward, all seamanship instructors.

On the engine room instructing staff are CPO R. H. Reid and PO H. Dick, while the regulating staff is represented by CPO Stanley P. Reid, Master-at-Arms, and PO's William A. Ramsdale and John Strickland.

CPO Orville Fox and PO G. H. Allen have taken over administrative writer duties. CPO D. H. MacDonald is on the victualling staff.

ELECT NEW OFFICERS

Petty Officer Arnold H. "Tex" Maynard was recently elected president of the Petty Officers' Mess at HMCS "Naden." He succeeds CPO Bert Dodd, who is now quartered in the Chief Petty Officers' Mess. PO Johnny Bing has taken over the post of vice-president vacated by CPO Ernie Woolley, another recent tenant or the Chiefs Mess. New secretary of the PO's Mess is PO Johnny Halfyard.

HOIST TD 3 BADGES

Among those who recently qualified as Torpedo Detectors, Third Class at the TAS School, in HMCS "Stadacona", Halifax, are Ldg. Sea. J. P. Forget and Able Seamen E. Robertson, R. Rhymes, D. Goodwin, T. Scratch, R. Aunger, L. Geoghegan, H. Lawrence, H. A. Fox and E. McTavish.

NEW APPOINTMENTS ARE ANNOUNCED

The following are among the more important changes in the appointments of officers of the executive branch announced recently:

Captain O. C. S. Robertson, GM, RD, RCN, to London, as Senior Canadian Naval Liaison Officer and Commanding Officer HMCS "Niobe."

Commander A. G. Boulton, DSC, RCN, to HMCS "Magnificent" as executive officer. From staff course in the United Kingdom.

Commander D. W. Piers, DSC, RCN, to staff course in the U.K. Formerly X.O. "Magnificent."

Commander R. A. Webber, DSC, RCN, to HMCS "Stadacona," for duty in HMC Dockyard as Commander of the Dockyard and King's Harbour Master. Formerly Chief of Staff to Flag Officer Pacific Coast.

Cdr. J. S. Davis, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Officer Personnel.

Commander A. F. Pickard, OBE, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Service Conditions and Welfare. Formerly commanding officer HMCS "Haida."

Lt.-Cdr. E. T. G. Madgwick, RCN, to HMCS "Haida," as commanding officer. Formerly Senior Canadian Naval Liaison Officer, London, and commanding officer of HMCS "Niobe" (temporary appointment).

Commander B. P. Young, MBE, RCN, to HMCS "Stadacona," as Officer-in-Charge, Sub Depot. Formerly commanding officer HMCS "Iroquois" and Senior Officer Ships in Reserve.

Lt.-Cdr. M. J. A. T. Jette, RCN, to "Iroquois" as commanding officer and SOSR. Formerly executive officer of HMCS "Nootka."

Lt.-Cdr. G. H. Davidson, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Naval Training. Formerly training officer, HMCS "Ontario."

Retirements

Chief Petty Officer John Hann

Rating: C1MR3
Age: 40
Address: 505 Agricola Street, Halifax.
Joined: April, 1928. As an Ordinary Seaman.
Served In: HMS "Victory," "Warspite," "Excellent;" HMCS "Champlain," "Saguenay," "Festubert," "Arras," "St. Laurent," "Lynx," "Cobalt," "Peregrine," "Avalon," "Cornwallis," "Scotian," "RCNAS, Dartmouth," and "Iroquois."
Awards: Long Service and Good Conduct Medal.
Retired: April 30, 1949.

Chief Petty Officer Donald F. Doyle

Rating: C2LR2
Age: 38
Address: 720 Robie Street, Halifax.
Joined: October, 1927. As a Boy Seaman.
Served In: HMS "Warspite," "Excellent" and "Victory;" HMCS "Champlain," "Stadacona," "Festubert," "Saguenay," "Prince David," "Cornwallis," "Skeena," "Niobe," "Peregrine," "Uganda," "Naden," and "Haida."
Awards: Long Service and Good Conduct Medal. Mentioned in Despatches, October, 1944.
Retired: April 10, 1949.

OFFICERS ELECTED BY B.C. N.O.A.C.

Rear Admiral V. G. Brodeur, CB, CBE, RCN (Ret'd), was elected president of the Naval Officers' Association of British Columbia at the annual meeting in Vancouver.

Other officers chosen at the same time were: K. C. McRae, vice-president; E.S. Blanchet, honorary secretary; S. H. Garrod, honorary treasurer; C. Burke, R.A.C. Douglas, G. L. Draeseke, J. G. Gould, G. T. Southam, C. H. Wills and J. A. R. Allan, executive committee.

COMPLETE COURSE

Four men recently completed a course in the duties of a TAS Lieutenant's Writer and have been qualified as such. They have taken up duties in the TAS School, at HMCS "Stadacona."

Graduates are Able Seamen R. V. Kierstead, R. J. Corbin, A. Hackett and S. R. Graham.



Sailors of the RCN's East and West Coast Squadrons get together with men of the Royal Navy's America and West Indies Squadron during the recent joint Spring exercises in the Caribbean. Shown above, from left to right, are Tel. Glen Stells, London, England; Ord. Sea. Louis LeBlanc, Saint John, N. B.; Sto. John McKibbin, Blackburn, Lancashire, England; Ldg. Tel. John Hindson, Ramsgate, Kent, England, and AB Bruce Dunlop, Saskatoon, Sask.

SAILOR TRAVELS ON TRACTOR TRAIN

Petty Officer G. E. "Jan" Salter, a photographer stationed at HMCS "Bytown", Ottawa, is rapidly becoming something of an authority on Canada's frozen Northlands.

Late in March he completed a 46-day, 1,000-mile trip through the Northwest Territories with a tractor train of the 23rd Transport Company, Royal Canadian Army Service Corps. Last summer he was with Task Force 80, which sailed north to re-supply Arctic weatherstations.

PO Salter's latest assignment took him to Churchill, Manitoba, by air, and from there by tractor train to the northern tip of Ennadai Lake, 480 miles northwest of Churchill in the Keewatin District. The expedition consisted of five diesel tractors, 11 sleds and three "wannegans," or bunk houses, equipped with runners. Three United States Army tractors also made the trip. The train carried 70 tons of freight.

The train was in daily radio communication with Churchill and an RCAF ski-equipped plane made contact with the expedition four times during the trip. At one point on the outward journey an Air Force bomber flew over the train and dropped spare parts for repairs to a tractor.

The expedition penetrated well beyond the timber area and it was on the barren, wind-swept plains of the Northwest Territories that the lowest temperature during the journey — 62 degrees below zero — was recorded.

PO Salter served in the Seaman Branch during the Second World War and advanced to the rate of chief petty officer, torpedo gunner's mate. He transferred to the Photographic Branch after the war.



PO SALTER

WEDDING BELLS

PO Paul Cooper, HMCS "Nootka," to Miss Evelyn Hatt, St. Andrews, N.S.

AB Ronald Kemp, HMCS "Swansea," to Miss M. Best.

AB Donald V. Blaind, HMCS "Stadacona," to Miss Reta Coleman, Belleville, Ont.

BIRTHS

To Lieut. and Mrs. F. L. P. Ross, HMCS "Swansea," a daughter.

To CPO and Mrs. Robert Semple, HMCS "Swansea," a daughter.

To PO and Mrs. W. D. Dixon, TAS Training Centre, HMCS "Naden," a daughter.

To AB and Mrs. Elmer Childerhorse, HMCS "Swansea," a son.

To AB and Mrs. Robert Coote, TAS Training Centre, HMCS "Naden," a daughter.

To Ord. Sea. and Mrs. Clarence Burgoyne HMCS "Nootka," a daughter.

TWO CPO'S PROMOTED TO A/GUNNER

Chief Petty Officers John C. H. Evans and L. J. Parry have been advanced to the rank of Acting-Gunner, RCN, following completion of qualifying courses in HMS "Excellent."

Born in Vancouver, Mr. Evans was living in Carbon, Alberta, when he joined the Navy in April 1938 as an ordinary seaman. He has served in a number of RN and RCN ships, including HMCS "Restigouche," "Margaree," "Ottawa," "Columbia," "Saguenay" and "Ontario."

He went to England in July, 1948, for his course.

Mr. Parry joined the RCN as a boy seaman in Halifax in November 1933. Ships in which he has served include the destroyers "Saguenay," "St. Laurent" and "Skeena," the auxiliary cruiser "Prince Henry" and the Tribal class destroyer "Haida."

12 NEW TD I'S

Twelve more men are proudly displaying TD 1 badges after graduating from the TAS School in HMCS "Stadacona," Halifax.

The recent graduates are Petty Officers Sidney R. Crossley, Edgar M. Carter, Allan W. Tassell, Frank E. Rushton, Charles L. Scott, David J.

GAINS WARRANT RANK FOR SECOND TIME

Twice Mr. William G. S. George, Acting Warrant Writer Officer, RCN, has joined the Navy at the bottom of the ladder and twice he has advanced through the ranks to the status of warrant officer.

His original enlistment date was October 20, 1930, when he joined the Royal Canadian Naval Volunteer Reserve at Calgary as a writer. He was a petty officer writer when war broke out and in July 1940 was advanced to chief petty officer. Less than two years later, in February 1942, he was promoted to acting warrant writer, RCNVR.



MR. GEORGE

During the war he served on the staff of the Commanding Officer Pacific Coast; at Naval Headquarters, Ottawa; at HMCS "Cornwallis" and overseas in HMCS "Niobe," the RCN's depot ship in the United Kingdom.

Demobilized from the Reserve in December, 1946, he immediately joined the permanent force as a writer, being advanced to the rating of leading writer the following day. He served for a short time in HMCS "Uganda," then went ashore for duty in HMCS "Naden," at Esquimalt. In May 1948 he was rated petty officer and was advanced to chief petty officer in July of the same year, while serving in HMCS "Magnificent."

In March 1949 he was promoted to the rank of acting warrant writer officer and appointed to Naval Headquarters for duty with the Naval Secretary.

Thompson, Dennis H. Mann, Charles E. G. Noble, Harry H. S. Carson, Gordon A. White and Leonard F. Lambert, and Leading Seaman Morley J. Middleton.

The Man of the Month

("The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however will be missed. — Editor.)

Nineteen years ago Walter A. "Barney" Barnard finished New Entry training in HMCS "Naden," at Esquimalt, and went to sea in his first naval ship.

A few weeks ago he went ashore from his last. Now on pension leave, Petty Officer Barnard will retire from the Service at the end of August.

Barnard, a Petty Officer Stoker, was chosen "Man of the Month" by the crew of HMCS "Rockcliffe," an Algerine minesweeper serving as depot ship for the West Coast Reserve Fleet, as a salute to their shipmate on the eve of his retirement. It seems fitting PO Barnard's last ship should be a sweeper. His first was a minesweeper, the coal-burning "Armentieres;" his longest sea draft was in the "Canso," a Bangor Class minesweeper, and his preference since he joined the Navy has been for sweepers.

Born in Leicestershire, England, Barnard's first taste of service life was with the Royal Canadian Horse Artillery in Winnipeg, which he joined in May, 1925. His next three years were spent as one of the three drivers of a gun carriage drawn by six horses.

"Everybody signed on as gunners," smiled five-foot four-and-a-half "Barney," "but only the big guys ever got to handle guns. The small fellows were joed for the horses. I got the horses."

After three years in the Army — they mechanized shortly after he left — Barnard went back to civvy street. For two years he worked in the C.N.R.'s Transcona Shops in Winnipeg, but he still had a bad case of

itchy feet. He boarded a train for the coast and on June 5, 1930, showed up at "Naden" to sign on the dotted line for a seven-year hitch.

His first ship, the "Armentieres," was followed by the destroyer, HMCS "Vancouver." Before his hitch was up



PO WALTER A. BARNARD

he had served in two more destroyers, HMCS "Skeena" and "Fraser."

Barney still wasn't sure that the Navy was what he wanted. He returned to civvy street for another two years. That was long enough. On August 29, 1939, he was back in "Naden," and on February 19, 1940, was again shovelling coal in the "Armentieres."

That didn't last long, however. Ten days later he was back in "Naden," waiting for the "Clayoquot," another 'sweeper. His next sea draft was the "Canso." For 16 months she operated on the West Coast, then in mid-1943 sailed around to Halifax.

In June 1944 she showed up in Plymouth, England, but PO Barnard was destined to miss the most exciting period of her career — sweeping invasion channels to Normandy. He was taken ashore with spinal meningitis and spent the next three months in Stonehouse hospital.

His next sea draft was to HMCS "Uganda", in June of the following year. He was with her for 16 months, then went to HMCS "Antigonish." After seven months in the frigate he joined his last ship — the "Rockcliffe."

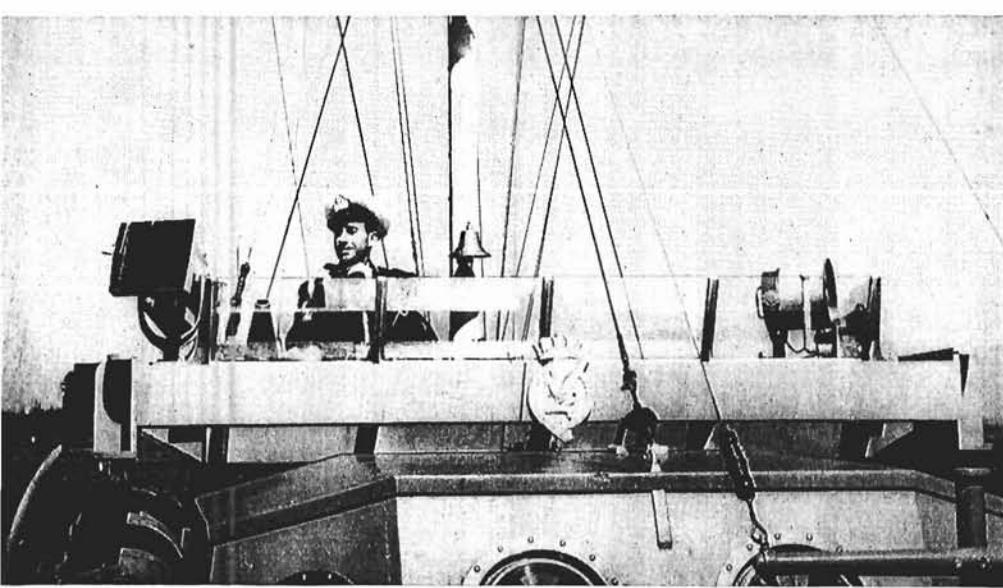
So ended 17 years' service with the RCN. Nothing spectacular happened to "Barney," as he himself readily admits. But during those 17 years he made himself a host of friends. Quiet, unassuming, "Barney" Barnard was well-liked wherever he served.

Married to a girl from Nanaimo, B.C., in 1933, he now has four children and lives at 737 Kings Road, Victoria. As for future plans, he hasn't decided yet.

Air Courses for Reserves

Air officers of the RCN (Reserve) will get an opportunity to get back into flying harness this summer. Refresher flying courses, designed to prepare RCN(R) pilots and observers for duty in first-line operational aircraft, will be held at the Operational Flying Training School, HMCS "Shearwater," commencing this month.

Air officers of both the active and retired lists of the RCN(R) are eligible for the two-week and four-week courses which will carry through to October. In the two-week course, 10 days will be spent in Harvard aircraft and the remaining four days in dual-controlled Firefly trainers. The reserve airmen will also receive ground training and lectures in various phases of operational procedure. An expanded curriculum has been planned for the one-month course and will include night flying.



The bridge party of HMC "ML 124" — her captain, Mr. H. J. A. Andrews, Bos'n, RCN.

Biggest Little Ship

by L.W.T.

Crewmen Are Department Heads
On Board "ML 124"

LET go aft". "Starboard 20". "Slow ahead port engine". The trim grey vessel nudges her bow against the jetty and slowly her stern swings away from the shore.

"Let go fora'd". "Midships". "Slow astern both engines". The ship is under way, ready to turn and proceed to sea.

On the bridge the captain passes his orders quietly down the voicepipe to the wheelhouse. Strangely enough, he is all alone. In the wheelhouse is the cox'n, taking the captain's orders, transmitting them to the wheel or the engine room telegraphs — and, also, quite alone. On the upper deck a sprinkling of hands tend to the ropes and fenders, looking to the bridge for their orders, acting on their own initiative, or on the orders of the "buffer". Similarly the engine room staff look to their CPO Mechanic.

You have just been taken aboard HMC "ML 124," where the Commanding Officer is Mr. H. J. A. Andrews, Bos'n, RCN, the "First Lieutenant" is the cox'n, Petty Officer Kenneth Nordlinger, of Manson, Manitoba, the "Engineer Officer" is CPO Charles Keen of Calgary and Victoria, and the "Supply Officer" is Able Seaman Bill Hughes of Victoria, holding the rating of cook.

"ML 124" is the smallest operational unit of the Pacific Coast fleet. Despite her size, however, she has been called on to do an astonishing variety of work — and with signal success. The only officer in the ship, Mr. Andrews has delegated to various members of the crew responsibilities that in larger craft would fall upon officers. This, naturally enough, tends to develop the esprit-de-corps of the ship's company and it would be hard to find a happier vessel on either coast.

"ML 124" is a class "B" Fairmile type motor launch of 97 tons, built in Vancouver in 1944. She is 112 feet long with a beam of 19 feet. Two Sterling Admiral aircraft type engines turn out 1800 horsepower, giving her a speed of about 23 knots. Her present armament of one Oerlikon, two Bren guns, rifles and revolvers is sufficient for training purposes.

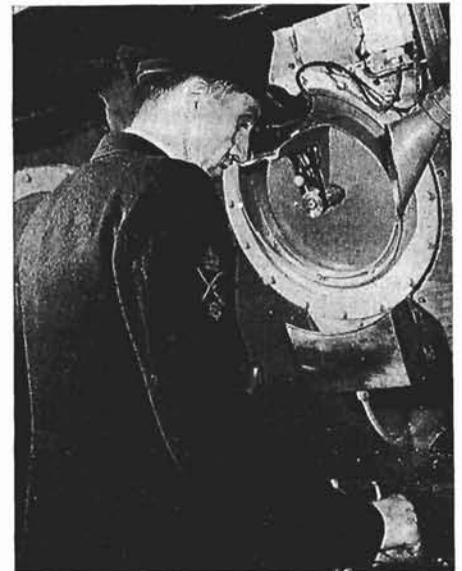
"In a ship of this size", says Mr. Andrews, "where everyone has a great deal of responsibility, each man must be a specialist in his branch as well as a Jack-of-all-Trades. Most of the men are heads of departments. A case in point is our 'Communication Officer', Petty Officer Arthur Krause of Red Deer, Alberta. In addition to his normal duties he is the mailman and

also looks after all the ship's books.

"Then there is the cook. Able Seaman Hughes is an excellent cook, but, in case he ever falls ill, I have had him teach everyone in the ship to take over in case of necessity — and let me tell you, there are some first-class culinary artists aboard".

The Chief Bos'n's Mate, or "Buffer", Petty Officer Albert Simons, formerly of Southampton, England, spent over 12 years with the Royal Navy and became a petty officer. He came to Canada in 1948 and promptly joined the RCN as an able seaman. While with the RN he served in HMS "Exeter" during the Battle of the River Plate, HMS "Kenya", HMS "Avondale" (a Hunt class destroyer torpedoed off North Africa), HMS "Chance", a minesweeper, and, finally, another minesweeper, HMS "Lysander". In 1937, while Simons was a young seaman serving in the "Exeter," the ship visited Victoria and here he met THE girl. Many years later he was to see her again, this time at HMCS "Niobe", in Scotland, where she was in the WRCNS. They are now married and make their home in Victoria.

The engine room staff consists of CPO Keen and three petty officers,



PO Kenneth Nordlinger takes the wheel of HMC "ML 124" as the ship proceeds to sea. A veteran of 11 years in the RCN, PO Nordlinger is the coxswain of "ML 124" and his duties include regulating and discipline as well as numerous other tasks.

Frank Pellow of Nanaimo, Dick Caddell of Vancouver, and Fred Watson of Victoria. Their duties include almost everything from maintaining the two thundering engines to being shipwrights, electricians and general all-round handymen.

The men's favorite recreations are basketball, softball, fishing, hunting and leatherwork. During extended trips at sea they hold bridge and cribbage tournaments. This summer they hope to build a surf-board to tow

past year. "The worst punishment I can confront a man with is to threaten him with a draft".

Last year "ML 124" patrolled the course of the International Yacht Races along with a United States Coast Guard craft and HMCS "Crescent". She also assisted in the search for a lost TCA plane. On board on this occasion were Cdr. R. A. Webber, Chief of Staff to the Flag Officer Pacific Coast, and newspaper and

SCIENTISTS SEEKING SILENT ENGINES

"Perfection of new anti-submarine warfare techniques heads the (U.S.) Navy's list of priority projects, but the Department is also devoting considerable time and effort to improving the striking power of its own undersea fleet.

"The latest development in these directions was the recent establishment of an acoustical laboratory at Annapolis, Maryland.

"According to Captain Wilson D. Leggett, officer-in-charge of the laboratory, technicians hope to make ship engines so quiet that they cannot be detected from nature's underwater sounds.

"It is realized that an absolutely silent engine probably cannot be built, but, as Captain Leggett explained: 'You can't hear a baby crying in a boiler factory.'

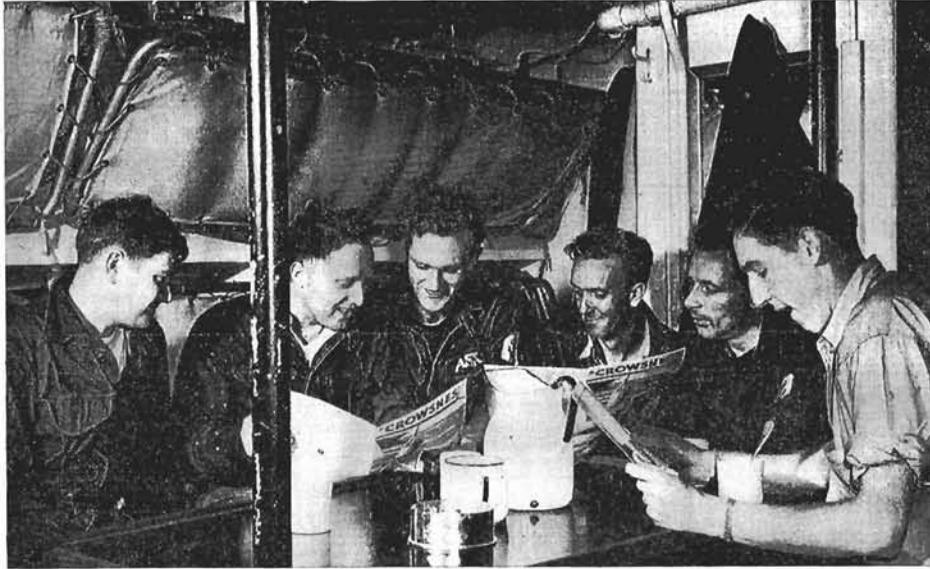
"Preliminary steps in the development of quiet engines require the measurement of noises made by different types of engines in terms of decibels. These are recorded by delicate measuring instruments attached to microphones placed in sound-proof compartments where engines are hoisted and turned over.

"When these decibels have been determined, the Navy hopes to be able to recommend means of reducing underwater racket. At the same time, it is hoped to improve conditions inside submarines, where crewmen often become 'jumpy' under the constant pounding of heavy motors.

"A Navy spokesman declined to measure the noise inside a submarine in terms of decibels, but said it is much louder than one decibel, which he defined as 'the sound made by a baby mouse stomping on a damp blotter'.

"A quiet home rates about 35 to 40 decibels, and a boilerroom about 100. One hundred and fifty decibels can cause the nerves to crack."

— "ARMED FORCE."



Crew members of HMC "ML 124" take time out for a "stand easy" and a look at the "Crownsnest." From left to right are AB Bill Hughes, Ldg. Sea. Victor Bielby, PO Arthur Krause, PO Dick Caddell, PO Albert Simons and AB Gordon Lonvick.

behind a motorboat and compete in races with other followers of that sport.

Mr. Andrews assumed command of "M L 124" in May, 1948. Formerly of Portsmouth, England, he spent 13 years with the Royal Navy, rose up through the ranks and transferred to the Royal Canadian Navy as a Bos'n in 1945. He now makes his home in Victoria. Among the RN ships in which he served were HMS "Greyhound", which was badly damaged at Dunkirk and later sunk during the Crete evacuation, the cruiser "Emerald" in the Far East, and the destroyer "Jarvis" in the Mediterranean.

Paying tribute to a fine crew, Mr. Andrews is very happy to state that he has not had one defaulter in the

radio men. The CBC and radio station CJVI made on-the-spot broadcasts.

During fleet exercises in Nootka Sound, "ML 124" represented an enemy MTB and HMCS "Antigonish" an enemy raider. They landed spotters who "captured" Estevan lighthouse and kept their ships posted on the operations of the "protecting" fleet, which consisted of HMCS "Crescent", "Athabaskan" and "Cayuga". The skill with which the "raiders" deployed enabled them to dispose of the "protecting fleet".

The remainder of the ship's company includes Able Seaman Gordon Lonvik of Calgary, and Leading Seaman Victor Bielby of Victoria.



ATLANTIC COAST

HMCS "Nootka"

Two men from HMCS "Nootka" received an unexpected ducking on March 10 when they went overboard during the lowering of the destroyer's seaboard in a heavy swell. The men, Ordinary Seamen J. R. Cowie and J. Mills, both were wearing RCN life jackets and so were in no immediate danger. However, the sharp eyes of CPO A. P. Howard, in HMCS "Magnificent," spotted the men and enabled the carrier to effect a speedy rescue. "Nootka" repaid the debt a couple of days later when the destroyer plucked two of "Magnificent's" pilots from the sea after their aircraft had stalled on approaching the carrier for a landing. The "fly-boys" were Lieutenants (P) George W. Blatchly and Joseph J. MacBrien.

The crew of "Nootka" claims that almost any man in the ship can now describe in detail all the tactical manoeuvres employed by the Allied High Command in every major encounter of the Second World War, from Dieppe

to Iwo Jima. This newly-acquired knowledge can be attributed to the generosity of the Canadian Army Film unit, which loaned the destroyer a number of its training films for the cruise.

HMCS "Stadacona"

New Entries training at HMCS "Stadacona" are finding out that "learning the ropes" in the RCN consists of more interesting and diversified activities than just "knots and splices" and long hours on the parade square.

After completing a week's joining routine, which includes clothing issue, medical and dental inspection, interviews with chaplains, pay advances and lectures on various phases of service life, the men are divided into divisions, each with an appropriate name and distinguishing coloured divisional patch, and start 12 weeks of basic training.

The instructional day is made up of five one-hour periods, and the following subjects are taken by men in all branches: Seamanship, 113 periods;

parade training, 38 periods; visits to training schools, 37 periods; divisional officer's lecture, 24 periods; physical training, 24 periods; boxing, 12 periods; swimming, 12 periods; hockey, nine periods; general interest movies, eight periods, and talks by the chaplains, seven periods.

Men whose educational standing is not up to the standard of the Basic Educational Test in arithmetic and English are given a further six weeks' integrated school course.

The men have their own block and a canteen is provided in the building for their exclusive use.

The new entry training staff in "Stadacona" consists of the officer-in-charge, six divisional officers, six divisional petty officers, one regulating petty officer, two gunnery instructors and three physical training instructors who are made available from the P. and R.T. School when required.

PACIFIC COAST

HMCS "Crescent"

On the morning of Saturday, February 26, HMCS "Crescent" arrived at Shanghai from Guam and secured between two buoys just off the Bund, the city's famous main street. Here the ship was overwhelmed by hospitality and invitations from Canadian residents of Shanghai. Although the stay was pleasant, few cared to venture ashore alone in this city of ragged millions.

Many impressions was gathered and many others changed while the ship was at Shanghai. Everyone was fascinated and more than slightly appalled by the struggle for bare, day to day existence going on before their eyes.



Clad in carnival rig, "Magnificent's" band stands ready to strike up the musical opening for the Fair held on the flight deck during the spring cruise. Able Seaman "Yo Yo" Yocich, Toronto, strumming on his broom, provides some professional clowning for the occasion.

During the two-day stop-over at Guam, the destroyer men were extended every courtesy of the United States naval base there, and every use was made of the officer's and enlisted men's clubs.

(For further news of "Crescent" see The Navy Plays).

HMCS "Antigonish"

On March 14 HMCS "Antigonish" made her first peacetime passage through the Panama Canal. To the men who had not made the trip before it was quite an experience.

At Colon, where the Canadian East and West Coast Squadrons met, members of the crew had an opportunity to meet friends in other ships. Radio Electricians in the Task Force held a reunion that, from all reports, was a real success. PO's Gordon Hay and John Hopps ably represented the "Swish."

While at Acapulco, Mexico, on the trip down, a regatta was held between the three West Coast ships. "Antigonish" ended up in a tie for first place with "Ontario." In preparation for the regatta the ship's company of "Antigonish" voluntarily went to P.T. in the "dogs," under the supervision of CPO John Rimmer and AB Gordon Grayston. That fighting spirit!

HMC "M.L. 124"

Seven cadets from the Canadian Services College, "Royal Roads", recently sailed in "M.L. 124" on a seamanship training cruise. Directing the cadets' instruction were Lieutenant T. W. Wall and Lieutenant (S) J. B. Tucker, both from "Royal Roads".

The highlight of the trip was the visit to Ganges, Salt Spring Island. Here, at an Old Time Dance sponsored by the Salt Spring Island Temperance Association, Able Seaman Gordon Lonvik, of Calgary, did the "Snowshoe Shuffle", to the delight of all present.

The following evening was spent at Nanaimo and the ship returned to base after a short stop at Cowichan Bay.

TAS Training Centre

During the recent visit to Esquimalt of the U.S Navy submarine USS "Caiman," all TAS classes were taken on a conducted tour of the vessel through the courtesy of the Commanding Officer, Commander R. B. Byrnes, USN.

Preparations are under way for the forthcoming reserve training programme, and the entire staff is making every effort to ensure that it will be an even greater success than in previous years.

Despite difference of opinion as to the colours, the Centre now looks spic and span in a new coat of paint.

course are being trained in the use of hand tools and simple machinery. It is said that those starting this course can be identified by the bandages and scars on fingers and thumbs (their basic equipment consists of a chisel and a large hammer).

NAVAL DIVISIONS

HMCS "Malahat"

(Victoria)

Monday, March 21, was the day when the personnel of HMCS "Malahat" realized a long-cherished ambition. On that day, for the first time,



Whether it's for blood donations or cash contributions, whenever the Red Cross makes an appeal the response from men of the Royal Canadian Navy is always gratifying. In the above photograph two men from HMCS "Naden" are shown making their contributions to volunteer workers of the Red Cross during the organization's recent drive for funds. From left to right, those in the photo are Mrs. V. A. Thistle, Mrs. D. Gilroy, Miss Betty Jolleys and Petty Officers P. Moskven and R. Graham.

Mechanical Training Establishment

Ninety stokers are at present taking the new entry stokers' training course, the object of which is to familiarize them with naval engineering terms and organization, and the layout and functions of the various types of machinery in a naval vessel.

Preparations are under way for the training of Reserve officers, cadets and men who will be arriving shortly in "Naden" for summer training.

Men in the armourers' conversion

they boarded a sea-going ship of their own.

She was HMCS "Sault Ste. Marie", the first Algerine class minesweeper to be built for the Royal Canadian Navy and for the past three years a mothball-wrapped unit of the West Coast Reserve Fleet.

Present plans are to take the ship out every week-end throughout the summer training season. "Malahat" has been allocated responsibility for training in seaward defence and mine-

sweeping under the specialized training plan for naval divisions and the acquisition of the ship will enable the ship's company of the division to put its theory into practice.

HMCS "Star" (Hamilton)

HMCS "Star" was recently the scene of a series of important events. The first of these was the inspection of the barracks by Defence Minister Brooke Claxton. A few days later His Honour Ray Lawson, Lieutenant-Governor of Ontario, came aboard to present scrolls to Hamilton Chapters of the I.O.D.E. on behalf of the Naval Service. The scrolls expressed the Navy's appreciation for the valuable work done by the Chapters during the war.

The same evening, the Chief and Petty Officers played hosts to the senior NCO's of the other two services in the Hamilton area at the first joint services dance held in this city.

On Saturday, March 26, the Sea Cadets held their Golden Gloves boxing tournament at "Star," which was attended by Cadets from all over Southwestern Ontario.

The Wardroom Officers' annual ball was scheduled to take place on

April 22.

Salty language and even saltier stores were the order of the day in the establishment as Reservists who sailed to the United Kingdom in "Magnificent" and others who took part in the spring cruise returned to "Star" to describe their adventures to their comrades. — C.S.J.L.

HMCS "Scotian" (Halifax)

More than 125 members of Maritime University Naval Training Divisions, attached to HMCS "Scotian", spent the week-end of March 12 taking an intensive three-day course at HMCS "Stadacona".

The U.N.T.D.'s — from Mount Allison University, St. Francis Xavier University, Acadia University, St. Mary's College, Dalhousie University and the Nova Scotia Technical College — were accommodated on board HMCS "Scotian" during the training period.

On March 9, officers of the Division attended a special lecture given by Surg. Lt.-Cdr. C. M. Harlow, RCN (R), on "Some Phases of Atomic Warfare". Dr. Harlow recently returned from a course at the United States



UNTD's from Maritime Universities attended a three-day week-end course conducted in Halifax by their parent division, HMCS "Scotian," with the co-operation of HMCS "Stadacona". Shown in a classroom at HMC Communication School are students from Acadia, Dalhousie, Mount Allison and Saint Francis Xavier Universities.

Navy Medical Centre at Bethesda, Md.

Ten officers are presently engaged in a year-long specialized course in seaward defence. The course is being given at HMCS "Stadacona," where the officers spend two hours each Thursday night.

HMCS "Hunter" (Windsor)

Completion of low power installation at HMCS "Hunter" has permitted the expansion of gunnery training. Gear is now installed for the power operation of the twin Oerlikon and twin Boffin mountings in the gun battery.

Officers are carrying out plotting exercises under the guidance of Commander W. A. Wilkinson, the commanding officer.

Cadets of "Hunter's" UNTD now have a gunroom. Situated on the top deck next to the wardroom, it has been completely redecorated and furnished.

During the month rifle and revolver shooting and basketball continued to be popular on sports nights. — R.M.P.



"Are you sure that's a naval message, Johnson?"



What the "well dressed" lady-about-town will be wearing this spring is modelled by Lieut. (S) A. C. Theobalds, RCN(R), of HMCS "Griffon," Port Arthur, during a "fashion show" staged by the officers of the Division. Master of Ceremonies, Lieut. J. G. Mills, RCN (R), seems to find something amusing in the proceedings.

HMCS "Griffon"

(Port Arthur)

Lieut. T. C. Luck and his boats' crews have mapped out a full programme aimed at increasing proficiency in pilotage, chart reading and compass and helm for all personnel of the Division. This training in "Griffon's" smaller craft is expected to fit in nicely with that which men from the division will obtain in the "Portage."

It is hoped that, in addition to local trainees, about 150 men from HMCS "Chippawa", at Winnipeg, will come to Port Arthur for training in the "Portage". Arrangements also are underway for the local Division to play host to ships of the United States Naval Reserve, and it is anticipated that return visits will be made to the Duluth, Minnesota, Division of the USNR.

HMCS "Discovery"

(Vancouver)

About 200 young men visited HMCS "Discovery" during the "open house" held on March 3 to mark the opening of a recruiting drive covering the lower B.C. mainland.

The visitors were gathered into small groups as they came aboard and

were conducted on tours of the establishment. Emphasis during the tours was placed on the training equipment available at "Discovery" and the sports activities carried on. During the evening basketball, volleyball, boxing and other sports were demonstrated.

At the close of the programme the men were entertained in the newly-decorated seamen's lounge, where Commander W. R. Stacey, DSC, RCN (R), commanding officer of "Discovery", gave a short, informal talk on life in the Naval Reserve.

The recruiting drive was supervised by Lieut. John Gourlay, assisted by Sub-Lieut. John Nicholls. As a follow-up to the "open house" a recruiting booth was opened in New Westminster.

HMCS "Chippawa"

(Winnipeg)

A two-day conference of commanding officers and training staffs of mid-western Naval Divisions was held at HMCS "Chippawa," Winnipeg, on March 26 and 27. Commander O. K. McClocklin, RCN (R), commanding officer of HMCS "Unicorn," Saskatoon, was chairman.

Delegates included Cdr. L. D. G. Main, CO of "Chippawa;" Cdr. W. W. Spicer, CO of "Queen," Regina; Cdr. C. W. King, CO of

"Griffon," Port Arthur, and the staff, training, supply and recruiting officers of the divisions.

Also present at the discussions were Lieut.-Cdr. H. H. MacDonald, representing the Reserve Training Commander, West Coast, and Lieut.-Cdr. C. A. Gilbert, Recruiting Officer, from Naval Headquarters.

HMCS "Nonsuch"

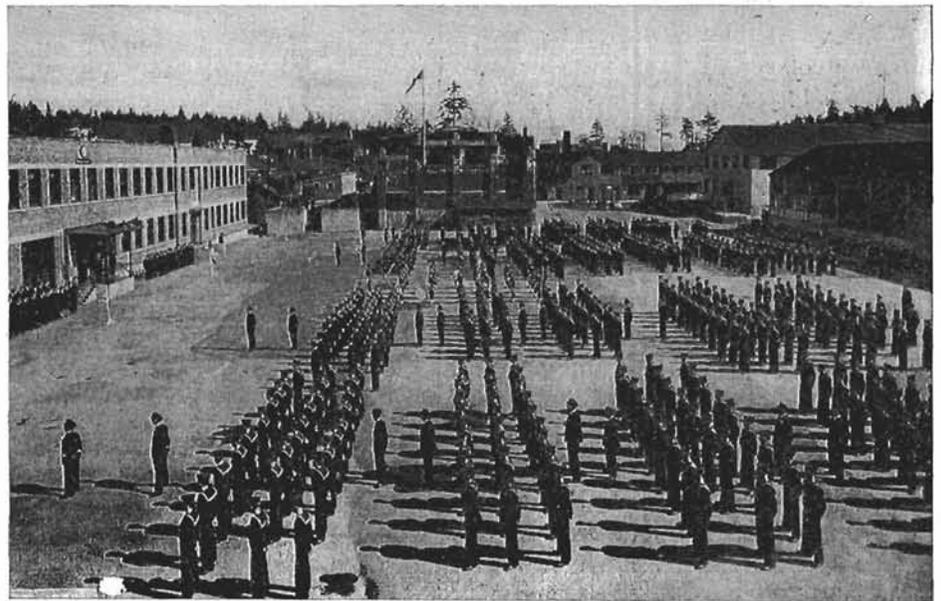
(Edmonton)

Along with the regular training, HMCS "Nonsuch" has been carrying on activities that have brought it to the fore in the public eye. On Sunday evening, March 6, the division's band played before an enthusiastic crowd of more than 900 persons.

The band, conducted by Lieut. (SB) Douglas Jones, RCN (R), and Ldg. Sea. George Marks, assistant bandmaster, performed in capable fashion. The mixed programme included popular marches, overtures and selections styled along modern dance lines. AB Bert Ward, trumpeter, and Ldg. Sea. Marks on the clarinet, were featured soloists.

Adding some professional colour were three local guest artists, Bernice McBeth, soprano, Roy Miller, baritone, and Frances Kitchen, pianist.

Lieut. R. H. Leir, staff officer, introduced the band and Chaplain



The Ship's company of HMCS "Naden," fallen in at divisions on the occasion of the visit of Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

Father G. L. Green was the Master of Ceremonies.

At a reception February 13, eight Edmonton and district I.O.D.E. chapters were presented with scrolls in appreciation of their work of sending parcels to ships they had adopted during the war.

On behalf of the Royal Canadian Navy, His Honour J. C. Bowen, Lieutenant Governor of Alberta, presented the scrolls to representatives of the chapters.

After an absence of two weeks, CPO James Mundie has returned to duty following his discharge from hospital.

HMCS "Chatham"

(Prince Rupert)

Twenty-eight former naval officers now residing in the Prince Rupert area took advantage of a special invitation to visit HMCS "Chatham" wardroom on the final drill night for February. The visitors were welcomed by Lt.-Cdr. John D. McRae, RCN (R), commanding officer of the Division. Among those who attended were Commander P. M. Ray, RCN (R) (Ret'd), and Lt.-Cdr. J. F. Eifert, RN (Ret'd).

Among "Chatham's" officers are three who have forsaken the other two services for the Navy. Lieutenants (P) R. J. C. McClymont and T. E. Scheer are former RCAF flyers and Sub-Lieut. (S) John Good is a former Infantry officer. Lt. Scheer is a commercial flyer in the Prince Rupert area.

HMCS "Catarqui"

(Kingston)

The ship's company of HMCS "Catarqui" and its sub-units at Brockville, Belleville, Deseronto, Napanee, Gananoque and Picton, have been busily engaged in getting their "fresh water" fleet in top condition for the summer training and recreational programme.

The fleet consists of a Fairmile motor launch, six harbour craft and numerous small boats. Each of the units will have its own boats, and a pleasant and instructive summer is anticipated.

Royal Military College

The heading "Royal Military College" amongst the activities of HMC Ships and Establishments may appear to be an intrusion from another service. This, however, is not the case, for R.M.C. is, of course, now a Canadian Services College and is responsible for the education of future naval and air force officers, as well as budding army leaders. And historically this College is on the site of one of the oldest naval bases in Canada — Fort Frederick peninsula, with Kingston harbour on one side and the waters of Navy Bay on the other. HMS "Stone Frigate", a former naval store, is still in use as one of the College buildings, while the Commandant's House was once a naval hospital.

Despite these and other ancient associations — adjoining the frontier fortress of Count Frontenac (A.D. 1673), a British naval base in the War of 1812, and seventy-five years of splendid service as any army cadet college — R.M.C. in its present guise is somewhat of a newcomer to our National Defence organization.

It was only last September that the College re-opened as a tri-service cadet college. Like its counterpart,

"Royal Roads," it gives young men a university course, plus a study of "common user" subjects and with a good deal of leadership and disciplinary training thrown in. The present first year class contains 14 prospective naval officers and, when another class joins next year, this number will probably be doubled. It is also hoped to increase the naval representation on the staff from one officer and one chief petty officer to two officers and five men.

One of the problems in running a tri-service establishment is to obtain a fair balance of the customs and nomenclature of all three services. Living examples of inter-service integration are to be seen in the cadet "squadron runners" who, though dressed in a predominantly army uniform, also wear boatswain's calls with which to pipe their orders.

Of recent interest was the first Annual Tournament which took place here February 25 and 26 between "Royal Roads" and R.M.C. Events included drill, P.T., gymnastics, shooting, volleyball and basketball. R.M.C. emerged as the winner of some exceedingly close contests. Next year, when the tournament will be held at "Royal Roads," it is hoped to have, in addition, a boxing meet.

TASK GROUP EARNS BOUQUETS

The three ships comprising the Task Group 215.9 won for themselves some bouquets while on their way from Esquimalt to the Caribbean for spring exercises.

In a letter to the Canadian Secretary of State for External Affairs, the British Consul in Panama, J. D. Greenway, stated that the visit to the Canal Zone in March of HMC Ships "Ontario," "Athabaskan" and "Antigonish" was a "conspicuous success."

"The officers and ships' companies of HMCS Ontario, Athabaskan and Antigonish won golden opinions for their smart appearance and their behaviour which was worthy of the highest traditions of the Royal Canadian Navy," Mr. Greenway said.

It was the second time during the cruise that the crews of the three ships had been complimented by officials of visited countries.

At the conclusion of an eight-day visit to San Diego, the following signal was received by Captain J. C. Hibbard, commander of the Task Group, from the Commandant of the Eleventh Naval District:

"The Commandant congratulates you on the excellent appearance of the vessels under your command and for the outstanding conduct of your personnel while ashore. He wishes you a pleasant voyage and appreciates your participation in the Washington Birthday ceremonies."

(In honour of George Washington's Birthday, February 22, the three Canadian ships dressed overall and "Ontario" fired the National Salute as the Group left the harbour.)

Looking A-stern



Lest We Forget

May 1944 . . .

Slowly and relentlessly the tide of allied power had been sweeping the North Atlantic convoy routes of the U-boat packs. During the early months of 1944 there had been a steady decline in merchant-ship sinkings. RCN escort groups had accounted for five confirmed U-boat "kills" from January to May.

The last of these actions, in which HMCS "Swansea" had taken a group of German prisoners, served to bolster the theory that the U-boat fleet was on the decline. The captured submariners were not the physical equals of men who had operated in the earlier and palmier days. Some had physical defects which would have normally rendered them unfit for submarine duty.

But the German undersea navy was still a force to be reckoned with, as was re-emphasized on May 7 when the frigate "Valleyfield" was torpedoed and sunk near Cape Race.

In company with two other frigates and two corvettes, "Valleyfield" was returning from a mid-ocean convoy run. The ships were in line abreast bound for St. John's, Newfoundland, when instruments detected a U-boat in the vicinity. Almost simultaneously with the action stations alarm came a terrific explosion as a torpedo struck "Valleyfield" amidships. The frigate broke in two, the bow sinking in three minutes and the stern in five minutes. The corvette "Giffard" picked up 38 survivors but the loss was heavy. Five were known dead, while 114 were missing. A large scale hunt for the sub produced no results.

Meanwhile, on the other side of the Atlantic Canadian escort vessels were preparing for the greatest operation in history — the Normandy invasion. In the Clyde, Bangors of the Canadian

minesweeping flotilla were being fitted and trained for one of the most dangerous and exacting phases of the invasion. They would sweep and mark a series of channels leading right into shallow waters of the French coast. Canadian Tribal and Fleet class destroyers were undergoing an intensive programme of gunnery training. Concentration was on ship-to-shore bombardment, to be carried out in co-operation with army observers ashore.

Many of the corvettes which had disappeared from the North Atlantic convoy lanes were now in U.K. ports preparing to play their role in the invasion. The auxiliary cruisers "Prince Henry" and "Prince David"

were being converted into landing ships, assigned to carry Canadian assault craft to the beaches of Normandy.

These and other R.C.N. ships, integrally associated with "Operation Neptune" — as the naval phase of the invasion was called — had spent months in preparation and training. Now, with future movements cloaked in secrecy, they waited.

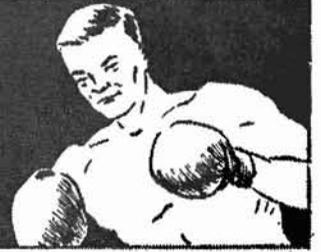
Strength Nears Peak

The total active service strength had risen, by May 31, to 85,530, an increase of 1,570 over April. There were 4,167 RCN personnel, 79,894 Reserves and 4,871 WRCNS.



A U-boat was no partner in this destruction, even though the lifeless tanker was a victim of the Battle of the Atlantic. She was the "Socony Vacuum", burned following a collision at sea. An ever-present wartime danger because of fog, darkness and storm, collision was one of the worst of convoy tragedies. After the collision, the gasoline caught fire and completely destroyed the deckload of fighter aircraft. Only a handful of men were alive when the ship was brought into Bay Bulls harbour in Newfoundland. The time: 1942, when every aircraft, every shipload of gasoline was vital to the allied war effort.

The Navy Plays



Navy Team Captures Maritime Hockey Crown

The high-scoring Halifax Navy hockey team won the Maritime intermediate hockey championship when they defeated the Bathurst Papermakers 9 to 5 in a home-and-home total-goal series. This was the second time in two years the teams had met for the title, with Bathurst copping the title in 1948.

The Navy team downed Dartmouth, Kentville, Lunenburg, Annapolis, Antigonish and Glace Bay by decisive margins before advancing into the finals against Bathurst. In 14 games they lost only one and scored 126 goals as against 51.

In the first game of the finals, played at Halifax, Navy won by a 4 to 2 count. At Bathurst the Tars again

took the measure of the Papermakers, scoring a 5-3 victory to win the round and the championship.

Boxing, Basketball Top "Naden" Program

The accent was on boxing and basketball during March sports activities at "Naden". Eliminations for the new entry boxing finals totalled a whopping 183 bouts, 43 more than the previous month. Top honours went to "Huron" division. It is interesting to note that Canada's largest amateur boxing tournament, the Golden Gloves, usually averages about 35 elimination bouts as compared to the new entry figure for March.

RCN boxers also were active on other fronts, as they appeared in

Golden Gloves tourneys in Victoria and on the mainland. They turned in creditable performances and showed fine sportsmanship. An invitation was received from the Golden Gloves committee at Tacoma, Washington, for RCN mittmen to take part in their tournament next year.

In the Inter-part Basketball League, MTE and TAS are shaping up as the teams to beat. Both were undefeated at time of writing. The league comprises eight teams with each quintet playing at least one night a week.

Volleyball has caught on and ten departmental teams are currently battling for the title. Games take place in the gymnasium and on the parade square with an average of six games staged each week. — H. E. T.



PHOTO (N)

Boxing instruction was given during the dog watches to men serving in "Ontario" by Ldg. Sea. Eddie Haddad (left), Canadian lightweight champion, while the ship was at sea during the spring cruise. With Ldg. Sea. Haddad are Ord. Sea. Eddie Hucker (centre) and AB Gordon Perry.

Sea Cadet Boxing Tourney At "Star"

HMCS "Star" was the scene of the Sea Cadet Golden Gloves Boxing Tournament on March 26. Cadets from many parts of Western Ontario were on hand for the competitions. The youthful gladiators showed a keen competitive spirit and offset their lack of ringcraft with enthusiasm and interest. Lieut.-Cdr. Bob Pearce was in charge of the programme.

Electricians Capture Inter-part Championship

The "Stadacona" Inter-part Hockey League wound up its schedule in mid-March with a fast-skating Electrical School team coming through to win the championship, which for the last two years had been held by HMCS "Shearwater". Twelve teams, representing various schools and departments, played in the league.



CPO BERNARD GORDON

Admiral Jones Shield Won By CPO Gordon

The Vice-Admiral G. C. Jones Memorial Shield, awarded annually to the outstanding athlete at HMCS "Stadacona," was presented to Chief Petty Officer Bernard Gordon by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, at divisions recently at HMCS "Stadacona".

Born in Verdun, P.Q., CPO Gordon was educated at Verdun High School, where he excelled in basketball, hockey, football and track and field. He joined the RCNVR in January 1942 and transferred to the permanent force in April 1946. During the Second World War he served in the frigate HMCS "Wentworth", and at "Stadacona" and "Avalon".

Throughout his service with the Navy, 29-year-old CPO Gordon has been outstanding in a wide variety of sports. During the past year he has represented the Navy in hockey, basketball, volleyball, softball, baseball and football. He has shown, at all times, a keen competitive spirit and a high degree of sportsmanship.

The trophy last year was won by CPO Ed McSweeney, now serving in HMCS "Magnificent".

"Crescent" defeats USN Teams at Guam, Shanghai.

With PO Ernie Tuttle playing an iron-man role, HMCS "Crescent's" softball team swept both ends of a doubleheader from a US Navy team at Guam during the ship's stop there. PO Tuttle pitched both games as "Crescent" scored 7-0 and 8-4 victories. Nine days later at Shanghai the Canadian destroyer kept her unbeaten record intact by downing a USN team 8 to 5, but suffered the first defeat of her Far East trip in a return match, losing a 6-5 thriller to the Americans.

A basketball team from USS "Springfield" scored a convincing 48-20 triumph over the visiting Canadians at Shanghai.

Inter-part Sports Popular at "Shearwater"

Inter-part competition in bowling, basketball and volleyball highlighted the sports program at HMCS "Shearwater" during the past month.

In the Inter-part Basketball League action has been fast and furious. Eleven teams representing various departments at the air base are currently battling it out as the schedule nears the half-way mark. Games are

played on Mondays, Wednesdays and Fridays.

The newest inter-part competitions are in the recently formed volleyball league. Twelve teams make up the league with Ordnance and Radiosig-work deadlocked for top honours.

Badminton teams from "Shearwater" and the Atlantic Command met in a return tournament at "Stadacona," with the Command upsetting "Shearwater" by a 19 to 13 score. In their first meeting a month before "Shearwater" eked out a 13-12 win. — A. C.

"Stadacona" Ousted In Basketball Series

The heavily-favoured "Stadacona" team bowed out in a two-game total point series with Nova Scotia Tech in the semi-finals of the Halifax Senior Basketball League, losing by a one-point margin.

The Navy hoopsters took an eight-point lead into the second game but Nova Scotia Tech fought an uphill battle in the return match and tied the score on the round with only five seconds left to play. Tech was then awarded a foul shot which was made good for the single point that won the series.



The HMCS "Discovery" entry in the Vancouver and District Intermediate "A" Basketball League made an auspicious debut by handily defeating their opponents in the opening game. The team is shown following the victory: Back row, (left to right) AB Joe Stranan, AB Ernie Charles, AB Hal Ford, Ord. Sea. Merrill Goodwin and Ord. Sea. Harvey Kern. Front row, AB Dave Lawson (captain), Ord. Sea. Walt Poustie, Ord. Sea. Ormond Forster, AB Frank Cassidy and AB Siggie Morten.

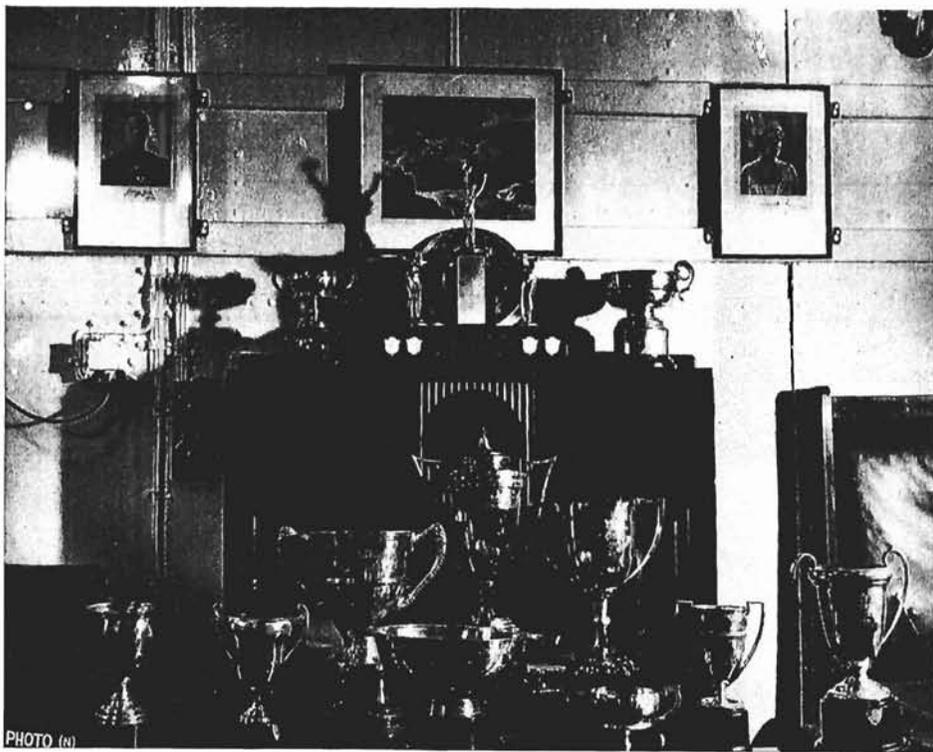


PHOTO (4)

This glittering collection of trophies is in the possession of HMCS "Haida." Eleven of them were won by the ship in an East Coast fleet regatta held in 1947 (there was none last year); the other two have yet to be competed for and are being held by "Haida" pending their capture. The majority are pre-war trophies and two date back as far as 1931. Among the names inscribed on them are those of HMC Ships "Vancouver," "Fraser," "Skeena," and "St. Laurent."

Navy Officers Retain Halifax Hockey Title

Navy retained the Halifax inter-service officers' hockey championship by downing a strong Army team 6-4 in the fourth and deciding game of the annual series. Both teams had won one and tied one of the previous three games, thus forcing a fourth contest to decide the championship.

In a fast-skating game, the lead see-sawed between the two teams until the final five minutes of play when two quick Navy goals spelled defeat for the Army. Leading the Navy attack were Lieut. Bob Greene with three goals and Lieut. H. Williams with two counters.

Crippled "Chippawa" Team Eliminated

HMCS "Chippawa's" entry in Senior B hockey in Winnipeg went down to defeat in the finals for the city championship at the hands of the strong Triple A team.

"Chippawa" won the first game of the series and appeared set to follow

the same pattern in the second when injuries to three key men blasted the championship hopes of the Navy team. Laurie Dahl, ace right winger, suffered a concussion, Bob Hayward, another fast-stepping wingman, broke a wrist, and Fred Gaureau was hospitalized with a fractured shoulder. Despite the determination of the plucky "Chippawa" team, lack of reserve strength told the story and Triple A's went on to win the title.

Cadets Hold Annual Swimming Meet

Cadets of the Canadian Service College "Royal Roads" held their annual inter-flight Swimming Gala March 14 at the Crystal Gardens, with top honours being shared by "MacKenzie" and "Hudson" flights (divisions) and "Fraser" flight a close second. A large crowd of staff members, their families, and parents and guests of the cadets were on hand for the 12-event card of competitive swim events and specialty displays.

Gunnery School Issues Volleyball Challenge

Indoor sports, with the exception of bowling, were not too prominent in the Gunnery School at HMCS "Stadacona" until one day recently when the Gunnery Instructors received a note from the Staff Officers containing a challenge to a volleyball tournament. It was to be a two out of three series.

In the first game the G.I.'s came out on top by a wide margin. However, the long "G's" and Gunnery took the next two matches to win the tournament. The following week the G.I.'s returned the challenge but once again were outmanoeuvred by the Officers with the black gaiters.

The Staff Officers are now sitting back awaiting a chance to prove their mettle against challengers from the other schools.

Squash Competition Produces Close Matches

Early in March a squash ladder-competition was introduced at "Stadacona" with more than 24 officers and men taking part. Divided into two sections—"A" for experienced players and "B" for novices—matches are held every day of the week.

In section "A", a battle for top honours is being waged by Captain (E) W. W. Porteous, Commander E. W. Finch-Noyes and Rear-Admiral E. R. Mainguy. The top rung in "B" section is being closely contested by Lieut. H. Lawrence, Lieut. Cdr. R. Steele and Lieut. C. Balfry.

"Stad" Gym Popular

At "Stadacona" the Physical and Recreational Training School has been playing to a full house in recent months. Each day approximately 500 service personnel pass through the portals of the big gymnasium. These include new entry training classes, ship personnel taking part in organized sports and a class of P & R T qualifiers. Another set of figures showing attendance at the School's swimming pool are just as impressive. More than 3,400 persons attended during March, with approximately 1,700 undergoing instruction and an equal number coming just for swimming's sake.

NEW ENTRY REPORT OF PROCEEDINGS

by **Ord. Sea. D.C.L.**

Dear Jim,

I got your letter today. Sure glad to know things is fine. I'd kinda like to be back there for a spell even though I did have to work hard for the old man.

You wanted to know how I come to join up with the Navy and what it's like. Well now, it started like this. I was in town one day buying a dung fork and some hog mash when I seed this here sailor on the street with three girls hanging on his arm and giggling and talking to him like he was a movie actor. I got to wondering if that there funny suit with the baggy pants had anything to do with his success with the women. Well, it didn't. I been in this Navy for five months now and I ain't never met any dames yet.

Anyways, I asked this sailor how to go about gettting in the Navy and he told me all about it. I guess chicken on Tuesdays and them feather beds don't come till a guy's through basic training. Basic training — that's learning to walk and talk all over again. Just when I was getting used to the difference between my right and left hands, I got to call them starboard and port, or is it port and starboard . . . you see what I mean.

I hadda go to Winnipeg to get my medical suspection. Some Sawbones asks me a lot of stupid questions and kept poking me. I finely hadda poke him back; they sure was sore. It turned out to be all part of the medical but I don't see what business it is of theirs.

A coupla months later I gets this letter from Brooke Claxton telling me to go to HMCS "Naden," with a railway ticket to Esquimalt. HMCS means His Majesty's Canadian Ship. Well, this ain't nothing but a kinda factory-school affair, just like that Air Force Station in Brandon, only it's built near the ocean and there ain't no planes.

I finely left for Vancouver on a train. From there I got a big boat to

Victoria. On the boat I went up to the top floor to tell the Captain I was in the Navy and was there anything I could do. He said yes, I could get off his bridge before he let his First Officer eat me. That didn't make much sense, but I left.

There was a couple of other guys heading for Naden on the same boat. I told them we should go and say hello to the Admiral when we gets to Victoria, just to let him know we're here and all that. Anyhow it turns out there's one of his flunkeys on the dock when we pulls in. He was all right, I guess, but he didn't like me shaking his hand. I found out later he's what you call a Gunner's Mate. Well, I'm going to be a Gunner and I can tell you he won't be no mate of mine. I run into him later on the Parade Ground. He was shouting something fierce. They tell me he got his training in Central Manitoba before they put in the party telephone system.

They give me a couple of uniforms but they didn't look much like the one I seen on this guy in Brandon. There wasn't no anchor on the sleeve or none of them pretty ribbons on the chest. You could see his ribs, the jumper was so tight — it took me a couple of days to find my starboard arm (or was it port) in mine.

One of the first things we did was boatwork. It sure is work too. I think we rowed from Victoria to Mexico one afternoon. I sustained cuts and abrasions on me back (like the Doc said later) every time the guy behind (he's forward of you but behind your back, if you see what I mean) muffs a pass with his oar. This guy in the back of the boat (only he's in front of you — I'm just telling the facts, ain't no use calling me a liar) seems to be that Gunner's Mate's half-brother 'cause he's got more words on his tongue than the first guy.

The next day we was to learn how to sail a boat, which sounded good 'cause I knew that you don't row no

sailboat. It turned out that you need wind, which is something I'd forgot. We ended up doing the same old deal only this time there was a lot of extra ropes and stuff in the way. When we was rigging the boat this here Petty Officer says something about the rudder. I started lookin around for a milking stool, figuring this was my big chance to make good. It turned out to be a little piece of wood that you steer the boat with.

The wind never did come out that day so we rigged the heap and rowed around the harbour with the sails up. They say a sailboat looks mighty fine from ashore, but I don't believe it. Even when somebody dropped the keel while the P.O. had his foot on the centreboard box it wasn't as much fun as you'd think.

Well, that's all for now Jim, I'll write again some time. That P.O. put me on number 16 and I gotta do some work for him. Number 16 is like your old man making you do all the chores because you forgot to put a pail under the cream spout on the separator.

Your pal
Clem.

SCROLLS PRESENTED

In appreciation of their services during the war, Lakehead Chapters of the I.O.D.E. were presented with scrolls by Cdr. C. W. King, RCN (R) at a ceremony on board HMCS "Griffon," Port Arthur, on March 24. Cdr. King stressed the value of the work of the local chapters in providing ditty bags and comforts for the crews of HMC Ships "Columbia," "Nipigon," "Haro," "Algoma," and ML's 093, 114 and 125.

Officials of the I.O.D.E., the Canadian Legion and the cities of Port Arthur and Fort William, as well as officers and men of HMCS "Griffon," were in attendance. Music was supplied by the new "Griffon" band.

Comrades in Arms



Army Week In May

"Army Week", which last year saw some 50,000 members of the Canadian Army Active and Reserve Forces play host to thousands of interested visitors and spectators at military displays across the country, will be held this year from May 15 to 22.

This year, as last, Army displays and functions will be held in cities and towns, camps and military establishments from Halifax to Whitehorse.

A huge success last year, Army Week was inaugurated to put before the people the work and opportunities of service in the armed forces of Canada and help all Canadians to familiarize themselves with the soldier's constructive peacetime role.

Nurses train in North

Soldiers undergoing training in arctic warfare at the Services' cold-weather testing station at Fort Churchill, Man., make a point of not referring to Army nursing sisters as members of the "weaker sex". They know better.

The girls not only have volunteered for the rugged 16-day winter training courses given soldiers but have undertaken the most rigorous phases of the training, including long snowmobile jaunts and overnight camps. They've slept in regular issue sleeping bags and cooked their own meals outdoors.

Object of sending the girls to the Army's coldest proving grounds was to determine their capabilities in the

north in conjunction with their role as nursing sisters.

Army training courses in winter warfare are not being softened for the nurses. Garbed in warm arctic clothing similar to that issued troops, they participate in cold and tough manoeuvres during their stay in the north.

Can they take it?

"They were with us in every campaign during the war", an instructor said, "Why shouldn't they follow us into the north? Besides, you couldn't stop them if you tried".

Regimental Marches

Regimental marches of Canadian Army units are traditionally "Old Country" tunes and such airs as "Bonnie Dundee", "Highland Laddie" "My Body Willie" and the stirring "British Grenadiers" head the list when various regiments are on parade.

A few units such as the Royal Canadian Regiment and the Royal Regiment of Canada have their own original marches. On ceremonial parades, "Gary Owen", is played by the Irish Regiment of Canada, "Men of Harlech" by the 4th Princess Louise Dragoon Guards, and the "Pibroch O'Donald Duh" by the Cameron Highlanders of Ottawa, the Pictou Highlanders and the Queen's Own Highlanders of Canada. The familiar strains of "Colonel Bogey" echo across the parade square when the Calgary Regiment (14th Armoured Regt.) and the Irish Fusiliers, Vancouver, are on the march.

But the man responsible for the choice of a regimental march for the Royal Canadian Army Service Corps must have been endowed with a nice sense of humour, for, away back in the days when long columns of horse-drawn vehicles were supplying the foot soldier, he chose "Wait for the Wagon" as the regimental march past of the Corps.



■ The three Canadian nursing sisters shown above with two U.S. Army nurses are presently taking training at Churchill which involves long snowmobile jaunts over frozen terrain, sleeping out in snow huts and cooking their meals outdoors in the bitter winter weather. The above group photo taken on the shore of Hudson Bay shows the nurses in their bulky winter garb and includes Lt-Col. A. J. Tedlie of Montreal, Commanding Officer Fort Churchill. The nurses are: Back row, (left to right):—Lt. (N/S) J. M. Strang, Macklin, Sask.; Lt (N/S) J. I. MacDonald, Meota, Sask; Capt. (Matron) E. B. Pense, Kingston, Ont.; Capt. (Matron) R. M. Stoltz, Dayton, Ohio; Capt. (Matron) F. P. Thorp, Phoenix, Arizona; Front row, left to right: Lt-Col. Tedlie and Major S. B. McDonald, R.C.R., Cornwall, Ont.

Silver Jubilee

The RCAF paused on April 1 to note its Silver Jubilee, and to look back over 25 years of accomplishments in peace and war.

A small force of little over 300 when formed on April 1, 1924, the RCAF flew its flimsy aircraft the length and breadth of Canada, aiding in the development of the North and flying in general. Through the depression years, its members struggled to maintain the nucleus of an air defence for Canada. Then, during the Second World War, it grew to a force of 215,000 that played a large part in the air war against the enemy.

The 25th Anniversary of the Air Force found it working to provide immediate interceptor air defence of Canada and building a highly trained and compact force for expansion in an emergency.

Even before the RCAF was created, Canadian airmen had won fame while serving by the hundreds in the First World War with the Royal Flying Corps, Royal Naval Air Service and eventually the RAF.

A Canadian Air Force came into being in 1920, as a non-permanent, non-professional body, under the Air Board formed the year before. Then, in 1924, a permanent Air Force — the RCAF — was created.

Much of its time was occupied by photographic survey operations, anti-smuggling, forest fire and fisheries patrols, and other similar tasks, but as far as it was able the Force carried on normal military training. Activities steadily increased during the next seven years. New bases were opened, modern aircraft replaced wartime

Scheme for Student Vets

Student veterans who will be entering their final university year in September will again have an opportunity to gain commissions in the active forces of the navy, army and air force. Under the scheme, up to 30 students having good war records and high technical qualifications may receive naval commissions at the outset of their final university year. The Department of National Defence will pay tuition and other expenses and also give the selected students full pay and allowances of sub-lieutenant or equivalent rank. RCN candidates may apply for engineering, ordnance, constructor, electrical, supply, instructor, medical or special branches.

planes, and military training and civilian operations increased. Included in these operations were experimental air mail runs. Total strength rose from under 350 to over 900, and appropriations from \$1,500,000 to nearly \$7,500,000.

The depression saw nearly one-fifth of its personnel released and appropriations dropped drastically. The Service survived, however, and began to build up once again. The first Auxiliary Squadrons were formed in 1932, in Toronto, Winnipeg and Vancouver. More military training was carried out, and the Force was relieved of many civilian commitments.

By the latter '30's the RCAF was showing new life, with the addition of new stations and more modern aircraft, and sharply increased appropriations. In 1938 the RCAF, for the first time, became an independent Service, directly under the Minister of National Defence and with its own

Chief of Air Staff. Before this it had been under the Army Chief of the General Staff.

Outbreak of war found the RCAF with 4,000 officers and men. The British Commonwealth Air Training Plan opened in April, 1940, and it was decided that most of the permanent RCAF would be needed at home to run it, although one Army Co-operation Squadron, No. 110 (City of Toronto), arrived in England February 25, 1940. Four months later two more squadrons arrived, No. 112 (City of Winnipeg) and No. 1 Fighter Squadron. The latter, flying Hurricanes, fought in the Battle of Britain.

The arrival of RCAF members overseas was accelerated and in January, 1943, the famed all-Canadian Bomber Group came into being. Canadian squadrons, flying all over the world, soon forged a magnificent record; 48 RCAF squadrons flew overseas, while thousands of RCAF aircrew flew with the RAF.

The Women's Division of the RCAF, created in July, 1941, played a large role in the accomplishments of the service.

A major factor in itself was the BCATP, which was administered by the RCAF and which trained over 131,000 Commonwealth aircrew, well over half of them Canadian.

Now, in peace, the RCAF is building a force capable of playing its part in the defence of Canada and of freedom. As peacetime tasks, RCAF photo survey squadrons are expanding their work of covering Canada and an extensive Search and Rescue organization has done notable public service.

1924



1949



ALL FOR THE GOOD OF SCIENCE!



The ship's company of the Algerine minesweeper H.M.C.S. "New Liskeard" had an opportunity last winter to observe at first hand some of the phenomena of the Gulf Stream, a partial survey of which was made by the ship in her capacity as a tender to the Naval Research Establishment.

The existence of the Gulf Stream has been known for centuries but surprisingly little is known of its exact course and rate of flow, or of the natural life which abounds within its limits.

On the chart of the North Atlantic the stream is shown in its supposed width and direction of flow, but, in actual fact, the direction, width and even the position of the stream, vary so much from day to day that it would be impossible to determine a norm. "New Liskeard" found, for

instance, that in the space of a few days the direction had changed approximately 90 degrees and the stream itself had moved 100 miles eastward.

The boundary of the stream is one of its most curious characteristics. As the current moves onward it comes into conflict with currents moving in other directions. This causes a curious tide rip — small waves at the very edge of the stream. This can be noticed particularly on a very calm day and takes the form of a long line of small wavelets on the surface of the ocean. The action of flow also causes a fringe of light brown weed (*Sargassum Bacciferum*), peculiar to warm water, to form along the edge of the stream. For mile after mile this border of weed stretches in an unbroken line — truly a phenomenon of the seas.

In that part of the North Atlantic

where slack-water lies between the trade wind drifts to the east and south and the Gulf Stream on the west, great patches of weed collect. The crew of the "New Liskeard" observed areas of brown weed sometimes covering hundreds of square yards. Although apparently lifeless this weed teems with marine life — small crabs, half an inch in circumference, the Portuguese Man of War, and varieties of fish which nature has camouflaged to match the colour of the weed. Specimens were easily caught with a hand net.

This was perhaps the most interesting cruise of the "New Liskeard" to date. Needless to say, many were surprised to find this supposedly empty tract of ocean so full of life and constantly on the move. — C.A.B.

GUNNERS QUALIFY

Under the instruction of Chief Petty Officer Dennis Colegrave, seven ordinary seamen have completed the first phase of their chosen careers in naval gunnery.

The men, who graduated from the Gunnery Training School, HMCS "Naden," Esquimalt, with the non-substantive classification of Layer Rating, Third Class, are Ordinary Seamen R. Fenwick, J. Gillot, V. Hughes, F. Whyte, N. Nelson, F. Hughes and J. Schultz.

Wren Reunion Planned

The suggestion that a reunion of all Maritime Wrens and members of the Naval Nursing Service be held this summer in Halifax was made at a recent meeting of the Wren Association, "Scotian" Division, of Halifax.

Before sponsoring such a programme the "Scotian" Division is seeking the opinion of all ex-Wrens in the Maritimes, and ex-members and present personnel of the Naval Nursing Service in the Atlantic Command.

Any one interested in the proposal is asked to communicate with The President, Wren Association, "Scotian" Division, c/o HMC Dockyard Post Office, Halifax.

12 TAKING COURSE IN PHOTOGRAPHY

Training in all phases of photography, including aerial, movie and colour work, is being given 12 Royal Canadian Navy men who have transferred from other branches to become naval photographers.

Held in the R.C.N. Photographic Section, H.M.C. Dockyard, Halifax, the six months' course emphasizes the practical side of naval photography. Mr. Eric Haywood, Warrant Officer (SB), R.C.N., directs the course, with Ldg. Photog. Douglas Howes serving as instructor.

Those taking the present course are Able Seamen L. R. Hughes, R.C. Duiven, R. K. Berry, W. R. Crosby, S. E. O'Neill, R. W. Blakely, K. McLeod, R. M. Stevens and D. D. Lyngard and Ordinary Seamen E. Ridley, T. Galley and C. A. Gordon.

CDR. J. C. PETTIGREW HEADS ASSOCIATION

Commander J. C. A. Pettigrew, KC, VD, RCN (R), was elected president of the newly-formed Quebec Naval Officers' Association at a meeting held in HMCS "Montcalm" on March 19.

Others on the new slate of officers are Lt.-Cdr. J. L. Bedard, RCN (R), first vice-president; Lt.-Cdr. F. Barrow, RCN (R), second vice-president; Lt.-Cdr. A. Legendre, RCN (R), secretary, and Lieut. G. Cochrane, RCN (R), treasurer.

COMPLETE NON-SUB COURSE

Ten men recently completed a course in the TAS School, HMCS "Stadacona," which qualified them for the non-substantive rating of Torpedo Detector, Second Class.

They are Petty Officers Alan I. Sheddon and Gordon E. Board, Leading Seamen James E. Featherby, Charles S. Llewellyn, Angus A. Gray and Charles S. Smylie and Able Seamen Kenneth V. Gates, Robert P. Hodgson, John F. Connors and Roy S. Coupe.

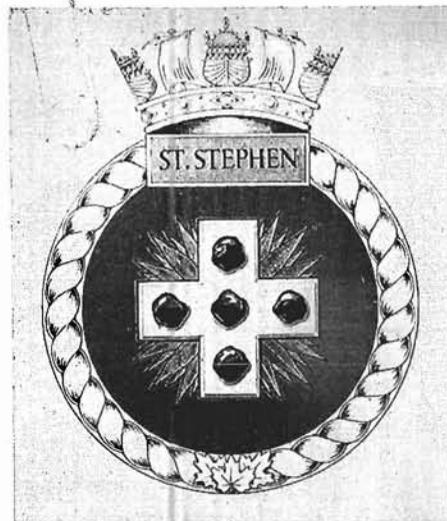


HMCS "Rockcliffe"

There are two conflicting theories as to the origin of the name of the village of Rockcliffe, Ont. As neither provides any suitable heraldic interpretation, the black squirrel has been used. This animal well represents Rockcliffe, as there are many in the area, which includes a park, a residential section and a wild life sanctuary. The badge design shows the squirrel holding a golden fid.

HMCS "St. Stephen"

Although there exists a difference of opinion regarding the origin of the name of St. Stephen, N.B., it is generally thought that it was named, like other towns of that area, after one of the early Christian martyrs. Hence the badge design of HMCS "St. Stephen" depicts a cross from which



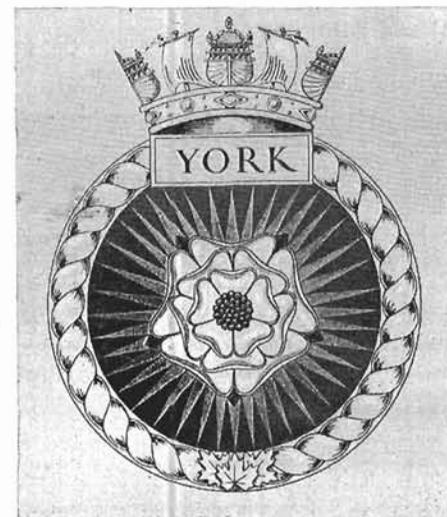
radiate the golden rays of saintdom, and upon which are five stones in cross-formation to suggest the manner in which St. Stephen died.

HMCS "Scotian"

The ship's badge of the Halifax Naval Division depicts the Cross of St. Andrew as it appears in the Arms and Flag of Nova Scotia. To show that this "Scotian" pertains to Canada and to the sea, the red maple leaf upon heraldic water has been introduced as a charge.

HMCS "York"

The device of the badge of the Toronto Naval Division is simple and effective — the White Rose of York. The design was furnished by the Admiralty.



BOOK REVIEWS

GATE AND GAITERS

by Chief Petty Officer Harry
Catley, R.C.N. (R)

"Gate and Gaiters" is not a story of heroes and heroics that has been "prettied up," as the author says in his foreword, "with fruit flavouring and artificial colouring." An engaging account of lower deck life in the Canadian Navy, it deliberately avoids mention of raging storms, stirring combat and deeds of valour. It deals, instead with what the author considers to be a much more interesting subject—



CPO CATLEY

the sailor, as a shipmate.

The book's literary style is not polished but it is written honestly and sincerely, with a certain nostalgia that indicates CPO Catley's first love has a definite naval connection.

CPO Catley begins his story as he leaves "Cornwallis" aboard the familiar "Bullet" to begin his discharge leave. From there he tells, in a flashback, the story of his pre-war "V.R." connections with the Navy, then of the call-up and subsequent service at sea and on shore. But his association with the sea began long before his R.C.N.V.R. days. At 15 he joined the Merchant Navy and belted it out for five years. Later he relates how, as a Toronto reservist, he and his fellow enthusiasts paid their own car fare to and from barracks five nights a week when preparing for field gun competitions.

His experiences on active service were not unique and can be paralleled by many of his readers. His chapters are full of anecdotes about renowned "characters" familiar to many of us. The reader may exclaim that the story, in essence, is his—which is just what the author intends him to do.

Page thirty

He is often humorous, sometimes bawdy and occasionally critical. But at no time is he malicious. It is obvious that the "good of the service" is foremost in CPO Catley's mind.

There are times when the narrative becomes heavy and disjointed. Nevertheless, this is a refreshing book that recaptures memories which are dear to the author and, undoubtedly, will be the same to many another seaman.

The book is illustrated with drawings by Ldg. Sea. Pete Younger.

Since it is privately published, those wishing to purchase a copy may do so by sending \$3.50 to Harry Catley, 114 Roosevelt Road, Toronto, Ontario.

U. S. NAVAL LOGISTICS IN THE SECOND WORLD WAR, by Duncan S. Ballantine.

"In its broadest definition," says Mr. Ballantine, "The term logistics signifies the total process by which the resources of a nation — material and human — are mobilized and directed toward the accomplishment of military ends." In other words, it is, with the exception of actual combat, the prosecution of total war.

This logistic process, he continues, is both a military and civilian task and is divided into two parts. "The former is that phase of logistic effort which is carried on under civilian auspices as a predominantly economic function and within a set of conditions imposed by the nature of the nation's economy. The latter is the phase of logistics more intimately involved in military operations in which the determining conditions are those of the military situation."

Mr. Ballantine emphasizes that the division "is in many ways artificial" . . . and "in point of fact no strategist can estimate the probable success or failure of a given course of action without weighing carefully the logistic factors involved. In modern times it is a poorly qualified strategist or naval commander who is not

equipped by training and experience to evaluate logistic factors or to superintend logistic operations."

From there the author goes on to describe how the U. S. Navy, starting with an inadequate organization and a limited conception of logistic requirements, developed by 1945 the most extensive system of logistic support in the history of warfare.

"It was the great good fortune of the United States," says Mr. Ballantine, "and the cardinal error of the Japanese that the attack at Pearl Harbour was directed almost exclusively against ships. Had a comparable blow been dealt to the piers, repair shops, fuel tanks, warehouses, ammunition dumps and dry docks . . . the major portion of the United States fleet would have had to fall back two thousand miles to our Pacific Coast for a base of operations." How much longer this would have prolonged the war is a matter of conjecture, but, as the author says, "in a war of advanced island positions, such as the Pacific campaign was to become, the importance of a major base at Pearl Harbor in operable condition is manifest."

The book is a comprehensive and interesting study of a complex subject. Its author is an historian who served with the U.S.N. during the war and who now is one of several scholars writing administrative histories of the United States Navy. —

— Printed in Canada by S. J. Reginald Saunders, 308 pages, \$5.65.

STAFF OFFICER CHANGES

Less than a week after he had returned from a session in RCN Hospital, Lt.-Cdr. W. R. Aylwin, RCN (R), staff officer at HMCS "Scotian," Halifax, was appointed to HMCS "Hunter", Windsor, also as staff officer.

His former duties at "Scotian" have been taken over by Lieut. A. T. Love, RCN, formerly first lieutenant of HMCS "Swansea."

NEWFOUNDLAND

(Continued from page 3)

But here we are concerned more with what Newfoundland meant, and still means, to the men of those Canadian destroyers, corvettes and frigates. Newfoundland may not have been, officially, a part of Canada but to those men, returning from Iceland and 'Derry, it was home.

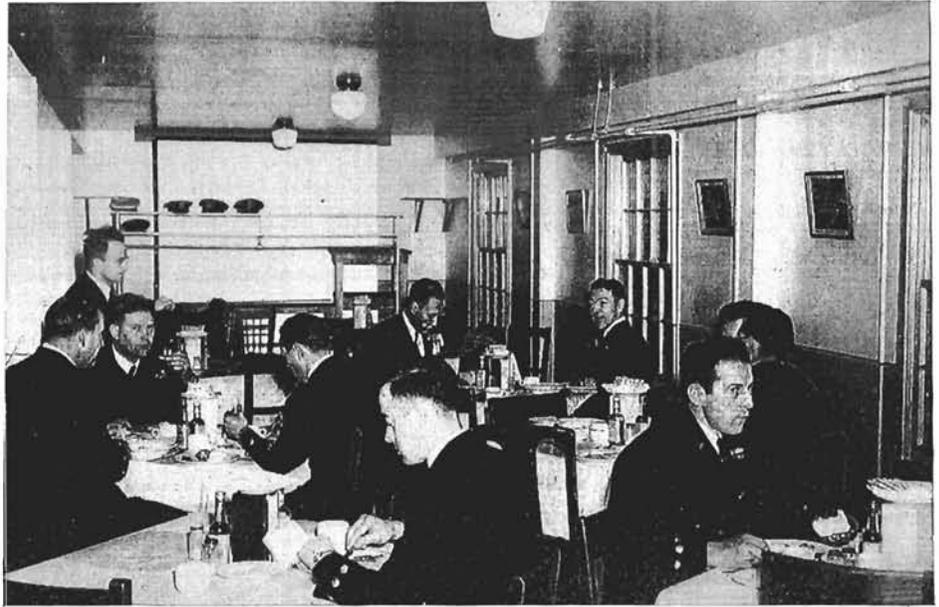
The narrow slit in the cliffs that was the harbour entrance looked mighty good to them. They knew that as soon as they were in port and alongside the oiler, on board would come the mailbags, bulging with their precious contents . . . and right astern the "pay-bob" with his crisp, new bills . . . trucks bearing fresh provisions . . . chums from other ships.

Then a run ashore — perhaps to the canteen, or a hostel, a dance or a hospitable Newfoundland home. Others would be stowing a bit of gear in an attache case and going out to the rest camp on the Topsail Road, there to seek — and get — a complete and refreshing change from the weary days at sea.

At St. John's, too, was the famed officers' club, the Crow's Nest, founded by Rear-Admiral Mainguy when he was Captain (D). A long, steep, rickety staircase led to clubrooms where warmth, comfort and good cheer abounded and where comrades from other ships and other ports were sure to be found.

Many of us had the privilege of serving as shipmates with Newfoundlanders — fine, tough, hearty men, like William Patrick Murphy, James May, George Drake and many others — and through them got to know better and to admire the people of that rugged island. Learned from them, too, many of the arts of the sea, for as seamen they were unexcelled.

On April 1 Newfoundland became the tenth province of Canada. Across the country Canadians cheered the event, but none more so than the sailors for whom St. John's was a haven and home for four years of war. Now Newfoundland was officially what it had seemed, in fact, to be five and six years ago — one of the family. This was good.



A corner of the Chief Petty Officers' mess at HMCS "Naden." In the photo (left to right) are: Chief Petty Officers Bert Sewell, Howard Ward, Fred Eagle, Art Candy, Dennis Colegrave, Bert Booth, and, in the foreground, Tom Williams and J. Little.

FORMER WREN ROOST NOW CHIEFS' MESS

The pride and joy of its present tenants is the Chief Petty Officers' Mess at HMCS "Naden".

Once a bachelor quarters for Esquimalt war workers and later, as "Moresby House," a Wren barracks, the mess is the first the Chiefs have had. They got it in November, 1947, and have decorated and fitted it out with extremely happy results.

When "Naden" was first commissioned in 1922, the Chief and Petty

Officers shared a small section of the west wing of the barracks. Small though it was, the energy and efforts of its members made this mess famous among visiting ships for its hospitality.

The Second World War saw the original mess pass into oblivion and be replaced by decentralized messes. However, early in 1942 an addition to Grenville Block was completed and served the Chief and Petty Officers of "Naden I".

In November, 1947, a separate mess was approved for CPO's and the former Wren roost became the first all-Chiefs' mess on the West Coast.

Commodore Newfoundland

The appointment of Commodore V. S. Godfrey, OBE, RCN, as Commodore, Newfoundland, was announced on April 1, the day of Newfoundland's accession as the 10th province of Canada. Commodore Godfrey, now Naval Member of the Canadian Joint Staff in Washington, will take up his new appointment July 15.

Honouring the Old Colony's entry into Confederation, all ships and establishments of the RCN dressed overall from colours to sunset on April 1. Fifteen-gun salutes were fired by saluting ships at noon GMT. Naval divisions across Canada dressed with masthead flags.

ANY EX-STONYHURSTS?

A request has been received from Capt. Sir Henry Digby Beste, CIE, OBE, RN (Ret'd), for information as to whether any former students of Stonyhurst School, in England, served with the Royal Canadian Navy during the Second World War. Anyone knowing of any Stonyhurst old boys with R.C.N. service is asked to notify Capt. Best at 11 Hollingbourne Gardens, Ealing, W. 13, London.

PLACE	ARRIVE	DEPART
Halifax		Mon. Sept. 19
Exercise Area	Mon. Sept. 19	Fri. Sept. 23
Halifax	Fri. Sept. 23	
Halifax		Tues. Oct. 4
Grand Manan	Wed. Oct. 5	Fri. Oct. 7
St. Andrews, N.B.	Fri. Oct. 7	Mon. Oct. 10
Grand Manan	Mon. Oct. 10	Thurs. Oct. 13
Halifax	Fri. Oct. 14	

HMCS "SWANSEA"

PLACE	ARRIVE	DEPART
Halifax		Tues. May 3
Grand Manan	Wed. May 4	Fri. May 6
Saint John, N.B.	Fri. May 6	Mon. May 9
Grand Manan	Mon. May 9	Thurs. May 12
Halifax	Fri. May 13	
Halifax		Tues. May 17
Grand Manan	Wed. May 18	Fri. May 20
Saint John, N.B.	Fri. May 20	Mon. May 23
Grand Manan	Mon. May 23	Thurs. May 26
Halifax	Fri. May 27	
Halifax		Tues. May 31
Exercise Area	Wed. June 1	Mon. June 6
	(with HMCS "Magnificent")	
Gloucester, Mass.	Tues. June 7	Wed. June 8
Halifax	Fri. June 10	
Halifax		Tues. June 14
Exercise Area	Wed. June 15	Thurs. June 16
	(R/V with HMCS "Magnificent")	
Newport, R.I.	Fri. June 17	Tues. June 21
Halifax	Thurs. June 23	
Halifax		Tues. June 28
Exercise Area	Wed. June 29	Mon. July 4
	(with HMCS "Magnificent")	
Bar Harbour, Maine	Tues. July 5	Thurs. July 7
Halifax	Fri. July 8	
Halifax		Mon. July 11
Pictou, N.S.	Tues. July 12	Thurs. July 14
Provincetown, Mass.	Sat. July 16	Tues. July 19
	(R/V with HMCS "Magnificent")	
Halifax	Thurs. July 21	
Halifax		Tues. July 26
Cornerbrook, Nfld.	Fri. July 29	Tues. Aug. 2
Halifax	Fri. Aug. 5	

Navy Week August 7-14

Halifax		Mon. Aug. 15
Exercise Area	Mon. Aug. 15	Thurs. Aug. 18
	(with HMCS "Magnificent")	
Halifax	Fri. Aug. 19	
Halifax		Tues. Aug. 23
Exercise Area	Wed. Aug. 24	Mon. Aug. 29
	(with HMCS "Magnificent")	
Digby	Tues. Aug. 30	Thurs. Sept. 1
Halifax	Fri. Sept. 2	
Halifax		Tues. Sept. 6
Exercise Area	Wed. Sept. 7	Thurs. Sept. 8
	(R/V with HMCS "Magnificent")	
Boston	Fri. Sept. 9	Tues. Sept. 13
Halifax	Fri. Sept. 16	
Halifax		Mon. Sept. 19
St. John's Nfld.	Wed. Sept. 21	Mon. Sept. 26
Sydney	Tues. Sept. 27	Thurs. Sept. 29
Halifax	Fri. Sept. 30	
Halifax		Tues. Oct. 4
Grand Manan	Wed. Oct. 5	Fri. Oct. 7
St. Andrews, N.B.	Fri. Oct. 7	Mon. Oct. 10
Grand Manan	Mon. Oct. 10	Thurs. Oct. 13
Halifax	Fri. Oct. 14	

**WEST COAST
HMCS "ONTARIO"**

PLACE	ARRIVE	DEPART
Esquimalt		Wed. May 25
Seattle	Sat. May 28	Fri. June 3
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
Portland	Sat. June 11	Thurs. June 16
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 21
Powell River	Sat. June 25	Mon. June 27
Esquimalt	Fri. July 1	
Esquimalt		Tues. July 5

(Exercise in Esquimalt Area)

PLACE	ARRIVE	DEPART
Esquimalt	Sat. July 9	
Esquimalt		Thurs. July 14
Kodiak	Tues. July 19	Sun. July 24
Juneau	Wed. July 27	Mon. Aug. 1
Prince Rupert	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Wed. Aug. 10	
Esquimalt		Tues. Aug. 16
Monterey, Calif.	Sat. Aug. 20	Tues. Aug. 23
Esquimalt	Fri. Aug. 26	
Esquimalt		Tues. Sept. 13
Vancouver	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	

(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel).

Esquimalt		Tues. Nov. 1
Esquimalt	(Exercise in Esquimalt Area)	
	Mon. Nov. 14	

HMCS "ATHABASKAN"

PLACE	ARRIVE	DEPART
Esquimalt		Mon. May 2
Esquimalt	Fri. May 6	
Esquimalt		Wed. May 25
Bellingham, Wash.	Sat. May 28	Tues. May 31
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
San Francisco	Sat. June 11	Wed. June 15
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 21
Nanaimo	Sat. June 25	Mon. June 27
Esquimalt	Fri. July 1	

HMCS "CAYUGA"

Esquimalt		Tues. Aug. 2
Port Simpson	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Fri. Aug. 12	
Esquimalt		Tues. Aug. 30
Santa Barbara	Fri. Sept. 2	Tues. Sept. 6
Esquimalt	Fri. Sept. 9	
Esquimalt		Tues. Sept. 13
Vancouver	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	

(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel)

Esquimalt		Tues. Nov. 1
Esquimalt	(Exercise in Esquimalt Area)	
	Mon. Nov. 14	

HMCS "CRESCENT"
(Tentative Schedule)

PLACE	ARRIVE	DEPART
Esquimalt		Wed. May 25
Bellingham	Sat. May 28	Tues. May 31
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
San Francisco	Sat. June 11	Wed. June 15
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 25
Esquimalt	Fri. July 1	
Esquimalt		Tues. July 5
Skagway	Fri. July 8	Mon. July 11
Esquimalt	Fri. July 15	
Esquimalt		Tues. July 19
Queen Charlotte Is.	Thurs. July 21	Sat. July 23
Esquimalt	Fri. July 29	
Esquimalt		Tues. Aug. 2
Port Simpson	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Fri. Aug. 12	
Esquimalt		Tues. Aug. 30
Santa Barbara	Fri. Sept. 2	Tues. Sept. 6
Esquimalt	Fri. Sept. 9	
Esquimalt		Tues. Sept. 13
New Westminster	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	

(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel)

Esquimalt		Tues. Nov. 1
Esquimalt	(Exercise in Esquimalt Area)	
	Mon. Nov. 14	

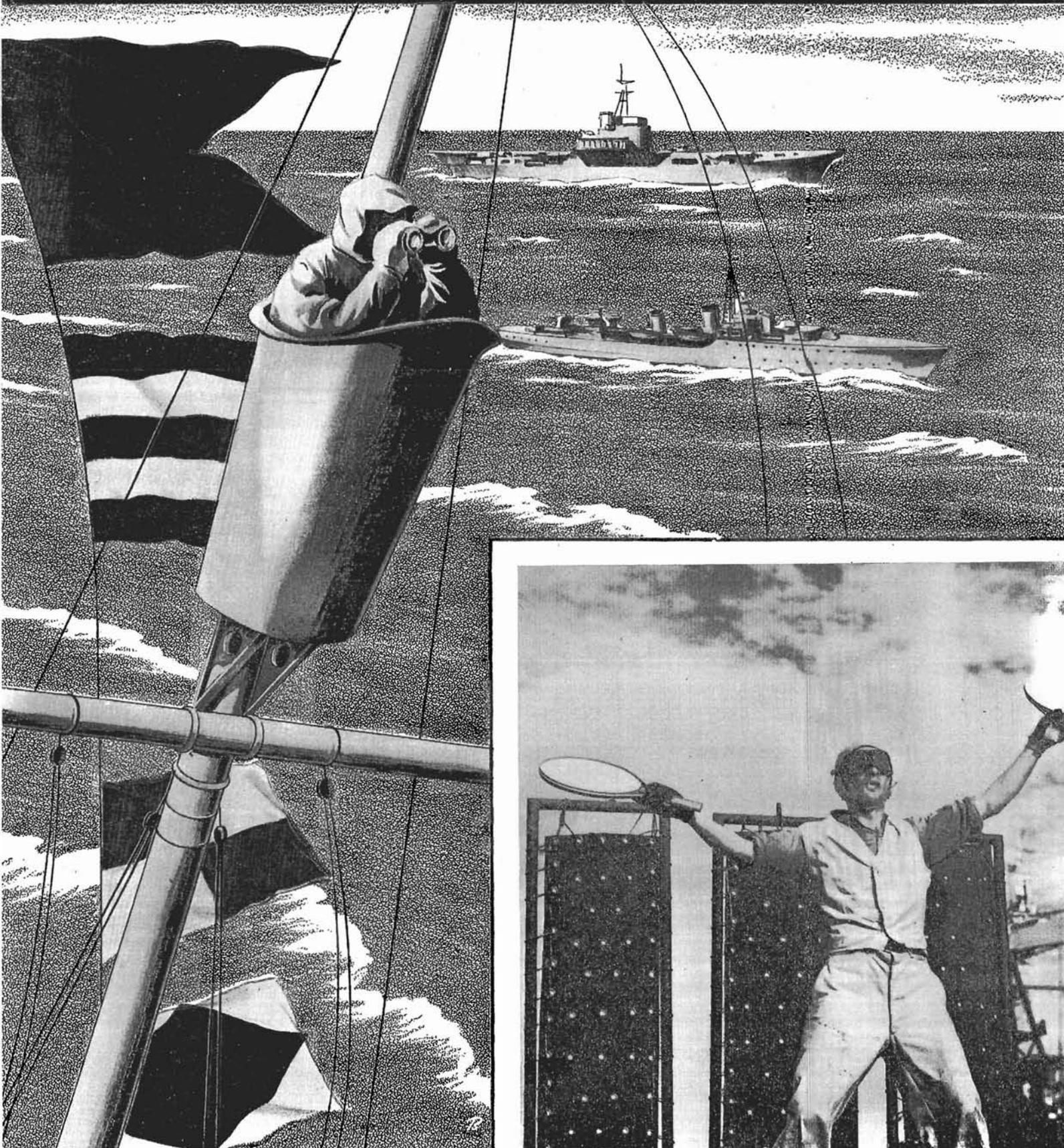


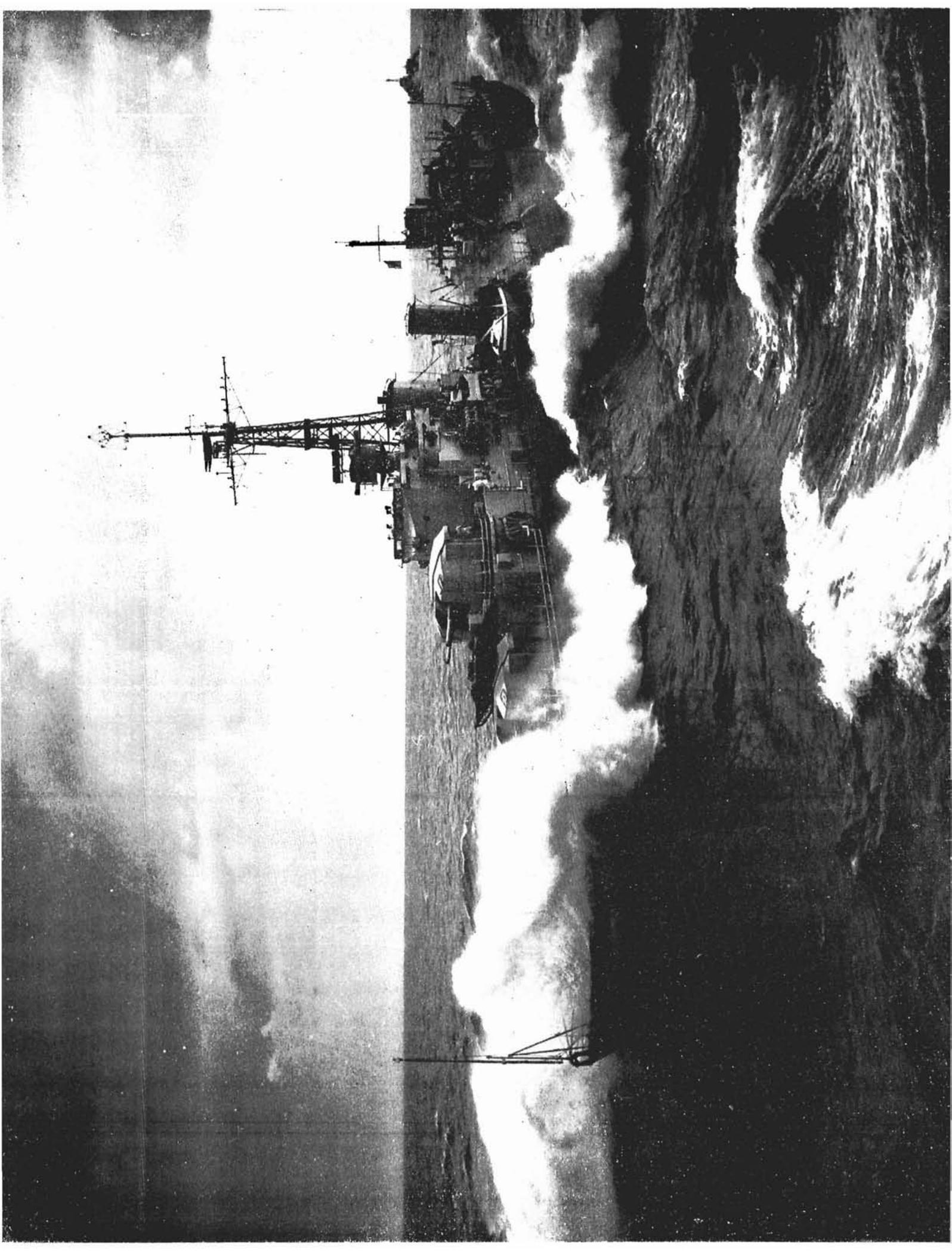
The CROWSNEST

Vol. 1 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

June, 1949





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Cover Photo — A study in concentration is Lieut. (P) Bert W. Mead, of Vermilion, Alberta, who as "batsman" is directing an aircraft in for a landing on the flight deck of HMCS "Magnificent". With his bright yellow luminous discs — like oversized table tennis bats — the "batsman" controls the landing on of aircraft with appropriate signals: "too high", "more to port", "your approach is correct", etc. The pilot, who cannot see the flight deck, depends entirely on "bats" for his directions — so it's no wonder Lieut. Mead is giving full attention to his job. All "batsmen", incidentally, are themselves pilots.

LADY OF THE MONTH

HMCS "HAIDA" ships some moisture during the 1949 spring cruise. (RCN photo by Petty Officer James Ward, HMCS "Magnificent").

★ ★ ★

We were asked the other day why it was that in a particular issue of the "Crowsnest" one coast was so much more heavily represented than the other. Could it be that we were prejudiced? If so, could we not be just a little less obvious about it?

Patiently, we explained that all we did was put the magazine together and attended to the mechanics of production. What went into it depended entirely upon the ships, the establishments, the schools, the training centres and the divisions—and upon those former officers and men who demonstrate a continuing interest in the Navy by contributing to the magazine.

If one coast gets more space in any particular issue than does the other, it is because more photos, more articles and more news items have been received from that coast. Similarly, if a particular ship pops up in the Afloat and Ashore section every month (none does), it is not because that ship is favored above the others, but simply because her "Crowsnest" correspondent has been on the job (bless his li'l heart).

Take a look at this month's "Afloat and Ashore." The divisions get the lion's share of the space. Need we explain why?

We aren't going to point any fingers, but we would like to draw attention to the fact that there are a certain number of ships, stations, schools, etc., who have been heard from only occasionally, and a few others not at all. Perhaps they are not interested. If so, possibly they will forego a proportion of their monthly allotment of magazines, making them available to feed the heavy demand in other quarters.

Or it may be that they are dissatisfied with the magazine. If so, we would be glad to receive and consider their "beefs."

Or perhaps it is just that until now they have not understood that it is they themselves who must see that they receive recognition in the "Crowsnest." We hope that this last is the case and that we will be hearing from them soon, and regularly.

The Editors

Page one

R.C.N. News Review

The New "Cornwallis"

The naval training base which grew to be the largest of its kind in the Commonwealth before being declared surplus in January 1946 returned to active duty on May 1. At a simple ceremony attended by the advance naval party and a number of civilian residents of the Annapolis Valley, HMCS "Cornwallis" was re-commissioned as a training establishment for RCN new entries.

"Cornwallis," which will concentrate entirely on new entry training, is commanded by Captain A. P. Musgrave, with Cdr. P. D. Budge, as Executive Officer. (See page 6).

The day following the commissioning, 148 recruits from every part of Canada arrived to form the first training classes and to begin the five-month new entry course. More will arrive at the rate of 74 every two weeks until the end of September. Peacetime capacity of the Annapolis Valley naval station is set at 800

trainees. The complement also allows for a training staff of 183 officers and men, which will be filled as the number of trainees increases.

Although the "new" Cornwallis is installed in a portion of the wartime training base, there are a number of innovations. Barrack accommodation has been vastly improved. Men will sleep in single beds placed two in a cubicle, instead of in the double bunks which accommodated four men per cubicle. And there are other comforts, including bedside rugs, arm chairs, individual lockers and two feather pillows per man.

For the permanent staff two housing projects are under way. The first, consisting of 20 temporary apartments, will be ready for occupancy on June 1. These will be allocated to chief petty officers and below. The second project is expected to get under way early in June and will consist of 110 houses to be built by Central Mortgage and Housing

Corporation. Site of the development will be behind the base hospital and overlooking the Annapolis Basin. These houses will be allocated to both officers and men on a point system.

"Cornwallis" will once again be a community within itself, complete with railway station, post office, bank, swimming pool, bowling alleys, canteens and theatre.

Coming and Going

Training cruises and anti-submarine exercises kept ships of both commands busy during May.

HMC Ships "Athabaskan" and "Antigonish" were back at sea within a week after their April 28 arrival from southern waters. The two Pacific coast ships were engaged in anti-submarine exercises with the USN submarine "Sea Dog" in the Esquimalt area. Meanwhile, HMCS "Crescent" was nearing completion of her Far East cruise. Early in May she sailed from Hong Kong for Alacrity Anchorage, near the mouth of Yangtze River. This was the first stop on the way home. The destroyer would call in at Kwajalein and Pearl Harbor before arriving at Esquimalt on June 7.

Largest RCN units in each command were alongside during most of May. Both "Magnificent" and "Ontario" were completing leave periods and did not sail from their respective bases until late in the month on the first sea-training cruises of their summer schedules.

In the Halifax command two destroyers and a frigate were busy with submarines and reservists. "Nootka" spent the early part of the month exercising with the USS "Piper" while "Swansea" took on the Royal Navy sub "Tudor." After completing repairs the destroyer "Haida" joined in the A/S exercises. During these



Formed in a hollow square, cadets of the Canadian Services College, Royal Roads, are shown being presented with academic and athletic awards by Air Vice-Marshal H. L. Campbell, Air Officer Commanding, North West Air Command. The presentation of prizes and awards was part of the Finishing Exercises held at the college to mark the end of academic year. (See page 10)

exercises, ships also took part in the reserve sea-training programme.

HMCS "St. Stephen" returned to Halifax on May 10 to end another weather patrol. The frigate and her crew are due to return to station "Baker" the second week in June.

Latest addition to the Atlantic fleet, HMCS "Portage" worked up in Bermuda waters, then sailed from Halifax on May 18 for the Great Lakes. First lengthy stop for the Algerine minesweeper is Port Arthur, where she arrives on June 1.

Three ships were commissioned during the month. HMCS "Sault Ste. Marie" returned to service as headquarters ship for HMCS "Malahat," the Victoria naval division; HMCS "Beacon Hill" joined the West Coast fleet as a running-mate for HMCS "Antigonish" during the summer training schedule and HMC "ML 121" was commissioned at Halifax and sailed to Kingston, where she will be attached to HMCS "Cataragui" for training purposes.

Attends U.K. Exercise

Vice Admiral H. T. W. Grant, Chief of the Naval Staff, visited the United Kingdom during late April and May to attend Naval staff exercises at Greenwich and to visit a number of Royal Navy operational and training centres. The staff exercises, known as "Trident", were held at the Royal Naval College and were attended by more than 200 high ranking officers of the Royal Navy, Commonwealth navies and the USN. All aspects of warfare at sea—past, present and future—were examined with a view to emphasizing the continued vital importance of maintaining sea communications in war and of intimate collaboration between the different services.

Admiral Grant returned to Canada late in May after completing an informal inspection tour of RN training bases.

Also attending the staff exercises was Commodore H. N. Lay, Assistant Chief of Naval Staff (Plans).

Informal Visits

Captain Sir Robert Stirling-Hamil-



ton, RN, Naval Advisor to the United Kingdom High Commissioner in Ottawa, paid an informal visit to the RCN's Pacific Command Headquarters and to three western naval divisions early in May. Enroute to Esquimalt, Captain Stirling-Hamilton visited HMCS "Tecumseh" at Calgary and attended the division's weekly drill. At Esquimalt he made informal inspection tours of HMCS "Naden", the Canadian Services College, the dockyard and ships of the fleet, and of the naval division, HMCS "Malahat". On his return trip to Ottawa he stopped at Vancouver and Edmonton, where he visited HMCS "Discovery" and "Nonsuch".

Sir Robert will be remembered as one of a party of five men who were lost for 12 days in northern Manitoba last fall following the forced landing of the plane in which they were flying from Churchill to the Pas.

Reunion In Halifax

Plans are nearly complete for the naval officers' reunion to be held the week of June 27 — July 2 as part of the Halifax Bicentenary celebrations. The reunion is being sponsored by the Halifax branch of the Naval Officers



W. R. MacAskill, prominent Halifax artist-photographer and a director of the Maritime Museum, is shown through the museum, in HMC Dockyard, Halifax, by Commodore A. M. Hope, president of the museum committee (top). At the right, Premier Angus L. Macdonald of Nova Scotia, former Minister of National Defence for Naval Service, who is honorary president of the Maritime Museum, pens the guest book's first signature.

Association of Canada and they have laid on a sea trip, motor tours, golf, a clambake, a dance, a dinner and other events for attending ex-officers and their wives.

For those attending the convention and/or reunion, special rail fares have been arranged. (Details on page 8).

The Salvador Affair

by 'DEADLIGHT'

This is the first of what is hoped will be a series of articles featuring various minor incidents in the history of the R.C.N., not only because they are worthy of record, but also to show the type of unexpected adventure that has happened and will continue to happen to those of us who follow the sea. The sudden departure of HMCS "Crescent" on a 4,000-mile cruise with a destination 200 miles up the Yangtze River is a case in point.

Readers are cordially invited to contribute articles to this Series. Where possible they should be accompanied by photographs.

On Friday, January 22, 1932, HMC Ships "Skeena" (Commander V. G. Brodeur, RCN) and "Vancouver" (Lt.-Cdr. F. G. Hart, RCN) were on passage from Esquimalt to the Canal Zone on the first leg of the annual spring cruise.

At about 2000 a radio message was intercepted stating that British lives and property in the Republic of San Salvador were in danger owing to the imminent possibility of a general Communist uprising, and that HMS "Dragon" was proceeding there at

once but could not arrive before January 27.

Course was immediately altered for the port of Acajutla, San Salvador; confirmation of this action and further instructions were received during the night from headquarters.

It happened that on the previous day the Republic of Guatemala had experienced a minor earthquake accompanied by the eruption of two normally dormant volcanoes, as a result of which the atmosphere was full of a fine, brown volcanic dust causing a haze that reduced visibility to about two miles.

Not only did this make the landfall a tricky matter (there was no radar in those days!), but the ships themselves, which had just lately been painted overall, suffered severely from the dust which settled everywhere. This was not noticed until daylight the following morning, when the comments of the First Lieutenants, the Captains of Tops, and indeed everyone who was faced with the job of removing it, were memorable if unprintable.

At noon on the 23rd the two ships anchored about a mile from the single

pier at Acajutla.

There is no harbour, and the endless sandy beach is directly exposed to the long Pacific swell.

The only possible method of gaining the long steel-trestle pier is by means of a form of boatswain's chair in which one is whipped up smartly by a steam-crane.

The port itself is little more than a village, the principal buildings being the railway station, the British Consulate and the local Port Commandant's headquarters. The rest is a collection of wooden sheds and native huts.

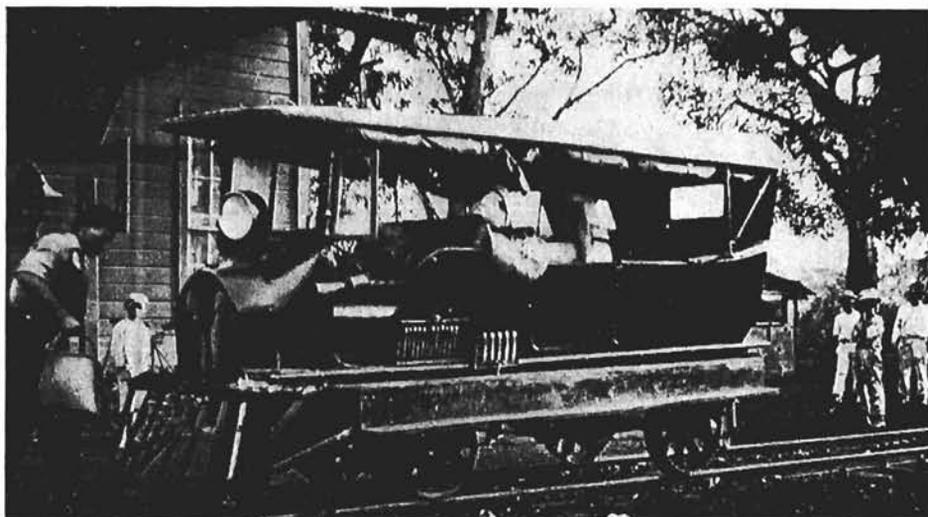
In the circumstances shore-leave was out of the question, and, anyway, there was literally nothing to see or do in the village itself.

An officer was sent ashore to ascertain the situation. He was told by the British Vice Consul — the only white man in the village — that while Acajutla itself was quiet, serious trouble had broken out up-country. A telephone message to the British Consul in the capital, the city of San Salvador, elicited the information that the situation was grave, and Commander Brodeur was asked to visit the capital and see for himself.

In the meantime ships were kept at half-an-hour's notice for steam and all preparations were made for the immediate landing of a full platoon, with Lewis-gun sections, from each ship.

On the afternoon of Sunday, January 24, Commander Brodeur and Lt.-Cdr. Houghton, accompanied by Petty Officer M. E. Priske, carrying a Lewis-gun concealed in a hammock (on the urgent advice of the Consul) left Acajutla for the capital.

The mode of transportation was unusual — a "gasoline car", consisting of a flat railway truck on which were mounted the engine, chassis and



"The mode of transportation was unusual — a gasoline car, consisting of a flat railway truck on which were mounted the engine, chassis and body of an Overland touring car of 1919 vintage."

body of an Overland tourer of 1919 vintage. It was noisy and dusty but on the whole comfortable.

The vehicle, driven by a native, achieved 45 m.p.h. at times; but the 65-mile journey, including stops, took three and a half hours.

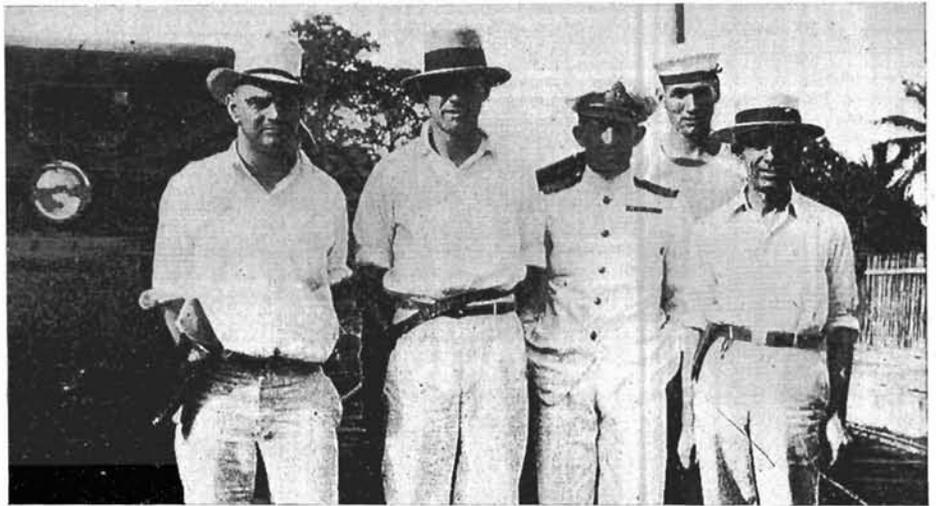
The town of Sonsonate, where the riots had first broken out, was the beginning of the so-called "danger area", and the driver refused to go on. Fortunately, a volunteer was found who was prepared to take the risk.

A few days before, a band of Communist Indians wearing red armbands and numbering several hundreds had attacked the Customs House, murdered the customs police and dragged their mutilated bodies into the street. A few of the rioters were armed with rifles of an ancient pattern, but most carried machetes (sometimes called cane-knives and nearly all of them "made in Birmingham").

The attackers were driven off by army officers from the local barracks using their revolvers. They would not allow their own soldiers to have arms, fearing that they had also been affected by the Communist infiltrators.

Apart from the bodies of a few very dead rioters strewn alongside the railway tracks, the "danger area" proved uneventful, and on arrival in San Salvador, after interviewing the British Consul, the party was granted an interview with the military dictator, General Martinez, who had overthrown President Araujo a few months earlier. At the time of this incident, the Junta Government of Salvador had not been recognized by Great Britain or any other power, and this may have accounted in part for what proved to be the somewhat exaggerated fears of the British residents.

In the meantime the ship had received an urgent message from the British Consul requesting that an armed party be landed at once and sent to the capital to protect British lives and property. No sooner was it ashore—quite an evolution in the heavy swell with the steam-driven boatswain's chair—than a second



Lieut.-Cdr. Houghton and Petty Officer Priske, with officials of the British-owned San Salvador railway.

message was received cancelling the first one. Back they all went to the ship, being dropped two at a time into the motor-boat and whalers as they rose and fell violently on the long rolling swell.

Less than 30 minutes later another message arrived, "Please send a landing party immediately," and once again they all went ashore. The platoon formed up on the jetty and was on the point of marching off to the railway station when once again a message came through to the effect that "on no account was a foreign armed party to set foot in San Salvador without the personal approval of the president".

This was, of course, perfectly correct procedure in normal circumstances. However, the officer in command of the party pointed out that he had received his orders, but eventually agreed to keep his party on the jetty until he was able to telephone to the Commanding Officer in the capital for orders. In the meantime, the platoon was employed filling sandbags with the object of barricading railway boxcars for the journey up-country.

Eventually, the party returned to the ship and no further calls were made for assistance.

During the stay at Acajutla, "Skeena" had on board the wives of five British railway officials from Sonsonate. They occupied officers'

cabins (the officers slung) and messed in the captain's cabin. One of them—the prettiest, incidentally—was very shortly—very shortly indeed, as a matter of fact—to present her husband with an heir or heiress, and while the wardroom discussed the possibilities of naming the expected newcomer "Skeena" the ship's doctor boned up on such medical literature as the sick bay possessed. Needless to say, he could find little reference to this particular emergency, in spite of the fact that K.R. and A.I. (no K.R.C.N. in those days) directs that "all births, marriages and deaths on board His Majesty's Ships shall be entered in the Log".

In the event, and to the disappointment of everyone in the ship's company except the doctor, the young lady was disembarked before anything happened.

In the interview at government headquarters in the Capital, General Martinez was adamant as regards his refusal to allow a foreign armed party to land, and stated confidently and very definitely that he had the situation perfectly well in hand and saw no reason whatever for foreign intervention.

Commander Brodeur thanked the General, explaining that we were only trying to help; but he insisted upon immediate and thorough protection of all British interests. This was

(Continued on page 30)

The Man of the Month

A man who joined the Navy at the age of 16 as a boy seaman and who today, at 44, holds the rank of commander, took up on May 1 an appointment of singular responsibility and one for which his experience and record make him eminently suited.

That man is Commander Patrick David Budge, DSC, RCN, who assumed the post of Executive Officer of HMCS "Cornwallis" when the New Entry Training Centre on the shores of Annapolis Basin was commissioned last month.

As "XO," Commander Budge is responsible to his Commanding Officer, Captain A. P. Musgrave, OBE, RCN, for the maintenance of efficiency, safety, discipline and morale in "Cornwallis." In that respect his duties do not differ from those of the Executive Officer of any other ship or establishment. But there are additional factors which make the job of the Executive Officer of "Cornwallis" especially important.

The period they spend at "Cornwallis," under the keen eye of Commander Budge, will be, for the hundreds of young men who join the RCN in the coming months, the most important of their naval careers. What kind of sailors they will prove to be will depend to a very great degree on the introduction they get and the training they receive at "Cornwallis."

To his latest post Commander Budge carries a wealth of experience, gained not only on the lower deck and as an officer, but as a recognized specialist in the field of training.

On top of that, he is a shining example for the man who is prepared to give his best to the Service and has the ambition to get ahead.

Born in Dover, England, Commander Budge joined the Royal Navy in 1921 as a boy seaman. In 1928, after his parents had moved to Toronto,

he transferred to the Royal Canadian Navy as an able seaman and for the next two years served in HMCS "Stadacona" as an instructor of Naval Reserves.

He returned to England to qualify



CDR. PATRICK D. BUDGE, DSC, RCN

as Torpedo Gunner's Mate at HMS "Vernon," then joined HMCS "Saguenay" for a three-year stretch. It was back to "Vernon" in 1934, this time to earn his warrant as Acting Gunner (T).

In May 1936 Mr. Budge rejoined the "Saguenay" and he remained in her until the outbreak of war. After two weeks ashore he was appointed to HMCS "Assiniboine," which had just been turned over by the Royal Navy to the RCN. In May 1940 he joined another destroyer, HMCS "Ottawa," and while serving in her was promoted to Commissioned Gunner (T) and mentioned in despatches

"for good services in an attack on an enemy U-boat."

He left the "Ottawa" in June 1940 and for the next year and a half served as Flotilla Torpedo Officer at Halifax and on the training staff engaged in the working up of ships preparatory to their going on operational duties. He was one of the originals of the unofficial HMCS "Halo," the summer cottage which served as the headquarters of the training staff at St. Margaret's Bay.

Cdr. Budge (then a lieutenant) returned to sea in 1943 as Executive Officer of the new Tribal class destroyer, HMCS "Huron," and was in her when she and her sister destroyers distinguished themselves in a series of English Channel actions before and after D-Day.

"For good services in action with a destroyer force" on June 8 and 9, 1944, Cdr. Budge was awarded the Distinguished Service Cross.

In February 1945 he got his first command, that of the second HMCS "Ottawa," and in August of the same year was appointed captain of HMCS "Gatineau," which he took around to the West Coast from Halifax for paying off.

He stayed on at Esquimalt as First Lieutenant of the RCN Barracks, HMCS "Naden," and the following year was appointed assistant to the Training Commander there and confirmed in the rank of lieutenant-commander.

He became Training Commander, with the rank of acting commander, in December 1946 and held this post until August 1947, when he was appointed to HMCS "Ontario" as Executive Officer. There the connection with training continued, for it is in the "Ontario" that RCN new entries get their first introduction to life at sea.

As keys to success, Cdr. Budge recommends ambition — the desire and the will to get ahead — and a cheerful attitude.

Cdr. Budge is a "t.t." — naval terminology for an abstainer — but admits to a great fondness for "cokes", which he drinks out of large-sized beer steins, and for ice cream. A hobby of his is fancy needlework, with which he occupies himself during the quiet hours on long trips at sea. He's an expert at it, too.

But don't let all that mislead you. As those who have served with and trained under him know full well, the Executive Officer of HMCS "Cornwallis" is a real sailor, "knows the score" from A to Z, and stands for no nonsense.

Cdr. Budge is married and has one child, a nine-year-old daughter, Wendy. Like most naval careerists, his "home town" is wherever his appointments take him. Once it was Halifax, then Victoria, now it's Cornwallis.

'CORNWALLIS' COMMISSIONING ALL-HANDS JOB

A lot of hard work and good, honest sweat went into the preparation of HMCS "Cornwallis" for commissioning May 1. In recognition of this, the commanding officer, Captain A. P. Musgrave, dispatched the following signal on commissioning day to Naval Headquarters and the Atlantic and Pacific Commands:

"I would be grateful if the deep appreciation of the officers and men who have commissioned HMCS 'Cornwallis' could be extended to Supyard (Superintendent of the Dockyard) Halifax, his staff, especially Naval Stores in HMC Dockyard, Halifax, and to the personnel of the various directorates at Canavhed for their untiring efforts, without which it would not have been possible to commission today.

"The co-operation displayed by 'Naden', 'Stadacona' and the depots in cheerfully providing the staff required on time shows that all personnel in the RCN are willing to do accept the extra load when necessary.

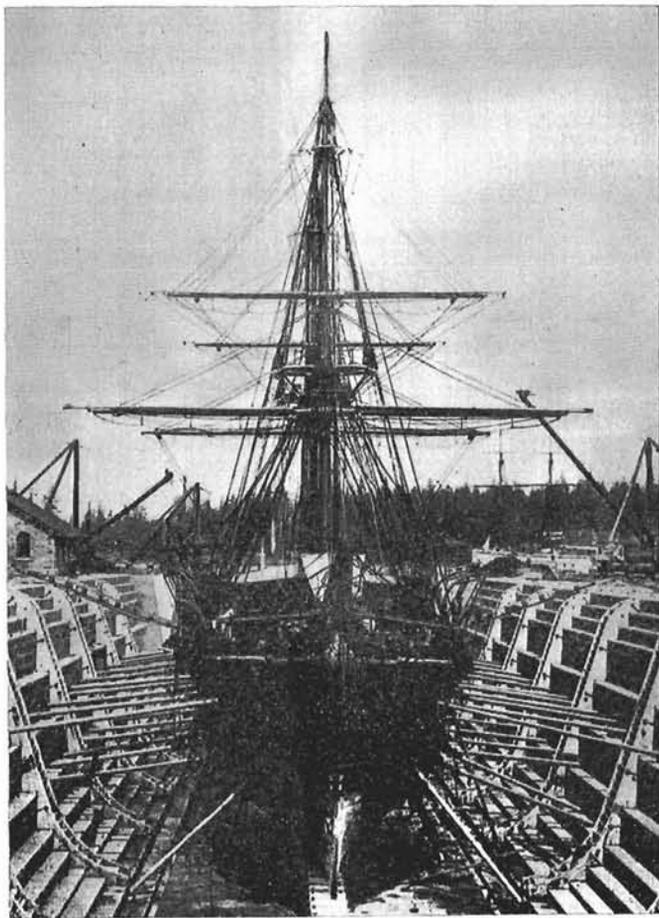
"Further, the work of the local civilian maintenance staff under the charge of Mr. Anderson (C. F. Anderson), Clerk of Works, in providing the required buildings on time has been little short of remarkable.

"I have nothing but praise for the officers and men of the advance party, who have all cheerfully taken their coats off and got down to any work that was necessary."

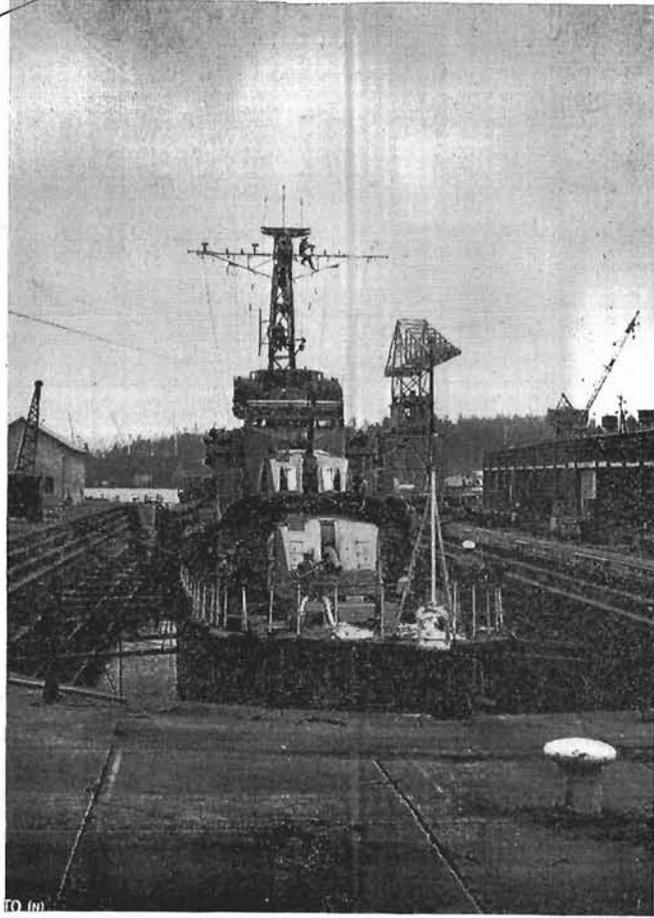
Prompted by Captain Musgrave's message, the following was dispatched from Naval Headquarters May 3:

"The Naval Board note with pleasure the appreciation of the commanding officer HMCS 'Cornwallis' expressed in his message 011302Z and desire that this message be brought to the attention of all concerned in both commands. The untiring efforts of the officers and men of the advance party at 'Cornwallis' to meet the May 1 commissioning date have been particularly noted by the Naval Board, who wish to express their gratification for the co-operation and initiative displayed by both naval and civilian personnel in this undertaking."

Then



Now



The ships are different but the drydock hasn't changed much over the years. HMS "Cormorant," first ship to enter the naval drydock at Esquimalt, went in 62 years ago, on July 20, 1887. HMCS "Crescent" is shown at the right during a docking period in February 1948.

The Bulletin Board

Permission Required On Service Matters

Before any officer or man can publish any writing or deliver any address dealing with service matters, he must submit the text to his Captain for approval. In some cases the Captain must seek higher authority, for example from Naval Headquarters when armed forces of a country other than Canada is mentioned.

Maple Leaf Emblem

Authority has been granted for all ships to wear the maple leaf on their funnels. This was the practice during the latter part of the war and was discontinued at the end of hostilities.

The maple leaf to be placed on the funnels of ships shall be in the form of a plate painted green and attached to the funnel — not painted on.

RCN (R) Emergency List

The Emergency List of the RCN (R) permits men with former naval service to retain some connection with the Navy without any active training or interference with their civilian life. Under certain circumstances, men on the Emergency List may train actively with the RCN.

The requirements for entry on the Emergency List have been reduced so that the time qualifications are now "two years continuous active service," "five years RCN service" or "six years in a naval force."

Retired List RCN (R)

A graduate of a Canadian Services College who does not enter the RCN and is unable for geographical reasons to serve in the Reserve or the Active List may now be placed on the Retired List of the RCN (R) as a midshipman. Previously, an officer had to be a confirmed sub-lieutenant to be entered on the Retired List.

The RCN (R) Retired List for officers is similar to the Emergency List for men in retaining some ties with the Navy within civilian occupation.

Allotment Changes

As the result of a change in regulations, officers and men may not change the amount of their allotments more than once in six months except on changing ships, prior to long cruises, after changes in status and finally, in exceptional cases, at the discretion of the Captain.

The effect of this change should be to reduce the number of changes, at the same time following the practice in the Army and Air Force.

Special Rail Fares For NOAC Convention

The CNR advises that Convention

Certificate Plan arrangements have been placed in effect by the railways for those who will be attending the Naval Officers Association of Canada Convention and Reunion in Halifax June 27—July 2.

The plan provides one way single plus one-half for the return trip, plus 25 cents certificate fee, from all destinations in Canada to Halifax. To procure this rate, delegates should get from their railway ticket agent a one way ticket to Halifax and a standard convention certificate which, when validated at the meeting by a representative of the railway appointed for this purpose, will be honoured by the ticket agent at Halifax for one-half of the one way fare back to destination. The return limit of the convention tickets is 30 days.

In addition to the above, there will be in effect at that time for those going from Ontario and Quebec the 21-day summer excursion fares, which are based on single fare plus one-third for the return trip.

On two of the days, June 29 and 30, the annual meeting of the NOAC will be held in HMCS "Scotian." Twenty-seven official delegates will be present from Victoria, Vancouver, Calgary, Edmonton, Regina, Saskatoon, Fort William, Windsor, London, Hamilton, Toronto, Kingston, Ottawa, Montreal, Quebec, Saint John, Halifax and St. John's.

Naval Libraries

Grants of money are authorized for the establishment and maintenance of Naval Libraries in ships and establishments. As the result of the commissioning of HMCS "Shearwater," the extension of the payment of the grant to Naval Air Stations has been authorized on the same basis as for a cruiser or larger ship.



Who says the days of sail are past ?

As part of her regular equipment, HMCS "St. Stephen" carries a steadying sail which is hoisted on a specially fitted mast during heavy weather on Station Baker. The sail enables the frigate to point up better into the wind and sea when hove to on station. This in turn reduces the number of revolutions required of either engine to keep the ship hove to, and thereby saves fuel.

SPEED AND TEAMWORK

by E. S. MacD.

Parade Training Is First Step In Developing Fighting Efficiency

"Divisions . . . SHUN! . . . Shunn . . . shunn . . ."

That familiar cry, booming from the dais in front of the Gunnery Training Centre in HMCS "Naden," rolls out across the parade, bounces off the M.T.E., the gymnasium and Grenville Block in turn, and finally shoots straight upward. Seagulls and sparrows pause in mid-flight and eye with dismay the rigid blue-clad ranks below.

Remember the March Past on a Saturday morning when the leading division passed the last three before they were clear of the parade? Remember, too, the day the Parade Officer became almost frantic as "B" Company headed for the South Gate, presumably bound for the Tudor House? (The gate was locked).

Those are the little incidents that linger long in the memory. But, as those of you who are fortunate enough to be members of the cult of St. Barbara (the patron saint of artillerymen) know, parade drill is only a portion — albeit a necessary portion — of the training required to fit a man for a place in today's Navy.

The modern ship is becoming ever more complex, incorporating new developments with which training and discipline must proceed apace. Although the outward, visible forms of discipline may change, the underlying spirit and attitude must remain constant. For example, with the increased automatic properties of new equipment, the physical duties of one man may have been lessened but the degree of concentration necessary to push the right button at the right time has been increased. More than ever the emphasis is being placed on mental alertness.

This applies to every man in the Navy. Since things happen faster these days, men must be able to *think* and *act* in split seconds. Hence the Gunnery Department's stress on what

may appear on the surface to be unnecessary training. To be mentally alert, a man must be physically capable.

The gun armament of our ships employs a greater proportion of the men in battle and they work with intricately built equipment. It is here that one man's mistake or fumble may be felt throughout the entire ship. Perhaps his timing is off, he may be putting the shells in the hoist upside down. Whatever he is doing wrongly, it is certain that he is disrupting someone else's precision. With the whole ship's company timed and geared to operate as a team it is evident that harmony must be established before the ship can take its place alongside other ships in the grand team — the fleet.

Traditionally, the Gunnery Branch has always been responsible for training every man in "how to act." This resulted from the fact that the efficient manning of gunnery armament has always required a high degree of discipline, timing and drill. It is to this end — to the achievement of a high standard of specialized skill — that the Gunnery Training Centre in HMCS "Naden" is dedicated. Every man specializing in Gunnery is a potential Gunnery Instructor. It is a good man who makes the grade and he has to work hard to get there.

At the present time the G.T.C. is employed mainly in qualifying Second and Third Class rates. It is hoped that the Centre may branch out in the future and work up to qualifying all Gunnery rates needed in the Pacific Command. For the time being, however, budding "Gunnery wizards" must be sent to other schools having greater facilities. Efforts at "Naden" are devoted to providing junior men with a sound foundation in basic Gunnery knowledge and the first elements of their specialized skill in this fascinating science.

"Warrior" In New Role

An old friend turned up in a new outfit recently when the aircraft carrier "Warrior" (now HMS) appeared with a specially fitted flexible landing surface designed to permit modified jet fighters to make deck-landings with skids instead of the conventional under carriage. "Warrior" has been engaged in manoeuvres testing the new invention.

Few details of the deck structure are available other than that it is flexible and has a rubber-like surface. Through the new deck surface it is hoped to eliminate the undercarriage of the aircraft, which accounts for approximately six percent of the fighter's empty weight; thus permitting greater range or addition of more armament.

The idea of skids on aircraft is not new. The Germans tried it on some small experimental rocket aircraft and the RAF did similar tests during the past war. Main bug-bear in the experiments has always been the same — the sudden impact of landing without wheels is too great a strain on plane and pilot.

"Warrior" may have the answer to this problem in her "rubber" deck.

RETIRED NAVAL OFFICER DIES AT MONTREAL

Lieut.-Cdr. Walter J. Kingsmill, RCN(R) (Ret'd), 47, son of Lady Kingsmill and the late Admiral Sir Charles Kingsmill, of Ottawa, died on April 27 in the Queen Mary Veterans' Hospital in Montreal.

Born in Toronto, Lt.-Cdr. Kingsmill served as a naval cadet in the First World War. At the outbreak of the Second World War he joined the RCNVR as a paymaster lieutenant, transferring to the executive branch in June, 1940.

During the war he served as executive officer of the corvette "Bittersweet" and as commanding officer of the Bangor minesweeper "Blairmore" and the frigate "Kokanee."

He was discharged on medical grounds in June 1945 and was placed on the retired list.

The funeral, which was attended by high-ranking officers of all three services, was held in Ottawa.

Officers and Men



CHANGES ANNOUNCED IN SENIOR POSTS

New appointments for Commodore H. N. Lay, Commodore R. E. S. Bidwell and Captain C. N. Lentaigne were announced recently.

Commodore Lay, formerly Assistant Chief of the Naval Staff (Plans) and (Air), will become Naval Member of the Canadian Joint Staff and Canadian Naval Attache in Washington on July 15. He will succeed Commodore V. S. Godfrey, who will take up his appointment as Commodore Newfoundland on the same date.

Until he goes to Washington, Commodore Lay will carry out the duties of Assistant Chief of the Naval Staff (Plans). Captain Lentaigne, formerly Director of Naval Aviation, has been appointed Assistant Chief of the

Naval Staff (Air) and becomes a member of the Naval Board.

Commodore Bidwell, at present Naval Member of the Directing Staff at the National Defence College, Kingston, will succeed Commodore Lay as Assistant Chief of Naval Staff (Plans).

FIVE ARE PROMOTED TO WARRANT RANK

Chief Petty Officers Leslie Healey, Eric Carey, David Millen, Ernest Bell and George Dunfee, all electrical technicians, have been promoted to the acting rank of Warrant Electrical Officer, RCN.

Mr. Healey, who hails from Vancouver, joined the RCN at HMCS "Naden" in 1935. Among the ships in which he has served are the destroyers,

HMCS "Skeena," "Ottawa," "St. Clair" and "Nootka."

Born in London, England, Mr. Carey also calls Vancouver his home town. He joined the RCN at "Naden" in January 1936 after a year in the RCNVR. He has seen service in HMC Ships "Skeena," "Fraser," "Husky," "Restigouche," "St. Clair" and "Ontario."

Mr. Millen, a native of Halifax, joined the RCNR in December 1939 after spending a few months with the Royal Canadian Engineers (AF). During his time in the Reserve he sailed in the destroyer "Saguenay," the former RCMP patrol vessel "Fleur de Lis," the converted yacht "Vison" and the cruiser "Uganda." Following his transfer to the RCN in November 1945 he served in the aircraft carriers "Warrior" and "Magnificent."

Mr. Bell joined the RCN as a boy seaman in 1934 at Victoria, his home town. He has served in a number of RCN and RN ships and establishments, including HMCS "Skeena," "Fraser," "Ottawa" and "St. Francis, HMS "Belfast" and HMCS "Ontario."

Born in Hamilton, Ont., Mr. Dunfee joined the RCNVR there in October 1941. He transferred to the RCN in April 1942, and subsequently served in HMCS "Middlesex" and "Magnificent."

ROYAL ROADS CADETS COMPLETE TERM

Finishing Exercises held on April 29 marked the completion for 22 Navy cadets of their senior term of academic instruction at the Canadian Services College, Royal Roads.

The 22 Navy and 33 Air Force cadets who completed their final year and the 85 junior term cadets of the Navy, Army and Air Force will under-



Members of the first all-Canadian class of chief petty officers and petty officers to take the Gunnery Instructors' course at HM Gunnery School at HMS "Excellent," Portsmouth, pose for the camera in the rose garden outside the CPO's mess at Whale Island. The course ended April 8. In the photo are: Front row (left to right) — PO Reg Winter, CPO Ira Johnson, PO James Luke, PO Jack Gaynor, CPO Stanley Rhodes. Rear row — CPO William Aveling, CPO Bruce Colegrave, PO Erland Grant, CPO George Coles, CPO John Rafter and PO Stanley Burch.

go a summer of professional training with their respective services.

The cadets were inspected by Air Vice-Marshal H. L. Campbell, Air Officer Commanding, North West Air Command, who also gave the address and presented scholastic and athletic awards.

Among the officers who attended the Finishing Exercises were Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Major-General M. H. S. Penhale, General Officer Commanding Western Command; Commodore W. B. Creery, Chief of Naval Personnel, and Captain H. S. Rayner, Commandant of the College.

Senior term Navy cadets to receive first class honours in academic subjects were James D. Prentice, Edward R. Ross and Donald K. McNair.

Navy Cadet Ian S. Wishart received the Governor-General's Bronze Medal, awarded to the cadet in his first year who attains the highest place in examinations at the end of the academic session.

The Director of Studies Cup, awarded to the outstanding cadet in the first year for athletic ability and sportsmanship, went to Navy Cadet F. W. Crickard.

The following is a list of Navy cadets who completed their senior academic year: James L. Creech, John K. Kennedy, Ronald G. McCullagh, James D. Prentice, Edward R.



Graduation of the first four Air Observers to be trained by the RCN was marked by a wings parade held on the flight deck of HMCS "Magnificent" at sea April 7. Commodore G. R. Miles, commanding officer of the "Magnificent", presented observer's wings to the graduates, who will be assigned to RCN air squadrons for full operational duties. Shown above with their instructors are, left to right, Lt. (P) (O) Farrell Lapres, Sub-Lieut. (O) Donald E. Maxwell, Lieut. (O) J. A. Shee, instructor in charge of observer training aboard the carrier; Lieut. (O) R. E. Quirt, instructor; Sub-Lieut. (O) John A. P. Anderson and Sub-Lieut. (O) Harry R. Dubinsky.

Ross, Keith M. Young, Edward D. Francis, William G. Welbourn, Richard J. K. Hamilton, Clifford A. Stewart, Roy Allan McKay, Willoughby F. Jones, Richmond H. Kirby, William E. Leslie, James W. McDonough, Donald K. McNair, Stanley Szach, Malcolm Wilson, Andre F. Bender, Jean Gagnon, Allison H. Bell and William T. Orr.

LONG SERVICE MEDALS ARE PRESENTED

RCN Long Service and Good Conduct Medals were presented to CPO's William Rye and Donald McGee, both of HMCS "Magnificent," in a ceremony aboard the carrier.

Commodore G. R. Miles, the ship's commanding officer, presented the medals.

Both men joined the RCN in Halifax in 1933, CPO Rye as a stoker second class and CPO McGee as a boy seaman. The former has served in HMCS "Magnificent" since July, 1948, while CPO McGee joined the ship in January of this year.

PETTY OFFICERS PASS SELECTION BOARD

Petty Officers Thomas A. Cove and Douglas B. Payne have passed a Fleet Selection Board for promotion to commissioned rank in the Supply and Secretariat Branch.

They must now successfully complete a four-month course at the Supply and Secretariat School, HMCS "Naden," after which they will be promoted to the rank of Acting Sub-Lieutenant (S). Both are Petty Officer Writers and have been serving in ships of the West Coast Fleet.

COMPLETE TAS COURSES AT "STADACONA"

A new group of TAS Instructors graduated from the TAS School, HMCS "Stadacona," on April 21. These included CPO J. P. Lipton and PO's L. S. Roussel, J. W. Jackson, T. E. Elstone, D. Wallace, D. Ingram and G. Hornett.

Nine other men who completed a course on April 8 are now entitled to wear Torpedo Detector Second Class badges. They are PO's A. Sheddon, C. Llewelyn, C. Smylie, B. J. Allday, A. A. Gray and J. B. Featherby, Ldg. Sea. F. P. Conway, and Able Seamen J. F. Connors and K. V. Gates.



Six naval fighter pilots graduated this spring from the second course to be held at the Operational Flying Training School, HMCS "Shearwater". In the photograph are: Front row (left to right) Lieut. (P) G. D. Westwood, Lieut. (P) A. T. Bice, instructor, and Lieut. (P) R. C. MacLean; rear row, Lieut. (P) H. D. Joy, Lieut. (P) J. C. Runciman, Lieut. (P) D. A. Wardrop and Lieut. (P) J. P. Cote. The new pilots are now flying Sea Fury aircraft with the 19th Carrier Air Group.

NEW ENTRIES SAIL IN 'NEW LISKEARD'

Early in April the New Entry Section from HMCS "Stadacona," complete with staff, boarded the Algerine minesweeper, HMCS "New Liskeard," for a week-end training cruise to Shelburne, N.S. In all they added seven officers, eight petty officers and 160 men to the normal complement of the ship.

However, in the Captain's words, "Despite the mass of top weight on board, the cruise was an undoubted success."

With perfect weather prevailing during passage to Shelburne, training was carried out to the fullest extent. Boatwork, including hoisting, lowering and pulling, was practiced almost continuously and "New Liskeard's" armament was fired both by day and night, creating considerable interest and a great deal of noise.

PO JAMES H. KEAST RECEIVES G.C. MEDAL

Petty Officer James H. Keast, of HMCS "Stadacona," was awarded the RCN Long Service and Good Conduct Medal on April 4. The medal was presented by Captain A. B. Fraser-Harris, commanding officer of HMCS "Shearwater," where PO Keast was serving at the time.

PO Keast joined the RCN as a boy seaman. Among the ships in which he has served are HMS "Warspite" and "Sheffield," and HMCS "Saguenay," "St. Laurent," "Skeena," "Rimouski," "Restigouche," "Uganda," "Sioux," "Warrior" and "Haida."

He joined the RCN Air Station in August 1947 and was drafted to "Stadacona" in April of this year.

DIRECTOR OF NAVAL STORES RETIRES

Douglas G.L. Pittman, MBE, Director of Naval Stores at Headquarters since October, 1943, retired from the Civil Service on April 1. He has been in ill health for more than two years.

Harry N. MacNamara, formerly Deputy Director of Naval Stores, has succeeded Mr. Pittman.

Mr. Pittman joined the stores department at HMC Dockyard, Esquimalt, in August 1914. He transferred to Headquarters, Ottawa, in 1921 and subsequently to HMC Dockyard, Halifax, in 1925. He was Naval Stores Officer at the East Coast base in 1940 and was promoted to Supervising Naval Stores Officer two years later.

Mr. MacNamara started his career in the Civil Service in 1915 in HMC

FOUR NEW WARRANTS IN MEDICAL BRANCH

Four chief petty officers of the Medical Branch have been promoted to the acting rank of Warrant Wardmaster.

They are Victor H. Skinner, Clifford A. Brown, Stanley P. Ford and Robert H. Jones.



MR. SKINNER.

All four joined the RCN as probationary sick berth attendants at HMCS "Naden" in 1939, and served at sea and in hospitals ashore during the war.

Mr. Skinner and Mr. Jones are at present on the Staff of the Medical Director General at Naval Headquarters. Mr. Brown is now at the RCN Hospital, Esquimalt, while Mr. Ford left the cruiser "Ontario" for duty in RCN Hospital, Halifax, on June 1.



MR. JONES



Photographed following christening ceremonies on April 17 at HMCS "Shearwater," Dartmouth, are, left to right, Mrs. James L. Haddon, Patricia and AB Haddon; Mrs. Walter R. Proseilo, Barrie and AB Proseilo; Mrs. Eric C. Batsford, Linda and AB Batsford; Mrs. Ronald J. Brayton, Janet and AB Brayton; Mrs. George W. Mitchell, Valerie and AB Mitchell, and CPO Clifford E. McNaught, Mrs. McNaught and Valerie.

Dockyard, Halifax, in the office of the Captain Superintendent. He joined the stores department there in 1916. He became Assistant Supervising Naval Stores Officer in 1942, and Supervising Naval Stores Officer the following year. In May 1944 he followed Mr. Pittman to Ottawa, where he was appointed Deputy Director of Naval Stores.

In the Second World War both men played a large part in establishing and equipping the many new naval bases and stores depots in the Maritimes, Newfoundland and other parts of Canada, and in operating the organization through which new construction warships were outfitted and made ready for sea, and vessels already in commission were supplied with stores and equipment necessary to keep them in top fighting trim.

THE FLEET IN WHICH WE SERVED

BY C.S.J.L.

Visit to Corvettes Bound For Scrap Heap
Brings Back Ghostly Memories

A SHORT while ago a party of Reservists from HMCS "Star" made a Saturday afternoon visit to the corvettes being readied for the scrap heap in Hamilton. The official purpose of the visit was to salvage whatever material would be of instructional value to the Division. For those who had served in ships such as these, the visit brought back a host of memories.

As our tug rounded the Steel Company jetty, the sight was somewhat familiar. There in a long bank lay a dozen corvettes, side by side, some bow to stern, just as they would appear alongside Jetty 5. From the distance they had the same look. The paint job was neither any worse nor any better. The general silhouette was the same. However, as we came alongside a difference became apparent. The ships were silent.

Climbing aboard the outside ship, I had to scramble over heaps of rubble to get forward. I wanted to see how these veterans of the North Atlantic had made out in the years between. Passing along the portside flats I noticed that all the cupboards were bare, completely cleaned out. That is, all except one. It contained several bars of puffers soap, now gone mouldy.

Going to the wheel-house of this ship, which was known now only as K-125, I found that someone else had been there first. Anything that hadn't been removed had been smashed. Chart tables, windows, and doors were all broken. Only Lord Kelvin's inverted soft iron spheres were undamaged. On the W/T shack door the much painted call letters "CGQS" still stood out. Inside, a rusty helmet lay on the deck of torn corticene.

This first ship, the "Algoma", set the pattern of what was to be seen in the others. It seemed as though someone had a little score to settle and was taking it out on the empty corvette. Settees, desks, bunks, closets and

drawers, all lay smashed and broken. The Captain's cabin was cleaned out of all woodwork. The messdecks were hardly touched, but I did notice there that the bells from all the alarm rattlers had been removed. The sudden jangling of "Action Stations" would never again bring the men of "Algoma" scrambling out into the Mediterranean dusk to ward off a torpedo-bomber attack.

The second ship was a little more familiar. The pendant numbers K-179 stood out clearly, and the name "Buctouche" was still painted there to bring back memories of days in convoy on the Atlantic, and of her more romantic days as a movie stand-in for "Corvette K-225". The star, "Kitchener", was there, too, but she stood apart from the rest. The movie queen was right on the scrap heap and only her hull remained.

Down in the wardroom of "Buctouche" I noticed that the stanchion had a turk's head of yellow, red and blue on it. Did a Queensman ever sail in her?

Ducking around "Buctouche's" whaler, which was still seaworthy, I went to the next ship, K-174, "~~Deck~~". Outside on the bridge, all was still. The only noise was the rusty creaking of the emergency masthead light as it swung gently in the breeze. Ghost noises from a ghost ship.

Next ship in the bank was K-121, "Rimouski", another veteran of the Newfoundland Escort Force. Alongside of her was "The Pas", K-168. She still had the short fo'c'sle. Of all the corvettes, "The Pas" seemed most ready to receive visitors. A rusty, battered light cluster lay by the gangway, and the officers ashore board was in place.

The next ships had just their numbers. The first was K-112, ("Matapedia") a ship which must have had a good Number One. The wardroom and flats still bore signs of good care

and a neat paint job. However, someone leaving the sick bay spread pills over everything. They had no use for the "Tiffie's" standard cure for seasickness, hangovers, sore feet, and other shore-leave complaints. On the bridge, a rocket projector stood ready to warn a convoy of danger, but there was no rocket. The job was over.

Then there were K-161, K-273 and K-119. Just numbers now. Their paths of glory had led them to the grave.

The last ship was K-231, "Calgary". No future Christmases would be spent in Gibraltar, nor would she shoot at enemy aircraft strafing the beaches. Now she was nearest the scrap pile. Her creaking lines were plainly audible as the slight waves moved her up and down. The worn copy of the First Lieutenant's Standing Orders would go forever unheeded. The copy of the Winnipeg Tribune of February 15, 1944, carried headlines telling of the progress of our Russian Allies, but now it, too, was out of date, lying there on the wardroom cupboard.

The corvettes lie in rack and ruin. The dirt, filth and wreckage would break the hearts of all who scrubbed and sougeed these ships so thoroughly. Perhaps it is just as well that they are not on view. These corvettes were the sweethearts of the men who sailed in them. Like their human counterparts, they want to be remembered as they were in their best days, the days when they made up the fleet in which we served.

23 U-BOAT SINKINGS

Ships of the Royal Canadian Navy were officially credited with 23 U-boat sinkings during the Second World War. HMCS "Chambly" and "Moose Jaw" scored the first RCN "kill" on September 10, 1941, while HMCS "New Glasgow" was credited with the last, on March 20, 1945.

Kenogami



PACIFIC COAST

HMCS "Naden"

Mother Nature continues to upset the tranquility of HMCS "Naden." In February it was a record snowfall, followed by flooding rains. Recently it was an earthquake, the second in three years, which shook buildings in the barracks at 1150 April 13. No damage was done.

Prime Minister Louis St. Laurent made a flying visit to Victoria early in April and was met by Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, and a Naval Guard of Honour.

The exodus of New Entry Training instructors from HMCS "Naden" to HMCS "Cornwallis" is now almost completed. Among the latest to leave were CPO C. Sainsbury and PO's P. E. Lemasurier, J. K. Slater, H.

Stevens and W. Ramsdale. Others who will join the new establishment early in June are CPO's B. Inglis and C. Mann and PO's S. Case, J. F. Goucher and W. Reubottom.

PO W. Bayers is now in "Stadacona's" Mechanical Training Establishment, AB G. Scriven has been drafted to HMCS "Discovery" and Able Seamen R. G. Murray and E. Fey have joined the crew of HMCS "Cedarwood."

Ldg. Sea. Francis Fyke has arrived in "Naden" from "Tecumseh," at Calgary, to take his AA3 course; Ldg. Sea. G. W. Ackerman and AB R. McGirr have returned to the West Coast from "Stadacona," and AB D. Ocroft, with his wife and baby, recently arrived from Port Arthur.

ATLANTIC COAST

TAS School

Activity at the school has been maintained at a rapid pace during the past month, with a number of qualifying courses finishing up and a large draft of men arriving to make up new courses.

Some changes in administration have been made at the school through which it is hoped to increase the efficiency of training and instruction in all phases of TAS work.

Among those who left the school recently were CPO E. L. Anderson, formerly in charge of the regulating office, who has been drafted to "Cornwallis;" PO's D. Wallace and D. Ingram, who returned to "Naden" after completing a TAS I. qualifying course, and PO J. B. Featherby, drafted to HMCS "Nootka" following a TD2 course.

HMCS "New Liskeard"

The ship has seen a number of changes recently and feels especially the loss of Lieut. (P) C. A. Borque, our able "Crow'snest" correspondent and his assistant "Cub Reporter," PO Jerome Kay. After having evaded the eagle eye of the drafting depot for two years and eight months that long arm finally reached out and whisked the Yeoman away. During PO Kay's time in the ship he was prominent in all sports activities. He is also reported to be the only Yeoman who has ever stood on a sidewalk in Key West and chatted with Harry Truman, President of the United States, without recognizing him.

Blood, blood and more blood, but it wasn't lost in a fight! The ship's company volunteered their services to the Blood Bank. In all, 66½ pints



When HMCS "Crescent" called at Shanghai on her Far East cruise, she was welcomed by the Canadian ambassador to China, Mr. T. C. Davis (second from right), who was shown about the ship by her commanding officer, Lieut.-Cdr. D. W. Groos, (right). Others in the photo are Mr. Frank G. Ballachey (extreme left), Canadian vice-consul at Shanghai, and Mr. Bruce Rankin, of Edmonton, acting Commercial Secretary for Canada. The "Crescent" is now on her way home.

were contributed and 66½ pints have been pledged each quarter. The half pint of blood was collected, after quite a struggle, from our diminutive Chief ERA, CPO Eric Graham. Needless to say, he has collected a nickname because of it.

"New Liskeard's" crew is beginning to train for this year's regatta, and the "Buffer," CPO Walter Bond, has his eye on a torpedo in a certain destroyer which he intends to lash under our whaler, just in case there is any competition.

We in "New Liskeard" take exception to all this loud boasting about "sea time" and miles logged. Just come with us on an oceanographic cruise, you hearty sailors!

NAVAL DIVISIONS

HMCS "Malahat"

(Victoria)

Most of April was taken up in the preparation for the commissioning of "Malahat's" newly-acquired headquarters ship, the Algerine mine-sweeper "Sault Ste. Marie." Other arrangements also were made for "Sault Ste. Marie's" participation in the annual May 24 celebrations in Greater Victoria.

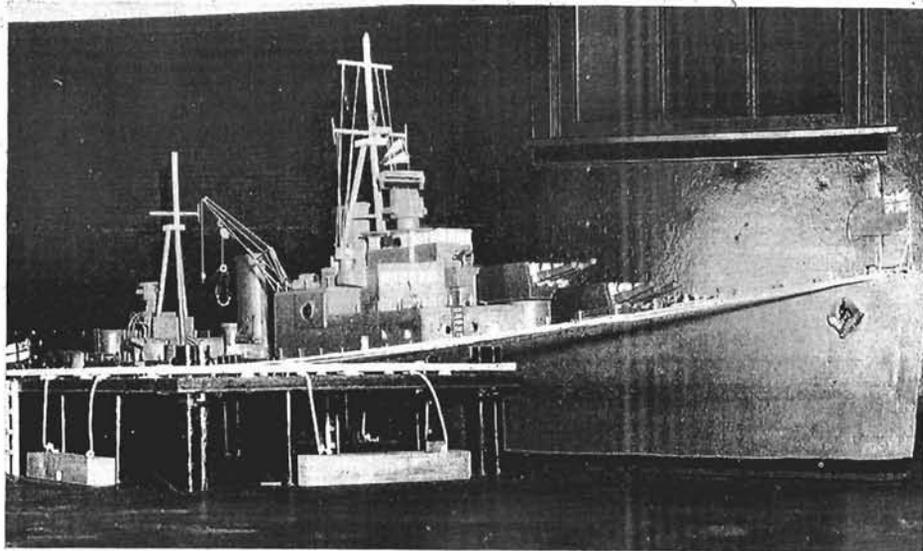
The naval reservists, however, have been beaten to sea this year by 14 cadets of the UNTD of Victoria College, a tender to "Malahat." On March 25, 14 of the cadets left HMC Dockyard aboard HMC "ML 124" for a week-end training cruise designed to familiarize them with naval routine in preparation for their summer training programme with the RCN.

HMCS "Griffon"

(Port Arthur)

Painting and overhauling have practically been completed on all harbour craft and the training staff and crews of each boat are anxiously awaiting their launching. This is the activity that heralds another year of sailing and training at HMCS "Griffon."

At the moment, special efforts are



This is the 10-foot cruiser model recently completed by the men of HMCS "Queen," Regina. The model has workable main derrick, davits, slings, and other equipment and is used to demonstrate various evolutions carried out on board ship and to illustrate lectures in seamanship and gunnery. The model jetty serves to display the use of berthing wires and fenders.

being made to establish a stokers' training course that will extend over the Summer, including the "Portage" cruises, and end up with an intensive course of lectures and practical training in the Fall. Lt. (E) Lloyd Walker is the instigator of this new plan and he hopes to see several new stokers in the Reserve before the "Portage" arrives at the Lakehead on June 1.

HMCS "Queen"

(Regina)

The Regina Naval Division now has a "fighting ship" all its own.

Members of the division recently completed a 10-foot model of a City class cruiser, complete with workable main derrick, davits, slings and other equipment. The model serves a very useful purpose in allowing practical demonstration of various evolutions, from oiling at sea to towing aft. Gunnery problems such as convergence, displacement and fine distribution also can be taught more efficiently by use of the model. A special scale model jetty has been constructed to display the use of berthing wires and fenders.

Constructed under the supervision of Lieut. J. W. B. Buckingham, RCN, staff officer of the division, and with the assistance of Lieut. (E) James R. Cook, PO William R. Canham, PO

Alexander Heys, PO Frank Curson, Ldg. Sea. August Switzky and Able Seamen R. A. White and Fred Davis, the model was started during the last week in January and completed on March 14.

Pleased with the success of their first effort in model building, the men of HMCS "Queen" are planning to lay the keel of a second model, a Tribal class destroyer, in the near future.

HMCS "Chippawa"

(Winnipeg)

At a ceremony held on board HMCS "Chippawa", regents of 11 Winnipeg and district Chapters of the I.O.D.E. were presented with scrolls honouring them for their work for the Navy during the Second World War.

Commodore E. R. Brock, RCN(R) (Ret'd), welcomed the I.O.D.E. representatives and paid high tribute to the service rendered by the chapters in providing amenities to the crews of naval ships "adopted" by them. Scrolls were presented by Cdr. Lorne D. G. Main, commanding officer of the Winnipeg Division.

Following the presentation the guests were taken on a tour of the establishment and later to the ward-room where tea was served. The "Chippawa" band was in attendance.



Representatives of 20 B. C. Chapters of the I.O.D.E. and their provincial executive officers are shown above at HMCS "Discovery", where they received scrolls from the Naval Service honouring them for their work during the war. I.O.D.E. Chapters "adopted" various RCN ships and provided comforts and amenities for their ships' companies. The scrolls were presented by Commander W. R. Stacey, commanding officer of "Discovery".

HMCS "Discovery"

(Vancouver)

Scrolls honouring I.O.D.E. Chapters in the Vancouver area for their work during the war in "adopting" ships of the Royal Canadian Navy were presented during a ceremony on board HMCS "Discovery."

Presentations were made by Commander W. R. Stacey, commanding officer of the Vancouver Naval Division, who referred to the "unselfish devotion" of chapter members in supplying personnel of sea-going ships with the amenities that mean so much to the sailor.

Mrs. W. N. Martin, provincial president of the I.O.D.E., said her organization's wartime work for the navy was a "labour of love."

The band from HMCS "Naden", under Lieut.-Cdr. (SB) H. G. Cuthbert, played during the ceremonies, which were attended by approximately 300 I.O.D.E. delegates and their friends.

HMCS "Queen Charlotte"

(Charlottetown)

Seven new officers recently joined HMCS "Queen Charlotte." They are A/Lieut. (L) W. R. Brennan, A/Instr. Lieut. R. J. LeClair, and A/Sub-Lieuts. A. MacDonald, K. MacKenzie C. Court, M. K. Kelly and J. J. Mahar. All are from Charlottetown with the exception of Sub-Lieut. Court, who claims Bedford, P.E.I., as his home town.

Lieut. LeClair is a Professor of French at Prince of Wales College, Charlottetown, and formerly served as a RQMS in the Reserve Army. In civilian life Lieut. Brennan is an electrical engineer. He served during the war as a flight lieutenant in the Royal Canadian Air Force. A former leading telegraphist, Sub-Lieut Kelly, known as "Mike," has been attending St. Dunstons' University in Charlottetown since his discharge from the Navy last year.

Lt.-Cdr. (S) J. MacAndrew has returned to the Active Reserve to take up the appointment of Supply

Officer, "Queen Charlotte."

Lieut. M. J. Weymouth, RCN, staff officer of the Division for the past 18 months, has been appointed to HMCS "Stadacona," Halifax, for pre-course training, after which he will go to the United Kingdom for a Long "G" Course. Lieut. C. E. M. Leighton, RCN, has been appointed to HMCS "Queen Charlotte" as staff officer.

HMCS "Tecumseh"

(Calgary)

Personnel from the Calgary Naval Division assisted members of a naval diving party from HMCS "Naden" in an unsuccessful four-day search of the Elbow River bottom at Calgary for the body of a three-year-old boy who had fallen through the ice. The search got under way on April 8 and was abandoned April 12.

The diving party, composed of Mr. Lawrence Chaney, Cd. Bos'n, RCN, and PO's James Wilson and James Connolley, was sent to Calgary after an appeal had been made by city officials through HMCS "Tecumseh".

Although the naval diving party was unsuccessful in locating the body,



Petty Officer James Wilson, member of a naval diving party from HMCS "Naden," prepares to descend to the bottom of the Elbow river, at Calgary, to search for the body of a three-year-old boy who had fallen through the ice several days earlier. The diving party searched the river bottom for four days but was unsuccessful in finding the child's body.

their immediate response and searching efforts in the difficult sections of the river were greatly appreciated by all concerned.

HMCS "Star" (Hamilton)

A number of Reserve ratings on the ship's staff at HMCS "Star" have returned from refresher courses in Halifax. Courses were taken at the Gunnery School and the Mechanical Training Establishment. Petty Officers taking courses at the MTE were particularly loud in their praise of the training given.

The wardroom of HMCS "Star" is one of the first in Canada to be fitted with a television receiver. Programs come in from the TV station at Buffalo, 56 miles southeast of Hamilton. Reception is good in spite of the range. The wardroom is being used to a much greater extent!

Installation of the set, including the aerial, was carried out by wardroom officers. Service, including materials, was donated by local firms.

It is proposed to pay for the receiver with proceeds from special functions, such as dances, television nights, etc.

UNTD PRIZE DAY HELD AT 'PREVOST'

On Sunday afternoon, April 10, 40 members of the University of Western Ontario Naval Training Division brought their parents and guests aboard HMCS "Prevost" for what is believed to be the first prize day ever to be held by a University Naval Training Division.

After a tour of the establishment, the members and guests gathered on the parade deck. Commander C. H. Little, Staff Officer, University Training, who had come from Ottawa to be present at the unique ceremony, briefly addressed the cadets. He stressed the importance of maintaining a well-trained fighting force at all times and outlined the connection of the UNTD with the RCN and RCN (R).

The contribution of the UNTD to University life was the subject of a short address by Dr. G. E. Hall, President and Vice Chancellor of the University of Western Ontario.

Each member of the Division was presented with a certificate acknowledging his promotion to Cadet RCN (R).

Awards were made to the five cadets with the most outstanding records for the year. Five large shields, each bearing "Prevost's" distinctive crest and the winner's name, were presented and will be hung in the gunroom. They will be open to annual competition. In addition, each winner received a smaller replica of his shield.

Cadets J. G. Wilson and D. A. Avery won the first and second year awards. Cadet H. E. Williams, of the fourth year division, received the General Efficiency Award, Surgeon Cadet Bruce Waldie won the Marksmanship Award, while Cadet Don

Arcott was awarded the "Cock of the Walk." Lieut. W. H. Shuttleworth, Executive Officer, UNTD, summarized the achievements of each of the recipients and the Commanding Officer of HMCS "Prevost," Cdr. W. A. Childs, presented the shields.

The cadets and their guests were entertained at a tea in the wardroom following the presentations.

WEDDINGS

Lieut. (L) Carl W. Ross, RCN, HMCS "Nootka," to Miss Ruth Mustard, of Sarnia, Ont.

Lieut. C. J. Mair, RCN, of HMCS "Athabaskan" to Miss Jessie Irish, of Victoria.

CPO Douglas L. Barteaux, of HMCS "Stadacona," to Miss Thelma Tredwell, of Halifax.

Ord. Sea. S. J. Hazelden, of HMCS "Naden," to Miss Ester D. Swanson, of Victoria.

BIRTHS

To CPO Joseph Doucette, of HMCS "Montcalm" and Mrs. Doucette, a daughter.

To PO Gordon E. Board, TAS School, HMCS "Stadacona," and Mrs. Board, a son.

To Ldg. Sea. William Gibb, of HMCS "New Liskeard," and Mrs. Gibb, a daughter.



Sea Cadets of RCSC "Rainbow," of Victoria, hear an account of U-boat warfare in the Second World War from Captain J. D. Prentice, RCN (Ret'd). Captain Prentice was one of the early corvette commanding officers, later was Captain (D) Halifax, senior officer of the 11th Support and Escort Groups, and commanding officer of HMCS "Somers Isles," the sea training base at Bermuda. Ships under his command had a part in the sinking of four U-boats, including the first to be destroyed by the RCN.

The Navy Plays



Inter-Part Champions Crowned At "Stadacona"

Inter-part leagues were a big feature of the winter sports programme at HMCS "Stadacona" and a large number of officers and men took part in the friendly rivalries on the hockey rink, bowling allies and basketball courts. Here is a quick round-up of results in inter-part leagues at the Halifax naval base.

The favoured MTE team, after leading the hockey league in the regular schedule, bowed to the Gunnery School in the semi-finals of the playoffs. The Gunners then advanced to the final only to be trounced 4-0 and 5-1 by a smooth-working Electrical School team.

In basketball the Engineers fared better. In the finals with the Electrical School, the series went the full three games before the MTE team squeezed out a narrow win.

A rank outsider showed up in the winner's circle in the bowling league. The Regulating Staff, who finished a lowly fifth in regular league play, suddenly caught fire during the play-offs and ran through all opposition to win the inter-part trophy. The Regulators defeated a team from TAS School in the finals.

Lieut.-Cdr. McCormick Wins Squash Championship

Lieut. Cdr. John D. McCormick, RCN(R), became the first winner of the Birks Trophy, emblematic of the Maritime singles squash championship, when he defeated Dave Churchill-Smith, ex-sub-lieutenant RCNVR, in a hard-fought final that went to five games. Scores were 15-2, 10-15, 10-15, 15-4, 15-6.

The tournament, played at HMCS "Stadacona" gymnasium, attracted a total of 16 entries from RCN ships

and establishments, the RCAF Greenwood Air Station, Dalhousie University and from the city of Halifax. Lt. Cdr. McCormick, who is physical director at Dalhousie University, is a member of the HMCS "Scotian" Naval Division and is currently serving in "Stadacona."

New Entries Stage Boxing, Swimming Meets

The first post-war new entry training classes to train at HMCS "Stadacona" held an inter-divisional swimming meet at the "Stadacona" gymnasium recently, with "Assiniboine" Division edging out "Fraser" Division by a 44-41 point total to cop the honours. Forty new entry trainees, representing five divisions, took part in the meet and provided many keenly-contested events for the 500 spectators in attendance. Lieut. W. M. Kidd, officer in charge of new entry training, presented prizes to the winners on completion of the meet.

The new entry divisions were in the sports spotlight again later in the

month when representatives of six divisions tangled in a boxing tournament held in the "Stadacona" gym. From the action-packed two-night show, which drew a large attendance, "Ottawa" division emerged the victor. The following won championships in their respective weight classes:

Bantamweight — OS W. Donnelly, "Fraser" Division.

Featherweight — OS J. Jones, "Ottawa" Division.

Lightweight — OS A. Bowes, "Ottawa" Division.

Welterweight — OS D. Ramsay, "Saguenay" Division.

Middleweight — OS C. Wilkinson, "Assiniboine" Division.

Light-heavyweight — OS J. Thermier, "Ottawa" Division.

Heavyweight — OS D. Burke, "Skeena" Division.

"Naden" Names Champs In Bowling, Basketball

An unbeaten and untied MTE quintet rode roughshod over the TAS Training Centre in both games of a two-game total-point series for the "Naden" Inter-Part basketball championship. The high-flying engineers, who dominated the eight-team loop during the entire schedule, found no difficulty in defeating the TAS team by a 63 to 34 point total.

Cdr. (P) J. C. Reed, executive officer of "Naden", was on hand to present the inter-part basketball trophy to CPO E. DeCosta, captain of the championship team. In addition, each member of the victorious team received a crest.

In the Inter-Part Bowling League, a determined Gunnery Instructors team came from behind to score a close victory over the defending champions from the Supply and Secretariat School in the final play-offs. Following the GI's victory, Commodore J. C. I. Edwards, commanding officer of



LIEUT.-CDR. JOHN McCORMICK, RCN(R)
Maritime Squash Champion

"Naden", presented the trophy to CPO A. L. Rutherford, team captain.

Commodore Edwards then made special mention of the work of the league's secretary, CPO A. N. McLeod, whose efforts were largely responsible for the efficient operation and management of the league.

"Huron" division splashed to a decisive victory in the New Entry swimming meet held at the West Coast training base last month. Despite the threats of a fighting "Iroquois" crew, "Huron" division clung to a comfortable margin throughout the entire meet. The race of the afternoon was the 150-yard relay, in which "Iroquois" edged out the leaders by a scant six inches. However, the triumph was not enough to stop the championship drive of "Huron" division.

A life-saving display and a pantomime illustrating the evolution of swimming, staged by the P. and R.T. staff, rounded out the programme.

Naval athletes are turning their attentions to the baseball and softball diamonds. The Navy has entered city leagues in senior baseball and senior softball, and candidates are fighting for regular berths on the teams. In addition to the senior teams, plans are under way to field a junior baseball team and a senior "C" softball team. — H.E.T. and J.A.B.

Navy Riflemen Score In Garrison League

RCN riflemen were active in both inter-part and inter-service .22 competitions in Halifax during the past few months. The "Stadacona" Rifle Club romped off with top honours in the senior division of the Garrison Indoor Rifle League and placed second in the junior bracket.

In inter-part competition, the Gunnery School team finished in first place with the Electrical and TAS Schools second and third, respectively.

Team and individual trophies were presented to the winners by Rear-Admiral E. R. Mainguy at a riflemen's get-together held at the Halifax Armouries in mid-April.

"Shearwater" Triumphs In Boxing Tournament

Highlight of the month at HMCS "Shearwater" was the challenge boxing tournament between "Shearwater" and "Stadacona." The air station team defeated their rivals from across the harbour by a 17-13 point total to win the C.E. Hand Trophy. Held in the "Shearwater" gymnasium, the event attracted more than 800 spectators who thoroughly enjoyed the show. Mr. F. MacIntosh, Commissioned Engineer, refereed the bouts.

Mrs. E. R. Mainguy presented the trophies to the winning boxers.

Complete results of the tournament were:

- AB Hutchison ("Stadacona") defeated Ord. Sea. Shah (K.O. in 2nd).
- AB Gailer ("Shearwater") defeated AB Robertson (K.O. in 2nd).
- PO Bolt ("Stadacona") defeated AB Van Alstine (Decision).
- AB Nicks ("Shearwater") defeated AB Brown (T.K.O. in 2nd).
- AB Wilber ("Shearwater") defeated AB MacDonald (K.O. in 2nd).
- AB Wanner ("Shearwater") defeated AB Simard (Decision).
- PO Lowe ("Shearwater") defeated AB Moore (Decision).
- AB Ledingham ("Shearwater") defeated Ord. Sea. Duerkisen (Decision).
- Ord. Sea. Sangster ("Shearwater") defeated AB Thermier (Decision).
- AB Skidmore ("Stadacona") defeated Sea Cadet MacKenzie (Decision).

—A.C.



The HMCS "Shearwater" boxing team (above) scored over "Stadacona" in a well-attended challenge tournament held at the air station. In the photo are: Back row (left to right) — PO W. Lowe, Ord. Sea. W. Laplant, AB R. Wanner, Ord. Sea. M. Shah, AB C. Wilber, AB W. Rollet, and Ord. Sea. N. Sangster. Front Row — AB B. Nicks, CPO A. J. Chartren, P.T.I., Mr. J. L. Blades, A/Bos'n, sports officer, PO H. Clark, coach, and AB Van Alstine.

"Queen Charlotte" Wins Hockey, Shooting Trophies

"Queen Charlotte" hockey and rifle teams both brought home championship trophies this spring. In the hockey picture, the Navy team won the Dr. F. C. Dougan Trophy, emblematic of senior supremacy in the city of Charlottetown. The "Queen Charlotte" puck-chasers, who had placed second in the regular league standings, out-fought the league leading St. Dunstan University crew to bring the division its first championship.

Later in the month, a team of sharpshooting riflemen from "Queen Charlotte" topped the P.E.I. Recce Regi-

ment and the 28th LAA Regiment in the Garrison Indoor Rifle Meet to win the Challenge Trophy. High individual score went to Captain E. R. Burke of the Recces with 373. Runner-up was Ord. Sea. John MacRae with 372. Other members of the Navy team were PO A. R. MacLeod, CPO S. G. Bowles, PO E. Duffy and Ldg. Sea. W. M. Judson.

"Montcalm" To Enter Garrison Softball League

After leading the Garrison Hockey League for the whole season, "Montcalm" was eliminated in the semi-finals of the league play-offs by the

Royal 22nd Regiment. Loss of two key men, CPO Robert Slavin and Able Seaman Paul Horth, left the team shorthanded for the playdowns. With the hockey season over for another year, the accent is on softball and plans to enter a Navy team in the Garrison Softball League have been completed.

PO Wings Pacing "New Liskeard" Bowlers

Latest standings in HMCS "New Liskeard's" inter-departmental bowling league show the Miscellaneous II team occupying top spot, while the officers' team is buried in the cellar. Individual honours go to PO Sammy Wings, who hits 250 with demoralizing consistency. Lieut. Ian Morrow, commanding officer of "New Liskeard," is maintaining his stranglehold on the low-score title.

Invitation Hoop Tourney Held at "Stadacona"

An Invitation Basketball Tournament was held at the "Stadacona" gymnasium, with eight teams from Halifax and district competing for the Ernest Glass Memorial Trophy. A total of 14 games were played over a two-day period and a smooth-working team from Dalhousie University went

undefeated to win the championship and the trophy. Three Navy teams took part in the tourney, "Stadacona" "Magnificent" and "Shearwater."

Some Sports Shorts From East and West

The trophy case at HMCS "Shearwater" is beginning to take on the appearance of a silversmith's display window. On its shelves are 13 new trophies donated recently by merchants of Dartmouth and Halifax for competition at the naval air station . . . Ordinary Seaman James Nicol, 19-year-old writer stationed at "Stadacona," fulfilled an ambition of long standing when he competed in the 1949 Boston Marathon. Although he did not place, Nicol finished the gruelling 26-mile race, which is quite a feat in itself . . . From Esquimalt comes word that Petty Officer Stan James, a popular sports figure at the west coast base, has taken to sports organizing in his spare time. Soft-spoken Stan rounded up a group of eager new entries and molded them into a well-balanced basketball squad. They have campaigned with considerable success against Victoria and Esquimalt teams, and provided first-class entertainment for men living on board.

Some ships of the Atlantic command are readying for the annual fleet regatta. "New Liskeard" is serving notice that her crews have been doing some solid training and look like serious contenders for the cock-of-the-fleet . . . The Navy entry in the Halifax City Intermediate Volleyball League wound up the regular schedule in top spot but lost out in the first round of the playoffs . . . Attendance at the "Stad" swimming pool continues to grow more impressive each month. Last month a total of 4,048 persons took part in recreational and instructional swimming.

JILL TARS INSTALL NEW OFFICERS

The newly-elected officers of the Jill Tars Club were officially installed at a meeting of the club held in HMCS "Scotian," Halifax.

Installed were Mrs. W. S. Norman, president; Mrs. C. A. Brodie, vice-president; Mrs. F. E. Rushton, secretary; Mrs. J. C. Lewis, treasurer; Mrs. J. Humphries, programme convenor; Mrs. George Pilkington, social convenor; Mrs. Leslie Healey, press and publicity convenor, and Mrs. H. E. Swanson, club photographer.

Following the installation ceremonies the club was addressed by Lieut.-Cdr. (NS) Fay Rutledge, RCN, on the subject of home nursing.

Retirement

Chief Petty Officer Walter Elliott

Rating: C1SM3
 Age: 40
 Address: Cambridge, Ont.
 Joined: May, 1929. As a Stoker, Second Class.
 Served In: HMS "Victory," "Danae," "Fisgard"; HMCS "Stadacona," "Champlain," "Saguenay," "Festubert," "Fundy," "Annapolis," "Cornwallis," "Niobe," "Chaudiere," "Peregrine," "Warrior," "Magnificent" and "Iroquois."
 Awards: Long Service and Good Conduct Medal. Mentioned In Despatches, June, 1945.
 Retired: May 10, 1949.



Shown above are the members of the MTE basketball team, champions of the Inter-Part Basketball League at HMCS "Stadacona". The engineers won the title by taking the measure of the Electrical School in a best-of-three final series. In the photograph are: Front row (left to right) Mr. Hedley Ivany, Wt. Shpwt., and Instructor Lieut. K. D. MacKenzie; back row — AB Reynolds Agnew, PO George Clark, and PO William Monteith. Missing from the photo are Petty Officers Emedia Marini and James Pegg.

A Colorful Career

by W.J.H.

Veteran of Three Wars Ready, At 70,
To Leave His Sweet Pea Patch and Serve Again

WELL, I've served in three wars and I certainly think I'm spry enough to take part in another one."

His eyes twinkling merrily and his clear voice punctuated by bursts of rolling chuckles, Captain Stuart M. Holmden, 70-year-old Master Mariner, explained why he had recently applied to be placed on the retired list of the RCN (R), through HMCS "Discovery", Vancouver Divisional Headquarters. Because of his age, authorities at Naval Headquarters had been compelled, regretfully, to turn him down.

However, Capt. Holmden declared he was willing and anxious to help out with the training of reservists wherever he could, and then outlined an exciting and adventurous career to prove his qualifications.

Stuart Holmden was born at Burton-on-Trent ("where the ale comes from") in 1879. His family moved to Ottawa when he was three, leaving him in Britain to be educated. His father, a newspaperman, was later president of the Press Gallery at Ottawa, where he was correspondent for the Montreal Star.

Young Holmden, who was being groomed for a "business" life, rebelled when he was 13 and ran away to sea. He sailed in fishing smacks on the North Sea for a couple of years, then joined HMS "Worcester", the training ship for cadet officers planning merchant service careers.

In "Worcester" some famous men were his fellow-students . . . men such as Admiral E. R. G. R. Evans of the "Broke" and Commander J. Parker Bevan.

He graduated as a first class petty officer from "Worcester" in 1896 and was appointed to the Aberdeen Line as an apprentice. His graduation carried with it an appointment as midshipman, RNR.

Holmden was appointed to the "Patriarch", one of a fleet of sailing ships operating in the wool trade between Britain and Australia. While in the "Patriarch" Cadet Holmden learned his profession the hard way and saw plenty of service in the Australia and China Sea trades.

Captain Holmden recalls that when the "Patriarch" left the China service on her return to Britain, she cleared Manila three days before Admiral Dewey entered the harbour. "And", he added, "what a trip home that was. One hundred and sixty-eight days from Manila to London".

In September, 1899, Captain Holmden, still an apprentice, was aboard the "Thermopylae", a passenger steamer of the Aberdeen Line, when she ran ashore while bound for Capetown. All passengers were rescued without injury, but it was the rescue of two horses that Captain Holmden recalls most vividly.

"We got both the horses ashore, unhurt. One of them belonged to Lily Langtry, the famous actress. The other was a New Zealand-born colt named Moifaa. Well, danged if Moifaa didn't eventually join the stables of His Majesty King Edward VII and under his colours win the Grand National!"

With his ship lost and no prospect of a job, Captain Holmden decided it was high time he continued his naval training. As a naval reservist he was obliged to serve a month each year as a midshipman in an RN ship. War was imminent, too, in the troubled South African area. So Midshipman Stuart M. Holmden, RNR, visited the flagship of the Cape Station, HMS "Doris", where he was promptly appointed senior "snotty". He did three months' duty and when his appointment expired moved into Capetown, where he joined the first regiment formed in that city, the

South African Light Horse, later commanded by Lieut. Col. Julian H. G. Byng . . . Byng of Vimy, Governor-General of Canada. That was in November, 1899, and the war had been under way a month.

Trooper Holmden, by joining the army, had automatically severed his connection with the RN. But, in the campaign he was wounded seven times and he recalled one exciting day — December 15, 1899 — when he saw five V. C.'s awarded in a single afternoon. This was the famous Colenso engagement.

"I also remember very well one of our lieutenants. He was a round-faced, pink-checked individual who had been a war correspondent and was an escaped prisoner of war. One night this officer and I sneaked into Ladysmith and held conferences with the big wigs there to see what part they could play in the relief of the city. That young officer was a man you've doubtless heard of — Winston

CAPTAIN STUART M. HOLDEN



Spencer Churchill".

Captain Holmden was invalided out of the service and received his discharge in Capetown. He joined a steamer named the "Nineveh" as quartermaster in order to return to London. Three days after the ship had berthed at her home port, he had joined her again, this time as third mate.

In 1901 Holmden joined his family in Ottawa and for a session was "leg-man" for his father in the Press Gallery. In 1902 he joined the Northwest Mounted Police and saw service in Regina and Maple Creek before volunteering for arctic service in 1905. He was assigned to Fort McPherson and was on regular patrol between there and Herschel Island.

After two years in the North, Constable Holmden was summoned to Ottawa. He was given special leave by the RNWMP to track down a murderer, who was believed to have gone to sea. Through police and company co-operation, Holmden was placed aboard a tramp steamer, where his quarry was thought to be the ship's carpenter. For a year, Holmden kept the man under close surveillance. Finally, one day, Holmden caught the ship's carpenter with his shirt off and identified him as the suspected murderer by a long scar on the culprit's shoulder.

After purchasing his discharge from the police, Holmden spent a year at sea, then "swallowed the anchor" and settled in Edmonton. There he joined the Dominion Meteorological Service, got married and enlisted in the 101st Regiment, Edmonton Fusiliers.

At the outbreak of the First World War, he was Lieut. Holmden and was instrumental in forming the 51st Battalion, CEF. He went overseas with that unit as Captain and adjutant in the spring of 1916, only to have it broken up as a re-inforcement unit. He was transferred to the 75th Bn., CEF, and was under fire with that outfit in the Salient and the Somme, where he collected three more wound stripes. After discharge from hospital, he served on some 600 courts-martial.

He was then assigned to a staff

course at Cambridge, where one of the officers was Major H. D. G. Crerar, later General Officer Commanding the First Canadian Army in the Second World War.

As Staff Captain "A", Holmden was attached to the Forestry Corps, which he promptly dubbed the "saw-dust fusiliers." After the Armistice he was employed as adjutant in the Clearing Services Command, bringing Canadian soldiers home. He was finally demobbed in Edmonton in 1919.

He returned to his civilian job at the meteorological station but resigned in 1920 and moved to the West Coast, where he worked in the plate shop at Wallace Shipyards. He joined the Canadian Government Merchant Marine as a third officer and later, when that organization was absorbed by Canadian National Steamships, sailed with them until 1932. During that time, he sailed in the "Canadian Prospector," the "Prince Henry", the "Prince Robert", and other CNS ships.

After 1932, when he was "laid off by the C. N. S., as most of their ships were tied up," Captain Holmden made a voyage aboard the 3,500-ton "Rosebank" from Vancouver to Hamilton, Ont., via the Panama Canal, Bermuda and the St. Lawrence.

He felt the depression years and, after doing all sorts of jobs, wound up in the U. K. as chief officer of a tramp steamer. In November, 1935, he became superintendent of the London County Council ships, but in the summer of the following year, he gave up the sea once more and opened a store, with an attached post office and telephone exchange, at Blackmoor in Hampshire.

In 1938 he received a letter from the War Office asking him to report to Salisbury as a Clerk Grade Three. He finally reported in 1939 and was engaged, in a civilian capacity, in movement control, which job he continued to hold until mobilization day. He requested an appointment when war came but was turned down because of his age. However, he did join the Local Defence Volunteers, which eventually became the Home Guard.

"After fussing around quite a lot," he got a job as night telephonist at Clandon, about four miles north of Guildford, where he remained until 1943. He recalled that on his first night of duty, he had to face five bombing raids — "and no shelter, either".

While working nights as a telephonist, he also went to work by day at the Admiralty.

By this time, Captain Holmden wanted desperately to get back to sea. They'd passed him by in the Dunkirk show because of his age and several other commands had bypassed him because of that same old bugbear. However, the U. S. Maritime commission said that they would give him a ship if he could get to New York. So, in order to get back to this side of the Atlantic, he signed aboard an American ship as an able seaman.

He found that his ship was bound for New York, but via the Mediterranean. In fact, out of a convoy of 95 ships, 22 of them were destroyed, before they reached Bone, Salerno and Malta.

However, he eventually did get to New York, but instead of joining the U. S. ship, came to Vancouver where he promptly signed on as an officer with the Park Steamship Company. He commanded the "Bowness Park," which was secured immediately astern of the ill-fated "Greenhill Park" just before it exploded in Vancouver Harbor. Without steam, or proper complement, Captain Holmden got his ship out of the danger zone without incident.

After several more trips in Park vessels he finally retired to his little home in Burnaby, where, with Mrs. Holmden "I play about in my garden and dig snow". They correspond regularly with their younger daughter, who is married in London, and are frequently visited by their elder daughter who resides in New Westminster.

The Captain, who looks much less than his 70 years, would like to go to sea again if someone would give him a ship. But in the meantime he's content to work in his garden, which for four months last year gave him more than 100 fresh sweet pea blooms a day.

Looking A Stern



Lest we forget . . .

June 1944 . . .

For long, painstaking months, allied military planners had been preparing the greatest landing operation in history. They had studied each phase with meticulous care. Thousands of aerial photographs had been taken, thousands of intelligence reports analysed. Brave men had given their lives in order that information essential to the success of the invasion of Western Europe might be obtained. Every German strongpoint, every battery, minefield and cluster of beach obstacles, the depths and gradients along every foot of shoreline, were known and had been carefully fitted into the over-all plan.

Now all was ready. Poised in the seaports and on the airdromes of Great Britain was the greatest invasion force ever assembled.

On June 6, 1944, they struck. The blow fell with sudden, blunt simplicity — so simply that it proved more baffling than the complicated operations the enemy had been led to expect. Midway between Le Havre and Cherbourg a breach was opened, and Allied armies made a bee-line for the French shore. No deceptive deployment or false strikes were employed. Sheer power hit directly at the target, with a will that was not to be denied.

In the vast sea-borne operation, the navies of the allied nations played an important role. With that silent precision which is habit as well as tradition, they had readied themselves for the naval phase of the plan — Operation Neptune — and had carried it out with quiet efficiency. Four main jobs fell to the invasion fleet: minesweeping, bombardment, the landing of troops, and the protection

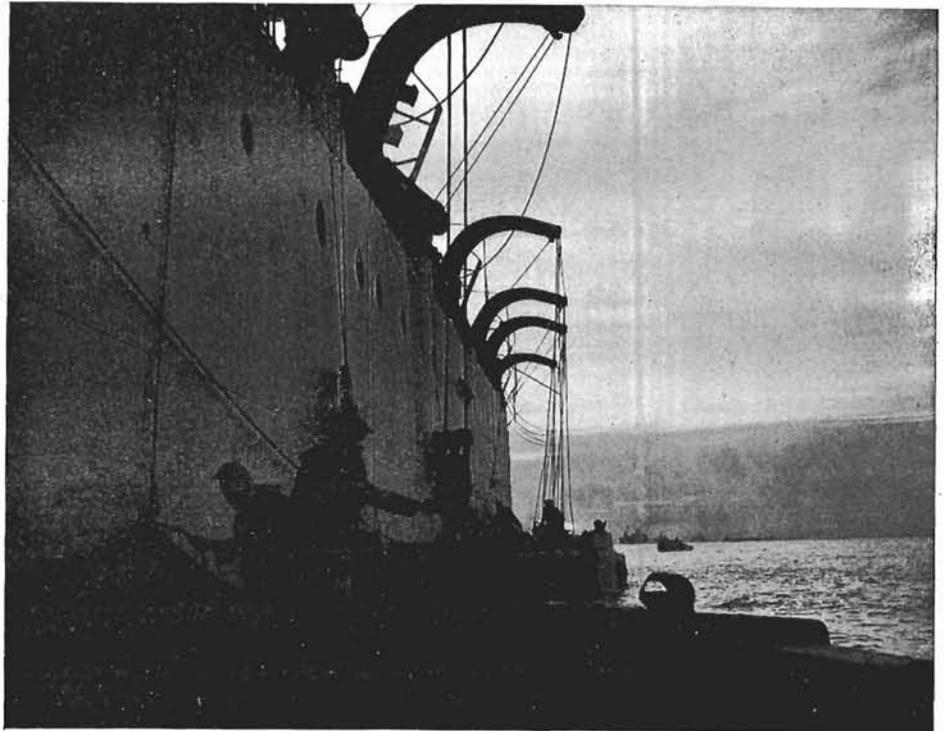
of the waters on the flanks of the channel chosen for the crossing.

In each of these tasks, ships and men of the Royal Canadian Navy were active participants. The navy of little ships which the enemy had once described as being composed of "a few amateur yachtsmen" was playing a grown-up part, and playing it with confidence and precision. Her contribution to the invasion fleet was 110 ships and more than 10,000 officers and men.

The job of minesweeping was one of the most perilous and exacting of the master plan. Of the large number of minesweepers employed by the allies, one flotilla was entirely Canadian (the 31st), a second was part British, part Canadian, still other RCN sweep-

ers were scattered in mixed allied groups. Under heavy escort, the minesweeping flotillas steamed within a mile and a half of the French coast, clearing and marking channels as they went.

Among the ships forming the escort for the 'sweepers were the Fleet "V" destroyers "Algonquin" and "Sioux," which later took an active part in the bombardment of enemy strong points ashore. When the landings began, the two destroyers went in to almost point-blank range and wiped out their targets with quick despatch. Just how accurate and effective was the gunnery of the RCN was illustrated when troops of the Regiment de la Chaudiere were being withheld by a strong German battery which lay in the path of their advance. Thirteen salvos from



At the first grey light of dawn, landing craft from HMCS "Prince David" churned their way to the beaches of Normandy, to land units of the Canadian Army in the first wave of the invasion assault. In the above photograph, invasion craft, laden with British and Canadian troops, and manned by RCN personnel, prepare to leave the "Prince David". In the background can be seen a small portion of the vast invasion armada.

HMCS "Algonquin" solved their problem.

Among the first vessels to move into assault position were HMC Ships "Prince David" and "Prince Henry", followed by the landing ships of their groups. The ships carried Canadian soldiers and had crossed the channel under an escort of which many Canadian vessels were a part. In all, some 40 RCN destroyers, frigates and corvettes patrolled both flanks of the great invasion fleet, helping to cover the whole channel from Ushant and the Scillies to Dover and Boulogne with a dense anti-submarine screen. So effective was this screen that less than half a dozen ships of the huge armada were believed to have been sunk by U-boats during the entire month of June.

To single out any one ship as the most brilliant in these operations is invidious. There were many outstanding contributions other than those already mentioned, including those of "Haida" (Captain H. G. DeWolf) and "Huron" (Cdr. H. S. Rayner) who combined to drive an Elbing ashore ablaze and wrecked; "Iroquois" (Cdr. J. C. Hibbard), which operated with the British and Polish Navies, and the fast-moving MTB's of the 29th flotilla, which destroyed one enemy R-boat and damaged three others on the night of June 7. Each unit taking part in Neptune was an essential piece in the over-all plan. Each in her place was irreplaceable.

The invasion was more than two weeks old when HMCS "Haida" came up with another noteworthy accomplishment. On June 24 the Canadian Tribal, in company with HMS "Eskimo," sank a U-boat some 40 miles northwest of Ushant after a two-hour hunt. On the 26th another RCN vessel took part in a sinking. On her first operational assignment, the Castle class corvette "St. Thomas" was part of an A/S group under HMS "Bulldog" which successfully attacked and sank a U-boat 60 miles northwest of Blacksod Bay, Ireland.

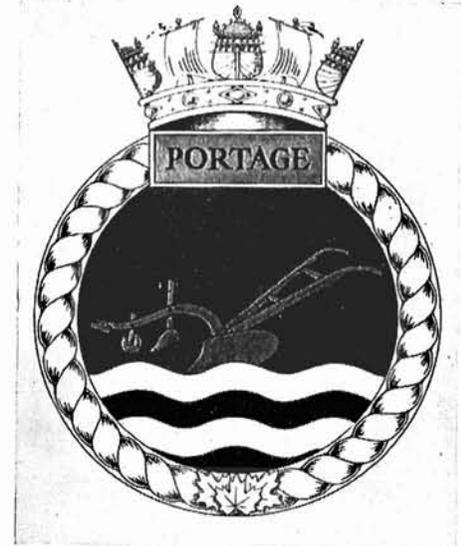
SHIPS' BADGES

HMCS "Sault Ste. Marie"

The name of the city, and of the minesweeper which has been called after it, is old French for the "Falls of St. Mary." The ship's badge, therefore, depicts a heraldic waterfall on which are superimposed the insignia of the Virgin Mary.

HMCS "Unicorn"

In view of the number of ships in British naval history called "Unicorn," the Saskatoon Naval Division was furnished by the Admiralty with the badge design of the Royal Navy "Unicorns"—a white unicorn on a blue background. The mythical creature has gold horn, hooves and wings.



HMCS "Portage"

This Algerine is called after the city of Portage la Prairie in Manitoba. The name was shortened to fit the naval cap tally. The ship's badge derives from the crest of the civic device of Portage la Prairie and shows a plough riding the waves.

HMCS "Hunter"

HMCS "Hunter," the Naval Division at Windsor, has the crossbow and arrows for its badge, suggestive of the ancient mode of warfare. The device was obtained from the Royal Navy, many ships of which bore the same name.

FUND SUPPORT URGED

Annual Meeting Told Contributions
To CNSBTF Below Expectations

Activities of the Canadian Naval Service Benevolent Trust Fund during 1948 were outlined by the President, Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN (Ret'd), in his report to the fourth annual meeting of the Fund at Naval Headquarters, April 11.

He noted a reduction in the capital surplus of the Fund after the year's operations, stressed the benefits that would accrue to the organization if Second World War prize money were turned over to the Fund and expressed concern over the high proportion of grants and loans expended to cover payment of medical and hospital bills.

"The capital surplus of the Fund was \$898,792.98 at the end of 1948, as compared with \$966,868.46 on December 31, 1947."

On the subject of prize money, Admiral Stephens stated that the Fund had rejected suggestions that it make a direct request for the Canadian Navy's share of the prize money.

However, the executive committee "did consider it prudent to advise those concerned how the Benevolent Fund would be affected if the prize money were allocated to the Fund."

In outlining the uses to which this money could be put, Admiral Stephens sounded a note of warning.

"While such a large increase in capital should ensure the continuance of the fund for many years, it will not make the Fund self-supporting," he said. "The requests for assistance are steadily increasing and will increase for some years to come, at least. Under these circumstances there can be no laying back or resting, but our drive for a steady annual income from all available sources should even be accelerated."

The president reported that during the year an effort had been made to obtain greater and continuous financial support from permanent naval personnel.

"While we are grateful to those who

are contributing," he said, "it must be admitted that to date the increased financial support has not come up to expectations."

In discussing the "very large proportion" of grants that were made to cover medical and hospital bills, Admiral Stephens said that the directors "feel that too high a percentage of our assistance is required for that purpose as compared with what we expend to provide the essential necessities of life, such as food, clothing, fuel and housing."

Improvement being made in hospital and medical insurance schemes "are most welcome," he continued.

"We would urge upon all concerned the necessity for enlargement of such schemes and upon all Service and ex-Service naval personnel the advisability of voluntary enrolment in such insurance schemes."

While the Fund is at present unable to participate in or underwrite any

such form of insurance, Admiral Stephens said "it has given and will give consideration, as with other debts, to assistance with premium payments to those who have such insurance, when in financial distress."

He pointed out that at the last annual meeting a sub-committee was appointed to explore the question of the Fund's participation in a medical insurance plan. However, in spite of considerable work on the subject the committee had not yet obtained sufficient information to enable it to make recommendations.

RE-ELECTED PRESIDENT

Engineer Rear Admiral G. L. Stephens, RCN (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund at the fourth annual meeting.

Elected vice-presidents were Commodore W. B. Creery, RCN, Com-



Defence Minister Brooke Claxton is shown addressing the fourth annual general meeting of the Canadian Naval Service Benevolent Trust Fund, held at Naval Headquarters on April 11. Seated around the table, reading clockwise from Mr. Claxton, are Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN (Ret'd), who was re-elected president of the Fund's board of directors; Lieut (S) Harry McClymont, RCN, secretary treasurer; Miss A. I. McPhee, Ottawa; CPO R. N. Langton, HMCS "Ontario," Cdr. N. L. Pickersgill, VD, RCN (R) (Ret'd), Ottawa; Mrs. George Huffman, Toronto; Captain (SB) A. W. Baker, RCN (R) (Ret'd), Guelph; Earl Chambers, Victoria; Griffith Jones, BEM, ex-Chief Petty Officer, Victoria; Jackson Dodds, Montreal; R. C. Stevenson, Montreal; Cdr. K. S. MacLachlan, OBE, RCN (R) (Ret'd), Toronto; Commodore Paul W. Earl, CBE, RCN (R) (Ret'd), Montreal, and Vice-Admiral Harold T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff. In the background at the extreme right is B. Davidson, Ottawa. On the far left are Lt.-Cdr. J. B. O'Brien, RCN (R) (Ret'd), Ottawa, and Allan B. Coulter, OBE, Assistant Deputy Minister (Supply), Department of National Defence.

Thanks Fund For Help

The following letter is typical of many received by officials of the Canadian Naval Service Benevolent Trust Fund from those who have received assistance from the Fund:

"I wish to thank you for your letter dated 24th March, 1949, advising me that a cheque had been sent to the Medical Group as full payment of my doctor bill. I also wish to thank the Board of Directors for their kind and generous consideration of my case.

"It hurts to have to ask for anything, I guess it must be the proud Naval spirit it still with me. But I think the RCN Benevolent Trust are doing a fine work and I'm proud to be an ex-member of the Naval Forces.

Sir, I remain,
Yours very respectfully,
Ex-A.B., RCN

modore Paul W. Earl, RCN (R) (Ret'd), Capt. (S) Joseph Jeffery, RCN (R) (Ret'd) and Cdr. A. C. Bethune, RCN (R) (Ret'd).

Lieut. (S) Harry McClymont, RCN, was re-elected secretary-treasurer.

Directors elected were Cdr. Bethune, Allan B. Coulter, Cdre. Creery, Cdre. Earl, Capt. P. B. German, RCN (R) (Ret'd), C. R. W. Hobson, ex-Yeoman of Signals, Capt. Jeffery, Griffith Jones, ex-CPO Writer, Cdr. (S) C. V. Laws, RCN, Willard MacKenzie, Cdr. K. S. MacLachlan, RCN (R) (Ret'd), Miss A. I. McPhee, ex-Lieut.-Cdr. (S) WRCNS, Lieut.-Cdr. J. B. O'Brien, RCN (R) (Ret'd), Lieut.-at-Arms W. Pember, RCN, Rear Admiral Stephens and R. C. Stevenson.

MEMBERSHIP INCREASED

In order to stimulate further interest and circulate information in the RCN regarding the Canadian Naval Service Benevolent Trust Fund, nine new memberships in the Fund were approved at this year's annual meeting.

The new memberships, all of which go to RCN men, were allocated as follows: East Coast — HMCS "Stadacona", "Magnificent" and "Shearwater", the Destroyer Flotilla and the Reserve Fleet; West Coast — HMCS

"Naden" and "Ontario", the Destroyer Flotilla and the Reserve Fleet. A member is elected by the ship's company of the ship or establishment in which he is serving.

The following were elected to membership since the annual meeting last year: Commodore W. B. Creery, CPO's L. W. Howe, HMCS "Iroquois"; D. McGee, HMCS "Magnificent"; A. Graham, HMCS "Shearwater"; C. Hill, HMCS "Haida"; R. B. Faulks, HMCS "Rockcliffe"; R. N. Langton, HMCS "Ontario"; D. H. Nelson, HMCS "Naden" and Leading Seamen W. J. Mellish, HMCS "Stadacona", and D. H. Alderson, HMCS "Cayuga".

NAVY INSTALLS NEW RADIO LINKS

The first installation of its kind in Canada, a microwave FM radio link between Naval Headquarters at Ottawa and the naval receiving station at Gloucester, 18 miles south of the capital, is now in operation.

Other microwave links, of a slightly different design, are being installed between the naval radio stations at



Has Ottawa guessing

Albro Lake and Newport Corner in Nova Scotia and between Aldergrove and Sumas in B.C. These are expected to be in operation this Fall, and combined with the radio teletype system already operating between Ottawa and the two major naval bases at Halifax and Esquimalt, will provide a completely modern radio communications system from coast to coast.

The new links use no connecting ground cable, radio waves being transmitted in a direct line between special parabolic reflectors, or "dishes," mounted on 200-foot-high towers, one of which will be constructed at each of the points between which the system is to function.

OFFICERS ELECTED BY OTTAWA EX-WRENS

Mrs. Evelyn Cross was elected president of "Carleton" Division of the Canadian Wrens Association at the annual dinner and meeting held in Knox Church, Ottawa.

Other officers elected were: Mrs. J. Clayton (Kay) Peacock, vice-president; Miss Betty Buckley, secretary; Miss Beatrice Grant, treasurer, and Miss Faith O'Doherty, entertainment committee.

HURRAH FOR THE GALLEY

Hero of a recent week-end cruise of HMCS "New Liskeard," for which more than 160 extra men were embarked, was the ship's senior cook, PO Arthur Higgins.

Reporting on the trip later, the commanding officer of the Algerine minesweeper stated that PO Higgins' "untiring efforts and cheerful willingness in preparing, cooking and serving no less than 1,360 extra meals contributed greatly to the successful conclusion of the cruise."

COMPLETE COURSE IN U.K.

Five RCN petty officers recently completed a gunnery course in the United Kingdom which qualified them as anti-aircraft ratings, first class.

Successful graduates were PO's W. Topping, C. Coyle, W. G. Neilson, G. McDougal and W. R. White.

Comrades in Arms



THE R.C.A.F.

Learn Bush Lore

The Royal Canadian Air Force now operates a school which has one of the oddest curricula but the most logical aim of any school in the world. It is the RCAF Survival Training School, which was established at Fort Nelson, B.C., last December, to reduce the threat of such enemies as starvation, cold and disease by instructing airmen in the best ways of keeping alive when forced down in isolated areas.

Each year the Air Force operates on a full-time basis in the Canadian Arctic and sub-Arctic regions, and each year these operations become more and more a matter of daily routine and extend deeper into the northland. Crews employed on aerial photographic operations leave Rockcliffe, near Ottawa, in April and follow the snowline north, returning to base in October with photographic coverage of previously uncharted portions of the country.

In addition, aircraft from transport and communications squadrons operate on a full-time basis, flying men and supplies to outlying stations, while the RCAF Search and Rescue organization is continually called upon to bring aid to inhabitants of the far north. Wintertime always brings a rash of requests for aid by Search and Rescue aircraft, and the rapid changes in northern weather conditions makes such flights extremely hazardous. During the past winter one of the many mercy flights resulted in the aircraft being forced down on the ice of Hudson Bay, and only the spectacular rescue of the crew by a Norseman aircraft prevented a major tragedy.

Because of these increased flying commitments, the Survival Training School was set up late last year. The school, commanded by FO R. J.

Goodey, a former member of the RCMP, has an instructional staff which includes two Indians, and part of the training covers instruction in basic Eskimo and Indian dialects.

The first class of 16 aircrew officers began their bout with the elements in January. First portion of the course was devoted to lectures and theoretical instruction. Then trainees were taken by motor transport 73 miles south of Fort Nelson along the Alcan Highway, and from there began a 23-mile trek into Klua Lake, east of the highway. For the duration of the trip the trainees lived on the new "X" rations, supplemented by what-

ever food they could obtain in the country. The men split into four groups, each choosing their own leader. When they started their trip the temperature was 28 below zero, but they were suitably clothed and none reported ill-effects.

Each man carried a 35-50 lb. pack and camp equipment was carried on toboggans drawn by dogs belonging to the Indian instructors. Camp was pitched in the open, using bush shelters for protection against the falling snow. When they reached Klua Lake and established their camp they settled down for a five-day sojourn in temperatures that had fallen to 50



It was a "combined operation" when Prime Minister Louis St. Laurent visited the Canadian Joint Air Training Centre at Rivers, Manitoba, on his recent western tour. During his inspection of a guard of honour, Mr. St. Laurent chats with Lieut. J. J. H. R. Lamontagne, of the Royal 22nd Regiment, officer in charge of the Army section of the guard, which consisted of 24 Army and 24 R.C.A.F. personnel and was commanded by Lieut. (P) G. H. Marlow, R.C.N. (extreme right). Between the Prime Minister and Lieut. Lamontagne is G/C P. A. Gilchrist, D.F.C., R.C.A.F., Commandant of the station. Other officers in the photo are (left to right) Lieut.-Cdr. (P) G. L. Ollson, R.C.N., Senior Naval Liaison Officer; Lt.-Col. H. P. Harris (partly obscured), United States Army exchange officer, and Lt.-Col. D. R. Ely, M.B.E., deputy commandant of the Training Centre.

below zero. Food was obtained by spreading fishing nets beneath the ice and snares were constructed on rabbit runs, British Columbia game laws being strictly observed. However the total "take" from these ventures was only five fish, one hare, three Canadian jays and pots of spruce tea.

During the stay at Klua Lake a Norseman aircraft from Fort Nelson landed on a strip prepared by the trainees. This was a precautionary measure which proved timely, for one of the party had to be evacuated with badly inflamed knees.

After the five-day sojourn the party returned to the highway, where they feasted at a local restaurant before returning to Fort Nelson by motor transport. Even after taking on this heavy meal, the members of the party were down an average of eight pounds from their weight at the start of the trek.

The remainder of the course was taken up with an analysis of experience gained and with further lectures on survival training. Results of the

first course were considered successful, and new experiences encountered added to the information already possessed by the instructors. Since that time courses have been run every three weeks, and the ultimate aim is to have all Air Force men who fly in the north country attend.

THE CANADIAN ARMY *On The Flood Front*

Repeating their activities of last year, soldiers of the Canadian Army's Prairie Command again battled the flood-swollen waters of the Assiniboine River near Winnipeg in April to prevent serious flooding of prairie farmlands.

Last year both active and reserve force soldiers in this Command were out in considerable force for several days in a fight to stem the flood-swollen rivers and this year saw them again fighting alongside their civilian neighbours on the prairie flood-front.

This spring a party of 21 soldiers under Capt. G. A. MacCaulay, Royal Canadian Engineers, worked side by side with farmers and members of the

Wins Parachute Wings

Lieut. (P) George H. Marlow, RCN, recently became the first member of the RCN to take and qualify in the Army-conducted parachute course at the Joint Air Training Centre, Rivers, Manitoba.

Lieut. Marlow is an instructor at the air photograph interpretation school at Rivers.

During the Second World War three Canadian Naval Reservists, Lieut.-Cdr. Bruce S. Wright, Lieut. Burton Strange and AB Andrew Skead trained and served as parachutists while attached to Combined Operations. They won their wings at Ringway, England, and jumped in the United Kingdom and in India.

Hutterite community of the Marquette-Poplar Point district. Using 5,000 sandbags to repair the 20-foot-wide breach, the troops worked for two days before the rampaging flood waters were brought in check.

Farmers estimated that a large portion of a flooded area approximately eight miles long and two miles wide had been inundated by water pouring through the broken dyke.

Movement to the broken dyke was hampered when a tractor motor failed. The soldiers then moved the first consignment of sandbags into the area by hand, wading through water for close to a half mile.

The dyke was completely sealed off by noon on Easter Sunday.

All Canadians will recall the efforts of the armed forces in the terrific battle against the British Columbia floods which reached the proportions of a national disaster in late May and early June of last year.

When British Columbia's Premier B. I. Johnston declared a state of emergency on May 30, 1948, and called upon the active and reserve members of the Navy, Army and Air Force to rally their forces against the flood-swollen Fraser River, he set in motion the greatest peacetime effort of Canada's fighting services, involving literally thousands of sailors, soldiers and airmen and scores of naval craft, airplanes and military vehicles.



Soldiers from Prairie Command repair a breach in a dyke of the Assiniboine River two miles east of Poplar Point. The Army's assistance was requested to close the break, which was causing heavy inundation of farmland in the area. The soldiers worked throughout Saturday afternoon until darkness forced a halt. They then returned to the area Easter Sunday morning to complete the task, which was their first flood assignment this year. This is the third successive year that troops have been used in this area to repair dykes. (Canadian Army Photo)

LETTERS TO THE EDITOR

Three Years Old

Dear Sir:—

On reading through the April issue of the "Crowsnest" I came across an item in the Bulletin Board section dealing with the Naval Officers' Association of Canada. It would appear from reading the item that this was a newly formed association. This, of course, is entirely incorrect and perhaps in the interest of all may I record the few facts about the Toronto Branch of the NOAC.

The first meeting of this branch was held on October 5, 1945, with Lieut.-Cdr. Z. R. B. Lash and Cdr. Duff Wood doing the greater part of the initial organizing. Our first president was Cdr. George Bernard and Cdr. Bob Hendy was elected secretary. Our two main events each year consist of the Trafalgar Ball in the fall and the annual dinner in the spring, and in addition to these events there is a smoker or tournament of some kind practically every month. The membership of the branch now stands at slightly more than 900 and with new arrivals in the city we are able to increase it a little each year.

Yours truly,

DAVID C. MORTON,
Chairman,
Publicity Committee,
Naval Officers' Association
of Canada,
Toronto Branch.

Note From U.N.

Dear Sir:—

Reading and thoroughly enjoying your recent March edition of the "Crowsnest" brought back many pleasant memories of the R.C.N.

Having spent nearly eight years with the Navy, I think some of your readers will probably remember me: (ex) Chief Petty Officer (Supply) Peter Wight, R.C.N.

When the war came to an end in '45, I left the Navy in favour of "settling down." Left "Cornwallis" behind in October and headed for the United States to study industry. Six months later I joined the United Nations and,

based on my experience as a Supply Chief in the RCN, have worked my way up to the position of "Chief of Stores" for the entire organization. Once a chief always a chief, it seems. Certainly it feels more like old times.

I still have a brother in the Navy, Chief Petty Officer Robert Wight serving on the East Coast.

My regards to the RCN and particularly old messmates of the "Skeena" and "Saguenay."

Sincerely

PETER WIGHT
United Nations
Lake Success N.Y.

We Blush

Sir:—

I'm sure I speak for the thousands of men of the Royal Canadian Navy and the Reserve when I express my gratitude to you and your staff for producing the fine Naval organ, the "Crowsnest."

Every article is enjoyed by myself and the other members of the ship's company at H.M.C.S. "Griffon." Our only beef is that the magazine does not come out often enough, nor does it contain enough material from the humble divisions that are found nestled between the giant naval arms at the East Coast and West Coast.

May I thank you particularly for the items under Looking A Stern. These articles bring to mind many a memorable day in the past history of our Navy.

Thank you again, and may the "Crowsnest" continue to be the finest service publication in the country.

Very truly yours,
C.P.O. F. P. GERRIE,
H.M.C.S. "Griffon."

COMMANDS FRIGATE

Lieutenant Joern E. Korning, RCN, formerly Staff Officer (Trade) at Naval Headquarters, assumed command of the frigate, HMCS "Beacon Hill," when the ship commissioned at Esquimalt May 16. "Beacon Hill" will take part in the reserve training programme on the West Coast this summer.



Cadets of the University Naval Training Divisions across Canada are sporting new uniforms. The former seaman's rig, with distinguishing white cap band, has been replaced by battle dress jacket, trousers and peaked cap. Admiring each other's new uniforms are Cadet F. W. Denton (left) and Cadet G. R. Todd, both of Acadia University, Wolfville, N.S.

TAKE SPECIAL COURSE

Six officers from HMCS "Tecumseh" recently completed a special course in Action Information Organization at the Navigation Direction School, HMCS "Stadacona," Halifax, in connection with the Calgary division's specialized programme of radar plot training.

Those who took the course included Cdr. Reginald Jackson, commanding officer, Lieuts. James Monteath, G. H. Adolph and George Manolescu, Lieut. (L) James McBride and Sub-Lieut. Murray Comba.

APPRENTICES GRADUATE

Artificer Apprentice Course No. 2 was completed recently at the Mechanical Training Establishment, HMCS "Stadacona." The following graduated: Ordinary Seamen E. F. Marini, J. H. Palmer, Raymond H. Mahy, Les Daisley, Roland Dube, Joseph Beke, Albert Lockau, Peter Matiachuk, James A. Pegg, Roger A. Belanger, J. W. Riley, Kenneth Warner and R. J. LaPoint.

(Continued from page 5)

promised at once, and subsequently carried out with reasonable efficiency. By the following day we ascertained that all British-owned property — this included the railway — was under military guard.

The troops used for this purpose were the National Guard — a body of men comprising better-class Indians and native Salvadoraneans; they were well-trained, better armed than the ordinary troops, and made good soldiers.

The return journey was considered too risky by night, and the members of the party occupied the temporarily evacuated house of one of the railway officials.

In spite of the 2100 curfew a certain amount of sporadic rifle-fire occurred during the night; it did not appear to have resulted in any casualties.

The return journey proved uneventful.

Four days later a message was received from General Martinez

saying that peace had been re-established, that the Communists had been beaten and dispersed and that already some 4,800 had been killed. The "already" didn't make it sound any too good for the rest of them; and as a matter of fact the local Commandant invited the Commanding Officer to lunch the following day "to witness a few executions." He went, but tactfully avoided watching the actual end of five miserable looking Indians on the reasonable grounds that it was diplomatically inadvisable.

There seems little doubt that at that time the plight of the Indian workers on the plantations was a sorry one, and they were little more than slaves living and working under the most appalling conditions.

The majority of them seemed to have been, if not content with their lot, at least indifferent to it. But to the few who managed to better themselves, the principles of Communism as disseminated by the "Socorro Rojo Internacional" ("Red International Help") appealed strongly,

and it was these unfortunate dupes who became the ringleaders of the "revolution", who were caught, usually with their "S.R.I." red armbands on, asked if they were Communists (to which question, for some reason, they nearly all replied in the affirmative) and then hanged or shot. The bodies were immediately soaked in gasoline and burnt, which at least indicates reasonable attention to the rules of hygiene.

In the end, no damage was done to British lives or property, and the "revolution" soon became just another Central American incident. Whether the result would have been the same had HMC Ships not been there to demand the necessary protection it is difficult to say.

The whole affair was just another of those unexpected little adventures that are now and then the happy lot of those of us who were fortunate — shall we say far-seeing? — enough to make the Navy our career.

BOOK REVIEW

EVERYMAN'S HISTORY
OF THE SEA WAR (1939-1941)
by A. C. Hardy

This is the first book of a trilogy which, when the succeeding volumes are published, will bundle into one package all those incidents, actions, campaigns and outlines of policy which heretofore have been, for the most part, subjects of separate narratives.

Volume I describes the prelude to war, gives a lineup of naval strengths on the eve of hostilities, then takes the reader from the sinking of the "Athenia" to the sinking of the "Prince of Wales."

The book is written for popular consumption by a man with high technical qualifications. The result is a happy one, for Mr. Hardy succeeds in putting into "everyman's" language an expert account.

In only one place did we find him in serious error. In a chapter devoted to the Dominion Navies, he says the R.C.N. in 1939 consisted of 500



When HMC Ships "Ontario," "Athabaskan" and "Antigonish" stopped at Long Beach on their way back to Esquimalt from the spring cruise, the entire cast of the film "Copper Canyon," which is currently under production, was taken down to the harbour by Paramount Producer John Farrow to welcome the Canadians. Mr. Farrow served during the war as a lieutenant-commander (SB) in the RCNVR. In the above photo are (left to right) Mr. Ted Briskin, his wife, Film Star Betty Hutton, Mr. Farrow and Captain J. C. Hibbard, commanding officer of "Ontario."

officers and 11,800 men. The numbers actually were 115 and 1,453.

The book brings home a realization of how extensive was the sea war. It was fought in many theatres, and often there were engagements taking place in two, three and more widely separated localities all at the same time.

And always there were the convoys. Time and again Mr. Hardy emphasizes the vital role played by the Merchant Navy. He declares: "Sea power and the ability to use it is not merely a question of possessing a large number of surface warships with sufficient aerial protection, and good harbours in which they can be repaired. To fulfill its function, sea power needs Merchant Navy power. In fact, the two are 'Siamese twins.' It is the merchant ship which brings the raw materials from which war materials are made. It is the merchant ship which moves troops overseas. It is the merchant ship which keeps the population fed. And it is the merchant ship which is the king-pin in any amphibious operation."

Particular features of the book are a diary of principal naval events, a complete list of warship and merchant ship casualties and profiles of various ship types.

Mr. Hardy describes in more than usual detail the construction, machinery, armament and equipment of warships and merchant craft; which is understandable, for he is an outstanding authority in this field. A naval architect by profession, Mr. Hardy served during the Second World War as a member of the Intelligence Division of the Naval Staff at Whitehall, later as a Constructor Commander with Lord Louis Mountbatten when he was Chief of Combined Operations and afterwards with Lord Reith when he took over the material and technical side of Combined Ops. Later he was Deputy-Commander Constructor Officer on the staff of the British Naval C.-in-C., Germany, and senior technical member of the Tripartite Naval Commission in Berlin.

(The book is published by Nicholson and Watson, London. Price: 18 shillings.)

From The Files

A STRANGE STORY

Confined there originally for security or other reasons, many an untold, or only partially told, story lies forgotten in the files at Naval Headquarters. Such a one was brought to light, quite by accident, the other day. It begins with a letter, written in French, which was received in 1945 by Mr. William Scott, of Halifax. Translated, it said, in part:

Sir:

Now that my relations with America are established, I find it my duty to give you the information respecting the burial of Sub. Lt. J. W. Scott, in the Plouescat cemetery.

A year ago, a naval combat took place north of Plouescat. Two days later, the bodies of 50 sailors belonging to HMCS "Athabaskan" were found on the shores. The Germans took everything they could find on them: rings, watches, binoculars, and also their papers. By chance, among the German soldiers in charge of the searching of the bodies, there was a Pole who had been incorporated in the German army. He found papers on one of the bodies that seemed to him to be of military value and handed them to me instead of to the German authorities. I hid the papers until the Germans left. Then the bodies were brought to the Plouescat cemetery by the people of the place.

In spite of the Germans' order, a service was held in the cemetery. All the



LIEUT. J. W. SCOTT

population assisted. A Catholic priest officiated, and that night the tomb was covered with flowers.

All the papers in my possession are letters, photographs and telegrams addressed to Sub Lt. J. W. Scott. It is on one of these papers that I found your address, Sir. All these papers will be sent to you when I get confirmation of your address.

Our sincere sympathy is with you. The sacrifice of your son and his companions is very dear to us, as we all know that it is due to such men that we now have our liberty and that it is from Canada.

Rene Montfort,
Rue du Calvaire,
Plouescat Finistere,
France.

But . . .

Sub Lt. (he was then Lieut.) Scott was not lost in the sinking of HMCS "Athabaskan": he was the only officer from the destroyer to be rescued by HMCS "Haida." His jacket had been picked up, by mistake, by his cabin-mate, Sub Lt. A. R. Nash, who lost his life in the action and was buried with his shipmates at Plouescat.

Badly burned, Lieut. Scott was hospitalized in the United Kingdom, then returned to Canada for further treatment. He underwent a series of plastic operations which were not completed until last summer. The papers found in his jacket were returned to him in September 1945. Though oil soaked and charred, they were still readable.

A graduate of Royal Military College, Lieut. Scott joined the R.C.N.V.R. in 1942. On being demobilized in 1946, he attended and graduated from Queen's University. He is now enrolled in the faculty of law at Dalhousie University and is an officer on the R.C.N. (Reserve) Retired List at HMCS "Scotian." During the summer he will be attached to the staff of the Reserve Training Commander at Halifax. His father is well known in the R.C.N., having been for 30 years naval architect at Halifax Shipyards Limited.

A Salute

This and the following page are dedicated to the Royal Canadian Navy hockey team, winners of the Halifax Inter-Service League and Maritime intermediate championships and quarter-finalists in the Eastern Canada intermediate playdowns.

In a season in which it won 27 games as against five defeats, the team fashioned an outstanding record, both on and off the ice, that was in keeping with the best traditions of the Service.

This was a team whose members were sailors first and hockey players second. Hockey playing was extra-curricular and conflict between it and the performance of their regular duties was kept at an absolute minimum. Some of the players, for instance, were serving in HMCS "Magnificent" and missed much of the hockey season when the carrier went to the United Kingdom early in the year, then sailed south on the spring cruise shortly after her return to Canada.

It was, moreover, a team of amateurs, in the strictest sense of the term. The only rewards the players received were a medal and a windbreaker apiece, two trophies, the pleasure they got from playing and the honour they enjoyed as representatives of the Navy.

The team may not have had the skill and finesse of the professionals and senior "amateurs," but what it lacked in mechanical ability it more than made up for in dash and spirit. Those who had the privilege (we use the word advisedly) of seeing the Sailors in action were impressed, perhaps more than anything else, by the obvious enthusiasm

with which the Navymen went about their puck-chasing. It wasn't a business, but a game, and they played it as such. The desire to win was there, and in quantity, but it was tempered by a refreshing light-heartedness that served to put things in their proper perspective.

The team did not represent the Navy as a whole, but was drawn only from the Atlantic Command. Most of the players are serving in "Stadacona," while some are attached to ships of the command and two are at the Albro Lake radio station.

However, while the team may not have been fully representative of the Navy, it did pretty well represent Canada. Players and management were drawn from nine of the 10 provinces. Seven were from Ontario, four from Quebec, three each from Nova Scotia and Saskatchewan, two from New Brunswick and one each from P. E. I., Manitoba, Alberta and B. C.

The final chapter of the 1948-49 season was written on the night of April 20, when the team and honorary officials were entertained at a banquet in the Chief and Petty Officers' Mess at "Stadacona." Highlights of the evening was the presentation of trophies, medals and windbreakers.

Praise and congratulations were showered on the team and a number of complimentary messages and letters from outside sources were read. A sample letter is the one below, received by Commodore A. M. Hope, Commodore RCN Barracks, Halifax, from the Gloucester hotel in Bathurst, N. B., after the Navy team had defeated Bathurst Paper-makers to win the Maritime championship.

W. J. KENT & CO., LIMITED
Wholesale and Retail Merchants

BATHURST, N.B.

March 24, 1949.

Commodore Hope,
R.C.N. Barracks,
Halifax, N.S.

Dear Sir:

We wish to take this opportunity to express our appreciation for the splendid manner in which your Royal Canadian Navy Hockey Team conducted themselves while guests at our Gloucester Hotel.

The Royal Canadian Navy should well be proud of the Officers and Ratings of this team, as they certainly showed a fine quality of sportsmanship both at the game of last night and also during their stay with us at our hotel.

The management wishes to thank each and every member of this team and hope to have the privilege of catering to them at some date in the near future.

Yours very truly,

W. J. KENT & CO., LIMITED
Per: B. M. Branch.

Proud of the team we certainly are, and highly pleased at having this opportunity to say so. May the fine example they and other Navy athletes have set be maintained at all times and to the fullest extent by RCN representatives in all branches of sport.



PO "Ginger" O'Brien
(fwd)
Montreal



CPO Melvin Davis
(goal)
Schreiber, Ont.



CPO John Spidell
(fwd)
Team Captain
Halifax



AB Jack Naylor
(goal)
Peterborough, Ont.



AB Lebaron Mersereau
(def)
Fredericton



AB Thomas Thompson
(fwd)
Montreal



PO Albert Carroll
(equipmt mgr)
Ottawa



CPO Cecil O'Hearn
(fwd)
Dartmouth



CPO Ed McSweeney
(fwd)
Halifax

1948 — 49
CHAMPIONS
HALIFAX INTER-
SERVICE HOCKEY
LEAGUE

WINNERS, MARITIME
INTERMEDIATE
CHAMPIONSHIP

QUARTER — FINALISTS,
EASTERN CANADA
INTERMEDIATE
PLAYDOWNS



Sub-Lt Angus McDonald
(def)
Charlottetown



CPO Harry Patrick
(coach)
Edson, Alta.



PO Laurie Larson
(def)
Yorkton, Sask.



CPO R. S. Johnson
(trainer)
Hespeler, Ont.



CPO Bernard Gordon
(def)
Verdun, P.Q.



PO Joe Conrad
(fwd)
Emerson, Man.



AB Robert Patry
(fwd)
Montreal



Cdr (L) H. G. Burchell
(mgr)
Toronto



AB Andre Baribeau
(fwd)
Doremy, Sask.



Ldg Sea Ray Shedlowski
(fwd)
Kindersley, Sask.



Lt. Robert Greene
(fwd)
Ottawa



Ord Sea John Ryan
(fwd)
Moncton, N.B.



PO Garfield Charles
(fwd)
Langstaff, Ont.



Mr. L. A. Jackson
(Sec.-Treas.)
Victoria

