

# *The* CROWSNEST

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Vol. 2 No. 4

February, 1950





# The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1950

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The airplane, with its ability to project the fleet's visibility range and hitting power to a radius of 1,000 miles and more, has become an integral unit of the modern Navy. A Sea Fury, one of the types of aircraft in use by the RCN, is shown on the opposite page as it comes in for a landing on HMCS "Magnificent." A single seat fighter, the Sea Fury is capable, also, of carrying a respectable bomb load or batteries of rockets.

From the photo, incidentally, may be obtained some idea of how little the naval pilot can see of the flight deck and, therefore, how much he depends on the "batsman" for guidance when landing on.

★ ★ ★

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*Cover Photo*—A popular feature of the new entry sports program at HMCS "Cornwallis" is the monthly inter-divisional boxing tournament staged in the drill hall. Out of one of these tournaments has come the action shot shown on the cover. A study in concentration, AB Benedict Pask (left), "Algonquin" division hopeful, intently seeks an opening for a counter-punch as he makes Ord. Sea. Clair Shrum, of "Sioux" division, miss with a right cross. Despite his close attention, Pask lost the bout by a narrow decision. (Photo by CPO John Turner.) (DB-823-4).

# R.C.N. News Review

## Cruise Stops Scheduled At Havana, New York

Off to warmer latitudes this month go HMC Ships "Magnificent", "Micmac" and "Swansea."

The carrier and her attendant destroyer are scheduled to leave Halifax February 13 on a two-month training cruise involving stops at Charleston, S.C., Guantanamo and Havana, Cuba, and New York.

The "Swansea" will accompany them on the first leg of the cruise but is due to detach before they reach Charleston and proceed independently to Nassau, B.W.I. After six days in the Bahamas, February 18 to 24, she will return directly to Halifax arriving March 1.

The force will be under the command of Commodore K. F. Adams, Senior Canadian Naval Officer Afloat, flying his broad pendant in the "Magnificent."

Embarked in the carrier will be aircraft and personnel of the 18th Carrier Air Group (825 and 826 Squadrons), who will carry out flying exercises throughout the cruise.

The "Magnificent" and "Micmac" are scheduled to stop in at Charleston from February 20 to 24. Then they spend an 11-day period at sea, broken only by a half-day call at Guantanamo for fuel. Comes next a four-day respite in Havana, and arrangements have been made to provide as much leave as possible in the Cuban capital.

From Havana the two ships return briefly to Guantanamo, again for fuel, then rendezvous at sea with units of the America and West Indies Squadron of the Royal Navy, under the command of Vice-Admiral R. V. Symonds-Tayler, in HMS "Glasgow," March 20.

The two forces will carry out combined fleet exercises for six days, after which they will put into Guantanamo for fuel, leave and a conference to review and discuss the exercises.

On March 30 the "Magnificent" and "Micmac" will head for New York, where they will spend five days, April 7-12, before carrying on home to Halifax.

## "Huron" to Re-commission With "Haida's" Crew

During January, sea-going activity was concentrated in the Atlantic Command. The newly-commissioned "Micmac" started the ball rolling on January 9 when she left for Bermuda for work-ups. She was followed three days later by the "Swansea," who was slated to carry out anti-submarine exercises in Bermuda waters until January 28,

On January 17, with the 18th Carrier Air Group embarked for deck landing training, the "Magnificent" left Halifax for a two-week cruise in the Bermuda area. The carrier was joined by the "Micmac" on the 19th and the destroyer acted as plane guard during the flying training. Both units returned to Halifax on February 1.

HMCS "Huron" is due to complete her armament conversion in February and to commission with a ship's company drawn largely from the "Haida." The latter took over the



Like the rest of the ship's company, members of HMCS "Haida's" fife and drum band have taken on a touch of Texas, as the result of being made "Honorary Texans." Shown above, all set to let go with a few bars of "Deep in the Heart of Texas," are left to right, PO George Groome, AB James B. Mossop, FO Norman Harding, AB Arthur Burgess and Lieut. Andrew McMillin. (HS-9272).

duties of depot ship for the Reserve Fleet at Halifax on January 13, replacing "La Hullose," which was paid off to reserve. "La Hullose" will be re-commissioned in the spring as a training ship for RCN(R) Cadets.

"Portage," scheduled to begin refit January 15, was delayed until the 31st to permit completion of her Naval Research Establishment programme.

Out west, things have been comparatively quiet, but that state of affairs will not last for long. The cruiser "Ontario," her annual refit completed, will put to sea early in February for a shake-down cruise and resumption of her duties as new entry training ship.

HMCS "Sioux," the habitability "guinea pig," commissioned January 18 and began trials and work-ups. "Cayuga" returned to sea duty in mid-January and on the 23rd set off on a two-week cruise to San Diego and Long Beach, California. "Antigonish" was in the middle of her annual refit, which is due to complete March 1. Most active of the West Coast ships was the oceanographic survey vessel "Cedarwood," which was operating in the Strait of Georgia.

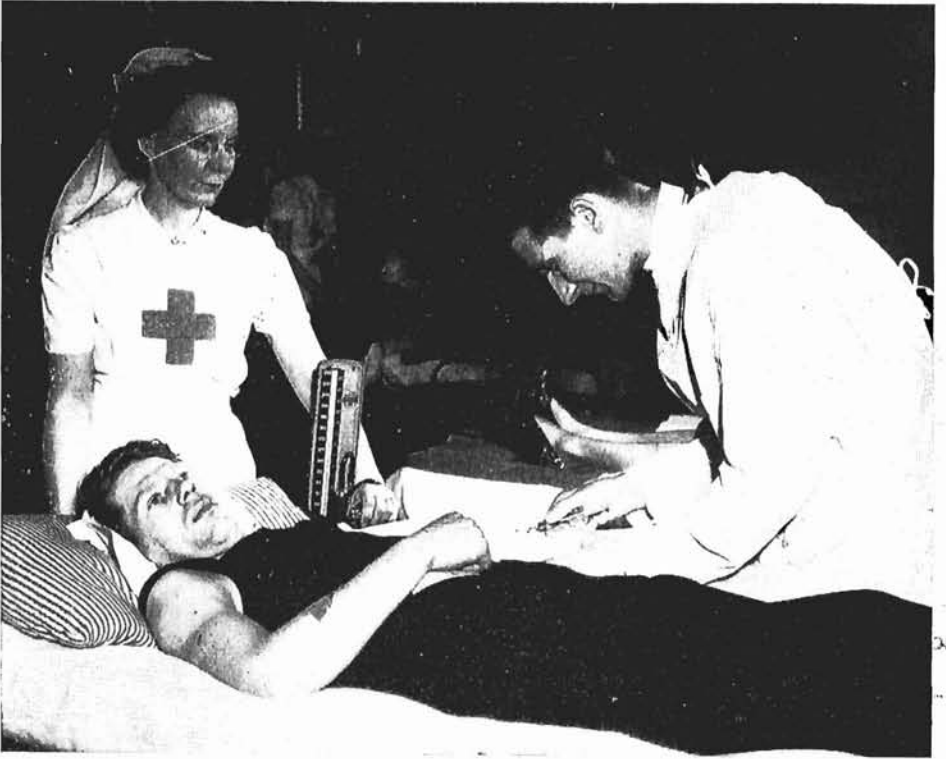
### **Ontario Divisions Inspected by DNR**

Captain Howard L. Quinn, Director of Naval Reserves, began his annual inspection of six Ontario naval divisions on January 16. Accompanying Captain Quinn were Cdr. W. A. Childs, RCN (R), Assistant Director of Naval Reserves; Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions; Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics; Cdr. (L) H. L. Crawford, Deputy Electrical Engineer in Chief; Lieut. (S) R. A. B. Fee, representing the Director of Fleet Stores, and Mr. T. E. Muirhead, of the Directorate of Civil Engineering and Maintenance.

The inspection tour, which winds up on February 3, has included visits to HMCS "Hunter" (Windsor), "Prevost" (London), "Star" (Hamilton), "York" (Toronto), "Cataraqui" (Kingston) and "Carleton" (Ottawa).

### **Sea Furies Set New Toronto-Halifax Record**

Two Sea Fury fighters of the 19th Carrier Air Group early in December shattered the record for a non-stop flight between Toronto and Halifax when they flew the 825 miles from Malton airport to the RCN Air Station, Dartmouth, in one hour and



Enough blood to keep every hospital in B.C. supplied for nearly three days was donated by crew members of HMCS "Ontario" and civilian employees at HMC Dockyard, Esquimalt, during a recent clinic. Maintaining a flow of almost a pint per minute, the Mobile Unit of the Canadian Red Cross Society collected more than 300 pints of blood during the day. Above, Dr. J. Nelson of Vancouver inserts the needle in the arm of PO Edmond Huppe. Standing by is VAD Agnes Salway of Victoria. (OC-196-2).

54 minutes — an average ground speed of 435.5 miles per hour. Piloting the speedy single-seater fighter aircraft were Lieut.-Cdr. (P) R. A. Creery, Commanding Officer of 883 Squadron, and Lieut. (P) E. A. Myers. They made the flight at an altitude of 20,000 feet.

### **Radar Guides "Cedarwood" To Vancouver Berth**

The naval auxiliary vessel HMCS "Cedarwood" figured in a unique experiment in Vancouver harbor early in December. Through the magic of radar and the radio telephone, the little wooden survey vessel was led into the harbor and "talked" to a position 40 feet from her berth,

To begin the experiment, the radar service atop the signal tower of the Lion's Gate Bridge picked up the "Cedarwood" off Point Atkinson. From this point until the test was completed, the good visibility was ignored and dense fog conditions were simulated. The ship's course was shaped by means of ranges and

bearings passed from Lion's Gate by R/T every 500 yards. The course brought the "Cedarwood" directly under the centre span of the bridge, from where she was "talked" to the position off her berth.

During the run, ship's officers took ranges and bearings of shore objects to test the accuracy of the information passed from the radar station, and found it to be very exact. The test was repeated when the "Cedarwood" left the harbor.

Three operators and a chief operator maintain a 24-hour service on the Lion's Gate Bridge, providing visual and radar service to Vancouver's shipping traffic.



# He's a Busy Man

by D.L.H.

## Action Information Set-Up Gives Radar Plotter Plenty To Do

✓  
**E**VERY now and then, in the pages of this magazine, there has appeared a note about the Navigation Direction School or Training Centre. The paragraph usually announces the successful passing of a course of RP 3s or RP 2s, and you may be inclined to say to yourself, "Yeah! Extra bods to slack in the Ops Room while honest seamen freeze!" and go on to more interesting news about the Supply School cleaning up the track meet at "Naden".

The fact is that, if the ship is properly organized, the fortunate, or despised (according to how you look at it), Radar Plotter is one of the busiest men aboard, and is, furthermore, the only man of the Seaman Branch who is continually employed in his non-sub capacity, rather than on general duties. I hope to give you a few of the reasons why the RP disappears when Special Seadutymen are

piped and doesn't reappear until the first libertymen are off in a cloud of dust. To do this, I must tell you something of the history and responsibilities of the Action Information Organization in the RCN.

Action Information, of a sort, has existed for centuries; no doubt the Romans were informed by agents of the plans and approximate whereabouts of the Carthaginian fleet, and first knew of its immediate approach when the Centurion of the Watch, getting ahead of the lookout as usual, excitedly stammered out the Latin equivalent of "Bearing Green 25 — a Trireme!" That was Action Information, and of a vital type.

But it wasn't enough, although Nelson got along with it. With the introduction of that newfangled Wireless Telegraphy, both strategy and tactics were greatly affected. Headquarters could keep in constant touch

with Force Commanders at sea, and could direct operations in the light of information hours old, rather than days old. However, forces close together at sea still had no accurate idea of their positions relative to each other, and no way of finding out. This fact was driven home in the First World War, at the Battle of Jutland. During that engagement the Grand Fleet very nearly missed the Battle Cruiser squadron, which was in close contact with the Germans, because of cumulative errors in position amounting to 11 miles and a maximum visibility range of some five miles.

Admiralty, not unnaturally, was perturbed about the situation, and the forerunner of the present ARL Table was the outcome. By the beginning of the Second World War destroyers and above were fitted with the table and a rudimentary plotting organization was set up to make the best use of it. In addition, the general fitting of Asdic provided another major source of information. The provision of Radar and faster, more efficient direction-finding added the final load that forced the creation of the modern AIO.

In cruisers and larger ships, it was the continuous air attack in the Mediterranean that led to the development of Aircraft Direction, based at first on RAF control systems. As early as 1942, the principles that govern current Aircraft Direction had been formulated and put into successful practice. The surface side lagged somewhat, but in the latter part of 1943 the destroyers in the Channel, led by HMCS "Iroquois", had worked up to so efficient a state that on more than one occasion tactical command of an action was turned over to them by cruisers. The USN was in a very similar state at this time.

The present AIO, with certain changes imposed by more modern equipment, is basically the same as



PHOTO IN COAC

Radar plotters receive practical instruction in the Navigation Direction School, Halifax, in plotting radar-detected aircraft. (HS-4309).

that of 1945. As far as security allows, I shall explain its functions.

The AIO's primary responsibility is to provide the Admiral or Captain with "a clear, concise and up-to-date picture of the strategic and tactical situations" upon which he can base his decisions. Sounds simple! And yet the performance depends upon the collection, display and accurate appreciation of an immense amount of material, from operation orders and intelligence briefs (which we might call long-range information) to the close-range Radar and the immediate Asdic. Nothing is too unimportant to be filed in the long memory of the Operations Officer for future use, even if it isn't of immediate value. From this mass of material, flowing in from radar, asdic, D/F, radio and visual communication channels, orders, reports, photographs, and every other way, must come the picture to permit the AIO to:

- (a) Give warning of the approach of aircraft, surface vessels and submarines, both friendly and hostile.
- (b) Indicate targets to the weapons, including the air weapon.
- (c) Direct friendly aircraft on to hostile targets of any nature; this is a problem of considerable com-

Night actions and strikes are common occurrences during fleet exercises. Here plotters on board the "Ontario" trace the movements of the "enemy" using reports received from the radar and other sources of information. (E-7285-1).

plexity when such a target happens to be a high-speed aircraft.

- (d) Estimate the size of, and identify targets.
- (e) Carry out radar navigation.
- (f) Assist in station-keeping.
- (g) Carry on certain phases of Tactical Deception.
- (h) Control own surface forces.

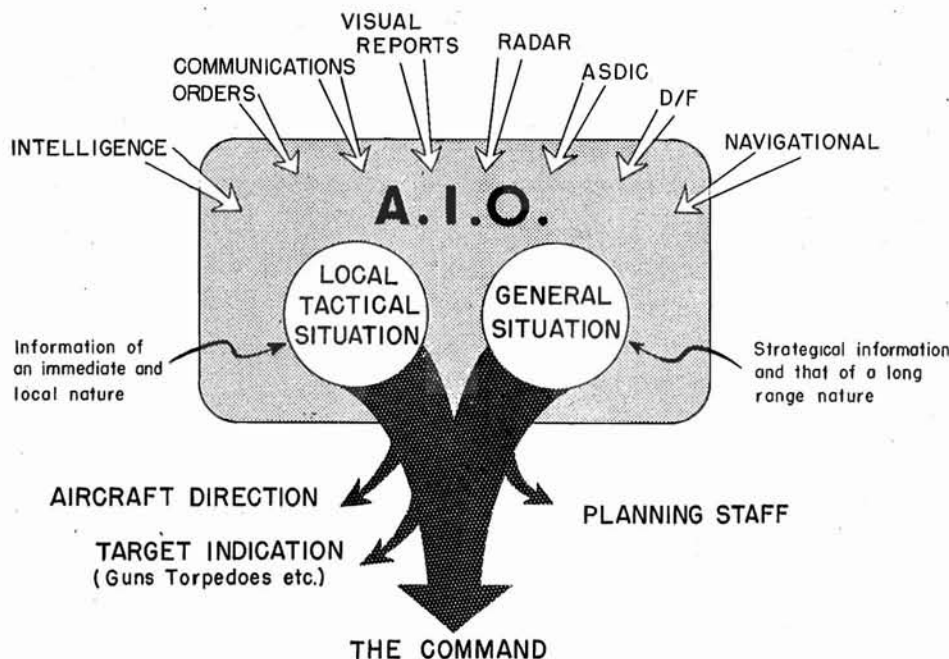
Most of the above functions could be broken down under several sub-

headings which, although complementary, require varying techniques and skills.

The master-mind of all this is, on the surface side, the Operations Room Officer and, for the air picture, the Direction Officer. These two must be left free to issue general instructions and evaluate the plots, stateboards, and other presentations, since the Command must depend on them in many cases, to analyze the situation or indicate the matter of most immediate importance. The Command will even delegate some tactical decisions to them, such as the interception of hostile aircraft, which is left to the discretion of the Direction Officer.

The man who does the actual compilation and presentation of all this gen is our friend, the disappearing RP. He also operates Warning Radar and carries out calibration, lining-up and small maintenance jobs on it. In the case of a senior man, he is often entrusted with jobs carrying great responsibility, such as RDRO (Radar Display Room Officer), where he is required to ensure a full and continuous flow of vital information to the Air Direction Room and Ops. Room. In destroyers, he may be LOPO (Local Operational Plot Officer), in which capacity he must see that all

(Continued on page 36)



A diagrammatical sketch of the Action Information Organization. Information flows into the Action Information Centre as shown, is compiled and evaluated by trained personnel and is then passed to the various "users" and to the Command.

# The Bulletin Board

## Short Service Appointments for Aircrew Duties

It has been approved to enter suitable candidates in the Royal Canadian Navy direct from shore with Short Service Appointments for duty as Pilots and Observers. Serving personnel who meet the qualifications are also eligible for Short Service Appointments.

A candidate for Short Service Appointment from shore must be unmarried and over 18 and under 21 years of age. He must possess Senior Matriculation or equivalent standing and be physically fit in all respects.

Entry into the Royal Canadian Navy will be as a Midshipman with promotion to Acting Sub-Lieutenant on reaching "wings" standard in flying training. When an officer is awarded his "wings" before attaining the age of 20, he will continue to serve as a Midshipman until his 20th birthday, when he will be promoted to Acting Sub-Lieutenant.

Serving personnel must be over 18 years and under 22 years of age, possess CIET certificate and CHET standing in mathematics and physics and be physically fit in all respects.

If accepted for flying training, serving personnel will be released to shore and the following day will be appointed to a Short Service Appointment as a Midshipman under the same conditions as a Short Service Appointed officer direct from shore:

A Short Service Appointment in the Royal Canadian Navy will be seven years' duration commencing from the date of attestation, followed by a period of five years in the RCN (Reserve) (Active List). During the period in the Reserve, officers will be required to carry out training of two weeks annually or one month biennially. On completion of the five-year

period in the RCN (Reserve) (Active List), officers will be reverted to the RCN (Reserve) (Retired List).

A gratuity of one month's pay of rank, Subsistence Allowance plus any other allowances the officer is then in receipt of will be paid for each completed year of service on the satisfactory completion of RCN Service.

On termination of the initial seven years' service the Chief of Naval Staff may approve the retention of officers who volunteer for a further period of five years in the RCN.

All candidates will be required to undergo Air Medical Examination before attestation.

Candidates will clearly state whether they are applying for entry into the Royal Canadian Navy for Pilot or Observer duties.

## Trade Groups Approved For RAs and EAs

The following trade groups have been approved for Electrical and Radio Technicians (Air):

On qualifying professionally for Petty Officer second class, Electrical Technicians (Air) and Radio Technicians (Air) are rated Trade Group III.

They are rated Trade Group IV on qualifying professionally for Petty Officer first class.

## Delay in Award of W/Ks to Sub-Lieutenants RCN

Where through no fault of his own a Sub-Lieutenant is unable to obtain a watchkeeping certificate and recommendation for promotion by the date on which he becomes due for promotion to Lieutenant, his Commanding Officer may recommend him for promotion to Acting Lieutenant provided he has completed six months' service from the date of first appointment as a confirmed Sub-Lieutenant.

If the grant of acting rank is approved, the officer will be given seniority as from the date on which he became due for promotion to Lieutenant and pay of that rank will be effective from that date or from six months after the date of first appointment as a confirmed Sub-Lieutenant, whichever is the later.

## Promotion of Officers

Due to the shortage of sufficient sea-going billets to provide the necessary seetime for officers of technical branches before entering the zone for promotion, the seetime requirements for promotion may be waived by Naval Headquarters in exceptional circumstances.

When a Commander (S), a Lieutenant-Commander (E), an Ordnance

### Brevity

Following the episode of transferring the Principal Medical Officer of HMCS "Magnificent" to HMCS "Haida", under adverse weather conditions, to aid the survivors of a plane crash in Bermudian waters, certain terse correspondence took place which is here-with reproduced as an example of brevity:

Naval Headquarters,  
Ottawa,  
24/11/49

PMO  
HMCS "Magnificent".

Dear Lee:

My hero!

A. McC.  
MDG.  
At Sea,  
6/12/49

MDG  
Naval Headquarters.

Sir:

No hero.  
Respectfully,  
"The Chocolate Soldier".



Lieutenant-Commander or a Constructor Lieutenant-Commander has been specially retained in an appointment ashore and is otherwise qualified and recommended for promotion, the seetime requirements may be waived.

As it is impossible for a Constructor Commander to obtain the seetime specified for promotion to Constructor Captain, due to the constitution of the Fleet, the required seetime for this promotion has been deleted.

### **Transfer of Artisan Duties to Shipwright Branch**

With the gradual reduction of the Blacksmith and Painter Branches, the duties of these Artisans will be taken over by the Shipwright Branch.

The schemes of complement for HMC Ships will be amended to provide additional Shipwrights to the extent of 50 per cent of the present complement of Artisans (Painter and Blacksmith). Additional Stoker Mechanics to provide unskilled assistance to the Shipwrights to the extent of the remaining 50 per cent of the present complement of Artisans will be included in the complement of the Shipwright Department. These additional Stoker Mechanics do not affect the existing arrangements under which necessary assistance is given by the Shipwright's working party normally composed of Seamen.

Complements of ships will be made up with Painters so long as these men are available.

The trade of Plumber is being retained in the RCN. Plumbers will be borne only in Cruisers and Carriers. In smaller ships the plumbing duties will be carried out by the Shipwright.

In order to give Shipwrights the necessary knowledge of the trades of plumbing, painting and blacksmithing, and to ensure that all entries to the branch are brought up to the standard required of a Naval Shipwright and familiarized with the naval application of their trade, all Shipwright entries will undergo a Shipwright course on completion of their basic new entry training. This course will be conducted at the MTE, HMCS "Stadacona", and will be of six months' duration.

The course will include educational instruction to the standard necessary for advancement in the Shipwright Branch. Instruction in painting and blacksmithing will be given by Chief Petty Officers First Class of the respective trades so long as they are available. Instruction in plumbing will also be included.

### **Non-Sub Qualifications For RCN(R) Men**

With the adoption of specialization training in Naval Divisions, it has been decided to split the non-substantive syllabi for RCN (Reserve) men into two parts. Each part will be a separate qualification.

A separate entry will be made in a Reserve man's Service Certificate for each part and separate certificates of passing will be issued.

### **Official Colors for Ships and Fleet Establishments**

Official colors have now been approved for ships and fleet establishments. These colors are based on the dominant colors in the ship's official badge.

In cases where two or more ships or establishments have the same or similar colors and are liable to be in

competition with each other, proposed designs should be compared to avoid repetition and confusion.

It is intended that the ships' colors be used in uniforms worn by teams taking part in competitive sports, in boats' flags when participating in regattas, for decorative purposes and so on.

#### **OFFICIAL COLORS**

##### *White and Royal Blue*

"Discovery"	"Revelstoke"
"Fort Francis"	"Stadacona"
"Griffon"	"Swansea"
"Nootka"	"Unicorn"

##### *White and Azure Blue*

"Chippawa"	"Shearwater"
"Llewellyn"	"Scotian"
"Prevost"	"York"

##### *Gold and Royal Blue*

"La Hullose"	"Star"
"Micmac"	"Winnipeg"
"Oshawa"	

##### *Gold and Azure Blue*

"Algonquin"	"Haida"
"Chatham"	"Sault Ste. Marie"
"Cataraqui"	"New Waterford"

##### *Gold and Black*

"Antigonish"	"Rockcliffe"
"Beacon Hill"	"St. Stephen"
"Brunswick"	"Tecumseh"
"Iroquois"	

##### *Gold and Emerald Green*

"Bytown"	"Portage"
"Ontario"	

##### *Gold and Dark Green (Hunter Green)*

"Huron"

##### *Gold and Dark Green*

"Malahat"

##### *Gold and Scarlet*

"Cayuga"	"Nonsuch"
"Lloyd George"	

##### *Gold and Crimson*

"Huron"



"His ship came in with a heavy list."

# 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.)*

Leading Seaman Christopher (Cokey) Coulthard has been unanimously chosen by his Montreal shipmates as HMCS "Donnacona's" Man of the Month — not because he has put in a long and salty spell of service (he hasn't), but because he is making a real job of his spare-time career as a member of the Royal Canadian Navy (Reserve).

Coulthard served in the RCNVR from 1943 until 1945. When the war packed up and he was demobilized, like thousands of others he climbed back into his civvies and returned to his peacetime job. But the pull of the Navy and a firm belief that his duty to his country did not end with the war drew him into the Reserve and he entered the Montreal Division in December 1947.

In the two years that have elapsed since then, there has seldom been an activity in the Division in which he has not been involved. Whenever a job has needed doing, whether it be getting a mascot (a goat) for the football team, setting up a committee, organizing a dance or simply the carrying out of routine training, "Cokey" Coulthard has been there, quietly and effectively pulling a healthy share of the weight.

A native of Montreal, Ldg. Sea. Coulthard was employed by the

Shawinigan Water and Power Company before joining the Navy in March 1943 as an ordinary seaman. He served in the Montreal Naval Division from March until May 1943, then was drafted to HMCS "Cornwallis" for new entry training. He spent two months at the Annapolis Valley establishment, then headed back inland to HMCS "St. Hyacinthe," the signal training school at St. Hyacinthe, P.Q.

Here he mastered the intricacies of W/T and transferred to the rating of ordinary telegraphist. In February 1944 he was drafted to HMCS "Stadacona," the RCN Barracks at Halifax, where he served for approximately six months before joining the staff of the Crystal Beach W/T Station. Later he was attached to the communications staff of Atlantic Command Headquarters.



Ldg. Sea. Christopher Coulthard

(photo by A. W. Stevens)

His only sea draft came up in June 1945, when he joined the minelayer "Whitethroat." He served in this ship until early in September of that year, when he returned to "Donnacona." He was demobilized there in November.

Following his discharge, Ldg. Sea. Coulthard went back to work with the Shawinigan Water and Power Company but later transferred to the Dominion Structural Steel Company, where he now holds the position of office manager. During the two years following the war, courses at Sir George Williams College and the McGill School of Accountancy kept him busy during his spare time.

On December 10, 1947, he rejoined the Reserve at Montreal, and began to make his presence felt in many of the enterprises carried on in the establishment. At present he is vice-president of the Seamen's Mess, secretary-treasurer of the Ship's Fund Committee and assistant treasurer of "Donnacona's" football team. With respect to the latter, it has been acknowledged that the winning of the Eastern Canada intermediate football championship by the Division's team was due in no little part to the efforts of Coulthard and those other members of the Sports Executive who organized and handled the "behind the scenes" work so important to the success of any athletic organization.

His pleasant smile and ready good humor have made Ldg. Sea. Coulthard one of the most popular men in the Division, while the high example he sets and the encouragement he gives to those just entering the Service have a great deal to do with their getting off on the right foot as members of the Reserve.

# Cruising Down The River

Race Against Winter Freeze-up Anything  
But Pleasure Trip for Yacht's Crew

How would you like to make a trip by yacht from Toronto to Halifax?

Does the thought inspire visions of warm, leisurely days spent skimming over the water? . . . of pleasant nights passed in picturesque ports?

Sounds great, but it didn't quite work out that way for the four officers, 12 men and one dog who made the Toronto-Halifax voyage in the training yacht "Oriole IV" in late November and early December.

They had to contend with ice, Arctic fog, gales and snowstorms; they spent the better part of a night fighting a fire ashore at Brockville, Ontario; their auxiliary engine and power supply were erratic, and to heat their quarters they had only one small coal stove. In other words, the 17-day trip was anything but a pleasure cruise.

Still, it had its good points. There was the experience gained, which in most cases was considerable. Best feature of all was the food. Officers and men were unanimous in declaring the meals prepared by Able Seaman Warren L. Brown to be just about the best they had eaten in the Service. Said one man with 15 years in the Navy behind him: "How the cook ever wrestled with the pots and pans in those seas and still produced such good meals I will never know."

The "Oriole IV" is a Bermuda-rigged, steel-hulled ketch of 90 feet over-all. Under full sail she logs 10.5 knots; her auxiliary engine, without sail, is capable of giving her a speed of five knots. The property of the Navy League of Canada, she has been loaned to the RCN to be used as a seamanship training vessel at "Cornwallis."

After spending two busy weeks fitting her out for the voyage, her crew took the yacht away from her berth at the Terminal Warehouse,

Toronto, on the morning of November 24. At the helm was her commanding officer, Lieut. Herman Baker, MBE, RCN (R).

The vessel had a race on her hands, for the winter freeze-up was fast approaching and any delay might well mean the difference between getting to Halifax on schedule and not arriving there until next spring.

After going through a brief snowstorm, the "Oriole IV" put into Cobourg, her first port of call. At Kingston, the next stop, Arctic fog held them up for several hours and the day's steaming took them only as far as Brockville, 50 miles down the St. Lawrence. It was here that the most exciting experience of the trip occurred.

At about 2300 the quartermaster notified the First Lieutenant of a fire in the business section of the town. At once the whole crew, with the exception of the duty watch, turned out to lend a hand. For most of the night they manned hoses and

battled the blaze alongside the regular firemen.

The following night they got as far as Prescott. Then they began to encounter ice. At Lachine, the "Oriole" had to jog back and forth to free herself from ice which had frozen her to the jetty overnight. Then she followed in the wake of a lakeboat which cleared a path for her all the way to Montreal.

From there she went on to Sorel, where more fog caused another delay. At Quebec, the next stop, the "Oriole" was met by HMCS "Portage", which was to escort her the rest of the way to Halifax.

When it came time to sail, both vessels were surrounded by ice and the "Portage", after getting clear herself, hauled the yacht into open water. The "Oriole" continued in tow until the middle of the night, when the line parted and the yacht resorted to her auxiliary.

*(Continued on Page 36)*



The ship's company of the "Oriole" is shown on board the yacht shortly after her arrival in Halifax. Front row, left to right, are AB W. R. Wood, Ord. Sea. R. M. Steeves, Leading Dog "Six-O", AB Sydney Simmons, Ord. Sea. C. S. Sackfield, AB Warren L. Brown. Rear row, AB D. H. Delisle, Ord. Sea. Kenton R. Sutherland, PO T. B. Anderson, Lieut. (S) John D. Agnew, Lieut. P. A. Baldwin, Lieut. Herman A. Baker, RCN(R). Lieut. J. M. Cutts, CPO Raymond A. Moore, CPO L. H. Lafond, Ldg. Sea. Donald W. Murphy and Ord. Sea. Howard W. Glover. (HS-9405.)





HMCS "Stadacona" collected more than \$900 in cash, plus Christmas dinner, clothing and toys for some 30 needy families in the Halifax area. Every department and school in the establishment contributed to the drive. Three members of the staff at the Mechanical Training Establishment are shown loading a truck with hampers before setting out on one of the trips. Left to right are PO J. Raymond Brown, Moose Jaw, Sask., PO William E. Erickson, Victoria, and CPO Fred Janson, Montreal. (HS-9463).

## 'Good Will Toward Men'

Sailors Bring Christmas Cheer  
To Needy Families, Orphaned Children

**O**FFICERS and men of the Atlantic Command of the RCN dug into their pockets and gave up their time to bring comfort and happiness to a number of underprivileged families in the Command area at Christmas.

Money was collected for food, clothing, entertainment and toys for 60-odd families and more than 400 orphans at Moncton, Halifax and Dartmouth.

Most stirring gesture was made by 40 sailors at the Coverdale Naval Radio Station, near Moncton. Each donated a pint of blood, which, sold to the Moncton Hospital, provided \$400 for the entertainment of 120 orphans from the Hub City.

The party was held at the station and Santa Claus (PO S. R. Miller) was on hand to distribute to the children precisely the gifts they had asked for. Not only were presents and good things to eat provided, but the tars also presented each of the two orphanages in the area with a

combination radio-phonograph. Moncton Kiwanians procured the presents for the children and arranged transportation.



Personnel at the Coverdale Naval Radio Station gave time, energy and blood to make underprivileged children in Moncton happy at Christmas. The 40 men at the station sold their blood at \$10 per pint to raise a fund which went into a Christmas party at the station for children from two Moncton orphanages. Petty Officer Donald Cameron is shown above as he donated blood before the party. Doctor N. J. Belleveau and Nurse Madeleine McInnes are performing the "operation."

Last year crew members of the frigate "Swansea" put on a bang-up orphans' party, but this Christmas they outdid themselves. Their party, on December 20, was for 65 children, 43 of them orphans and polio victims from Halifax. The guests received presents from Santa Claus (CPO "Butch" Reddin), saw movies and ate candy. Two clowns prowled the flats throughout the affair.

\* \* \*

Meanwhile, at "Stadacona" another 150 orphans were being entertained. The small fry took over the "Stad" gym, where personnel of the Electrical School had erected slides, swings, a pirates' cave stocked with candy, a magic mirror and numerous other features. Saint Nicholas (CPO Sam Short) presided and distributed gifts.

"Stadacona" didn't forget needy homes, either. Thirty destitute families in the city were provided with Christmas dinners and all the trimmings, and with these went clothes, toys and a total of \$900 in cash. Each school and department in the establishment "adopted" a family and vied with the others in making the proceedings a success.

At the "Magnificent's" party on December 16, underprivileged children ate ice cream, "flew" a candy-striped Link trainer and romped through the gaily decorated hangar deck — converted in three days from aircraft stowage to a carnival midway.

The youngsters — 150 of them — rode the merry-go-round, manned sturdy little swings, got lost and found again, and received presents from Santa Claus (Lieut. (E) J. "Moose" Miller). Another attraction that caused as much excitement among the carrier's crew as among the small guests consisted of three electric trains, all in operation at once.

\* \* \*

At the Naval Armament Depot, Dartmouth, the armament workers played hosts to needy children and orphans from the Dartmouth area on December 21. A voluntary subscription among the workers provided funds for a party for the kiddies as well as more than \$200 to buy food for their families. Again Santa (depot employee Robie Dillman) appeared and handed out gifts.—H.C.W.

### HALIFAX NOAC HOLDS YULETIDE GATHERING

A successful New Year's Eve party was held by the Halifax Branch of the Naval Officers' Association of Canada in "B" Mess at HMCS "Stadacona." On January 2, members gathered with their guests at a reception following the official levees.

The annual Christmas party attracted a larger number of children and parents than ever before. The small guests disposed of impressive quantities of ice cream and soft drinks, saw movies and swarmed over Santa Claus, who reminded older members of Commander George H. Stephen.

The branch is now well into its winter program. Members meet on Wednesday and Saturday nights in "B" Mess, and on Sunday nights join with officers and guests of HMCS "Scotian," the Halifax Naval Division, in the division's wardroom.

## THIS PRESENT EVEN SURPRISED SANTA

Christmas for six-year-old Bobby Jewsbury, son of Petty Officer Harry Jewsbury, of HMCS "Ontario," and Mrs. Jewsbury, turned out even better than he or his parents had hoped.

A few months ago, Bobby was stricken with rheumatic fever and lost the use of his legs. His doctor told him he would walk again, and continually urged him to keep trying. Nevertheless, Bobby was frightened and uncertain.

Then came the Children's Christmas Party sponsored by the ship's company of the "Ontario."

Following the party, Santa Claus gathered up his bag of toys and set

out to call on all those youngsters who had been unable to attend. This brought him to the Jewsbury home in Victoria, where he talked with Bobby for a while and gave him a present.

After Santa had left, Bobby became so excited over having seen and talked with Saint Nick that he forgot he couldn't walk and started out across the floor. At first he fell quite a bit, but gradually his legs became stronger.

By Christmas Day he was moving around more naturally, still a little stiff-legged, but happy in the thought that soon he would be walking and running as well as ever.



MRS. HARRY JEWSBURY AND BOBBY  
*Santa's Gift Was Unexpected*  
(OC-197-1)

# Officers and Men

## YOUNGEST SEAMEN TAKE COMMAND

The custom of having the youngest man in the ship take over as commanding officer on Christmas Day was carried out by naval vessels and shore establishments in the Halifax area this year.

From the aircraft carrier "Magnificent" down to the little wooden minesweeper "Llewellyn," the youngest aboard swapped uniforms with their COs, and, with discreet assistance from their "juniors," conducted Captain's Rounds and otherwise went through the motions of being Commanding Officers-for-a-Day.

Following are the ships and establishments which carried on the tradition and the young seamen involved: "Stadacona" — Ord. Sea. James F. White, Halifax; "Shearwater" — Ord. Sea. John Prince, Hagersville, Ontario; "Magnificent" — Ord. Sea. J. W. Malloy, Weston, Ontario; "Micmac" — Ord. Sea. Robert W. Barclay, Islington, Ontario; "Swansea" — Ord. Sea. Guy Dorion, Montreal; "Portage" — Ord. Sea. Hugh Cook, Yarmouth, N.S.; "St. Stephen" — Ord. Sea. J. O. Weatherbee, Amherst, Ontario; "Llewellyn" — Ord. Sea. Michael Gauthier, Quebec City.

## ELECTRICAL TECHNICIANS FINISH LONG COURSE

November 25 saw the successful conclusion of another course for electrical technicians in the Electrical School, "Stadacona". The class, which consisted of CPOs and POs, commenced January 10, 1949.

Members of the class were Chief Petty Officers Alan (Digger) Scaysbrook, Toronto, and Gene Brown, Halifax, and Petty Officers John Knox, Victoria; Albert Burke, Mont-

real and Dartmouth; Harry Snow, Canso, N.S.; Cy Jenkins, Victoria; Jim Maple, Powell River, B.C.; Dick Baker, Hardisty, Alberta; Bill Majorki, Regina; Ken Leadlay, Guelph; Harry Brown, Cochrane, Ont.; Vic Abbott, Montreal; James Russell, Dartmouth; Stan Virgent, Toronto, and Johnny Gibb, Halifax. —H.S.

## SIX MEN QUALIFY AS TAS INSTRUCTORS

The following men qualified recently at the Torpedo Anti-Submarine School, Halifax, for the non-substantive rating of TAS Instructor: CPOs Delbert K. Dorrington, Donald A. Munroe, W. F. Fernie and Barnard V. Irvine and POs William D. Dixon and George E. Jamieson—G.M.C.



Christmas morning found the youngest sailor in ships and establishments of the RCN carrying out the duties of "Captain" while the Commanding Officer reverted to the rate of his young successor. Here Captain E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," delivers a snappy salute to AB John Price, 17, of Hagersville, Ontario. (DNS-2217).

## APPOINTMENT CHANGES ARE ANNOUNCED

The following changes in the appointments of RCN officers have been announced recently:

Cdr. J. C. Littler, to "Stadacona" as Executive Officer. Formerly Reserve Training Commander, West Coast.

Cdr. R. A. Webber to "Haida" in command and as Senior Officer Reserve Fleet, Halifax, retaining appointment as Commander of the Dockyard and King's Harbor Master.

Cdr. P. E. Haddon, to staff course. Formerly Executive Officer, HMCS "Stadacona."

Cdr. R. C. Chenoweth, to staff course. Formerly Manning Commander, West Coast.

Cdr. R. P. Welland, to "Athabaskan" in command. From staff course.

Cdr. W. M. Landymore, to Naval Headquarters as Director of Manning and Personnel Statistics. From staff course.

Cdr. J. M. Leeming, to "Naden" as Reserve Training Commander, West Coast. Formerly First Lieutenant, HMCS "Ontario."

Lieut.-Cdr. R. M. Steele, to Naval Headquarters as Deputy Director of Naval Reserves. Formerly Reserve Training Commander, East Coast.

Lieut.-Cdr. R. M. Young, to "Naden" as Manning Commander, West Coast. Formerly Director of Manning and Personnel Statistics at Headquarters.

Lieut.-Cdr. Maurice F. Oliver, to "Ontario" as First Lieutenant. Formerly Deputy Manning Commander, East Coast.

Lieut.-Cdr. D. M. MacDonald, to "Stadacona" as Reserve Training



Commander, East Coast. Formerly Commanding Officer, HMCS "Portage."

Lieut. B. A. L. Ewens, RCN (R), to "PTC 724" in command. From HMCS "York," Toronto.

Lieut. (P) C. G. Smith, to "Stadacona" as Deputy Manning Commander, East Coast.

Surg. Captain E. H. Lee, to "Stadacona" as Principal Medical Officer and Command Medical Officer on staff of Canflaglant. Formerly PMO, "Magnificent."

Surg. Cdr. M. C. Wellman, to "Magnificent" as Principal Medical Officer. Formerly Assistant Medical Director General at Naval Headquarters.

Surg. Lieut.-Cdr. R. A. G. Lane, to Naval Headquarters as Assistant Medical Director General, with acting rank of Surgeon Commander while holding appointment. Formerly Command Medical Officer, Atlantic Command, and PMO "Stadacona."

### TECHNICAL COURSE HELD FOR SUPPLY OFFICERS

Seven officers of the Supply Branch recently completed a 13-week technical course at the Supply School, HMCS "Naden". The course included such subjects as naval pay, victualling, secretariat, naval and air stores, court martial procedure, cookery and service routine and customs.

Those taking the course were: Lieutenants (S) G. J. Smith, F. Anderson, C. Crothers, J. M. Champagne, D. G. Meredith and J. E. Drummond, and Mr. Fred Barrett, Commissioned Cookery Officer.

### EIGHT TD2s GRADUATE FROM "NADEN" CENTRE

Eight men recently were graduated from the TAS Training Centre at "Naden" with the non-substantive rating of Torpedo Detector, second class. Successful candidates were PO T. Shields, Leading Seamen B. Forbes and B. Bottomley, and Able Seamen G. Colquhoun, R. Hooke, E. Paulsen, G. Dickson and L. Brahan.

Two TD3 classes are now about half way through their training syllabus at the centre. Teaching the classes Seaward Defence is PO G. Hornett, while PO D. Mann instructs in Detection and PO G. Buckley in Weapons.

Drafts from the training centre include those of POs A. Tassell and C. Scott. The former has gone to the destroyer "Sioux" and the latter to "Discovery," the Vancouver Naval Division.

Mr. Len Corbett, Commissioned Gunner (TAS) (T), has taken over administration of stores for the centre.

### EDMONTON NOAC ELECTS OFFICERS FOR YEAR

Richard M. Edwards was re-elected president of the Edmonton Branch of the Naval Officers' Association of Canada at a meeting held in HMCS "Nonsuch" on December 2.

Others named to executive positions were Eric McCuaig, vice-president; Stuart Purvis, secretary-treasurer, and T. E. Thompson, Dennis Pearce, J. E. Milburn, Dr. C. M. Learmonth and George H. Stout, executive members.



The entire history of the Royal Canadian Navy in Windsor was represented by four former commanding officers who gathered at HMCS "Hunter" to present service medals to members of the ship's company. In the photograph above are, left to right: Lieut.-Cdr. Jordan H. Marshall, RCN(R), Cdr. Nigel Bruce, RCN(R), (Ret'd), Lieut.-Cdr. A. M. Kirkpatrick, RCN(R), (Ret'd), Lieut.-Cdr. John Loaring, RCN(R), (Ret'd), and Cdr. W. A. Wilkinson, RCN(R). Lieut.-Cdr. Marshall was the division's first commanding officer when it opened in 1939, and the others followed in the order in which they appear in the photo, with Cdr. Wilkinson currently in command.

### PETTY OFFICER BURIED WITH NAVAL HONORS

Petty Officer Robert Dunleavy, RCN, who died suddenly in the RCN Hospital, Esquimalt, on December 22, was buried with full naval honors at Brockville, Ontario, on December 28. RCN and RCN(R) personnel from Ottawa and Kingston and members of the Brockville naval unit were in attendance and provided a firing party, pallbearers and flower bearers.

A memorial service was held at HMCS "Naden" by Chaplain (P) Lea Gillard, RCN, with a large number of shipmates and friends attending.

PO Dunleavy was serving in HMCS "Naden" and had previously been a member of HMCS "Crescent's" ship's company. He was suddenly taken ill on the morning of December 22, suffering from a severe abdominal condition. He died later in the day.

PO Dunleavy was 35 years of age. He was born at Brockville and joined the RCNVR in 1939. During the war he served on the North Atlantic and took part in D-Day operations in the English Channel. He transferred to the permanent force after the war.

# HALF YEARLY PROMOTIONS

Twenty-three officers of the RCN and RCN (Reserve) were named in the January half-yearly promotion list. Nineteen were promoted to higher ranks and four were confirmed in ranks in which they had been acting. The permanent force was represented by 16 members and the Reserve by seven.

Following is the list of promotions.

## ROYAL CANADIAN NAVY

### *To Be Commodore (E)*

Captain (E) Arthur C. M. Davy, OBE, Engineer-in-Chief and Deputy Chief of Naval Technical Services, Naval Headquarters.

### *To Be Captain*

Commander Jeffry V. Brock, DSC, Director of Naval Plans and Operations, Naval Headquarters.

Commander Morson A. Medland, Commanding Officer, HMCS "Cayuga."

### *To Be Captain (E)*

Commander (E) John B. Caldwell, MBE, Assistant Chief of Naval Technical Services (Air), Naval Headquarters.

### *To Be Surgeon Captain*

Surgeon Commander Eric H. Lee, Command Medical Officer, Atlantic Command, and Principal Medical Officer, HMCS "Stadacona."

### *To Be Commander*

Lieut.-Cdr. Frederick E. Grubb, Naval Headquarters, for duty with the Chief of Naval Personnel.

Lieut.-Cdr. John M. Leeming,

Reserve Training Commander, West Coast.

### *To Be Commander (E)*

Lieut.-Cdr. (E) Raymond J. McKeown, HMCS "Niobe."

Lieut.-Cdr. (E) Frank Harley, Officer-in-Charge, Mechanical Training Establishment, HMCS "Naden."

### *To Be Commander (L)*

Lieut.-Cdr. (L) Harold D. McCormick, HMCS "Niobe."

### *To Be Ordnance Commander*

Ordnance Lieut.-Cdr. Roy V. Henning, Director of Fire Control, Naval Headquarters.

### *To Be Instructor Commander*

Instructor Lieut.-Cdr. Raymond S. Martin, Naval Headquarters.

### *To Be Commander (S)*

Acting Commander (S) Douglas K. M. Graham, Supply Officer

## CAPTAIN C. N. LENTAIGNE RECEIVES PROMOTION

The promotion of Captain C. N. Lentaigne, DSO, RN, to the rank of Commodore 2nd class, while holding his present appointment as Assistant Chief of the Naval Staff (Air) with the RCN, has been announced by the British Admiralty.

One of the early specialists in naval aviation, Commodore Lentaigne came to Canada a year ago on loan to the Royal Canadian Navy as Director of Naval Aviation at Headquarters. In April 1949 he was appointed ACNS (Air) and an additional member of the Naval Board.

HMCS "Cornwallis."

Lieut.-Cdr. (S) Frank D. Elcock, HMCS "Bytown," presently taking courses with the US Navy.

### *To Be Surgeon Commander*

Acting Surgeon Commander Frederick G. W. MacHattie, HMCS "York," for Public Health Course at University of Toronto.

### *To Be Commander (SB)*

Lieut.-Cdr. (SB) Hugh A. Stowell, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

### *To Be Captain*

Commander William E. S. Briggs, DSC, Commanding Officer, HMCS "Scotian," Halifax.

Commander Reginald Jackson, OBE, Commanding Officer, HMCS "Tecumseh," Calgary.

### *To Be Surgeon Captain*

Surgeon Commander Harry S. Morton, OBE, HMCS "Donnacona," Montreal.

### *To Be Commander*

Acting Commander Neville S. C. Dickinson, Executive Officer, HMCS "York," Toronto.

Acting Commander William W. Spicer, Commanding Officer, HMCS "Queen," Regina.

Lieut.-Cdr. Richard P. White, OBE, Executive Officer, HMCS "Carleton," Ottawa.

### *To Be Surgeon Commander*

Surgeon Lieut.-Cdr. Lemuel E. Prowse, HMCS "Queen Charlotte," Charlottetown.



COMMODORE (E)  
A. C. M. DAVY



CAPTAIN  
J. V. BROCK



CAPTAIN  
M. A. MEDLAND



CAPTAIN (E)  
J. B. CALDWELL



SURGEON CAPTAIN  
E. H. LEE

## Retirements

### Mr. Lionel F. Westfield, Acting Gunner\*

Age: 39  
Address: 1367 Vista Heights, Victoria.  
Joined: January 1928, as a Boy Seaman.  
Served In: HMS "Victory," "Excellent," "Furious," "Nelson," HMCS "Naden," "Armentieres," "Stadacona," "Skeena," "Fraser," "Avalon," "Assiniboine," "Givenchy," "Scotian," "Ontario," and "Montcalm."  
Awards: Long Service and Good Conduct Medal, July, 1943.  
Retired: January 25, 1950.

### Mr. Reginald Edward Leal, Acting Gunner\*

Age: 39  
Address: RR 6, Belleville, Ontario.  
Joined: January 1930, as an Ordinary Seaman.  
Served In: HMS "Victory," "Iron Duke," "Warspite," "Excellent," "Puncher," HMCS "Saguenay," "Stadacona," "Champlain," "Cornwallis," "Niobe," "Prince Robert," "Naden," "Burrard," "Peregrine," "Somers Isles," "Haida," "Huron," "Qu'Appelle," and "Iroquois."

Awards: Long Service and Good Conduct Medal.  
Retired: January 13, 1950.



### Chief Petty Officer Dosithe Desjardins

Rating: C1G13  
Age: 38  
Joined: January 1930, as an Ordinary Seaman.  
Served In: HMS "Excellent," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Naden," "Skeena," "Restigouche," "Prince Henry," "Niobe," "Avalon," "Cornwallis," "Donnacona," "Carleton," "Bytown," and "Chippawa."  
Retired: January 24, 1950.

### Chief Petty Officer Jean B. Robillard

Rating: C1SM3  
Age: 43  
Joined: January 1930, as a Stoker, second class.  
Served In: HMS "Victory," HMCS "Naden," "Armentieres," "Vancouver," "Skeena," "Fraser," "York," "Ottawa," "Assiniboine," "Stadacona," "Protector," "Kenogami," "Orillia," "Sherbrooke," "Hamilton," "Saguenay," "St. Clair," "Hochelaga II," "Niobe," "Sioux," "Scotian," "Niagara," "Peregrine," "Algonquin," "Givenchy," "Warrior," "Queen" and "Chippawa."



Awards: Long Service and Good Conduct Medal.  
Retired: January 30, 1950.

## DATE CLUB FORMED ON WEST COAST



The first twenty men registering with the Date Club at Esquimalt were recipients of free theatre passes for themselves and their dates, donated by the Odeon and Royal theatres of Victoria. Ord. Sea. Jim Morgan, of Swift Current, Sask., and Leonard Olson, of Winnipeg, fill in their cards. Members of the Jill Tars Club "on duty" at the bureau are Mrs. William Galbraith, standing, chairman of the Date Club and "Club Mother," Mrs. Walter Dallin, centre, and Mrs. Cathy Ebbelling. (E-10575)

The problem of how to "get acquainted" with girls and families "ashore" in Victoria and Esquimalt has been solved for Navy men newly arrived at the RCN's West Coast base.

### Petty Officer Joseph F. G. Dube

Rating: PIET4  
Age: 40  
Address: 36 Berlin St., Halifax.  
Joined: January 1928, as an Ordinary Seaman.  
Served In: HMS "Victory," "Iron Duke," "Vernon," "Pembroke," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Restigouche," "Gaspé," "Ambler," "Avalon," "Louisburg," "Wassaga," "Hochelaga," "Chaleur II," "Caraquet," "Cornwallis," "Peregrine," "Petrolia," "Scotian" and "Iroquois."  
Retired: January 20, 1950.

### Petty Officer George P. Burkmar

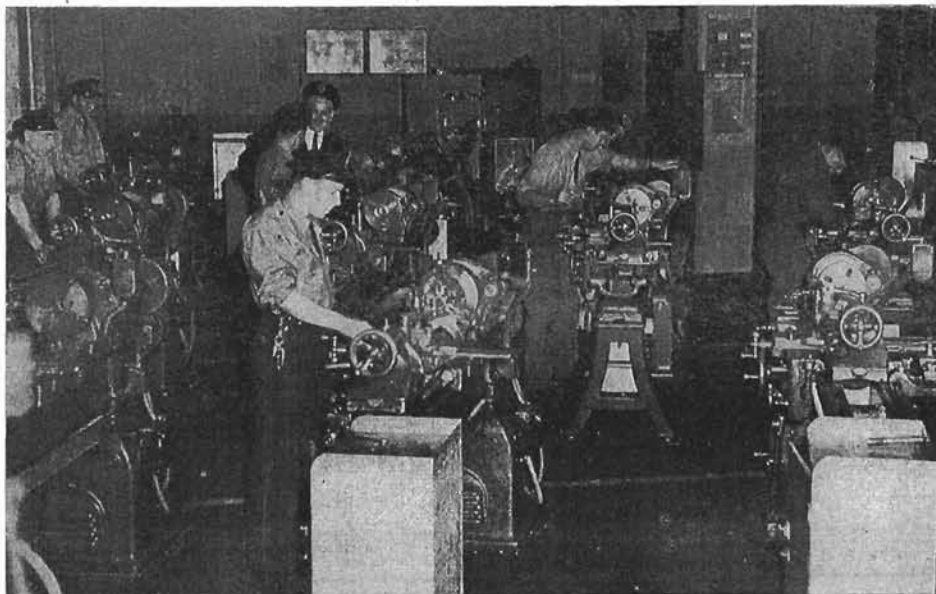
Rating: P1CM3  
Age: 40  
Address: RR1, Saanichton, B.C.  
Served In: HMS "Victory," "Nelson," "Champion," HM Signal School, Portsmouth; HMCS "Naden," "Stadacona," "Skeena," "Armentieres," "Fraser," "Restigouche," "St. Hyacinthe," "Venture," "Hochelaga," "Fredericton," "Niobe," "Athabaskan," "St. Francis," "Rockcliffe" and "Chippawa."  
Awards: Long Service and Good Conduct Medal.  
Retired: January 1, 1950.

Now in operation at HMCS "Naden" is the Navy Date Club, which arranges introductions and undertakes to fill for young sailors what otherwise might be empty hours in a strange town.

The bureau is sponsored and run by the Jill Tars Club, whose members are wives of serving and former Navy men. They take turns staffing the office in the central canteen building at "Naden" three afternoons a week — Mondays, Wednesdays and Fridays — from 2 to 5 o'clock. When a sailor makes a request for a date, a girl's name is selected from an index filing system in which are listed individual tastes, interests, heights, ages and other information. This enables the Jill Tars to arrange a suitable "match."

The club is similar in many respects to the "Boy Meets Girl" Date Bureau organized earlier by the Naval Officers' Wives Auxiliary in Halifax. Mrs. Gladys Dodd, president of the Jill Tars, reports a very favorable reaction among sailors stationed at Esquimalt in the few weeks the club has been in operation.





A section of the machine shop at the MTE. (HS-9023.)

## 'Plumbers' Paradise'

Mechanical Training Establishment  
Schools Men of Engineering Branch

FOR the 20 years from its inception to the lusty, imperative days of 1942, the Engineering Branch of the Royal Canadian Navy had no official home in Canada. Personnel were shipped abroad to Devonport, Portsmouth and Chatham to assimilate the awesome array of technicalities going under the name of Marine Engineering.

Today, however, three modern buildings proudly standing out on the hilly "campus" of HMCS "Stadacona", mark the Mechanical Training Establishment.

Soon after the war's start, Ottawa gave the green light to the establishment of the MTE and the construction of a permanent habitation. Temporary quarters were set up in now vanished Dockyard stores buildings, for use until the new home was ready. Then, early in 1943, like Grant taking Richmond, the "plumbers" moved in.

Workability was inherent in the design of the new buildings, and within their walls were built lecture rooms, storerooms, machine shops, coppersmith shops, offices, draughting rooms, model shops, projection rooms

and other instructional centres. Into these, in turn, poured the vast amount of machinery, tools and equipment needed for training purposes.

Taking on a diversified group in its post-war renaissance, the Establishment has given training to 914 persons, one-tenth of the whole Naval strength. Its students have included officers and apprentices, engine room artificers and RCMP redcoats. Its curricula have listed such varied subjects as bricking, typing and

cabinet making, not to speak of a wide range of technical procedures and methods.

Eighty-nine percent of those attending the school have obtained pass marks, a higher average than any university or vocational school in the country. Several groups, among them air artificers, armourers and TAS writers, have 100 per cent passing records to their credit.

Primary among the courses offered is that for Petty Officer Stoker Mechanics, which is given all men of the Engineer Branch of PO second class rate. For 20 weeks the harassed stoker devours instruction in mechanics, physics, thermodynamics, mathematics, operation of main and auxiliary machinery, boiler brickwork, fitting, coppersmithing, damage control and general marine engineering.

For the men who pass this course with 80 per cent or more and are recommended, there is further training in the form of the ERA Candidates' course, a 16-month shore stretch embodying intensive academic and practical study to enable the resulting ERA to cope skilfully and successfully with problems of ship propulsion and its allied subjects.

The MTE curriculum also includes specialization courses, such as the Internal Combustion Engine course and the Refrigeration course, and conversion courses for armourers and



The MTE has given training to a diversified group.

shipwrights. Orientation courses are given direct entry personnel, and dockyard apprentices receive instruction there. Engineer's and TAS writer courses further augment the academic activities, while reserve training sets a hectic pace during the summer months. All air artificers receive basic training at the MTE. Eleven RCMP officers, in order to ensure that power failures in their water craft don't turn their familiar motto into a triviality, have taken diesel maintenance courses.

In order that the maze of men, machines and mathematics does not get inextricably tangled, a permanent staff of one Commander (E), seven other officers, and 40 chief and petty officers is on hand.

Apart from daily engineering instruction, the staff is liable to be called upon for extra-curricular activities such as printing tickets for smokers or replacing the heel on a lady's shoe. Maintenance problems in the barracks usually fall to the lot of the MTE, and the descaling of ships' evaporator coils has long been a



Most famous of the MTE's graduates so far has been Petty Officer "Stand Easy," shown here receiving some personalized instruction from Cdr. (E) J. S. Horam, Officer-in-Charge, (HS-6457).

standing commitment.

Foremost among the fascinating wonders of the establishment is the so-called "Corvette Shop," judiciously set aside from the two main buildings and an entity unto itself. Therein is housed a 2700-horsepower reciprocating engine (driving nothing, but fondly termed "Stadacona's" "main

engine," making "Stad" the only stone frigate so equipped), a three-drum boiler, and all ancillary pumps, fans, condensers, etc., and a distilling set (water only). There, the budding Chief Stoker or ERA can have a field day going from full ahead to full astern, surprising his chums in the boiler room and at the same time gaining valuable training in the operation and maintenance of ship machinery installations.

Ever eager for further expansion, the MTE has inaugurated two new features: firstly, instruction three evenings a month to reserve engineering personnel of HMCS "Scotian," the Halifax Naval Division, and the initiation of a three-week familiarization course in conjunction with the Junior Officers' Technical Course, during which time junior Executive Officers are given an insight into the Engineering Branch, its functions and organization, and familiarization with machinery and its operation, in order that they may have a better appreciation of its problems.

The MTE is proud of its record. Proof of this can be observed anytime, any day in the capable manner in which their duties are discharged by those men upon whom the mobility of the fleet depends.



Ldg. Sea. (now PO) J. R. Cameron, of Victoria, gets a few pointers from Mr. Alfred Wildsmith, Warrant (now Commissioned) Engineer, of Halifax, during a practical lesson in boiler-cleaning at the MTE. (HS-5145).

# Looking A Stern



## THE FIRST ALL-CANADIAN U-BOAT KILL

This is a portion of the story of Convoy SC 42, which sailed from the port of Sydney, Nova Scotia, on the thirtieth day of August in 1941, 64 ships strong, and arrived in the United Kingdom some 20 days later with a loss of 15 ships, of many lives, and large quantities of supplies.

In that convoy were vessels carrying fuel oil, grain, lumber, ammunition, trucks and stores of many other kinds. The Royal Canadian Navy had not then been built up to anything like the strength it later attained. The convoy was guarded by a destroyer and three corvettes. "Skeena" was the destroyer. The corvettes were "Orillia," "Kenogami," and "Alberni."

The first seven days of the voyage were uneventful. This does not mean that they were safe, for later events made plain that the convoy must have been observed by the enemy. He made good use of the time available to him, and assembled forces which delivered a concentrated attack which began on the eighth day.

The attack lasted for almost three days.

At around dusk of the tenth of September the convoy was in great danger. It had been shadowed during the day, and as the daylight faded the wolf-pack closed in.

Reinforcements had, in the meantime, been ordered. They were not very heavy. They consisted of the corvettes "Chambly" and "Moose Jaw", which were engaged on a training cruise south of Greenland. Many of the men in those ships had had little or no previous sea-time.

Steaming in line abreast, the two corvettes approached the battle area through a pitch black darkness. Three hours before midnight, star-shell and flares were sighted ahead, for the convoy was by now under heavy attack.

Seventeen minutes later, "Chambly" obtained asdic contact with a submarine, and attacked immediately with depth charges. "Moose Jaw"

altered course to put herself in position to follow up.

A most surprising thing then happened. Not more than four hundred yards off "Moose Jaw's" port bow, a submarine came to the surface and at once attempted to escape into the darkness of the night. It became known later that this was the "U-501."

"Moose Jaw" at once gave chase, using her signal lamps as search-lights, with "Chambly" following behind. "Moose Jaw" opened fire with her four-inch gun, but after only one round, the gun jammed. Her only effective armament now consisted of her .5 machine guns and small arms.

This fact was unknown to the enemy, who decided to attempt an attack by torpedo and tried to get directly ahead of the corvette. "Moose Jaw" quickly turned to avoid this and tried to hold a position on the U-boat's quarter. The submarine altered course again, and the manoeuvring continued for some seven minutes.

And then figures were seen, running along the U-boat's deck towards her forward gun. "Moose Jaw" still had only her secondary armament effective. There were but two courses open. The first was flight: the second was to engage the enemy more closely. The second alternative, born of a long and honorable tradition, was immediately taken. "Moose Jaw" went alongside the submarine and called upon it to surrender.

The two vessels steamed alongside each other, at high speed, each seeking an opening: the one to destroy, the other to escape.



HMCS "CHAMBLY"



Suddenly, from the base of the U-boat's conning-tower, a man made a desperate, tremendous leap, and landed on the corvette's upper deck. This man was the commanding officer of the submarine.

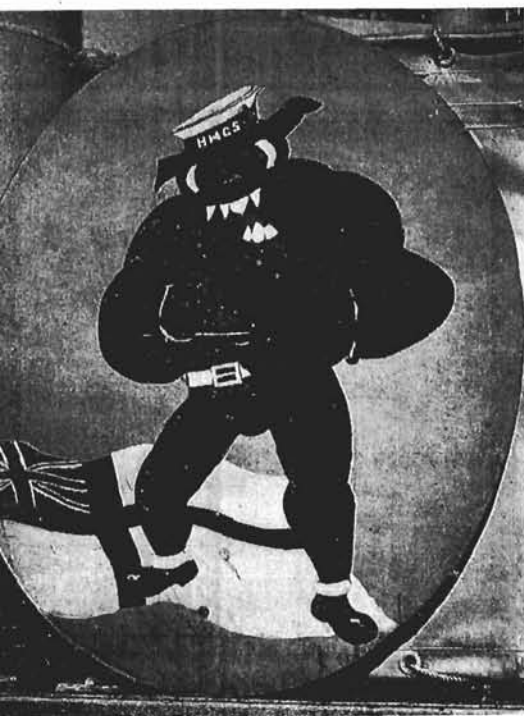
Others tried to follow, but "Moose Jaw", not knowing if this was an act of surrender or an attempt to board, and not being prepared to repel boarders, sheered off.

In a last wild move to escape, the submarine now attempted to cross the corvette's bows. The little ship welcomed the target, and, with her engines at "full ahead", bore down upon the U-boat and rammed, striking the enemy vessel in the forward diving rudders. After the impact, the U-boat moved across the corvette's bows at much reduced speed.

At this moment, the four-inch gun's crew succeeded in clearing the jam, and a warning shot was fired over the U-boat. Most of the enemy then commenced to abandon ship.

By this time "Chambly" was close enough to lower a boat, and to place

The wartime badge worn on her gunshield by HMCS "Chambly" expressed the spirit of defiance which prevailed in the doughty little corvettes. (A-1490).



a boarding-party aboard the submarine. The enemy were ordered below decks, but even at pistol point refused to go; the U-boat's sea-cocks had been opened and she was beginning to sink.

Members of the boarding-party, undeterred by this knowledge, went below. It was necessary that this be done, for both instruments and documents aboard the stricken U-boat might have had great future value. Their recovery could have saved the lives of sailors. But the instruments had been smashed, and no documents were to be found.

A sudden rush of water was heard, and the men in the U-boat realised now that they had only seconds in

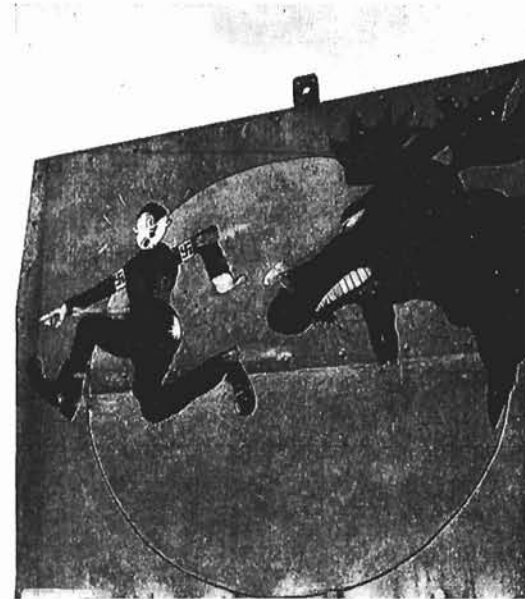


Capt. J. D. Prentice, DSO, DSC and Bar, RCN (Ret'd.)

which to escape. They scrambled towards safety. All escaped but one, who, unable to get clear, was caught in the swirling water as the U-boat sank and was drowned. He was Stoker William Brown, of Toronto. All but eight of the submarine's crew were rescued.

By their work that night, the two corvettes reduced the force of the attack on Convoy SC 42, and saved those who might later have fallen victim to "U-501" had she escaped.

It is out of actions like these that the traditions of Navies are born. It



"Moose Jaw's" badge portrayed a fierce-looking moose, a U-boat in its horns, pursuing a perspiring paperhanger. (NF-903).

is from their remembrance that such traditions grow and, in the course of time, become woven into the fabric of a fleet.

EDITOR'S NOTE. — Eleven officers and men of the "Chambly" and "Moose Jaw" won awards for the part they played in this episode of the war at sea.

The Commanding Officer of "Chambly", Cdr. J. D. Prentice, received the Distinguished Service Order, while Lieut. E. T. Simmons, RCNVR, who led the boarding party, and Lieut. J. A. R. Allan, anti-submarine control officer of "Chambly," both won the Distinguished Service Cross. The Distinguished Service Medal went to two of "Chambly's" crew, Chief ERA William Spence, RCNVR, and Signalman Hugh E. Tobin, RCNVR.

The following were mentioned in despatches: Lieut. F. E. Grubb, RCN, Commanding Officer of "Moose Jaw;" Sub. Lieut. H. E. T. Lawrence, RCNVR, of HMCS "Moose Jaw;" Mate A. F. Pickard, RCNR, HMCS "Chambly;" Mate H. W. Ruddle-Browne, RCNR, HMCS "Moose Jaw;" Ldg. Stoker Robert E. George, RCNR, HMCS "Moose Jaw;" and AB Leo P. Lehto, RCNR, HMCS "Chambly."



## ATLANTIC COAST

### HMCS "Magnificent"

"Magnificent" returned December 6 from San Juan, Puerto Rico. To the best of our knowledge, "Magnificent" and "Haida" had been the first Canadian ships to call there in 17 years. On the strength of the welcome that was accorded us, we hope that other RCN ships may avail themselves of the hospitality awaiting them there.

San Juan is an old and historic city but is fast becoming modern. It is the capital city of Puerto Rico and is also the headquarters of the 10th US Naval and Military Districts. Service recreational facilities there are excellent.

As we entered the harbor, sailing past the Fort Morro Castle, (which repulsed Drake but temporarily fell to the Earl of Cumberland), we wondered how the inhabitants of earlier times would have received the White Ensign. In our case, the gunfire was only that of international salutes.

Shortly after our arrival, an information booth was established on the jetty by the San Juan tourist bureau. This booth did much to simplify our problems for the duration of our stay. As we waited for buses which were to take us on a tour of the city and surrounding country, enchanting señoritas in the booth hastened to answer our queries.

This introductory bus tour was eminently successful. Arranged by Bos'n Jim Arnott, its one shortcoming was that it was over-subscribed. For three hours the buses roamed the city and countryside, allowing stops for the Canadians to practice their Spanish and enjoy cool refreshments.

The remainder of the three-day stay was marked by a series of functions, official and unofficial. It was with real regret that the two ships slipped their lines and put to sea on November 30, ending a visit that had seemed all too short.

### Gunnery School

The hoarse voices of the Gunnery Instructors testify to the large amount of training being carried on at the Gunnery School, Halifax. More classes are currently under instruction than at any time since the peak war years.

The first course for Quarters Ratings first class since the war is in progress and the ten men taking it are expected to graduate on March 31. Until recently, RCN men earned this non-sub rating at the Royal Navy's Gunnery

School at Whale Island near Portsmouth.

For the first time since the war, AAIs are being qualified in Canada. About 15 men are at present taking this course at the school. It will complete in mid-March. Canadians previously qualified for AA1 at Whale Island.

Lieut. (G) John Husher, of London, Ont., formerly gunnery officer of the destroyer "Nootka", has joined the school staff in charge of the close range weapons section, the gun battery and parade work.

### Communication School

The Communication School, Halifax, suspended training activities on December 19 to allow all men to proceed on leave and to enjoy the holiday season generally.

Two classes wound up on that day, bringing to 15 the number of courses held during 1949, and to 225 the number of officers and men successfully completing courses during the year.

Lieut. (P) (C) H. A. Porter has assumed the duties of Officer-in-Charge of the school and Lieutenants A. M. Cupples, L. R. Carr and G. A. Hoyte joined the training staff. CPO Duncan MacFarlane went to the RCN Depot for Communicator drafting duties and CPO G. C. Green took over the regulating duties at the School.—G. C. G.

### HMCS "Portage"

Early on the morning of December 11, the "Portage" secured alongside Jetty One in Halifax after escorting the yacht "Oriole," which has been loaned to the RCN by the Navy League, from Quebec City. Adverse weather conditions made the trip — during the latter part of which the



The custom of awarding a cake, with all the trimmings, to the mess having the cleanest deck at captain's rounds is carried out with gusto on board the "Magnificent." Above, Commodore K. F. Adams, commanding officer, presents the prize to CPO Bill Rye, of 26 M Mess, which "took the cake" for cleanliness December 2. In the background are, left to right, CPO Doug Ripley, CPO Burpee Dodsworth, CPO Fred Evans and CPO Jimmy Hann, all stoker mechanics.

"Oriole" was under tow — an eventful and interesting one. (See page 9)

Following the paying off of "New Liskeard" and the transfer of the majority of her ship's company to the "Portage," a dance was held in the Seagull Club on November 5. "New Liskeard" went into refit and the "Portage" took over the former's duties with the Naval Research Establishment on the East Coast.

— W. A.

### HMCS "Swansea"

Promotion to the rank of Lieutenant (E) (Star) of Commissioned Engineer Frank Mackintosh was suitably celebrated in HMCS "Swansea" recently. The ship's engineer officer was honored by his brother officers at a reception, and was presented with a cake bearing a large star and the appropriate number of candles to mark his birthday, which fell within the same period.

With most of her ship's company away on leave, things were quiet in the "Swansea" during December and early January. —G.C.F.

### HMCS "Shearwater"

The newly-formed dramatic society at HMCS "Shearwater," known as the Shearwater Players, put on a three-night production of the comedy, "Dear Ruth," in mid-December and won prolonged applause from the audiences and words of praise from the local press. The Halifax Mail-Star stated the play "provided the best



Members of the cast of "Dear Ruth," the December production of the Shearwater Players, are shown above. Back row, left to right, are CPO Robert Dalley, PO Irvin Benoy, PO Douglas Cooke and Lieut. (L) Stephen Derbyshire. Front Row: Mrs. L. Lowman, Mrs. Betty Brown, Miss Sybil Hebert, Mrs. Marion Doherty and Mrs. Caroline Grady. (DNS-2192)

local entertainment of the current season."

Rear Admiral and Mrs. E. R. Mainguy were in the opening night audience and after the performance went back stage to congratulate the cast.

The Shearwater Players grew from a nucleus of interested persons who had previously participated in amateur theatricals. The group is composed entirely of service personnel and civilian employees at "Shearwater"

and their families. Its aims are to provide scope for the talents of its members and to promote enjoyment of and interest in the legitimate theatre. All members are amateurs and proceeds from their productions go to the Ship's Fund.

The play, "Dear Ruth," was produced by CPO Charles E. Lowman, presently on course at "Stadacona," who also designed the set. Ralph J. Kehoe, a civil service clerk, was director. The cast was as follows: Mrs. Petty Brown, wife of Lieut. (E) (AE) A. Brown; Mrs. Marion Doherty, wife of Commander (AE) J. Doherty; Mrs. Louvain Lowman, wife of CPO Lowman; Mrs. Caroline Grady, wife of Lieut.-Cdr. (O) P. H. Grady; PO Douglas Cooke; Lieut. (L) S. W. Derbyshire; Miss Sybil Hebert; AB Kenneth Martin and PO Irvine Benoy. Properties were under the capable management of CPO Art Chamberlain; Evelyn Martin and Vivian Derbyshire were wardrobe mistresses; PO Douglas Cooke was advertising manager and PO Dennis Morris was business manager.

### NEW ENTRIES ADD WEIGHT, HEIGHT

The medical department of HMCS "Cornwallis," which periodically carries out weight and height tests on selected groups of new entries, has come up with another interesting set of statistics.

A division of new entries was weighed and measured on arrival at the base, and again on leaving 21 weeks later. It was found that the average increase in weight was slightly more than three and a half pounds. These figures take into account one man who lost 24½ pounds. Forty-five pounds overweight on arrival, he was placed on a special diet. Along with his loss of weight, he gained two-and-one-eighth inches in stature.

The tape indicated that there was an average increase in height of three-quarters of an inch. One man gained three inches.

"Cornwallis'" medical officer, Surg. Lieut.-Cdr. D. B. Maunsell, reported that all members of the division "were exceedingly fit physically and exceptionally well developed."



## PACIFIC COAST

### HMCS "Antigonish"

December saw the "Antigonish" pay visits to Ocean Falls and Prince Rupert, on the B.C. mainland, and to Port Alice, Alert Bay and Port Alberni on Vancouver Island.

At all ports a warm welcome was extended and at two of them, Ocean Falls and Port Alice, the ship's company was taken on conducted tours of pulp and paper mills.

Sports also held the spotlight and numerous games of basketball and one of ring hockey provided lively hours of competition between teams from the "Swish" and the local standard bearers.

### Petty Officers' Mess

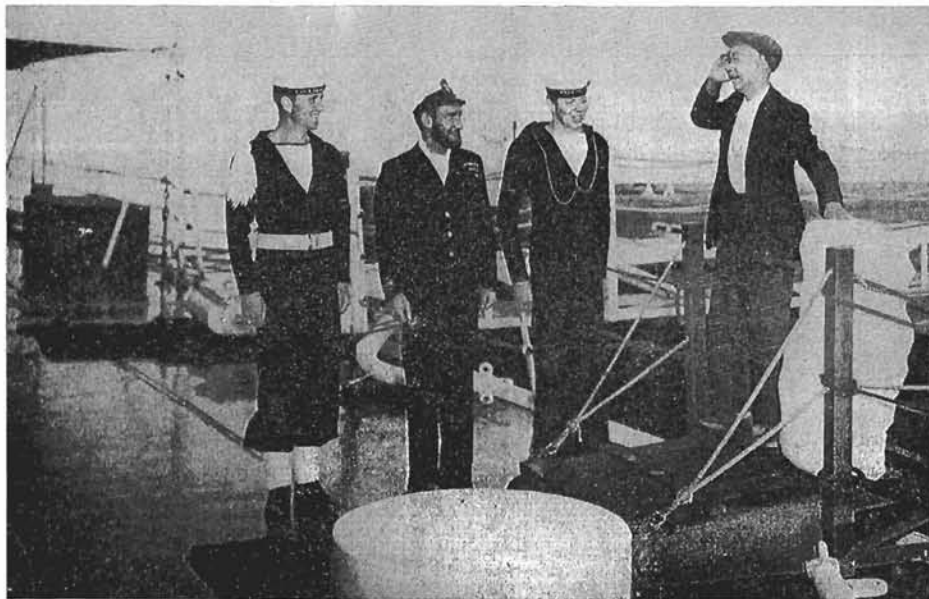
Shortly before Christmas, the mess decided to make a contribution to the residents of the Protestant Children's Orphanage in Victoria, and accordingly voted \$50 from mess funds to buy fruit, candy and other goodies for the youngsters at the home.

A very successful Sadie Hawkins Day dance was held recently in the Petty Officers' Mess. During the evening more than 230 people danced to the music of Bernie Porter and his orchestra.



Looks like Daisy Mae finally caught up with Li'l Abner and Marryin' Sam is all set to go on with his super de luxe 98-cent wedding. PO A. Kelly, dressed as Daisy Mae, and PO D. Trask, as Li'l Abner, took cash prizes for their costumes at the Petty Officers' Sadie Hawkins Dance at "Naden." All Marryin' Sam (PO S. R. Wallace) got out of the deal was a sore arm from hoisting the heavy volume of KRCN. (E-10406).

While dress was optional, there were prizes for the best costumes and many of the guests turned up in Dogpatch styles. First prize winners were PO and Mrs. K. Perry, who came dressed as "Hairless Joe" and "Lonesome Polecat." PO D. Trask, as "Li'l Abner," and PO A. Kelly, as "Daisy Mae," also took prizes.



In 25 years of catering to the Navy's laundry needs, Soui Kee, of Esquimalt, has become well versed in naval custom and etiquette. He never fails to salute the quarterdeck as he passes over the gangway. Above, PO Jim Fee, PO James (Dolly) Doyle and AB Jack Chadvaire, of HMCS "Ontario," return the courtesy and smilingly stand to attention. (OC-175-3).

Bouquets for the dance arrangements go to the committee composed of PO C. B. McIlroy, PO Charles Halfyard, PO Duncan Wallace and PO S. R. Wallace.

### HMCS "Cayuga"

Torrey David Gillott, two-month-old son of AB and Mrs. John G. Gillott, was christened in a ceremony in the wardroom of HMCS "Cayuga" recently. Chaplain Thomas L. Jackson officiated. Ldg. Sea. R. McGirr was godfather and Ruth Kamman, of Victoria, was the child's godmother.

## [NAVAL DIVISIONS

### HMCS "Discovery"

(Vancouver)

Several staff changes have taken place at the Vancouver Naval Division during the past few weeks. Lieut.-Cdr. Glen McDonald, newly promoted to that rank, has taken over as Executive Officer, succeeding Lieut.-Cdr. William E. Flavelle, who has retired. Lieut.-Cdr. Harry MacDonald has been appointed staff officer (administration), a post formerly held by Lieut.-Cdr. A. A. Turner, who is now in Headquarters, Ottawa. Lieut. Bill Davison succeeded Lieut. Andy Ross as First Lieutenant when the latter became new entry training officer. PO "Red" Andrews has left the Division for new duties in the cruiser "Ontario."

More than 200 children of RCN and RCN (R) personnel and underprivileged youngsters from the Vancouver area had the time of their young lives at "Discovery's" annual children's Christmas party.

A huge Christmas tree, silver colored and decked with multi-colored lights, dominated the drill deck. Santa Claus arrived down a specially rigged chimney and distributed presents to each child. Apples, oranges, sandwiches, cake, candy, ice cream and milk in generous quantities also were supplied. One of the highlights of the program was provided by Lieut.-Cdr. Glen McDonald, whose performance on the accordion was well received.—W. J. H.

## HMCS "Hunter"

(Windsor)

New Year's Eve parties were held by both the Officers' Wardroom and the Chief and Petty Officers' Mess in "Hunter." For the former the drill deck was gaily decorated for the dancers, while the Chief and Petty Officers and their guests welcomed the New Year amid appropriate settings.

Earlier, about 140 children of both RCN and Reserve personnel were entertained at the annual children's Christmas party. Ldg. Sea. Donald Monforton and AB John Hogan were highly amusing as clowns, and gifts and good cheer were dispensed by a Santa Claus who bore a striking resemblance to Mr. George A. Grivel, Commissioned Gunner, RCN, staff training officer. Movies and pony rides also helped to entertain the young guests. — *R.M.P.*

## HMCS "Chippawa"

(Winnipeg)

December saw the temporary cessation of a series of visits by the Engineer Department, headed by Ljeut. (E) L. L. Leigh, to various industrial plants around the city. A particularly interesting and instructive visit was paid to a local distributor of diesel tractors, where "Chippawa" men saw films and demonstrations and heard lectures on the construction and maintenance of diesel equipment.

On another occasion some time was spent at a machine shop specializing in the re-building of internal combustion engines. Here, reservists watched highly skilled craftsmen operating the most modern equipment available and gained much valuable experience.

Highlight of the month was the Children's Christmas Party, put on for the first time as a real naval pirate party. Officers and men turned out in a weird variety of costumes with heavily bearded faces to match — courtesy of the Ex-Wrens' Association



On hand for the presentation of war medals to University Naval Cadets of Acadia University, Wolfville, N.S., who served in the Second World War was Dr. Watson Kirkconnell, president of the university, shown congratulating Cadet (L) Robert F. Duston of St. Stephen, N.B., after presenting the third year engineering student with four medals. Others in the photo are, left to right: Cadet Ralph Jenkins, Charlottetown; Surgeon Cadet Roger Donaldson, Glace Bay, and Cadet George R. Todd, Saint John. On hand to get the training program under way were instructors from HMCS "Scotian," the Naval Division in Halifax. They were Lieut. A. A. MacLeod, Staff Officer University Training, CPO James Evans and CPO Ludger LaFond. (HS-9054).

make-up department. A complete fair ground on the drill deck, equipped with merry-go-round, swings, seesaws, slides and breeches buoy, helped entertain the 300 excited youngsters.

Other popular features were the fishpond, where every angler made a catch; an electrically operated skiff on the swimming pool; three Shetland ponies to provide rides around the drill deck, and, of course, Santa Claus, who arrived on a 12-pounder gun carriage pulled by a crew of pirates. — *L. B. McI.*

## HMCS "Montcalm"

(Quebec)

A large and varied program of entertainment was laid on for the visit to Quebec City of the French training cruiser "Jeanne d'Arc," commanded by Le Capitaine de Vaisseau Beausant.

Captain E. F. Noel, commanding officer of "Montcalm," was host to the ship's officers at a dinner at the

Quebec Garrison Club, while the Division's Cadets sponsored a dance for the French Cadets. The Chief and Petty Officers of "Montcalm" held a smoker for their French opposite numbers in the Canadian Legion Hall and the men from the cruiser were entertained at a dance at the Division.

## HMCS "Carleton"

(Ottawa)

The annual Naval Ball was held in HMCS "Carleton" on December 28. The affair was sponsored jointly by the Ottawa Branch of the Naval Officers' Association of Canada, the Bytown Officers' Mess and "Carleton." Senior officers from Naval Headquarters and "Carleton" and members of the executive of the Naval Officers' Association were among the guests.

More than 500 attended the ship's company's New Year's Eve dance held on board Saturday, December 31.

Lieut. G. F. Clarke has joined the permanent staff of the Division on

special naval duty as Staff Officer (Training). Lieut. R. L. Gleadow, formerly of HMCS "Star," is now "Carleton's" Gunnery Officer.

Sub-Lieutenants G. J. Giroux and M. J. Ryan, both members of the UNTD of "Carleton," graduated recently from St. Patrick's College, Ottawa, with Bachelor of Science degrees.

The Ottawa Ex-Wrens' Association held its annual Christmas dinner in the wardroom in December. Mrs. P. B. Cross, president of the group, presided. Mrs. Adelaide Sinclair, war-time head of the Women's Royal Canadian Naval Service, was among those present.

Ldg. Sea. Michael Connors, a popular member of the Division's permanent staff, has left for a course at "Stadacona." He has been succeeded by AB G. Hayes.

### HMCS "York"

(Toronto)

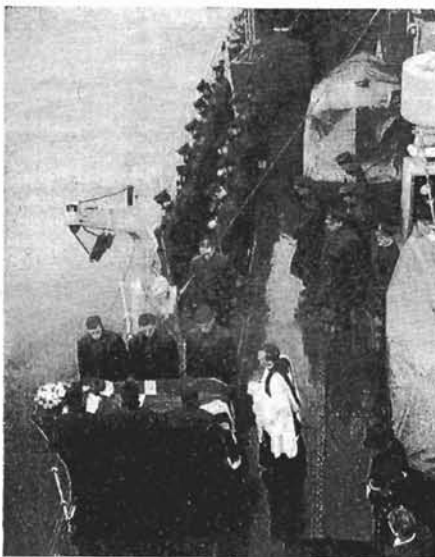
Nearly 300 children of permanent force and reserve personnel of "York" on December 17 enjoyed one of the best Christmas parties on record at the Division.

Old Santa himself, who came down a real chimney and fireplace to distribute gifts to each child, a miniature midway, a Punch and Judy show and lots of candy and other goodies kept the youngsters amused and happy throughout the afternoon.

The Punch and Judy show was produced by PO Peter M. Younger while two clowns — CPO John G. Brown and PO Younger — made sure there wasn't a dull moment.

Thanks to the efforts of CPO Edward Lancaster, Santa Claus made his entrance via a real fire-place, complete with mantelpiece and fronted by a carpet and Christmas tree.

The enthusiastic efforts of the entire ship's company were formally recognized by CPO Wilfred R. Franklin, president of the Chief and POs' Mess, who thanked everyone concerned for their co-operation and hard work.



Final tribute, with full naval honors, was paid on board HMCS "Cayuga" to Lieut. Alexander C. Jones, RCN (R), (Ret'd), who died recently in Victoria.

Lieut. Jones, a former Merchant Service officer, was in charge of the Chart Depot in HMC Dockyard, Esquimalt, at the time of his death. During the war he commanded the minesweeper "Outarde" on the west coast.

Above, as the pallbearers stand with bowed heads and the funeral firing party rests on its arms reversed, Chaplain F. H. Godfrey reads the burial service before the body is committed to the deep. (E-10616)

The kiddies didn't seem to notice, but their elders thought Santa Claus must have been a close relative of PO William R. Mahon.

### HMCS "Donnacona"

(Montreal)

A gigantic Christmas tree, ablaze with lights, the pride and joy of the electrical department; decorated carts pulled by real ponies, a slide claimed by its makers to be the largest indoor slide in Canada, a breeches buoy, two fish ponds, swings and see-saws combined to make "Donnacona's" third annual Christmas party the "biggest and best yet."

Over this array of entertaining paraphernalia swarmed dozens of children of the Division's ship's company as well as parties of youngsters from the Children's Memorial Hospital and St. Justine's Hospital of Montreal. Christmas music by the "Donnacona" band added to the festive air.

Santa Claus, accompanied by the Pink Sugar Plum Fairy and the Blue Snowflake Fairy, made his appearance

on a decorated naval gun carriage drawn by a band of ferocious-looking pirates, comical clowns and chubby policemen (all members of "Donnacona's" wardroom).

Tea was served by the Ladies' Auxiliary, which, under Mrs. A. G. Hodge, had organized the party.

Radio Station CKVL, Verdun, made a 15-minute recording during the party which was played over the station on December 21 and again on Christmas Day — R.F.D.S.

### HMCS "Queen"

(Regina)

Members of the Regina Branch of the Naval Officers' Association joined with officers of the Division as hosts at "Queen's" traditional New Year's reception for government and civic officials, RCMP and Armed Services representatives.

About 80 youngsters of permanent force and reserve officers and men received presents from Santa Claus at the Division's children's Christmas party in the appropriately decorated drill hall. The program included community singing and refreshments, the latter served by the Women's Auxiliary to the Chief and Petty Officers' Mess.

The Wardroom and the Chief and POs' mess have been completely renovated and both have been the subject of much favorable comment.

Now that the complement for the UNTD at "Queen" has been filled, an intensive training program has begun under Lieut.-Cdr. E. D. Walker and Lieut. Reginald Bing-Wo.

### HMCS "Cataraqui"

(Kingston)

Three silver ashtrays, presented by Surface Division 4-66, United States Naval Reserve, Dunkirk, New York, now grace the Wardroom, the Chief and Petty Officers' Mess and the Men's Mess at "Cataraqui." The ashtrays, appropriately inscribed, were presented by the officers and men of the United States unit in



appreciation of the warm welcome tendered them during an official visit to Kingston of three USNR craft last summer.

Eight men from "Cataraqui" took training in the "Magnificent" and "Haida" during the Fall cruise. Several returned home proudly bearing their titles of "Honorary Texans," which were bestowed on all those aboard the "Haida" when she rescued 18 American fliers from the sea north of Bermuda.

Lieut. Arthur F. Holloway, RCN(R), has temporarily relinquished command of the UNTD Division in "Cataraqui" and will be absent from duty for a year. He has been succeeded by Lieut. Peter Cornell, RCN(R).

### HMCS "Star" (Hamilton)

Due to the mild weather, Santa Claus was forced to abandon his sleigh for his annual visit to "Star" and arrived alongside in a harbor patrol boat. Although complaining slightly of seasickness, he was nevertheless able to carry out his duties of distributing gifts to nearly 100 children to everyone's satisfaction.

The youngsters were from families of both permanent force and Reserve personnel of the Division.

Sponsored by the Women's Auxiliary, the party featured, besides Santa and his gifts, a magician and quantities of hot dogs, ice cream and candy.

Popularity of the ship's company New Year's Eve dance was indicated by the appearance of SRO signs early in December. This year's dance maintained the high standards set in previous years and 1950 was warmly welcomed at Hamilton's Naval Division. — C.S.J.L.

### HMCS "Nonsuch" (Edmonton)

A capacity audience of nearly 1,000 persons filled the drill hall at "Nonsuch" for the first winter concert of the Division's band. A balanced program of marches, light classics and boogie woogie was well received.

Highlight of the concert was the Sunset Ceremony, which concluded the program. The color guard was made up of Sea Cadets under Sub Lieut. W. Doyle, RCSC. Mr. F. C. Short, Commissioned Gunner, RCN, made an excellent master of ceremonies.

Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest speaker at a meeting of the Edmonton United Services Institute on November 25. He chose as his topic, "The Navy's Job." Following the more serious part of the program, Rear-Admiral Houghton displayed another of his accomplishments by performing for an hour as a magician. Before returning to Ottawa, he paid an informal visit to "Nonsuch."

## HOW IT STARTED

### Holystone



The name "Holystone" is an example of the ironic humour that sometimes prevails in naval terminology.

The stone in question has no particular characteristics that would warrant it being called "holy"—nor are the men who operate it usually of a saintly or angelic demeanour. They are, in fact, often at odds with the regulations governing the conduct of His Majesty's Naval Forces. As punishment for their misdeeds, offenders were often required to clean the wooden deck surface of the ship by scouring it vigorously with a stone. In order to manipulate the stone effectively it was necessary to take up a kneeling position—hence, the origin of the word "holy stone."

Captain Howard L. Quinn, Director of Naval Reserves, inspected the Division during his annual tour of Western Naval Divisions and took the salute at a march past. He complimented the commanding officer, Commander Lyle Hoar, and his training staff on the high standard the Division had attained.

### HMCS "Prevost" (London)

With the coming of winter all outdoor training has ceased and the Division has settled down to a few months of intensive instruction in the various classrooms and on indoor technical equipment. Full use is being made of the Night Action Room and rifle range.

The Division's Fairmile, "PTC 779," and the harbor craft have been placed in winter storage at Hamilton and Port Stanley respectively.

The drum and bugle band is increasing in quantity and improving in quality every week under the able direction of Petty Officer Jenner. With the promise of new instruments, enthusiasm is at a high pitch.

A recent visitor to the Division was Cdr. A. Gillies, USNR, commander of the USNR divisions in New York City, who delivered an interesting address.

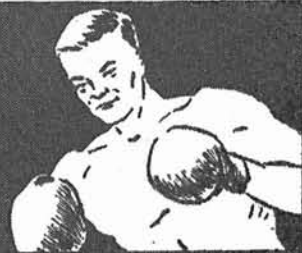
### WINNIPEG RESERVISTS EARN QR3 RATES

The first group of Quarters Ratings, third class, to be trained by a Naval Division in Canada graduated recently from the Gunnery School at HMCS "Chippawa."

Successful candidates were Ordinary Seamen A. St. Marie, C. Kadash, K. Pearce, M. Zyloway, W. Gemmell, E. St. Marie, G. Coombe, C. Cooke, W. Lisff and C. Query.

Instructed by Lieut. J. A. Morris, Gunnery Officer of the division, and PO W. A. Smith, the class completed the first part of its course in "Chippawa's" gun battery, then went to "Naden," at Esquimalt, for final training.

# The Navy Plays



## **Auspicious Sports Debut Made by "Micmacs"**

HMCS "Micmac," latest addition to the east coast fleet, has already made her mark in inter-ship sports competition. The destroyer men have won both their hockey games to date, topping "Magnificent" 6 to 5 and "Swansea" 6-3. The high scoring line of Lieut.-Cdr. F. C. Frewer, the ship's commanding officer, CPO Cecil R. Moore and AB Keith Hawn, and Ldg. Sea. Dexter (Dixie) Howell, on defence, were outstanding in both games. The team is resplendent in new blue and gold sweaters, bearing the ship's name.

The basketball team has been enjoying equal success in recent games, trouncing "La Hullose" and "Portage" by wide margins. PO Victor Dougherty handles the squad.

"Micmac" has organized a rifle team that has all the earmarks of a top-flight aggregation. The four sharpshooters, all members of last year's Navy team, are PO Robert W. Saturely, PO Frank E. Rushton, CPO Clifford E. Giles and PO Gordon E. Board. Plans are to compete against both RCN and RN ships during the spring exercises.

Contract bridge has its place in the sports program. A team consisting of CPO Richard F. Gardner and CPO Alex. Burns has challenged any two-some in the fleet to a match.

## **Haddad Seeking British Empire Title**

Petty Officer Eddie Haddad, Canadian amateur lightweight boxing champion, wound up training at HMCS "Naden" in mid-January and boarded a plane for New Zealand and

the British Empire Games. The 21-year-old sailor was fit and confident despite an enforced lay-off during December due to a shoulder ailment.

Haddad carries an enviable ring record into the Games. He has won 46 of his 47 fights—23 via the KO and TKO route. His only loss was a close decision in the quarter-finals at the Olympic Games in 1948. He qualified for the British Empire team by successfully defending his lightweight crown at Port Arthur in October.

## **"Unicorn" Pucksters Play Exhibition Tilts**

Picking up where they left off last year, HMCS "Unicorn's" band and hockey team have been taking an active part in ice carnivals and shows in the Saskatoon area. The band has been providing musical entertainment while the division's puck-chasers have played in exhibition games. In its latest appearance, at Vonda, Sask., the "Unicorn" squad scored a 5 to 2 victory over an RCAF team from Saskatoon's 406 Squadron.

## **Tri-Service Hockey Team**

A single hockey team is carrying the colors of the Armed Forces at Halifax this winter. The team, which is drawn from permanent force members of the Navy, Army and RCAF stationed in Halifax, is being handled by an inter-service board of managers. Cdr. (L) H. G. Burchell, RCN, manager of the Navy's Maritime championship team of last year, was originally named as coach but had to relinquish the post when appointed to HMCS "Magnificent." S/L William Martin is manager and Major Gordon Potts assistant manager.

## **Close Race Features "Naden" Competitions**

The Supply Department, defending champion in the Cock-of-the-Barracks competitions at HMCS "Naden", is being hard pressed in the winter series of events by the combined Band and Manual team. With the schedule more than half completed, a lone point separates the two teams. The Communications and Navigation Direction squad is also well up, being only 3½ points out of first place. Soccer, basketball, volleyball, swimming and .22 rifle shoots round out the inter-departmental sports program, with the two top teams holding sway in most of the competitions. However, other departments are showing the way in soccer and volleyball. The Communications and ND team holds a commanding lead in the soccer league, while the Gunnery School has repulsed all opposition and is comfortably perched on top in the volleyball loop.

Other teams entered in the race for the trophy are Supply School "B", MTE, Medical, Supply School "A", and TAS and Electrical School.

## **Communicators Set Bowling League Pace**

Communication School entries continue to show the way in the "Stadacona" Inter-part Bowling League. Communications (A) heads the loop, while Communications (B) and (C) hold down second and fourth places respectively.

The School's hockey team has been improving steadily under the watchful eye of Coach PO Albert Young. In their clash with the powerful Admiralty House squad, the Communicators held the opposition to only two goals, a feat that no other team in the Inter-part league has equalled to date.

## FOOTBALL CHAMPIONS



The football team from HMCS "Donnacona" finished the season with two championships to its credit. The Montreal sailors cooped the Quebec Rugby Football Union title and then went on to win the Eastern Canadian Intermediate crown. Back row, left to right, are D. McLaughlan, S. Kirbyson, H. Middleton, J. Chambers, J. Hiltz, J. Davis, H. Batten, and M. Heyberd. Centre row, left to right: Dr. Scobie, A. Sims, Coach Roy Chesley, I. Ferguson, G. Poirier, H. Dermer, F. Button, C. West, B. Law, J. Drake, J. Currie, Coach Mac Parsons, and N. Zoss. Front row, left to right: B. Pugh, E. McLeod, A. Smith, L. Hiscock, D. Farish, J. Simpson, G. Loisseau, D. MacQuisten, B. Gowan, S. Salvatore, and the team mascot and water boy. (Photo by A. W. Stevens)



HMCS "Stadacona" made it three consecutive championships in the Halifax Canadian Football League by defeating Wanderers in a sudden-death final for the 1949 title. The team is shown above with the Purdy Trophy in the foreground. Front row, left to right, are: PO Albert Trepanier, AB Reynolds Agnew, CPO Duncan Leslie, AB Ed McLeod, Commissioned Stores Officer Les Jackson, manager; Commodore A. M. Hope, Commodore, RCN Barracks; Commissioned Engineer Frank Hindle, coach; Commissioned Ordnance Officer Al Turner, PO John Prestanski, Ldg. Sea. Gordon Seymour. Centre row. Ord. Sea. R. J. Marks, equipment; PO Gordon Lothian, Lieut. Bob Greene, PO Norman Sellars, Ord. Sea. Harry Abbott, Ordnance Lieut. Bill Onysko, AB Fred Treleven, CPO Duncan Stevenson, Ldg. Sea. Jack Friis, AB Ken McElroy. Back row: Ord. Sea. Roy Hobbs, AB Willie Shephard, CPO Ed McSweeney, Ord. Sea. Jim Kitchen, AB Dave Lawson, equipment manager; PO Len Murray, Ord. Sea. Allan McRae, AB Morley McAllister and PO Victor Dougherty. (HS-9227).



## **"Cataragui" Units Hold Sports Meets**

Inter-unit sports meets are proving popular at HMCS "Cataragui". During December, four districts in the Kingston area clashed in competitions which included basketball, volleyball and boxing. Napanee and Brockville reservists met in the first inter-unit competitions, with the former cleaning up on the evening's play. Later in the month, Belleville and Picton tangled in the second set of events.

In conjunction with the inter-unit sports program, the officers and men of "Cataragui" sponsored a sports dance early in December, with proceeds going towards the purchase of playing equipment.

A badminton club has been formed at "Cataragui", with one evening a week set aside for this activity. The club has enjoyed a good turnout since its inception.

## **"Star" Boxing Club Stages First Card**

The newly-formed HMCS "Star" Boxing Club staged its first fight card in mid-December, with 17 bouts on the evening's program. The boxers, all recruited from the ship's company, of "Star" and the Hamilton Sea Cadet corps, showed some good ringcraft and plenty of enthusiasm.

In the Officers' Indoor Softball League, the "Star" team went down to defeat by the lop-sided score of 51-11 at the hands of the RCASC. Since that sad date, the naval officers have been practising in dead earnest and hope to atone for the debacle with a win next time out.

## **TAS Hockey Team Bows to Electricians**

The TAS School hockey team, coached by AB James Hardy, won two games and lost one in its December schedule in the Halifax Inter-Part League. The TAS-men defeated Communications School 7 to 1, scored a 2-0 shut-out over "Shearwater", but took a 10-0 beating from the Electrical School.

## **"Montcalm" Opens Hockey Season With Tie Game**

HMCS "Montcalm" opened the hockey season by battling to a 4-all tie with the Royal 22nd Regiment. The two teams matched goal for goal during a see-saw contest that produced some exciting hockey. The Quebec City sailors are looking forward to the next meeting of the two teams and are confident the outcome will be in their favor.

## **"Queen" Scores Easily In Hockey Debut**

HMCS "Queen" made its debut in the newly formed Regina Inter-Service Hockey League a winning one by overwhelming the permanent force Army team by a lopsided 13 to 1 count. Other teams in the circuit include the RCMP and Reserve Army.

## **Sea Cadets Enjoy "Naden" Sports Facilities**

It was an exciting day for 20 members of Port Alberni's Royal Canadian Sea Cadet Corps "Alberni" when they visited Victoria recently as guests of Victoria's RCSCC "Rainbow," the Navy League of Canada and the Royal Canadian Navy.

The Port Alberni Cadets rendezvoused with 30 from "Rainbow" outside the "Naden" gate at 1030 and, with the RCN band preceding them, marched into the barracks to



CPO Albert E. Sewell hit a virtual jack-pot of prizes at the Pacific Command Rifle Association's annual meet at Heal's Range near Victoria. In all, the sharp-shooting Chief copped 19 different awards including 12 cups and trophies. (E-10546).

participate in Divisions, prayers and the march past with the regular Navy.

Following the march past, the assembled cadets heard a short address by Commodore J. C. I. Edwards, commanding officer of "Naden."

The cadets were dinner guests of the Navy, then in the afternoon engaged in a round of competitive sports, including swimming, bowling, a .22 rifle shoot and basketball, and followed up with a tour of HMCS "Ontario." Supper was also at "Naden" and then the 50 cadets were whisked off to the Armouries in Victoria to witness the Port boxing championships.

The night was spent in Victoria, with "Alberni" cadets guests at the "Rainbows" homes. In the morning they toured the "Rainbow" barracks before leaving for home.

## **"Prevost" Victorious In Hockey Opener**

The London Garrison Hockey League opened in December with HMCS "Prevost" scoring a victory in its first encounter. The naval entry in the seven-team loop is coached by Lieut.-Cdr. A. W. Park, RCN(R).

## **NAVY "HAM" ARRANGES OTTAWA-ANTARCTIC CALL**

The tinkering of Lieut.-Cdr. (L) J. M. Doull, RCN, an ardent radio "ham," made possible one of the longest long-distance calls on record, January 2. Lieut.-Cdr. Doull, who is attached to the staff of the Electrical Engineer-in-Chief at Naval Headquarters, arranged a radio conversation between Mr. A. R. St. Louis, of Ottawa, and his son Peter, 7,800 miles away on Deception Island, near the South Pole. Peter, a 26-year-old RCAF pilot, is a member of a party assigned to rescue 11 British scientists marooned on the lonely British Antarctic meteorological base.

Lieut.-Cdr. Doull established contact with the rescue party on December 30 and 31 and arranged for the broadcast. On January 2, Mr. St. Louis exchanged New Year's greetings with his son. "Peter came in so clear—it was as though he were sitting in the room talking to me," Mr. St. Louis said when the unique call was completed.

# VARIETY GROUP MAKES DEBUT

Two-Hour Stage Show  
Makes Great Hit

WITH an effective nucleus of experienced hands pacing the show, the RCN Variety Group presented two hours of song, dance and mirth at HMCS "Shearwater", in the auditorium of "Stadacona" and on board HMCS "Magnificent."

The show, successor to the "RCN Revue" staged last August during Navy Week, was rated even better than the original and was sparked by fresh routines.

The latest effort unfurled new scenery, new costumes (thanks to Mrs. Barbara Jackson) and new life. The opening number, especially the "can-can" dance, made a particular hit. The opener featured songs and catchy rhythm measures by 12 couples, from which emerged well-drilled performers for each of the three songs involved.

Petty Officer Dennis B. Shaw, president of the Variety Group, drew on his considerable music hall lore to display snappy technique as MC of the program and lusty lead in three rollicking skits which brought the house down. He was particularly effective as the "Sultan" in the "Toast of Bombay" and was ably flanked by his "harem"—AB Bob Tutton, Ord. Sea. Bob Redmond, AB Glenn Munroe, AB Bill Reynard, AB Bruce Duncan and AB Bob Carl.

Dancing arranged by PO Vic Dougherty and Sheila Challice for the RCN Revue, when staged in the recent production won even more acclaim. New costumes, background and lighting effects set them off well.

Members of the "Stadacona" band, who provided a score for the whole show, sent six of their boys on stage to hammer out some solid Dixieland jive for appreciative crowds. In the sextet were AB E. L. Piffero (trumpet) PO J. F. McGuire (clarinet), AB Fred Covey (sax), AB Roger Fisher (trombone), AB S. S. Moody (tuba) and AB Jim Campbell (drums). Accompanying the Dixie Six on the piano was AB Allan Shaw.

One of the most uproarious skits was entitled "Heads of Departments". In this one four matelots, strung with fathoms of gold lace, parodied words and deeds of high-ranking officers.

Lyrics by Flora Montgomery, CBC actress and singer, and Nathalie Hanspiker were well received. Miss Hanspiker, a local night spot singer, was voted "best scenery in the show" by the greater portion of the male audience.

Young ladies participating in the show included Sheila Challice, Heather Williams, Mona Richards, Jo Towers, Verna Viguers, Edna Vokey, Donna Rennie, Norma MacDonald, Pat Bailey, Lois Belbin, Marge Warren, Mrs. Barbara Jackson, Miss Hanspiker and Miss Montgomery.

Bulk of the new talent was from the "Shearwater Players", a thriving dramatic society at the naval air base. Male members of the cast included AB Bob Carl, Lieut. Bob McKay, Ord. Sea Gordon Soutter, AB Glenn Munroe, AB Pat Paddon, AB Bill Reynard, PO Harry Adams, AB Bruce Duncan, Ord. Sea. Bob

Redmond, AB Bob Tutton, AB Bryce Lincoln, Ldg. Sea. Bob Hodgson, PO Shaw, AB Adrian Westall, PO Dougherty and PO Doug Cooke.

The "Stadacona" band was under the capable baton of PO Herb A. Jeffrey. Their efforts, as in the RCN Revue, "made the show".

As was said in the program: "Any similarity between this and a show is purely co-incidental and is due entirely to the ever failing efforts of: Musical Director—Mrs. Dora Challice; Band Director—Petty Officer Herb Jeffrey, Dance Arrangements—Petty Officer Victor "Kip" Dougherty and Sheila Challice; Choral Arrangements—Marge Warren; Wardrobe Mistress—Mrs. Barbara Jackson; Make-up—R. A. Challice; Decorations—Stadacona Shipwrights and "Shearwater Players;" Stage Manager—PO Don Coxon; Properties—Warrant Supply Officer Les Jackson; Stage Electrician, CPO Robert Dailley; Programs and Tickets—Petty Officer Doug Cooke; Advertising—Able Seaman Norman Whiteland, generally hindered by Denny Shaw, without whose help this show could have gone on three weeks previous."



Three Heads of Departments pay homage to the Chief of Staff in a skit that "rolled 'em in the aisles" in the RCN Variety Show. Left to right are Ord. Sea. Gordon Soutter (Chief of Staff), Ldg. Sea. Bob Hodgson (Commander (S)), PO Harry Adams (Surgeon Commander) and AB Bruce Duncan (Commander (E)). (DNS-2052).

## Plain Plug

About once in a blue moon a new book comes out which definitely demands a review at some length in this magazine. Space in *The "Crows-nest"* is scarce, but a full page or thereabouts is devoted in this issue to "*Modern Arms and Free Men*", by Dr. Vannevar Bush, for the simple reason that, in a certain sense, it is perhaps the most important book that has appeared since this magazine was started. The purpose of this review is to try and get every officer and man to read the book. It is, if you like, a plain plug. Read on, and you will see why.

First, as naval people, let us take a look at ourselves and our business. Why are we here at all? We are here, employed by the Canadian taxpayer, to help produce that security without which we cannot hope for national or individual progress. We are here to help keep the peace, and to help guarantee victory if all efforts to keep the peace should fail. We are a part of the most expensive defence program that our country has ever maintained. This is not "blah": it is plain, down-to-earth fact. What is more, the defence program of this nation is not being maintained for anybody's edification or amusement: it is being maintained because there is a real, if presumably distant, possibility of war, and because modern war is an immensely complicated activity, increasingly dependent on scientific development, on complex equipment and something more than average horse-sense on the part of the men and women who have to do the fighting. Unhappily, but of necessity, the defence business has become a somewhat more than fulltime job for those concerned.

"*Modern Arms and Free Men*" is a sort of hand-book on the scientific aspects of the defence business. It is written by the man who headed 6,000 American scientific experts during the Second World War, and who

probably knows more about the scientific aspects of war than all but a handful now living. It is written in simple language for the ordinary man and woman. It contains a remarkable amount of information about the true nature of modern war, and gives a reasonable forecast — necessarily very general — of what a future war might be like.

To the naval reader, the two chapters on naval warfare will certainly be of the highest interest. "We have twice entered war while underestimating the power of the submarine, and twice the outcome has been in doubt," the author observes, adding, wisely enough, "We must not do it again." It is to be hoped that the immense significance of that simple paragraph may sink deeply into the consciousness of the general public. It will certainly not be Dr. Bush's fault if it doesn't, for his chapter on undersea warfare ought to make plain to anyone who can read simple English that the modern submarine presents one of the toughest nuts yet to be cracked, and that it is capable of employment to a point where, in the event of war, "we should face the severe threat that a nearly immune submarine fleet might determine the outcome of the war in the favour of the enemy." The author, who himself is a leading practical anti-submarine scientist, does not suggest that the outlook is hopeless. On the contrary, he is certain that the job can be done. He is also certain, however, that it will be tough.

Writing of course for Americans, he observes that "we need a vigorous program in the hands of a virile and generously supported Navy, in the closest of co-operation with science and technology throughout the country." There is plenty in that for Canadians to think about, too.

The book's greatest value to those of us who are actively engaged in the

defence business lies in the width of its scope. Within the limits of security, there is no scientific aspect of modern warfare with which it does not deal. What are the true dangers of atomic bombing? Of bacteriological warfare? Is the day of the battle-fleet, or the bombing fleet, over? Is the so-called "push-button" war a real economic possibility? These are but a few of the vitally important questions raised and discussed, if not finally answered.

It is good and right that we in the Naval Service should concentrate upon our own objectives and their attendant problems. It is, however, at least desirable that we should make a serious attempt to understand the defence problem as a whole, including its political and economic aspects. The book contains chapters on Subversive War, Cold War, Totalitarianism and Dictatorship and Democracy. It is remarkable in its economy of words, and the simplicity with which complex matters are explained and discussed. It is a most able and valuable contribution to intelligent understanding of the nature of one of the most serious problems of our age. For this reason, it seems to this writer that the 16 chapters dealing more specifically with non-naval matters are likely to be of more value to us than the two which treat of things we know, or ought to know. They will clarify and educate, and — assuming the reader is taking his job in Canada's defence organisation seriously — will prove most fascinating reading.

The book should be in the library of every ship and establishment in the RCN. It will prove of real interest to every officer and man, and, for the matter of that, to every responsible citizen to whom the words "democracy" and "freedom" have true meaning. — W.S.

(Published by Musson Book Company, Toronto. Price: \$1.35).



# Hoot Mon!

It was a quiet, sunny noon in late September and an air of contentment hung over HMCS "Ontario."

Suddenly the ship's company was startled by an awful wail, suggestive of a dying cow, emanating from X-gun deck. While most of the hands were content to let the animal pass away, if that was her wish, a few succumbed to their humanitarian instincts and rushed aft.

There they discovered, not a cow, but three of their shipmates blowing lustily into plaid covered sacks that bristled with little stems. It was the beginning of the "Ontario's" popular pipe band.

The germ of the idea made its first appearance early in August, when a notice in the daily orders advised that the ship was starting a pipe band and volunteers were sorely needed. About 25 brave souls responded, but unfortunately none could play the mysterious instrument

and it became necessary to work from the ground up. Little was said for several weeks and it wasn't until that sunny day in September that everyone realized the seed had borne fruit.

During a lull in the music, it was discovered that a well known Victoria physician, Dr. R. Scott-Moncrief, had donated a set of pipes to the ship and had loaned another until such time as the band was organized and procured its own equipment. He also presented a very fine leopard skin for the bass drummer and a practice chanter. It looked now as if the band was beginning to be a "braw" outfit.

One thing led to another. The three pipers on board tried a bit of teamwork and it turned out very nicely. Bugle band drummers were transformed into pipe band drummers and finally a bass drummer got into the act. Soon the sound of pipe music became as common in the

ship as the humming of fans and motors.

As the days passed, the hours of practice began to tell and the "screeching" was slowly replaced by music that would make the heart of a Highlander burst with pride.

The band's first public appearance came late in September. The pipe, "Hands to stations for leaving harbor", also mustered the pipe band, and from that time on, whenever the ship entered or left port, it was to the tune of the bagpipes.

The band's crowning effort was staged in October, when it led a church parade into Esquimalt. The local children seemed fascinated by the music and collected in such numbers as to make the original Pied Piper of Hamelin green with envy.

Responsible for the development of the pipe band was Captain H. F. Pullen, commanding officer of the "Ontario," who sparked the idea and



gave it his complete support. Dr. Scott-Moncrief's interest and generosity and the recruiting of Commander (S) J. R. Anderson assisted materially. But probably the greatest con-

tribution of all came from the ship's company, who committed no murders during the long and weary hours of practice and generally suffered in martyr-like silence.



The newly-formed pipe band of HMCS "Ontario," is shown on "A" gun turret. Left to right are Ord. Sea. Lorne Knox, Brandon; AB John Sutherland, Winnipeg; and Ordinary Seamen Roy Terry, Toronto, Fred Wheeler, Cornwall, Ontario, Sam Greer, Windsor, and Frank Labute, Vancouver. (OC-187-3).

## LETTERS TO THE EDITOR

Seaforth, Ontario,  
December 12, 1949

Sir:

I have just been shown a copy of your breezy little paper containing a write-up about CPO Fred Stiner. Being his father, I am naturally interested.

I might say I was reluctant in giving consent to his enlistment; but all has turned out well. While Fred was not a problem child, the RCN (and you may quote me) had what he needed. They have done a real job.

Had I known he was being written up, I might have given CPO Sam Short, author of the article, the following information:

Fred Stiner is one of Ripley's believe-it-or-not items.

He was born 37 years ago today at 12 o'clock, i.e., born at 12 o'clock on the 12th December, the 12th month of the year, the 12th year of the century. Dr. A. E. Rennie, attending at

his birth, estimated his weight at 12 pounds.

Such concurrent numbers in a birth date cannot happen again until the beginning of the next century: one o'clock, January 1st in the year 2,000.

Yours truly,  
Harry Stiner

\* \* \*

HMCS "Ontario"  
at Esquimalt.

Sir:

Congratulations on your very fine Christmas issue of The "Crowsnest", which had news of the West Coast ships' parties, etc., printed in Ottawa and distributed in Victoria before the local papers had the type set up.

I am sure you received many thousands of compliments from all sources, so will be most able to receive the following unseasonable "natter."

On page three, you have printed a photograph (OC-138-13) the cap-

tion of which ends "...on the quarterdeck of HMCS 'Antigonish'."

In the background, however, is seen a Blue Ensign — tut, tut.

Is the Communications branch slipping?

Yours truly,  
R. Donnithorne,  
C.O.O., RCN.

*Don't blame the Communicators. The "Crowsnest" caption writer just didn't look closely, else he would have recognized the jackstaff of the "Antigonish." — Ed.*

\* \* \*

HMC Communication School,  
HMCS "Stadacona,"  
HALIFAX.

Dear Sir:

In the November issue of The "Crowsnest" you stated under "Looking Astern" that bodies from HMCS "Shawinigan" were recovered by "Truro," "Ungava" and several ML's.

This is incorrect. The bodies and carley floats were spotted by RCAF Canso aircraft and picked up by frigates comprising EG16, after several days' search in very cold weather.

The bodies were then transferred to the minesweepers off Sydney, N.S., and taken by them into the port.

PO A. E. Young.

### Unique Ceremony

The United States Navy drew an assist in upholding one of the Canadian Navy's long-standing traditions when 6½-month-old Michael Allan, son of Lieut. M. A. Turner, RCN, and Mrs. Turner, was christened on board the destroyer USS "Cone" at Atlantic Command Headquarters of the USN, Norfolk, Virginia. Lieut. Turner is serving at Norfolk on the staff of the Commander in Chief of the US Atlantic Fleet, Admiral W. H. P. Blandy.

The christening was performed in the wardroom of the "Cone" by Cdr. Roderic Lee Smith, USN, chaplain of the Amphibious Forces, US Atlantic Fleet. Cdr. LeRoy Taylor, the ship's commanding officer, acted as proxy godfather for Captain W. W. Turner, RCA, Shilo, Manitoba, while Mrs. Noel Eird, a close friend, was proxy godmother for Miss Phyllis Houghton, of Victoria. Cdr. Wayne Harkness, USN, was the other godfather.

# Comrades in Arms



## THE CANADIAN ARMY

### *Voice of the North*

One of the major operational roles of the Canadian Army in peacetime is the maintenance of communications in sparsely settled regions. In the north, this role is handled by the North West Territories and Yukon Radio System, operated by the Royal Canadian Corps of Signals.

Although army radio communication services for the Northwest Territories dates back to 1923 and expanded steadily until 1939, the Second World War necessitated the closing of stations and reduction of personnel. Many operators went overseas with the Army and replacements became almost impossible to find.

Now, with the North Country on the crest of a wave of prosperity and development, the necessity for swift, efficient communications has increased a thousandfold.

This is the land of gold strikes, oil fields, radium mines and the fur trade. Often described as America's Last Frontier, the North is still highly flavored with the romance and adventure that flowed from the pens of Robert W. Service and Jack London.

Men of the NWT and Yukon Radio have, in the past, experienced a full share of this excitement. Operators have assisted in delivering babies at isolated posts, joined search parties for aircraft forced down in the wilderness, fought bush fires and had a part in dozens of other unusual and interesting dramas of the North.

The importance of the system to Canada as a whole cannot be over-emphasized. Apart from linking many lonely posts and settlements and handling traffic for mining companies and other commercial enterprises, it has been a valuable source of meteorological

information. In this connection, reports are rendered several times daily to the Central Bureau in Toronto from all the main stations of the system and all stations supply hourly weather reports for the benefit of aircraft operating in the Northwest.

The life of a wireless operator or technician serving on a northern station varies considerably, depending upon his particular circumstances. At some posts married quarters are provided and in many cases the men "live out". Normally, rations are supplied and the scale of issue is generous, but if a man so wishes, he may elect to provide his own subsistence.

Such necessities and comforts as toilet articles, tobacco and cigarettes are usually available in the settlements but some articles have to be ordered from the "outside". As air-mail rates are high, it is the custom to get in supplies during the summer

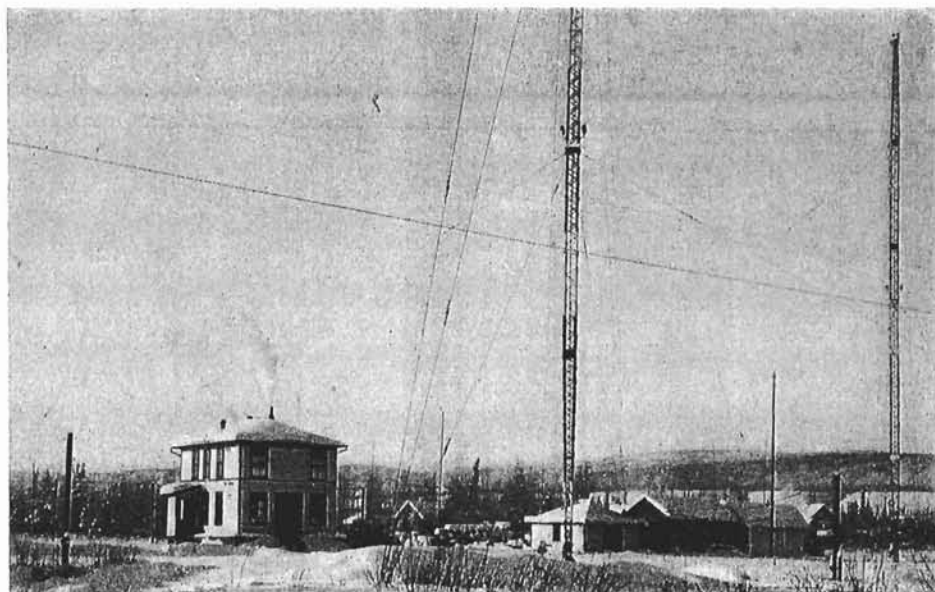
navigation period.

The period of service in the North is three years, with a maximum of four. Leave is generally allowed to accumulate so that a man may have a three or four months' holiday when he completes his term of engagement and returns to the "outside".

The radio system is manned by men of the Royal Canadian Corps of Signals and, apart from its other functions, is an important part of Canada's northern defences.

Personnel of the system receive regular active force pay and allowances as well as a special allowance for northern service.

The qualifications required for service on the system are no higher than for other branches of the Army. Prospective recruits must be physically fit and have an average high school education, while experience in amateur radio is a decided asset.



The wireless station at Mayo, Yukon, operated by personnel of the Royal Canadian Corps of Signals, is typical of many of the stations dotted across the Northwest Territories and the Yukon. From these stations communications are maintained between the far-flung northern ramparts of Canada and the rest of the Dominion. (*Canadian Army Photo*).



## DEFENCE CHIEFS ATTEND WASHINGTON MEETING

The chiefs of staff of Canada's Navy, Army and Air Force headed a delegation to Washington in mid-January for the first meeting of the United States-Canada Regional Group of the North Atlantic Treaty organization.

They met with US chiefs of staff to fit strategic plans for the defence of North America into the broader defence picture of the North Atlantic Treaty. Canadian Service chiefs attending the meeting at the Pentagon, US Military headquarters, were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, Lieut.-Gen. Charles Foulkes, Chief of the General Staff, and Air Vice-Marshal W. A. Curtis, Chief of the Air Staff.

### GENERAL BRADLEY ON NAVAL AIR

Press reports of the testimony given last October by General Omar N. Bradley, chairman of the United States Joint Chiefs of Staff, before the Armed Services Committee of the House of Representatives, left with a large proportion of the reading public the impression that General Bradley was anti-Navy.

An examination of General Bradley's testimony shows that

such is not the case. General Bradley did not attack the Navy as a fighting service. What he did do was criticise statements made by Navy witnesses who had appeared before the Committee earlier and voice his disagreement with some of the charges they had made.

Disregarded, apparently because they did not constitute "hot" news, were certain of General Bradley's statements which clearly expressed a belief in the need for a strong Navy. Since the argument centred chiefly around who was going to do what in the air, of particular interest are General Bradley's remarks in support of Naval Aviation. Some excerpts from his testimony are quoted below:

"... Each service should be allowed to develop and have the weapon it feels it needs for the mission it is assigned."

*"Now I personally believe in Naval Aviation and especially in the hunter-killer task forces that are needed to fight Soviet submarines; and I endorse whole-heartedly an adequate program of Naval Aviation to assure us of control over enemy navies; and the ability to subdue the sterner submarine menace."*

"Twice before in the history of our

nation, submarines from the other side of the Atlantic have all but won a war before a telling shot could be fired... Anti-submarine warfare is a grave concern for our Navy and merits their utmost efforts. The Navy's hunter-killer technique, where several ships, including submarines, *destroyers, cruisers and aircraft carriers*, team up to hunt down and sink enemy submarines, is to date their best offensive method.

"I hope that these remarks have left the deep and lasting impression that *I firmly believe in a strong Navy and in the need for a Naval Air Arm.*"

## Weddings

Lieut. George B. Wither, HMCS "Sioux," to Miss Isabelle F. Thornes, Fort William, Ontario.

Lieut. Ross Dickinson, HMCS "Rockcliffe," to Sub-Lieut. (NP) Jean S. Davidson, formerly of Gourack, Scotland.

PO G. Hornett, HMCS "Naden," to Miss Gladys Petersen, Preeceville, Sask.

PO J. Bing, HMCS "Ontario," to Miss Monica Boyce, Victoria.

PO E. Towers, HMCS "Naden," to Miss Shirley Simmonds.

AB Lawrence Neifer, HMCS "Antigonish," to Miss Claire D. Pottinger, Victoria.

AB Robert McPherson, HMCS "Antigonish," to Miss Audrey M. Meikle, Vancouver.

AB W. Simmonds, HMCS "Cayuga," to Miss Elaine Austin, Nanaimo, B.C.

AB Douglas Goodwin, HMCS "Portage," to Miss Dorothy McDonald.

AB Wallis K. Brydges, HMCS "Discovery," to Miss Margaret E. McLean, Vancouver.

AB John David Luton, HMCS "Rockcliffe," to Miss Shirley F. Peters, Vancouver.

Ord. Sea. C. H. Overall, HMCS "Stadacona," to Miss Marion Sutton, Gagetown, N.B.

Ex-Wren Molly Keizer, Halifax, to Mr. George McGuinnis, also of Halifax.

## Births

To Lieut.-Cdr. Harry Beck, Executive Officer, HMCS "Rockcliffe," and Mrs. Beck, a daughter.

To Lieut. E. P. Earnshaw, Naval Headquarters, and Mrs. Earnshaw, a daughter.

To Lieut. (SB) B. J. Gillespie, HMCS "Stadacona," and Mrs. Gillespie, a daughter.

To PO Peter Lesoway, HMCS "Antigonish," and Mrs. Lesoway, a son.

To PO J. L. M. King, HMCS "Portage," and Mrs. King, a son.

To PO Arthur O'Connor, HMCS "Portage," and Mrs. O'Connor, a son.

To Ldg. Sea. "Mike" Belanger, HMCS "Montcalm," and Mrs. Belanger, a daughter.

To Ldg. Sea. Frank Tinline, HMCS "Portage," and Mrs. Tinline, a son.



Non-commissioned officers of the three services in Saskatoon recently sponsored a Military Ball in the Bessborough Hotel. Members of the dance committee which handled arrangements for the successful affair are shown above. Left to right are, back row, Sgt. Major B. Patterson, PO C. McQueen, PO P. Meagher, CPO W. Surline, Flt. Sgt. S. Kisby, Sgt. Major A. Smith, CPO C. Chapman, WO II B. Smith, Sgt. Major W. Stahl, Flt. Sgt. P. Bibbey, Sgt. Major F. Williams and CQMS J. MacDonald; front row, Mrs. Patterson, Mrs. McQueen, Mrs. Meagher, Mrs. L. Wright, Mrs. Kisby, Mrs. A. Smith, Mrs. Chapman, Mrs. B. Smith, Mrs. Stahl, Mrs. Bibbey, Mrs. Williams and Mrs. MacDonald.



"Newfie" demonstrates his noiseless "indoor bark" as Dr. J. E. MacLean, Halifax veterinary surgeon, gives him a final checkover prior to his sailing in the "Magnificent" with 18 Carrier Air Group. With him are two men from the Carrier Air Group, AB Lucien M. Moran of Kirkland Lake (left), and his warder, Ldg. Sea. James B. Adam of Goderich, Ontario. (HS-8772).

## Don't Feed 'Newfie'!!

That is almost a by-word at the Naval Air Station, Dartmouth, and aboard the "Magnificent", especially among members of the 18th Carrier Air Group.

The reason? — They have as mascot a Newfoundland dog whose gastric gyrations have cost them more than \$100 in veterinary bills.

"Newfie" weighs 114 pounds, stands about 33 inches from head to toe and has wagged around this earth for about three and a half years. He likes to eat. And that means everything from 10 pounds of steak at a sitting to chocolate bars. And nuts . . . and bolts . . . and screws . . . and other small airplane parts!

"Newfie" and his nanny-goat eating habits attached themselves to the Dartmouth Station a couple of years ago. Sailors always welcome any pet, and so young "Newfie" made his quarters in a spare bunk provided afloat or ashore by flight mechanics attached to the Air Group.

The pooch, assigned to Ldg. Sea. James B. Adam of Goderich, Ontario, for care and maintenance, showed signs of mooching abilities early. His favorite treat was, and is, a hot dog, scrounged from some matelot making purchases at the ship's canteen.

The hardy stomach gave out when "Newfie" was traipsing around Quonset Point, Rhode Island, last summer while 18 CAG was there for flying training.

"Newfie" lapsed badly and was placed on a special diet by solicitous "vets" at the US naval air base. His "special victualing" cost the Air Group 42 cents per day while the summer wore on. The heat down there bothered him somewhat, too, because of his thick coat of hair, and so he was shaved. He looked more like a lion than anything for a long time after that.

"Newfie" is well travelled, having flown by Dakota to Rivers, Manitoba, when 18 CAG went there in 1948 for training. He shipped aboard the "Magnificent" as a Chief Air Artificer, later went to Quonset Point, and has put in time aboard the destroyer "Iroquois".

Following an inspection by Dr. J. E. MacLean, veterinary surgeon in Halifax, "Newfie" was permitted to go to sea aboard the "Magnificent" for last year's Fall cruise.

To get back to eating—his favorite pastime—"Newfie" is "victualled in" at "Shearwater" and sits at the end of

a mess table for meals. Everybody saves a tidbit of a good dish for "Newfie", who tucks away as much as 10 pounds of scraps per meal.

"Newfie" doesn't like civilians, to the delight of the Air Group. But he can always recognize a matelot out of uniform. The few times he has gone ashore, the sailors have always found him and scooted him back to the base by taxi.

"Newfie" has only one big specialty—an "indoor" bark and an "outdoor" bark. Indoors he goes through the motions of a bark. Outdoors he lets out a whoop that almost tears the hangar roof off.

Besides his tummy, "Newfie" has one other worry. That is that he'll be sent back to Rivers again and will meet a certain Sergeant Major. It seems that at Divisions one Saturday, "Newfie" took exception to an order uttered by the officer in charge of the combined services march past. A horrified Sergeant Major had "Newfie" thrown in the "cooler" until he settled down.

Though his appetite is a constant source of concern to the 150 officers and men in the Air Group, "Newfie", nevertheless, has captured the hearts of all who know him and is the only dog whose devotion to the "fly-boys" endures day in and day out. There is always a pack of dogs around the air station, but "Newfie" outlasts them all.

### "Uganda" Reunion

A reunion of former officers of HMCS "Uganda" who are now serving in the Atlantic Command of the RCN will be held in Admiralty House, Halifax, Wednesday, February 8.

The reunion will take the form of a mess dinner. Among those attending will be two former commanding officers of the cruiser, Rear-Admiral E. R. Mainguy and Commodore K. F. Adams. Captain E. W. Finch-Noyes will act as President and Lieut.-Cdr. F. C. Frewer as Vice-President.

## ACTION INFORMATION

(Continued from Page 5)

close-range surface information is clearly displayed on the plot, work out course, speed, size and identity of targets, inform ships in company of the situation, and answer the questions of the harassed and frequently impatient Command.

Junior men may operate radar, plot the air or surface picture, man radio communication lines, or any one of a score of similar jobs, all of which are vital though some seem dull.

The RP must be quick-witted and not easily tired. He works long hours. To advance in the branch, he must learn a good deal about electronic equipment and radio, and have a firm grasp of relative speed problems and chartwork.

His responsibility to his shipmates, on safety grounds alone, is enormous and must be always in his mind.

So please remember, you part-of-ship POs, that the man you have a hate on because he never seems to turn up at chipping stations may have saved your life last night without your having been aware of it!

## "ORIOLE'S" CRUISE

(Continued from Page 9)

A day and a half later, in the Gulf of St. Lawrence, a winter gale caused the "Oriole", to run off for 14 hours under bare poles. Snow reduced the visibility to zero and the two vessels lost contact. As the wind backed to the northward, the "Oriole" hove to under a makeshift storm sail in an endeavor to keep off a lee shore (the Gaspé coast).

This measure proved successful and, the storm finally subsiding, the "Portage" found her and again took her in tow. Except for another gale, nothing eventful happened then until they cleared the Gut of Canso and started the last leg to Halifax.

The two craft encountered strong westerly seas and the "Oriole", at the end of the towline, behaved much like a yo-yo. At the same time, she started to ice up and it became necessary to slow the speed of advance to two knots.

At 0215 on Sunday, December 11, the journey ended and "Portage" and "Oriole" secured to Jetty One in Halifax.

It is interesting to note that while only about half of the 12 men in the yacht's crew had had previous sea time, not one was seasick during the entire voyage. Needless to say, when

they stepped ashore in Halifax those who had undergone their initiation to the sea—and some of the others, too—felt a good deal saltier than they had three weeks previously.

The "Oriole" was refitted in Halifax and commissioned January 16 under the command of Lieut. P. A. Baldwin.  
—J.D.A.

## GLOSSARY

**Tack**—Change direction. Properly, taking the wind on another quarter.

**Lay To**—Grasp or understand. Properly, to take up the position indicated.

**Jack**—A sailor. Jack-tar.

**Jaunties**—Masters-at-Arms.

**Crushers**—Regulating Petty Officers, now Regulators.

**Buffers**—Chief Bos'n's Mates.

**Jack Dusties**—Formerly Victualling Assistants, now Victualling Storesmen.

**Sloshies**—Cooks.

**Scribes**—Writers.

**Three Badgers**—Three badges red, blooming near dead. Men possessing three Good Conduct Badges, indicating at least 13 years' service.

**Old Man**—Commanding Officer.

**Jankers**—Formerly No. 10A punishment, which involved pack drill.

**Clown**—Self explanatory.

**Adrift**—Absent over leave.

**Mudhook**—Anchor.

**Pill Roller**—Medical Assistant.

**Wood Butcher**—Shipwright.

**Flunkie**—Seaman detailed as officer's servant.

**Dhobey**—Laundry.

**Snobber**—Cobbler.

**Sparks**—Wireless or radio man.

**Knobbies**—Nickname. Hall's are also dubbed "Knobbies."

**Pancake**—Aircraft landing.

**Flat-top**—Aircraft Carrier.

**Island**—Aircraft Carrier's superstructure.

**No. 1**—First Lieutenant.

**Chief Yeoman**—CPO Signalman.

**Swain**—Coxswain.

**Rattled**—A defaulter in the report. "Run in."

**Weighed-Off**—Punished.

**Bunting Tossers**—Signalmen.

**Dusters**—Stokers.

**Engines**—Engineer Officer.

**Schoolies**—Instructor Officers.

**Musters**—Falling in, such as for divisions, etc.

**Pilot**—Navigating Officer.

**Waist**—Midship part of upper deck between bow and stern.

**Tumble Home**—Sides of ship near upper deck inclining inwards abaft the flare to the stern.

**Fenders**—Anything that will prevent boat striking anything that will endanger it. Usually padded canvas bags.

**Wheel**—Steering apparatus.

**Stand-Easy**—Morning and afternoon break, usually ten minutes.

**Burn**—To have a smoke.

**Tadpole**—One who has not yet crossed the equator.

**Scrubbing the Keel**—Greenhorns were frequently sent off to "scrub the keel."

**Shrouds**—Stays to keep the mast from swaying athwartships.

**Main Sheets**—Tackle with which the mainsail is controlled.

**Rake**—Inclination of mast and funnels from the vertical.

**Horse**—Bar of iron across the stern of a boat.

**Head**—Forepart of the ship.

**Harness Casks**—Large tubs for containing salt meat (Ancient).

**Hog**—Scrubbing a vessel's bottom. (Ancient—a "hog" was a stiff brush).

**Buoyed Ligan**—Ligan is, properly, anything buoyed and thrown overboard for subsequent recovery.

**Grog**—Watered rum.

**Ping Merchants**—Anti-submarine operators.

**Scuttlebutt**—Messdeck gossip.

**Canavhed**—Canadian Naval Headquarters.

**Fishmen**—Torpedomen.

**Asdics**—Pertaining to anti-submarine. Properly, Allied Submarine Detection Investigation Committee.

**Matelots**—Sailors.

**Tin Can**—Destroyer (American).

**Pierhead Jump**—A quick draft.

**Drink**—Ocean.

**Mouse**—To bind a hook with spun yarn to prevent it from unhooking.

**Chokey**—Cells or detention.

**Blue Peter**—Blue square flag with white square centre (letter "P"), signifying ship about to sail.

**Old Davey**—Davey Jones.

**Bucket**—Unwritten law. Buckets are never called pails.

**Dogwatch**—Colloquially: If a man has not been long in the service he is said to have been in "only a dogwatch." Properly, the two two-hour watches between 1600 and 2000.

**Port Lamp**—Red steaming light on the port side. A prank is to send a newly-joined hand to get "red oil" for the port light (or green for the starboard).

**Clip**—Door clips for securing water-right doors.

**Salt**—One who pretends to know it all. Also an old hand.

**Rime**—This is poetic licence. Properly, "ream". It means to clear the vent of the gun firing mechanism with a reamer. Rime comes from the way it is often pronounced, "rime the vent."

**Killick**—A Leading Seaman. In early days an anchor was known as a Killick. The single anchor denoting his rate led to a leading seaman being called a "killick."

**Spindrift**—Spray swept from the tops of the waves by the wind.



## ★ SPINDRIFT

Now the ways of the Navy are quaint ones  
And the speech has its own special "tack".  
The terms that you hear really ain't ones  
You'll "lay to" unless you're a "Jack".

We've "Jaunties" and "Crushers" and "Buffers",  
"Jack Dusties" and "Sloshies" and "Scribes".  
To refer to the Navy's old duffers,  
Say "Three Badgers" in one of your jibes.

The "Old Man" gives out with the "jankers",  
To the "clown" who was mayhap "adrift".  
You don't say the ship merely anchors,  
It's "let go" the "mudhook" and swift.

"Pill Roller", "Wood Butcher" and "Flunkie",  
And "dhobey" and "Snobber" and "Sparks".  
They all have a place in the Navy,  
Just as sure as all "Knobbies" are Clarks.

It's "pancake" and "flat-top" and "island",  
"No. 1", the "Chief Yeoman" and "Swain".  
I'd rather stay here on the dry land,  
Than be "rattled" and "weighed off" again.

"Buntin Tossers" do battle with "Dusters",  
And "Engines" looks after spare parts,  
The "Schoolies" give no thought to "musters",  
And "Pilot" pores over his charts.

The "waist" "tumbles home" near the stern,  
No "fenders" you'll find on the "wheel",  
"Stand easy's" the time for a "burn",  
Send a "Tadpole" off "scrubbing the keel".

The "shrouds" won't be found on a casket,  
The "main sheets" are not for a bed,  
The "rake" puts no leaves in a basket,  
And the "horse" isn't found at the "head".

"Harness casks" don't belong in a barnyard,  
Any more than there's pork when we "hog",  
"Buoyed ligan" is not for the discard,  
Watered rum all the sailors call "grog".

"Ping Merchants" no more get elation,  
Heaving "scuttlebut" hither and yon,  
Since "Canavhed" caused consternation,  
Merging "Fishmen" and "Asdics" as one.

The "Matelot's" "tin can" is his penthouse,  
And "pierhead jumps" aren't in the "drink",  
We say "mowze" and spell it like "mouse",  
And "chokey" . . . that's Navy for "clink".

Oh! Strange are the terms of the Navy—  
"Blue Peter" . . . the ship's set to sail,  
Sailor's Heaven . . . below with "Old Davey",  
And it's "bucket" . . . don't call it a pail.

When you've been in the Navy a "dogwatch",  
Tried to fill the "port lamp" with red oil,  
Know a "clip" is not called a doorlatch,  
You're a "Salt", "Jack" . . . according to Hoyle.

Here endeth this "rime" of the Service,  
Let's hope you get steeped in its lore,  
And if some of the terms make you nervous,  
Then a "Killick" will tell you the score.

(CPO L. W. TURNER.)

\*See Glossary on preceding page.



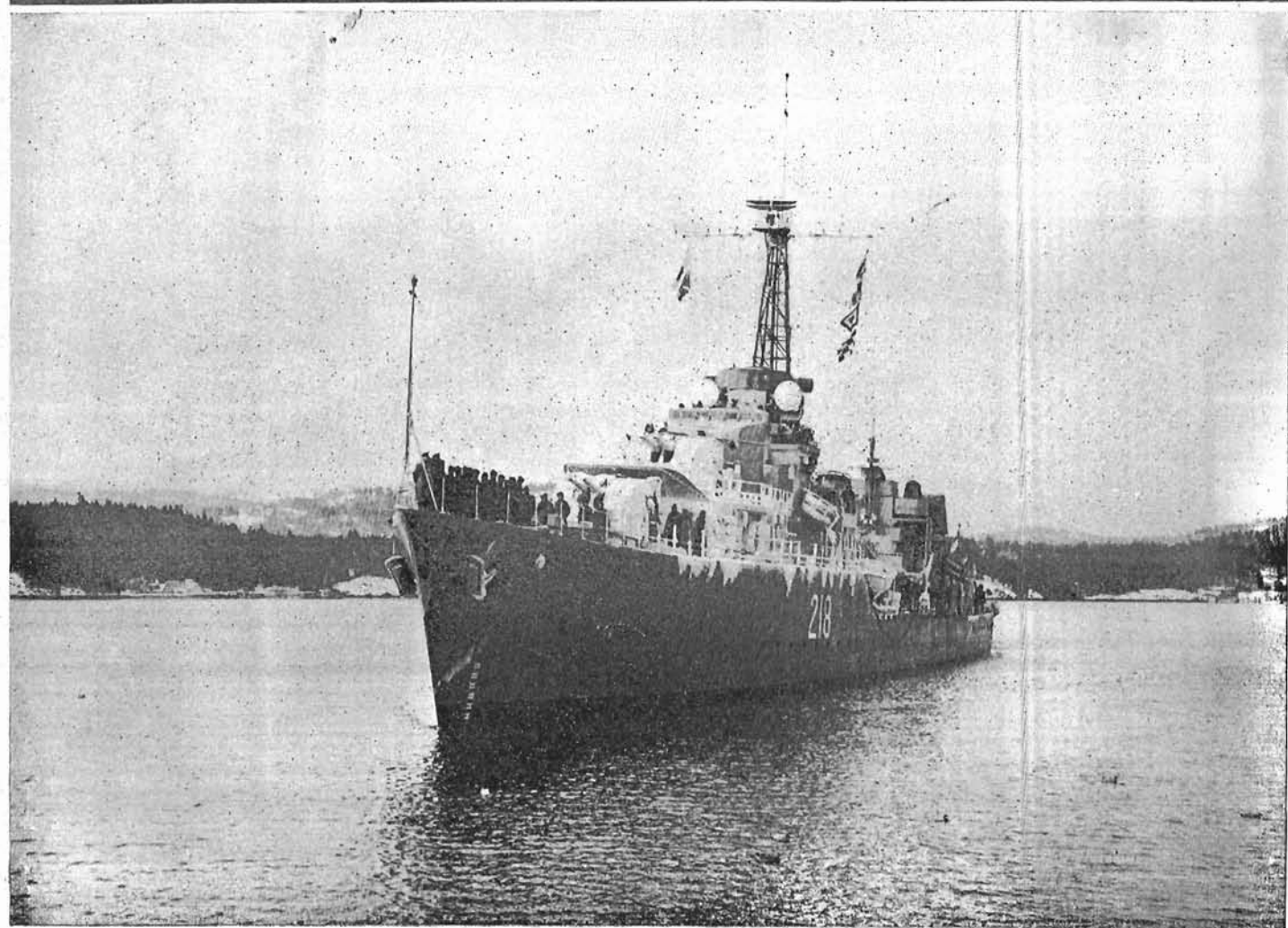
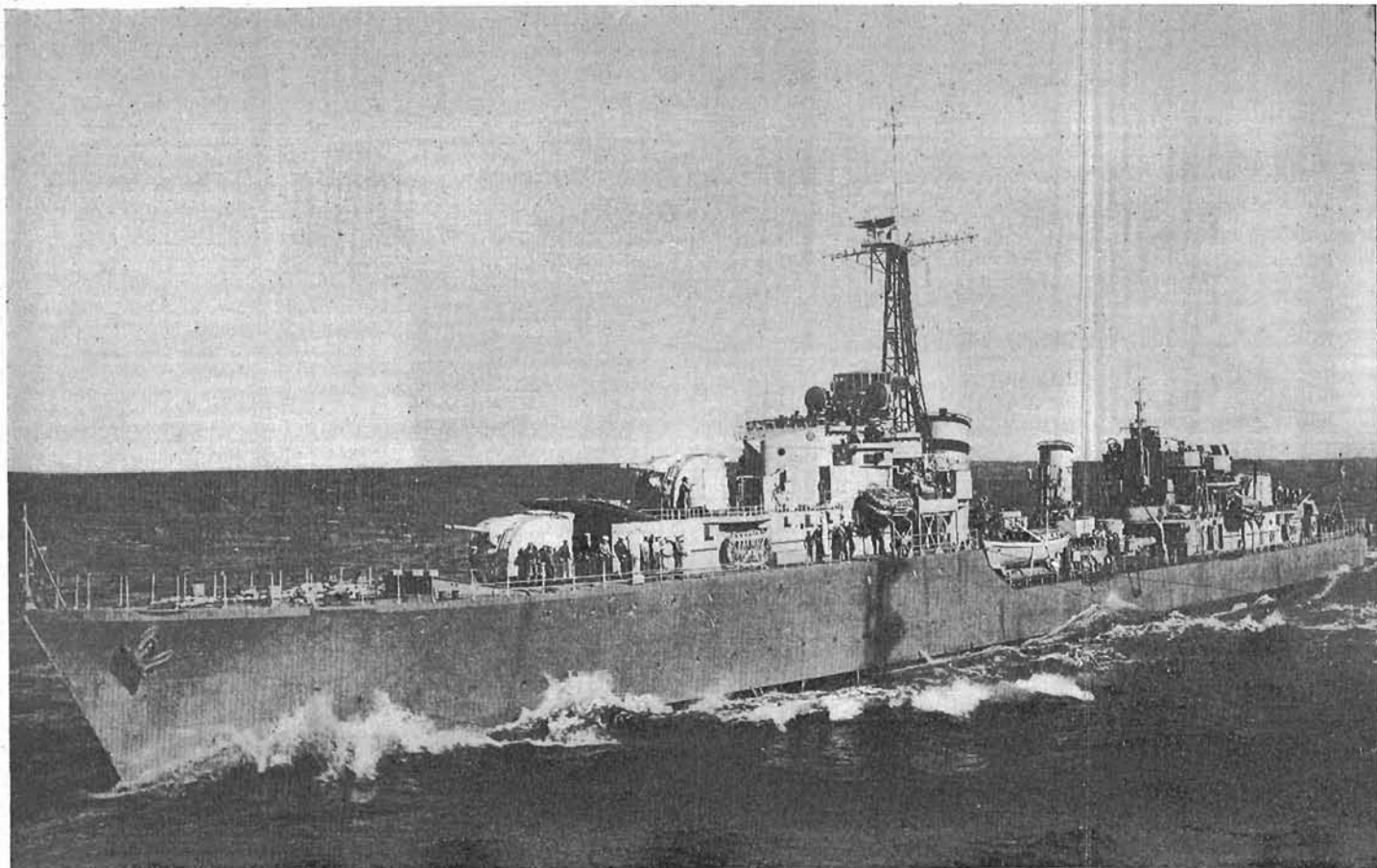
# *The* CROWSNEST



Vol. 2 No. 5

March, 1950





# The CROWSNEST

Vol. 2 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

March, 1950

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*Cover Photo* — The sleeping spaces of HMCS "Sioux" have a new look. Gone are the swinging hammocks and in their stead are rows of three-tiered folding bunks—one of the radical changes in messing and sleeping arrangements on board the destroyer. Each bunk is equipped with an airfoam mattress (not shown) and an individual reading lamp. The final coat of paint had hardly dried when these two future tenants dropped in for a preview. AB Bert Kuffner tries out one of the bunks for size and comfort while shipmate AB Douglas Baskerville surveys the scene. In the foreground can be seen the corticene-topped, aluminum lockers which are also a new feature. (For more about the "Sioux" see page 4.) *RCN photo by AB Douglas Sawyer.* Neg. No. E-1066-8.

### LADY OF THE MONTH

Same ship, different settings. In the top photo, the Tribal class destroyer HMCS "Cayuga" has taken advantage of a calm, clear day to close HMCS "Ontario" to exercise fuelling at sea. Here the messenger has been passed and the destroyer is preparing to haul the hose aboard. (The shadow below the "Cayuga's" bridge is that of the cruiser's foremast).

In the lower photo, taken in January of this year, the "Cayuga" enters Esquimalt harbor on her return from a rough, cold trip to Vancouver.

★ ★ ★

When The "Crowsnest" was first started, some 17 months ago, there was one big question in the minds of the editors:

Would sufficient material be received to ensure the publication of a standard, 28-page issue each and every month?

Of this there was no positive guarantee, for the magazine was going to have to depend on the good will of voluntary, non-professional correspondents and contributors, in naval ships and establishments, for almost all its contents. Moreover, it could not proffer payment for articles, items, illustrations or cartoons, no matter how glittering they might be or how talented their creators.

The editors occasionally had gloomy visions of famine months, when The "Crowsnest" would be either a skimpy affair or would not appear at all.

These forebodings have been proven completely unwarranted.

Not only was there forthcoming enough material to guarantee a fresh "Crowsnest" at the turn of each month, but the quantity reached the stage where the magazine could safely be boosted to 32 pages, and now and then to 36. (With always enough left over as a precaution against a "rainy day").

To all those whose support has made this possible goes a sincere vote of thanks—with a special note of appreciation for those who have remained steadfast even when their efforts have been hacked about or held over for an issue or so.

However, let us make haste at the same time to declare that:

(a) The "Crowsnest" is still as hungry for material as ever and will use every suitable scrap it can get;

(b) There are still a number of ships and shore establishments that are heard from only, occasionally, and a few not at all;

(c) There are still stories of general interest that belong in The "Crowsnest" but are not being reported; and, finally,

(d) It is the magazine's ultimate aim to be able to look back and say that every officer and man, every ship, shore establishment, school, station and division has appeared in its pages, at some time, in some way.

Page one

# R.C.N. News Review

## Pacific Training Cruise

The Pacific Command breaks into the spring cruise picture on March 2, when HMC Ships "Ontario", "Cayuga" and "Sioux" depart from Esquimalt on a one-month, 5,000-mile training tour down Mexico way.

First port of call will be San Diego, California, where the three ships will refuel during a one-day stopover March 6. Then they proceed to Magdalena Bay, Mexico, in whose roomy, sheltered waters they will spend a week entirely devoted to training.

On March 17 the training force begins the northward journey. Brief stops are scheduled at Manzanillo and Port Refugio, Mexico, followed by a three-day stay in Long Beach, California, from March 27 to 30. From Long Beach the ships set course for Esquimalt, where they are due to arrive April 3.

The cruise will be the first trip of

any length for the "Sioux" since her commissioning in January, and the first for the "Ontario" since completing refit.

The former engaged in work-ups during the latter part of January and early February, then joined with the "Cayuga" for anti-submarine exercises. The "Ontario" came out of refit February 14 and spent the next two weeks on trials and work-ups.

## In the Caribbean

On February 13, as per schedule, HMC Ships "Magnificent" and "Micmac" began the southern training cruise that would keep them away from their Halifax base until mid-April. The two ships carried out evolutions and flying exercises throughout the ensuing week, then put in at Charleston, S.C., on the 20th for a four-day stay.

During March, the "Magnificent" and "Micmac" will pay four-day

visits to Havana and Guantanamo Bay, Cuba, and will make two additional fuelling stops at the latter port. The rest of the time — 21 days in all — they will be at sea.

From the 20th to 26th the two Canadian ships will carry out combined fleet exercises in the Caribbean with units of the Royal Navy's America and West Indies Squadron. Anti-submarine patrols, searches and strikes by the "Magnificent's" two air squadrons, 825 and 826, will comprise an important phase of the exercise program.

HMCS "Swansea" also sailed from Halifax on the 13th but proceeded independently, with Nassau, B.W.I., her destination. She will visit the Bahamas capital from February 18 to 24, then return to Halifax March 1.

## "Cayuga" Keeps Busy

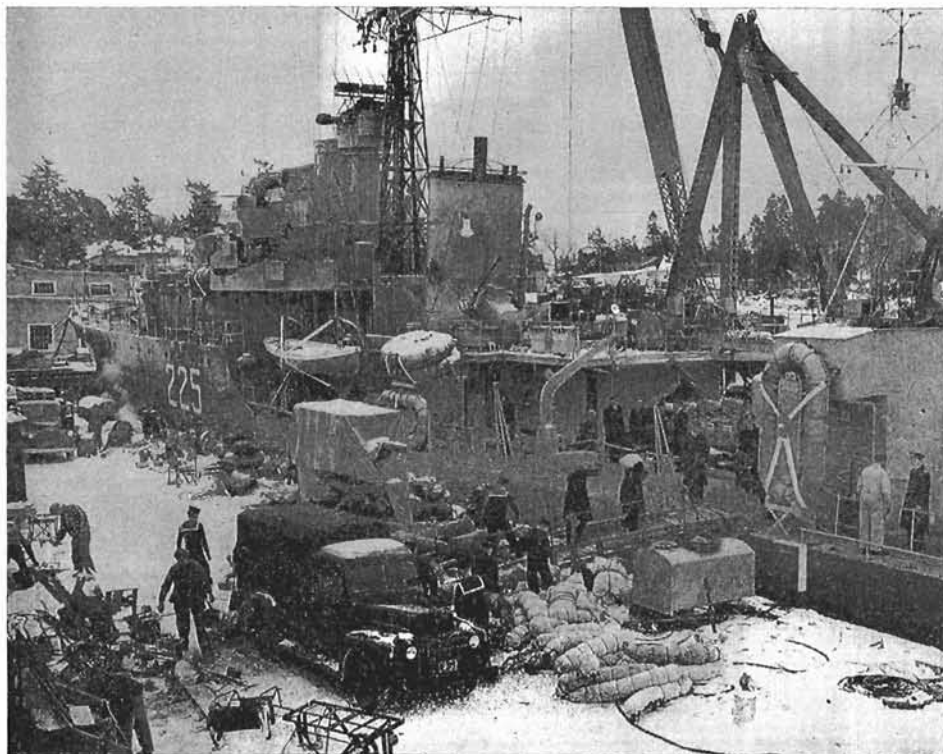
January was anything but a month of routine activity for HMCS "Cayuga". It all began on Friday the 13th when the Tribal class destroyer bucked a full scale winter storm to carry the Navy's junior hockey team to Vancouver for a featured exhibition game and to transport Army personnel back to Victoria.

The "Cayuga" had a rough passage, with seas built up by 65-knot winds slowing her down at times to seven knots. It took her five hours to reach Vancouver, and when she docked her entire superstructure was covered with a two-inch coating of ice.

The "Cayuga" had been the only ship to clear Victoria harbor that day, a fact which prompted the Vancouver Sun to remark: "If anyone has tried to tell you that Canada's new Navy is going 'soft', the perfect answer... could be put in just two words — HMCS 'Cayuga'".

It didn't end there. The storm continued into the next day, when the "Cayuga" once again put to sea after embarking Army personnel for "Operation Brass Monkey" — an exercise to be carried out on the Island. Again it was more than five hours before she eased into her berth at Esquimalt.

The next day, Sunday, she re-embarked the soldiers and returned them to Vancouver. After an over-



Commissioning day for HMCS "Sioux" was marked by the usual hustle and bustle as crew members joined the ship, dockyard mateys finished last-minute jobs and provisions and stores were loaded on board. (E-10720).



night stay in the mainland city, the destroyer on Monday made her fourth consecutive daily crossing.

A week later, on January 23, the "Cayuga" put to sea again, but this time she was bound for warmer climes. The destroyer set forth on a two-week training cruise to California which included visits to San Diego and Long Beach.

### A Big Step

A clear-cut division between operational and training ships in the fleet was announced in mid-February as being one of the principal items on the Royal Canadian Navy's program for 1950. This constitutes a major step toward the achievement of the RCN's No. 1 objective—the development of an efficient, fully operational anti-submarine force.

In the operational force, to begin with, will be HMC Ships "Magnificent," "Huron" and "Micmac", plus the carrier's air squadrons, on the East Coast, and "Cayuga" and "Sioux" out West.

Training ships will be "Ontario," "Athabaskan," "Antigonish" and "Beacon Hill" at Esquimalt, and "La Hullose" and "Swansea" at Halifax. When the manning situation permits, a destroyer will be added to the East Coast training flotilla.

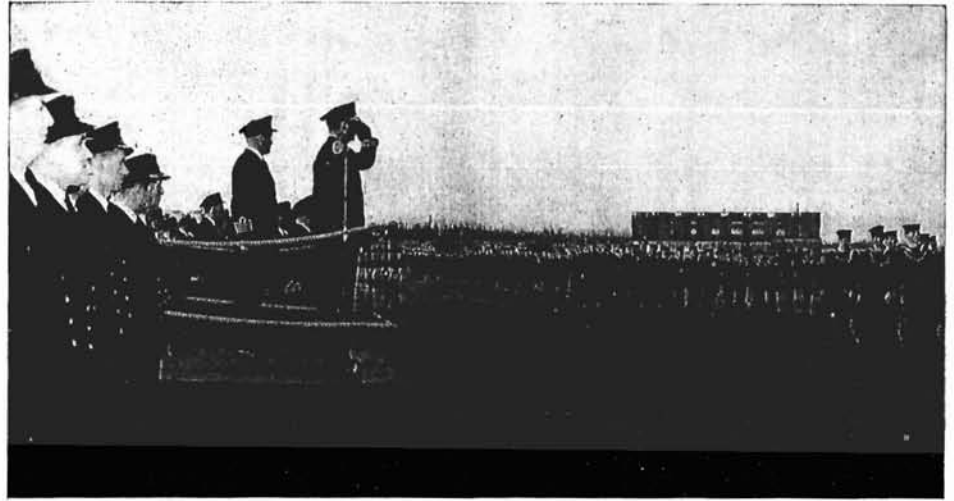
Crews of the operational ships will contain a high proportion of trained personnel and every effort will be made not to disturb them throughout the ships' respective commissions. A certain number of untrained men will be absorbed into their crews from time to time, but never so many as to lower their standard of efficiency.

In this way it is hoped that efficiency and teamwork will be developed to a high degree, initially in the individual ships, then in the force as a whole.

Training ships will be employed exclusively in providing sea experience for new entries, reserves and naval cadets, and in furnishing the practical training necessary to supplement that received by men taking courses in the schools ashore.

This will mean the training ships will have fairly large transient populations, but, in order to maintain efficiency and continuity, they will have permanent staffs of key officers and men for operating and training duties.

This division of the fleet has been on the agenda for some time but its



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, takes the salute at a march past of the ship's company of HMCS "Shearwater" on the occasion of the RCN Air Station's first anniversary. (DNS-2082).

implementation has been delayed by a shortage of manpower and a lack of trained personnel. These deficiencies have been overcome to the extent that this phase of the Navy's plans can now be put into effect.

It will not be done without difficulty, and will not take place overnight. On the operational side of the picture, really tangible results are not expected to be evident until 1951.

Occasionally, too, there may be slight deviations from the course, as operational ships are temporarily called on to assist their training brethren. But the mean line of advance will be maintained.

Of the ships that are being assigned to the two categories, seven are now in active commission. These are the "Magnificent," "Ontario," "Cayuga," "Sioux," "Huron," "Micmac" and "Swansea." The rest are refitting and will be ready in the spring.

In addition to these there will be HMCS "Portage," which will spend the summer on the Great Lakes as a reserve training ship, and other craft which will be brought into service during the summer months.

As has been the practice for some time, British and United States submarines will be made available to the RCN for practical training purposes. These submarines will be employed both in training anti-submarine personnel and in tactical exercises with ships and aircraft of the operational force.

### "Huron" Commissions

HMCS "Huron", the third destroyer to be completed under the conversion and modernization program, was commissioned at Halifax on February 21. She replaced HMCS "Haida", which is now serving as depot ship for the East Coast Reserve Fleet.

The "Huron", drawing most of her ship's company from her predecessor, is commanded by Lieut.-Cdr. E. T. G. Madgwick, formerly commanding officer of the "Haida".

### Timely Twins

In the case of CPO Brian Inglis, a member of the permanent staff at HMCS "Cornwallis," one surprise led to another.

About three weeks before Christmas, an expected addition to the family arrived, unexpectedly, in duplicate—twin boys being born to Mrs. Inglis. The chief had hardly got over this astonishing event than he learned that the increase in the size of his household had boosted his name from 10th place to first in the waiting list for married quarters at "Cornwallis."

On Christmas Day, Captain A. P. Musgrave, commanding officer of the establishment, presented a pair of proud family men, CPO Inglis and CPO Leslie Robertson, with the keys to the first two houses to become ready for occupancy.

Before moving into their new home, CPO and Mrs. Inglis were living in a small flat at Clementsport, near Cornwallis.

By the end of January, about three dozen of the married quarters had been occupied and more were expected to be available shortly.

# The New 'Sioux'

by L. W. T.

Many Innovations Make Her  
Unique Among Destroyers

✓  
**D**ESTROYER men are invariably ardent on the subject of their ships, and anyone who has served in the old "V" and "W"s, the "Champlain" or "Vancouver," the "Skeena" or "Restigouche," or the comparatively modern "Tribals" will surely experience some nostalgia on crossing the gangway of the "new Sioux."

HMCS "Sioux," destroyer of the Fleet V class, is (or was) a sister ship to HMCS "Algonquin," but the relationship is no longer readily apparent. "Sioux" has undergone a complete refit above and below decks. Added superstructure and other upper deck fittings have altered her profile, but it is below decks that she differs so extensively, not only from the "Algonquin" but from any other destroyers.

The "Sioux" represents one of the most important experiments ever conducted in our ships.

A walk through the messdecks—pardon me, through the sleeping spaces and messrooms—induces visions of a bygone era: memories of

swaying hammocks and creaking clews, the crash of mess gear slewing back and forth in the shelves, a bosn's mate bent double looking vainly for the name of his relief amid an upside down sea of hammocks. The mirror of the mind reflects the sight of a messmate swinging out of his hammock to land in a cloud of blanket fluff on the table and commence lashing-up while "Tankie" eats an early breakfast at the far end.

Here, in this renovated destroyer, many once familiar scenes will never be re-enacted. Gone are the days of eating and sleeping in the same space. In "Sioux's" four sleeping compartments for the crew the major portion of the room is taken up with three-tiered bunks, each complete with individual reading light. Perhaps the age-old pipe, "Yo ho, yo ho, lash up and stow," will be replaced by something like, "Clunkety clunk, secure your bunk."

Under the bunks are shiny aluminum kit lockers with green corticene tops. Other lockers, in vertical

sets of three, are placed where space permits. Large upright cabinets, completely enclosed, keep the usual collection of lint on greatcoats and burberrys to a minimum. Kit bag stowage has been provided in a corner of each crew space.

Throughout the ship aluminum has been utilised wherever possible to reduce weight. Many internal non-watertight bulkheads, all fan trunkings, bunks and bunk lights, lockers, tables and chairs are made of this lightweight metal.

## The Cook's Kingdom

Casting back a decade or two recalls galleys fitted with huge, black, cast-iron ranges, with coal bunkers nearby to feed their hungry maws. Coal and coal dust usually covered the bare steel deck or the wooden grating. Cork-dusting and paintwork were black with soot. The cook, sweating drops of ink over his culinary efforts, kept a respectful distance from the sagging, red-hot stove top as he went about his often thankless task.

"Sioux" doesn't believe in smoke-blackened paintwork, or coal, or even oil, in the galley. Her range is an all-electric job, small, compact and made from stainless steel for ease of cleaning and maintenance. An electric deep freezer and an electric bread baker are included. Aluminum steamers and a stainless steel-fitted dishing-up room off to one side complete the cook's new domain.

From the galley the food goes to a stainless steel equipped serving room in the port flats. The latest in warming ovens keeps food piping hot until it is served out cafeteria style in compartmented trays. Huge, steam tea and coffee urns assure a plentiful supply of beverage. A dumb waiter connects the serving room to the wardroom and to the chief and petty officers' mess directly overhead.

Eating spaces have aluminum tables, chairs and benches, all with green corticene tops. A far cry from the bare wooden tables and benches of yesterday.

The heavy re-inforced mess kettles, once used for everything imaginable, have disappeared. It is doubtful if there is even a dishpan. A steam sterilizing unit in the starboard flats takes care of dishing-up problems



One of the features of the "Sioux" is a laundry complete with capacity rotary washer, tumbler drier and steam presser. Able Seamen Cecil Duncan (left), of Edrans, Manitoba, and Boyd Mohns, of Ottawa, give the rotary washer a once-over as they look around their new ship. (E-10719).

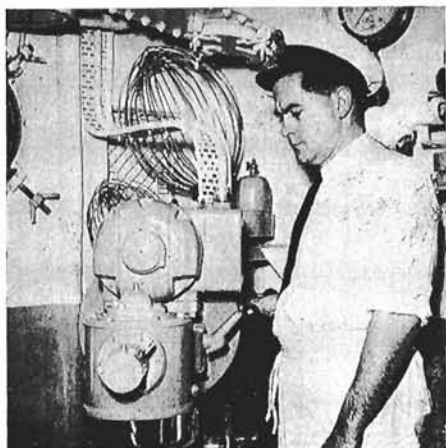
and the dishes and trays are returned to the serving room clean and sanitary.

### 'Dhobey Firms' Outdated

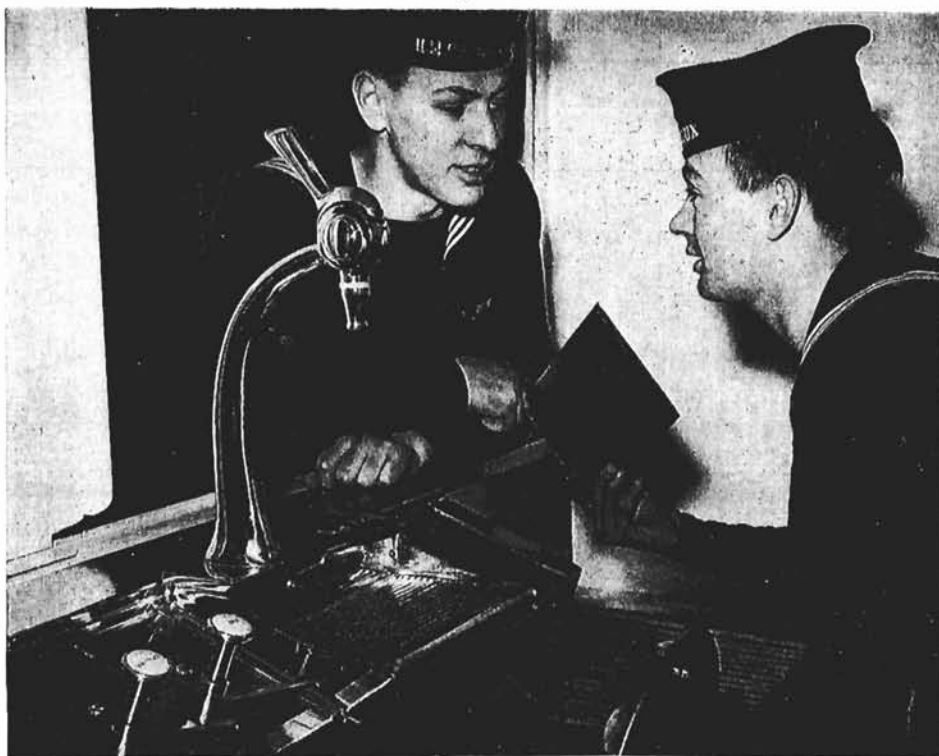
Laundry firms, or, if you will, "dhobey firms," once flourished in the older vessels. Some men even bought their own washing machines and went in for the business in a big way. "For services rendered," the chief stoker allowed the use of the boiler rooms wherein clothes dried in half an hour; otherwise there was all the trouble of rigging "gantlines" on the foc's'le. Hot water, available only from the galley tap, could be had in limited quantity — if the chief cook's whites went with it. The "Buffer" naturally had a hand in the pie, and if his wash was included with the others, he closed his eyes when the soft soap and soda were issued. And of course the Cox'n saw to it that the "dhobey firm" was provided with convenient jobs, such as washroom sweeper or "captain of the heads."

This source of income (especially lucrative in the tropics) is not possible in the "Sioux." She has the latest commercial type rotary washer and a tumbler drier of large capacity. Clothes can be washed, dried and ready to iron in jig time. Even the little brother to the "dhobey firm," the pressing and ironing firm, is doomed to extinction, for in the "dhobey room" is a commercial steam pressing unit. About the only thing remaining is the chant, "Sling along your dirties."

Stainless steel basins in the washrooms, with both hot and cold water tapped to them, bring to mind the long steel troughs which used to drain the water off in one corner of the bare steel washroom deck. Later, ships went "modern" and added a



The chief cook of HMCS "Sioux," Petty Officer Arthur Cownden, of Victoria, examines a giant "mixmaster" in his shining, all-electric galley. (E-10722).



The "Sioux" has been fitted with a soda fountain and equipment to make ice cream. Inspecting the soda fountain are Petty Officer Herb Jones (left), of Winnipeg, and Petty Officer Bill Lynch, of Calgary. (E-10721).

hinged lid into which were set enamelled bowls in gimbals. Bowls were tipped to empty them, but they were filled from big cans, like overgrown coffee pots, and the hot water was transported from — the galley tap.

Fresh cold water and salt water taps were on the washroom bulkhead. Wooden gratings covered the deck, their cleanliness depending on the zeal of the sweeper or the first lieutenant's sharpness of eye. In earlier ships, washrooms were almost non-existent and usually someone heated a bucket of water on the galley stove and brought it into the messdeck.

Steam heat, of course, has been with us for some time, but before the advent of such comfort, small "coal-bogeys" were used in the messdecks. Their smokepipes led out through the upper deck and when in use, liberal coatings of smoke and soot blackened not only everything on the upper deck but often created a dense and impenetrable fog in the messdeck. "Sioux" has, in addition to steam radiators, a number of electric heaters in various spaces in the ship.

A soundproofed radio room, with the latest in combination radio-phonograph, radiates to speakers throughout the ship.

Large capacity cold and cool rooms in the "Sioux" ensure a plentiful supply of fresh foods for long trips, in

direct contrast to the days when refrigeration was in its infancy and destroyers had only a small "frig" sufficient only for a few days' supply.

Where the old destroyers relied on six-inch side scuttles for fresh air, and didn't get any when seas were rough or the blackout was in force, "Sioux" has forced-air ventilation that assures a constant supply under all conditions.

### No Luxury Ship

*It would be a mistake, though, to think of the "Sioux" as a luxury liner — or anywhere near it. In a fighting ship, the weapons come first, and in a destroyer, particularly, they place a heavy demand on space. What is left goes to other considerations, and it isn't so very much.*

The "Sioux" constitutes an experiment. Living arrangements never before tried in Canadian or British destroyers are to be tested in her under all possible conditions.

To be successful, they must not only result in improved comfort and habitability, but, above all else, must contribute, in positive fashion, to the ship's efficiency in general and her fighting efficiency in particular.

Until the answers are established, "Sioux," the "guinea pig," is going to be the focal point for a great deal of interest and attention.



# The Bulletin Board

## Transportation When Proceeding On Leave

The regulations on assisted transportation when proceeding on leave have now been changed and the following regulations are now in effect:

An officer or man proceeding to his home on leave with pay shall, on one occasion only in each leave year for the portion of the journey actually made in Canada or between Canadian points, be entitled to an allowance calculated at the rate of .01¢ per mile for each mile of the complete journey in excess of 900 miles which is not performed in service transport. Calculation of the mileage between the officer or man's place of duty and his home shall be made using the railway competitive mileage in respect of that portion of the journey served by railways and, for any other portion of the journey, actual mileage by the most direct route.

Under this amendment the rates remain at somewhat the same scale as before and the method of claiming is similar, with certification of arrival at destination still required.

The principal advantage of the change is that travel can be undertaken by any and all means of transportation whereas before it had to be by rail to qualify for the allowance. This will permit claims right to home towns in those cases where there is no direct rail connection.

## Canada Badge On All Uniforms

"Canada" badges will in future be worn by officers and men on all uniforms.

"Canada" badges shall be worn on both arms with the top edge of the letters one-half inch below the shoulder seam:

### (a) BY OFFICERS:

*On blue uniforms and greatcoats*—gold wire badges on black background. Until gold wire badges are available in service clothing stores, gold embroidered silk badges on black background may be worn.

*On white uniforms*—gilt metal.

*On khaki uniforms*—gilt metal.

### (b) BY CADETS:

*On blue uniforms and greatcoats*—gold embroidered silk badges on black background.  
*On white uniforms*—gilt metal.  
*On khaki uniforms*—gilt metal.

### (c) BY MEN:

*On blue uniforms and greatcoats*—red embroidered silk badges on black background.

*On khaki uniforms*—red embroidered silk badges on black background.

*On white uniforms*—blue embroidered silk on white background.

Gilt metal "Canada" badges will be made available in service clothing stores as soon as possible.

A gratuitous issue of "Canada" badges shall be made as follows (read in five columns):

	Red on Black	Blue on White	Gold Silk on Black	Gilt Metal
Class 1	10	4		
Class 2	6	4		
Cadets		2	4	2

Price of "Canada" badges issued on repayment shall be as follows:

Red on black background...5 cents each  
Blue on white background...5 cents each  
Gold silk on black background.....5 cents each

The prices of gold wire badges and gilt metal badges will be promulgated as soon as the badges are available.

Priority in issue is to be given to ships proceeding to foreign waters.

## Our Sympathy

An expression of deepest sympathy on behalf of the Royal Canadian Navy was conveyed to the First Sea Lord, Admiral of the Fleet Lord Fraser of North Cape, in a personal signal from the Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, following the loss of the submarine HMS "Truculent" by ramming in the Thames estuary January 12.

The "Truculent" was rammed by a Swedish tanker and sank within seconds. Fifteen of the 79 persons aboard escaped, the rest were lost.

## Courses For Candidates For A/Sub-Lieutenant (E)

Candidates who have been selected for courses for Acting Sub-Lieutenant (E) will be drafted in future to the United Kingdom to join HMS "Hawke", where they will undergo the preliminary course of one month for Upper Yardmen candidates. During the final week they will appear before a final selection board to determine their suitability for continuation on the course.

Successful candidates will be classified Upper Yardmen (E) and will commence the first term of the 11-week Upper Yardman course.

Upper Yardmen (E) will be dressed and hold the status of Leading Seamen, but will continue to receive the pay and allowances applicable to their rating immediately prior to being selected for the course.

On completion of the first term, Upper Yardmen (E) will be promoted to the rank of Acting Sub-Lieutenant (E) and will be appointed to the Royal Naval College, Greenwich, for two terms of general instruction. They will then proceed to the Royal Naval Engineering College for one year's technical instruction, on satisfactory completion of which they will be confirmed in rank and appointed to seagoing ships to obtain a certificate of competency.

## HMC Ordnance School To be on West Coast

It has been approved to establish an Ordnance School in HMCS "Naden," Esquimalt.

HMC Ordnance School will be responsible for the co-ordination of all ordnance training and will undertake the following training:

- Ordnance officers as necessary.
- Armourers qualifying.
- West coast port division armourers refresher courses.
- Reserve ordnance officers.
- Reserve armourers of central and western reserve divisions.

The Ordnance Training Centre, "Stadacona," will remain and be responsible for the training of the following:

- (a) East coast port division refresher courses.
- (b) Reserve armourers of the eastern reserve divisions.
- (c) Certain ordnance officer refresher courses.

It is anticipated that HMC Ordnance School will commence instruction during the late spring of this year.

Current courses are to be continued. No further armourer qualifying courses will be undertaken without prior approval of Naval Headquarters.

### **How to Send Mail To Spring Cruise Ships**

The following arrangements have been made by the Post Office Department for the forwarding of mail to personnel in HMC Ships "Magnificent" and "Micmac" during the current spring cruise:

#### **Air Mail**

Latest dates for the despatch of air mail from Montreal to connect with the two ships at:

Havana, Cuba.....March 8  
Guantanamo Bay, Cuba...March 26  
New York.....April 10

#### **Surface Mail**

Latest dates for the despatch of surface mail from Montreal to connect at:

Havana.....March 6  
Guantanamo Bay.....March 23  
New York.....April 9

Parcel post should be prepaid at the rates applicable via New York.

As all of the dates listed are the latest possible to permit delivery at the ports mentioned, it is recommended that mail be posted well in advance of these dates.

The following are the US Navy post office addresses for air and surface mail to the "Magnificent" and "Micmac" at:

Guantanamo Bay —  
U.S. Navy Post Office,  
Naval Operating Base.  
New York —  
U.S. Fleet Post Office,  
90 Church Street.

### **Disposal of Unclaimed Baggage**

The question of unclaimed baggage has often become a problem to naval authorities and new regulations regarding disposal have been approved for guidance in future.

Unclaimed baggage which has been held for two months or longer, and the owner of which is unknown, is to be opened in an effort to discover the owner's name.

If the owner is identified, a muster sheet of the contents of the baggage will be forwarded to the Captain of the ship or establishment in which the owner is serving. If the owner has been released from the Navy, and it is not possible to contact him, endeavour will be made to contact his close relatives to ascertain if they wish to claim the baggage.

Should the owner or his relatives wish to claim the baggage, it shall be forwarded to the Captain of the ship or establishment in which the owner is serving or from which he was released.

If the owner has not submitted a claim for compensation for the lost baggage, it will be returned to him or one of the parties desiring to claim it.

Should the owner have submitted a claim for the lost baggage and the claim not have been paid, it shall be cancelled and the baggage handed to the owner.

If a claim for compensation has been paid on the lost baggage, a cash adjustment will be required on all articles that are fit for use, for which compensation has been paid prior to

the baggage being handed to the owner.

If the owner cannot be located or does not wish to claim the baggage, all service articles will be withdrawn and returned to the clothing store. Personal effects will be sold at auction and the proceeds will be donated to the Canadian Naval Services Benevolent Trust Fund. Unsold articles will be donated to a charitable organization. Damaged or contaminated articles and articles of no value will be destroyed.

### **Dates of Leadership Courses Announced**

The starting dates for Chief Petty Officers and Petty Officers Leadership Courses for 1950 are:

February 27, March 20, April 10, May 1, May 22, June 12, July 10, September 11, October 2, October 23, and November 13.

Ten Chief Petty Officers or Petty Officers are required from each coast for each course except the course commencing November 13, for which the East Coast only shall provide 20 men.

The courses are held at HMCS "Cornwallis."



There have been many instances where civilian organizations of various kinds have lent a helping hand to naval recruiting officers. Three recent examples come from Newfoundland where HMCS "Cabot" has been conducting a drive for RCN(R) recruits. The Royal Stores Limited, Bowring Bros. and Ayre & Sons Ltd., have donated space in show windows and given assistance in producing displays drawing attention to the advantages offered by service with the RCN (Reserve). Above is shown the display made possible through the courtesy of Bowring Brothers. (Photo by Marshall Studio Ltd., St. John's).

# The Man of the Month

"Mr. Navy" to the more than 4,000 Prairie officers and men who joined and got their initial naval training at the Calgary division during the war is an alert, blue-eyed "young" man of 71 years, more than 50 of which have been spent in the Service or in close contact with it.

Mr. William H. Mitchell, DSM, who retired from the Navy for the third time in 1945, is the first non-active man to be chosen "Man of the Month". In Calgary, where he is the recognized father of the reserve, he could win that distinction by a landslide vote any month.

Born in Liverpool, England, in 1878, Mr. Mitchell got his first taste of the sea in a fishing trawler at the age of nine. He was in the trawler for a year, then went ashore for more schooling. In February, 1894, Boy Seaman (second class) Mitchell arrived at HMS "Impregnable" for training.

He got his seamanship training in sailing ships, the hard and practical way. Mr. Mitchell recalls, without complaint, that breakfast generally consisted of dry bread and cocoa.

"You never saw butter or milk unless you bought it yourself. That was hard to do on a spending allowance of sixpence a week".

He served in more than a score of RN ships. There was the "Ramillies", flagship of the Mediterranean fleet, in which he spent four years, and, among others, the "Cruiser", "Magnificent", "Victorious", "Renown", "Hannibal", "Leander" and "Vivid".

He recalls, with a grin, that the King of Spain began a wedding tour in the "Renown". The ship was hardly out of port before the big green ones started rolling her and soon the yards were smashed. At His Majesty's request the ship put in at Brest and he continued his tour overland.

In 1909 Petty Officer Mitchell served in the "Vanguard", the first all-electric ship in the RN — "a beautiful ship". In 1914 Chief Petty Officer Mitchell was drafted to the destroyer HMS "Seal". The following year the ship was damaged in a col-

lision off the Dogger Bank. In 1917 he went back to sea again, this time in the "Leonidas". In 1919, after 24 years' service, he took his first discharge. He decided to come to Canada



Photo by Harry Befus

**MR. WILLIAM H. MITCHELL, DSM**  
50 Years of Service

for a three-year holiday and to visit relatives in Calgary.

In 1923 the Royal Canadian Navy opened a reserve division in Calgary and Mr. Mitchell started a second naval career, as a Petty Officer instructor.

The earliest classes were held in the back room of a radio shop, where space and facilities were definitely limited. Mr. Mitchell tramped the streets in search of a suitable location and finally made a deal for an old police barracks. Then naval training really got under way. One of the first recruits in 1923 was a young fellow named Jackson, now Captain Reginald Jackson OBE, VRD, RCN(R), commanding officer of HMCS "Tecumseh".

They held two drills a week and had a sports program which kept up interest at other times. In both

activities Mr. Mitchell was the key man. His sound naval background, understanding of discipline, qualities of leadership and love of sports, had a lot to do with making the inland barracks a happy ship.

"He made me work hard, harder probably than I ever worked before or since," one veteran of those early days remarked, "but under 'Mitch' it was fun and we were mighty proud of the Navy and of our division".

In 1933 Mr. Mitchell was "retired over age". But his interest in the Navy and the young men of Calgary did not end. Not the kind who is content to sit by the fire spinning salty dips, he took to instructing sea cadets. Many a youngster learned his bends and hitches under "Mitch" and then progressed to the RCNVR, well prepared to take his place in the division. It was an unpaid labor of love for the man who had twice been retired.

When the war came and naval training and recruiting expanded to an extent never dreamed of in Calgary, it was natural that he should be called back again. From 1940 onward the drill deck of the division, now situated in larger quarters, resounded to his commands, and hundreds of men learned to know, respect and like the stocky sea-dog who was training them to take their places in Canada's ships.

As the war progressed, there was hardly a day that some officer or man did not return to Calgary on leave. Invariably they dropped in to say hello to "Chief" Mitchell. He always remembered and welcomed them.

Some of the lads were inclined to be a bit "salty". More effective than all the warnings and lectures they had received in other training establishments and ships were the mild comments of their friend "Mitch", whose pride in the Navy insisted the uniform should be worn properly, tapes the right length and caps on square.

In 1944 Mr. Mitchell was promoted from Chief Petty Officer to the warrant rank of Bos'n. Early the following year he saw the opening of the new, modern barracks — a far cry from the



room in the radio shop of 22 years before. The Navy had come of age in Calgary.

In 1945 he was again retired. Yet he is still around the ship on occasion, and still gives a hand with the training of the sea cadets. He is a life member of the wardroom at "Tecumseh".

On the street, as this gray-haired, erect man with the warm blue eyes walks briskly about with the unmistakable roll of the seaman, he is frequently greeted by men who served under him. He remembers them all, usually by name.

And as he looks back over the years, he answers the question, "Would you do it again?" with a broad smile and an immediate "Certainly".

EDITORS' NOTE:— The above was contributed to The "Crowsnest" by Mr. Andrew Snaddon, ex-Sub-Lieut., RCNVR, who is political reporter for the Calgary Herald.

## BENEVOLENT FUND DONATIONS IN 1949

Donations to the Canadian Naval Service Benevolent Trust Fund during 1949 totalled \$46,850.58. Of this amount, \$40,795.45 was an old assignment from HMCS "Cornwallis," dating back to 1945, so the actual 1949 donations totalled \$6,055.13.

This was a drop from 1948, when donations amounted to \$7,068.17.

However, there was tangible evidence during the past year of increasing interest in the Fund on the part of

ships and establishments of the RCN and RCN (Reserve). Sizable donations from a number of these indicated a wider understanding within the Service of the Fund's work and purpose.

Officers of the Fund have expressed

their gratitude for these and other donations, with particular mention being made of those from the Women's Auxiliaries in Halifax and Esquimalt.

The following is an accumulative list of donations to December 31, 1949:

DONATIONS		
Previously Acknowledged.....		\$1,056,250.93
Canadian Breweries, Limited.....	\$ 200.00	
Lieut. D. R. Chassels, RCN.....	24.00	
Commercial Club of Halifax.....	66.75	
HMCS "Cornwallis" (1945).....	40,795.45	
HMCS "Donnacona", Ship's Fund.....	100.00	
Capt. Massey Goolden, DSC, RN (Ret'd).....	6.55	
HMCS "Haida", Ship's Fund.....	225.00	
HMCS "Iroquois", Wardroom Mess.....	20.50	
HMCS "Magnificent", Ship's Fund.....	68.00	
HMCS "Naden", Ship's Fund.....	503.70	
Ship's Fund (for Navy Week Committee).....	310.38	
New Entries Fund.....	14.00	
Wardroom Officers' Mess.....	125.00	
Naval Service Headquarters, Canteen.....	2,352.17	
NOAC Halifax Branch.....	10.22	
HMCS "Nootka", Ship's Fund.....	360.00	
HMCS "Ontario" .22 Rifle and .38 Pistol Competitions.....	6.15	
Rifle Team.....	2.35	
RCN Central Charities Fund, Esquimalt.....	691.19	
RCNAS Officers' Mess.....	33.50	
RCNAS Ship's Fund.....	102.12	
Engr. Rear-Admiral G. L. Stephens, CB, CBE, RCN (Ret'd).....	20.00	
Lieut. (E) R. St. G. Stephens, RCN.....	3.55	
Saint John Drydock Foremen's Club.....	55.00	
UNTD Cadets' Ship Fund.....	15.00	
Cdr. (SB) E. F. B. Watt, MBE, RCN(R).....	25.00	
Women's Auxiliary, RCN, Esquimalt.....	175.00	
" " " " Halifax.....	500.00	
WRCNS Association of Winnipeg.....	40.00	
		46,850.58
GRAND TOTAL to December 31, 1949.....		\$1,103,101.51



The choir of HMCS "Cornwallis," under the direction of Cdr. P. D. Budge (extreme right), executive officer of the training establishment, is shown with the Acadian Male Quartet after taking part in the radio program, "Harmony Harbor," which is broadcast each Sunday over a nationwide CBC network. This was the first time guest artists had appeared on the program since it was started three years ago. (DB-835-1).

## Matelot In Mukluks

Navy's Northern Expert Studies  
Winter Clothing, Equipment

✓ IN mid-November 1945, at Toronto's HMCS "York," seven young naval officers earnestly discussed a Headquarters signal regarding a three-month special assignment in the sub-Arctic. They knew that from their group would come the man for the job and, with one exception, didn't know whether or not they liked the idea. This one officer had a very definite stand. He wanted the appointment — and quietly hoped that he would draw it. Hope and personnel selection met, and Sub-Lieut. James P. Croal, RCNVR, was the choice. The job: Naval observer on Exercise "Muskox," the Army's ambitious cold-weather training project in the Canadian North.

Today, tall, strapping Jim Croal, a Lieut.-Cdr. (SB) in the permanent force and one of the Navy's experts on northern conditions, remembers this episode as the beginning of a career that has been unique in the RCN. Since that day in 1945, 33-year-old Lieut.-Cdr. Croal has taken part in three major expeditions in the north. He has crossed the Arctic Circle four times and has gone further north than 80 degrees of latitude. He has probably visited more of the Arctic area than any other serving officer or man of the RCN.

Because of his experience in and enthusiasm for the North, he was the logical choice last year for the appointment as RCN representative in the Directorate of Inter-Service Development. Among his duties at DID is the testing of clothing and equipment in Arctic and sub-Arctic conditions.

Lieut.-Cdr. Croal was no novice to the ways of the north when he reported for duty with "Muskox." Ever since high school days in his native Kitchener, Ontario, the Canadian north has fascinated and attracted him. Furthermore, he has an unshakable belief in its potentialities.

He spent summer vacations working as a tourist guide at French River in Northern Ontario. Later, when he graduated, he joined the International Nickel Company at Sudbury, with whom he worked in various capacities for eight years.

His first three years there were spent in research, learning the principles of testing and experimentation. From there he went into production milling, including open-pit work. He learned the use, operation and capabilities of machinery in the rigors of a northern winter. He worked with bulldozers, rock drills, trucks, pneumatic machinery. He learned, too, the vital importance of proper clothing and equipment.

He got more of the same when he took to prospecting a few years later. During all this time he was gaining knowledge and experience which were later to prove invaluable during northern duties with the Defence Research Board and the RCN.

### Joined on Lower Deck

Lieut.-Cdr. Croal began his naval career in 1943, when he joined the RCNVR as an ordinary seaman. He was commissioned the next year, and following sub-lieutenant's training at HMCS "Kings," was appointed to the destroyer "Annapolis," later going to the frigate "Orkney." When V-J



Lieut.-Cdr. (SB) J. P. Croal

Day came, he stayed on as a member of the interim force, serving at HMCS "York." It was only a few months later that the opportunity came that opened the way to his unique career.

Exercise "Muskox" began in the winter of 1945 at Churchill, Manitoba, wound as far north as Denmark Bay on Victoria Island and ended up at Edmonton. The exercise lasted 12 weeks and covered over 3,100 miles. Lieut.-Cdr. Croal was the only Canadian naval officer on the trip. His job was to test and observe clothing and equipment used during the operation. But it was not long before previous experience in the north country brought him other duties. He became navigator of his group, and later he undertook another important task.

As "Muskox" started its homeward trek, the spring break-up began to hit the Mackenzie River. Before the personnel and heavy equipment could cross, the river had to be bridged and rafted in several strategic places. In charge of this job — Exercise "Tadpole" — was Lieut.-Cdr. Croal.

With a party of army personnel, he reconnoitered the Mackenzie by plane, pin-pointing the spots for the bridgings. Then, with "Muskox" close behind, he and his advance party tackled the job, finishing it just in time to permit the vehicles to roll unhindered across the Mackenzie toward Edmonton, where they arrived exactly on schedule.

"Muskox" produced some interesting sidelights for Lieut.-Cdr. Croal, most memorable of which was an emergency appendectomy at which he was an assistant. During a stop-over at little Perry River, a young Eskimo in the village came down with acute appendicitis. The army doctor attached to a "Muskox" moving force decided an immediate operation was necessary. He could arrange a make-shift operating room in a trapper's hut but he had no assistants. Lieut.-Cdr. Croal and two army men offered their help — but an operating room assistant is not trained overnight. However, the resourceful doctor found a way.



**Same Guy**

For six solid hours he briefed the volunteers, carefully rehearsing each phase of the operation over and over again, all the while calling the instruments by layman titles. The scalpel was a knife, hemostats were clamps, and sutures were needles and thread. The operation was a success, with every one of the novices playing his part perfectly. The young Eskimo was well on the road to recovery when the doctor and his "staff" left the village.

#### *A Spell with DRB*

On the conclusion of "Muskox," Lieut.-Cdr. Croal was demobilized from the interim force and went to Churchill as a civilian on the staff of the Defence Research Board, carrying out exercises and tests in the surrounding country. These included study of ice conditions, perma-frost, behavior of vehicles and testing of clothing and rations. During his two years at the northern Manitoba outpost, he was accompanied by his wife and two children, all northerners keen enough to rival Lieut.-Cdr. Croal himself.

In the summer of 1948 he was on the move again, this time as a Canadian observer on a US Navy-Coast Guard expedition to Arctic waters (Task Force 80) where he continued his ice and perma-frost studies.

He had one lively memory to bring back this time. He and 15 others became stranded on Cornwallis Island when an unexpected ice break-up cut them off from their ships. Fortunately, an American aircraft touched down a few days later, and the men were flown to Goose Bay, from where they returned to their respective bases, Lieut.-Cdr. Croal going to Churchill.

While on the island, the group had a brush with a prowling polar bear who wandered into their hut one night. The animal's reconnoitering was cut short when an American sailor brought him down with a well-aimed rifle shot. The uninvited guest is now a handsome rug—and a sure-fire conversation starter—in the sharpshooter's home in the U.S.A.

Back at Churchill, Lieut.-Cdr. Croal resumed his testing and experimentation. Then in June 1949 he entered the permanent force of the Royal Canadian Navy and was appointed to his present post in Inter-Service Development, with headquarters at Victoria Island, Ottawa.

But he wasn't in Ottawa more than a few months when he was northward bound again, this time on Exercise "Fish"—a two-man expedition aimed at testing survival equipment in the lake-pocked area north of Churchill.

Lieut.-Cdr. Croal has never lost his enthusiasm for the north, in spite of the difficulties and discomforts. At 40 and 50 below a man can freeze his lungs by gulping too much air. Ordinary rubber tires freeze and crack. Food rations freeze solid. But he still likes it.

Lieut.-Cdr. Croal has often found occasion to be thankful for his naval training. The type of communal living he experienced on board ship was good preparation for the living conditions he encountered in huts, igloos and wanne-gans during his northern jaunts. Other training, like knots and splices, has proved valuable, too.

Last month the RCN's northern expert headed in his favorite direction once again. He was aboard HMCS "St. Stephen," testing cold weather clothing and other equipment in the Navy's weather observation ship on Station Baker, between Greenland and Labrador.

### NOAC NEWS

#### **CAPTAIN J. M. GRANT HEADS VICTORIA BRANCH**

Captain J. M. Grant, CBE, RCN, (Ret'd), was elected president of the Victoria branch of the Naval Officers' Association of Canada at the annual meeting in the Officers' Mess, HMCS "Naden."

Other officers elected were: J. R. Genge, vice-president; Captain F. G. Hart, RCN, (Ret'd), secretary; Paul Fecteau, treasurer; and Rear-Admiral (E) B. W. Greathed, CB, (Ret'd), A. M. C. Kenning, H. S. MacDougall, J. Patterson and V. G. Pinhorn, executive members.

In addition to the work done by its welfare committee in assisting ex-naval personnel, the Association last year donated \$300 to the Navy League of Canada (Victoria branch) to be used for the "comfort, welfare and entertainment of naval personnel at Prince Robert House."

#### **SYDNEY EX-OFFICERS FORM NOAC BRANCH**

Former naval officers living in the Sydney, Cape Breton, area recently organized a branch of the Naval Officers Association of Canada. Several of them previously had been out-of-port members of the Halifax branch, but it was felt that they could be more useful and active with a branch of their own.

Oscar Merchant is president of the new branch, James Finlay vice president, Michael Field secretary, Jack Radford chairman of the house committee, Robert MacDonald chairman of the membership committee, and Jack Rector chairman of the publicity committee.

The branch begins its operations with 33 members. Plans for club rooms are now being investigated. Willard MacKenzie, past president of the Halifax branch, assisted with the organization.

#### **HALIFAX NOAC HEARS ADDRESS ON RCMP**

Assistant Commissioner Robson Armitage, RCMP, who is an honorary member of the Halifax Branch, Naval Officers Association of Canada, was a special speaker at a recent meeting, telling the members something of the scope of the work done by his force.

Assistant Commissioner Armitage, who has served with the Mounties in every province of Canada, described a number of unusual and exciting cases during the course of his address. Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and Commander F. W. T. Lucas, his Chief of Staff, were guests for the evening.

A series of speakers will address the branch on Wednesday evenings during the next few months.



# Officers and Men



## COMMODORE EDWARDS WILL RETIRE

A career that came within two years of covering the entire history of the Royal Canadian Navy was concluded on February 14, when Commodore John C. I. Edwards, for the past three years Commodore of the RCN Barracks at Esquimalt, proceeded on retirement leave.

He has been succeeded in his Esquimalt post by Commodore G. R. Miles, formerly Naval Officer-in-Charge, Montreal Area.

One of the most widely-known officers of the RCN, Commodore Edwards commanded throughout its wartime commission the huge training establishment, HMCS "Cornwallis." Other appointments which he held during the war included command of the auxiliary cruiser "Prince Henry" and of HMCS "Stadacona," the naval barracks at Halifax.

Commodore Edwards, known to the Service as "Dutchy," also earned an outstanding reputation as an athlete. He was at one time the fifth ranking tennis player in Canada, and besides scoring numerous tournament victories in this country, extended his successes in this sport to the island of Malta during a period of service with the British Mediterranean Fleet. He also excelled at rugby, basketball, soccer, badminton and hockey.

Born in Londonderry, N.S., Commodore Edwards entered the Royal College of Canada as a Cadet in 1912. He went overseas after graduation and served throughout most of the First World War in British cruisers and destroyers, and, for a time, in the famous "Q" ships.

In the years between the wars he held a number of appointments, both afloat and ashore, his sea service including command of the minesweeper "Festubert" and the destroyer "Champlain." He qualified as a Physical and Recreational Training Officer and served in the British battleships "Valiant" and "Malaya" as Fleet Recreational Training Officer.

Executive officer of HMCS "Naden," at Esquimalt, at the outbreak of the Second World War, he was appointed commanding officer of "Stadacona" late in 1939.

Two years later he took command of the "Prince Henry," and in her carried out convoy and patrol duties in the Caribbean, the Atlantic and the Aleutian area. When "Cornwallis" was opened in January 1943, he



CMDRE. J. C. I. EDWARDS, CBE, RCN

assumed command, remaining in this post until the establishment paid off early in 1946. He then took up the appointment of Commodore of the RCN Barracks at Esquimalt.

In recognition of his work in the organization and operation of "Cornwallis," Commodore Edwards was appointed Commander of the Most Excellent Order of the British Empire in June, 1946.

## COMMUNICATORS' COURSE

The following men recently completed a course for shore communicators in the RCN: Leading Seamen T. Dodds and J. D. Hyslop; Able Seamen J. Coutu, M. M. Ryder and J. McLarty, and Ordinary Seamen F. M. Watts, E. S. Bialy and E. Greenfield.

## NEW APPOINTMENTS ARE ANNOUNCED

The following appointments of RCN officers have been announced recently:

Lieut.-Cdr. P. C. Benson to "Sioux" as Executive Officer. From "Ontario."

Lieut.-Cdr. J. C. Smyth to "Niobe" as Chief Staff Officer. From staff course.

Lieut. W. W. Maccoll to "New Liskeard" in command. From "Portage" as Commanding Officer.

Lieut. E. P. Earnshaw to "Portage" in command. From Headquarters.

Lieut. (C) M. O. Jones to Coverdale Naval Radio Station in command. From "Stadacona."

Lieut. (C) W. F. Potter to Albrow Lake Naval Radio Station as Officer-in-Charge. From "Stadacona."

Lieut. (E) R. S. G. Stephens to "Huron" as Engineer Officer. From "Magnificent."

Mr. H. F. Hindle, Commissioned Engineer, to "Portage" as Engineer Officer. From "Stadacona."

Mr. J. N. Walkey, Com'd. Eng'r., to "New Liskeard" as Engineer officer. From "Portage."

Cdr. (L) John Deane to "Stadacona" as Command Electrical Officer and O-i-C. Electrical School. Formerly Electrical Officer, "Ontario."

Cdr. (L) H. G. Burchell to "Magnificent" as Electrical Officer. Formerly Atlantic Command Electrical Officer and O-i-C. Electrical School.

Cdr. (L) F. T. Gillespie to Headquarters as Deputy Electrical Engineer-in-Chief. Formerly Electrical officer, "Magnificent."

Cdr. (L) H. L. Crawford to "Naden" as Principal Overseer West Coast. Formerly Deputy E. E.-in-C.

Lieut.-Cdr. (L) S. H. Galloway, "Ontario" as Electrical Officer.

Constructor Cdr. Frank Freeborn to "Bytown" as Principal Overseer at Canadian Vickers Ltd. for Montreal district.

Ordnance Cdr. E. H. Russell to "Ontario" as Ordnance Officer. From

staff of Naval Member of Canadian Joint Staff, Washington.

Ord. Cdr. G. B. MacLeod to "Stadacona" as Command Ordnance Officer and Superintendent of the Naval Armament Depot.

Ord. Cdr. H. M. Walker to "Naden" as Command Ordnance Officer, Officer-in-Charge Ordnance School and Senior Mine Disposal Officer. Formerly O.-i.-C. Ordnance Training Centre, "Stadacona."

Ord. Lieut. G. D. Spergel to "Stadacona" as O.-i.-C. Ordnance Training Centre and Senior Mine Disposal Officer.

Ord. Lieut.-Cdr. J. F. Cosgrove to Washington as Staff Officer Ordnance on staff of NMCS. From "Ontario" as Ordnance Officer.

#### FOUR CPOs PROMOTED TO COMMISSIONED RANK

Following the successful completion of an 11-week course in the Electrical School at Halifax, four chief petty officers (radio technician) have been promoted to the rank of acting commissioned radio officer, RCN.

The four are Norman G. Ford, Sherbrooke, P.Q.; F. O. Himsl, Moose Jaw, Sask.; Edward R. Harper, Victoria, and Donald G. Anderson, Esquimalt.

The course consisted of advanced study in the fields of ship and air-borne radio and electronics.



The caption which accompanied this photograph read: "Taken aboard 'Magnificent'—a true picture of what a police staff should look like." The bearded gentry above are all members of the Regulating Branch of the RCN and all were serving in the carrier when she made her maiden voyage to Canada in June 1948. From left to right they are: PO Percy T. Banning and CPO Clifford E. McNaught, both now serving in "Shearwater," and Petty Officers Roland R. Mercure and Walter T. Lockheart, of "Stadacona."



Members of the first Chief and Petty Officers' Leadership course, held in HMCS "Cornwallis," are shown above. Front row, left to right: PO R. L. Johnson (instructor), CPO L. W. Cooper, CPO H. L. Pare, CPO G. B. Thompson, Instr. Lieut.-Cdr. E. C. Mahon (instr.); Lieut.-Cdr. J. C. O'Brien, Officer-in-charge; Lieut. (S) A. F. Reade (instr.), CPO A. W. Hood, CPO M. Durnford, CPO C. G. Preece, CPO C. C. Hancock (instr.). Centre row: CPO R. W. Few, PO E. M. Dauncey, PO J. C. Lewis, CPO S. W. Baird, CPO L. D. King, CPO T. Davis, PO S. L. Bungay, CPO M. J. Mason. Rear row: PO A. I. Last, CPO R. K. Parry, PO M. A. Lumley, CPO J. A. Wildwood, CPO C. T. Freeman, PO V. A. Rainer, CPO F. H. Purnell, PO F. K. Busch, PO R. J. Johnson. (DB-838-J).

#### PERSONNEL CHANGES ON WEST COAST

##### TAS Training Centre

Several staff changes have taken place in recent weeks at the Torpedo Anti-Submarine Training Centre, Esquimalt.

Lieut. W. S. Blandy has joined from Halifax as tactics officer. CPO R. Munro and CPO W. Fernie are now on the instructional staff after completing an instructors' course at Halifax.

CPO B. J. (Buster) Brown and PO A. Tassell commissioned HMCS "Sioux;" PO Denny Mann is now a crew member of the "Cayuga;" PO C. Scott relieved PO Frank Andrews at HMCS "Discovery" and the latter is now in the cruiser "Ontario."

##### HMCS "Antigonish"

Recent drafts from HMCS "Antigonish" have taken PO J. Milne to "Cornwallis" for the leadership course, Leading Seamen A. Mattingley and B. A. Pope to "Stadacona," Ldg. Sea. G. Laforme and AB L. Neifer to "Naden" and ABs D. Androwski and J. A. Dyson to "Rockcliffe."

Among other new arrivals in the ship have been AB J. R. Szostak from Royal Roads and Ord. Sea. J. H. Banks from "Naden."

##### HMCS "Cayuga"

Ldg. Sea. B. Lalonde has gone ashore from the "Cayuga" for a stretch of duty in the Central Victualling Depot, while Ldg. Sea. J. Smith has been drafted to "Stadacona." New members of the ship's

company include Able Seamen B. Bowerbank and A. Watts and Ord. Sea. D. Cathcart.

##### HMCS "Cedarwood"

Petty Officer Major Zuliani, of Fort William, is a new arrival on board the "Cedarwood," where he is gaining the experience necessary to acquire an engineroom watchkeeping certificate. PO Zuliani served during the war in Italy and England as an interpreter.

#### NEW FACES SEEN AT RADIO STATIONS

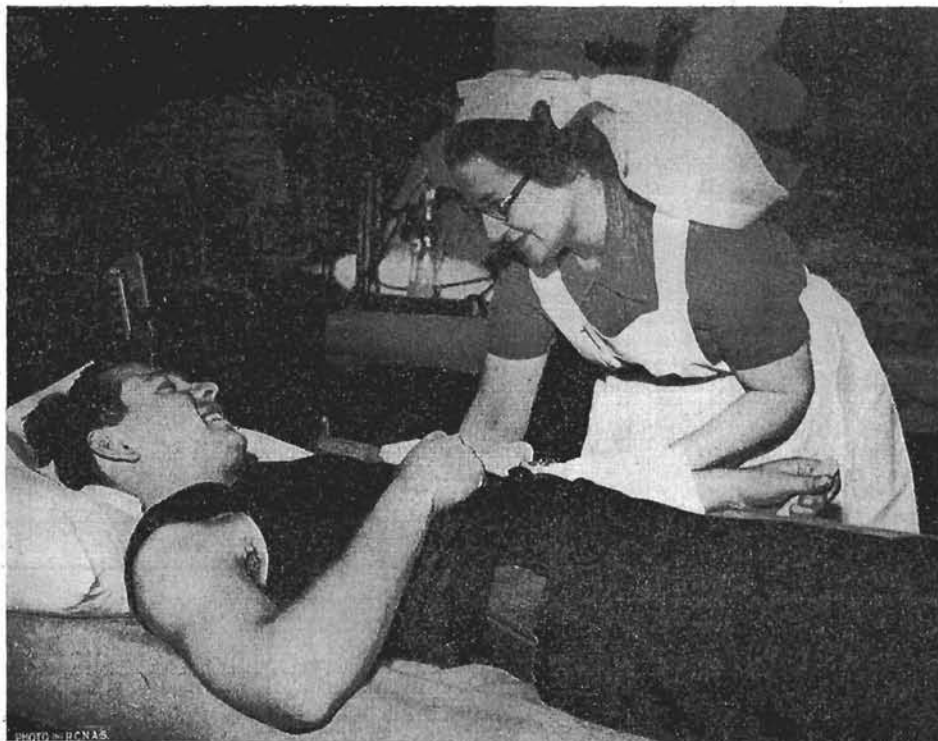
A number of changes have taken place recently in the personnel of the naval radio stations at Gloucester, Ontario, and Coverdale, N.B. Among the new arrivals at Gloucester have been Ldg. Sea. Hector Archibald, from "Scotian;" AB James Bashey, from "Stadacona;" AB Arthur Roberts, from "Portage," and AB Jules Corbin, from "La Hullose."

Leading Seamen John Hyslop and Thomas Dodds and AB John McLarty have been transferred from Gloucester to Coverdale, while CPO G. W. MacNeil has left the former to take a course in the Communication School at "Stadacona."

#### 12 ORDINARY SEAMEN QUALIFY AS RPs

The following 12 men recently completed a 14-week course for Radar Plotters third class at the Navigation Direction School, HMCS "Stadacona," Halifax: Ordinary Seamen Gordon Munro, Yarmouth, N.S.;





Naval personnel and civilians employed by the Naval Service at HMCS "Shearwater" donated a total of 114 pints of blood to a Red Cross clinic held at the RCN Air Station January 11. Here, Ord. Sea. Charles Collins, of Toronto, has his donation taken by Red Cross Worker Miss Catherine Kahoe. (DNS-2286).

Donald Doncaster, Oxford, N.S.; E. L. Wisker, Ottawa; Basil Halliday, Delta, Ontario; Edmond Pecarski, Barry's Bay, Ontario; William Godwin, Kingston; Robert Trotter, Montreal; James Maitland, Ottawa; Alex Donachie, Sussex, N.B.; Roy Rice, Kitchener, Ontario; Norman Dugal, Windsor, Ontario, and Norman Lewis, Toronto.

### PETTY OFFICER PROMOTED TO A/SUB-LIEUT.

Petty Officer John M. Reid, 24, of North Bay, Ontario, has been promoted to the rank of Acting Sub-Lieutenant, following the successful completion of the upper yardmen's course at HMS "Hawke."

Sub-Lieut. Reid joined the RCNVR as an ordinary seaman in April 1943 and following early training served as a DEMS gunner in merchant ships. He transferred to the permanent force in December 1945 and subsequently served ashore on both coasts and at sea in the "Uganda" and "Nootka."

He was recommended as an officer candidate and in 1949 attended the upper yardmen's course for men selected from the "lower deck" for commissioned rank.

### Retirements

#### Chief Petty Officer Harry R. Bonthron

Rating: C1CV3  
Age: 38  
Address: 62 Macara St., Halifax.  
Joined: March 1929, as a Boy Seaman.



Served in: HMS "Victory," "Nelson," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Venture," "Bytown," "Avalon," "Kings," "St. Hyacinthe," "Haida," "Uganda," "Portage."  
Awards: Long Service and Good Conduct Medal, January 1944.

Retired: February 28, 1950.

#### Chief Petty Officer William Thomas Kelly

Rating: C2CV3  
Age: 37  
Address: 21 Myrtle Place, Halifax.  
Joined: January 1930, as a Boy Seaman.  
Served in: HMS "Victory," "Nelson," "Feret," HMCS "Stadacona," "Saguenay," "Champlain," "St. Laurent," "Skeena," "Gaspé," "Fraser," "Ottawa," "Bytown," "Venture," "Avalon," "Preserver," "Niobe," "Peregrine," "St. Hyacinthe," "Carleton," "Scotian," "Warrior," "Magnificent," "Shearwater," "Star," "Prevost."

Retired: February 7, 1950.

### SHIPMATES HONOR LATE LIEUT.-CDR. W. R. AYLWIN

Lieut.-Cdr. William Rodney Aylwin, RCN(R), 42, staff officer of HMCS "Hunter," who died suddenly at his home in Windsor January 12, was buried with full naval honors in the Field of Honor, Windsor Grove cemetery, on January 16.

More than 150 members of "Hunter's" ship's company attended the service. A firing party, guard, escort, mourners' party and band marched in the funeral cortege. Captain H. L. Quinn, Director of Naval Reserves, and members of his staff, who were in Windsor for the annual inspection of "Hunter," marched in the mourners' party. Representatives of reserve army units in the area also attended.

Lieut.-Cdr. Aylwin had been staff officer at "Hunter" since April 1949. Prior to that he had been for two years staff officer at HMCS "Scotian," Halifax.

Lieut.-Cdr. Aylwin entered the RCNVR early in 1942 and after training at "Kings" was appointed to the corvette "Saskatoon." He left her a year later and went to the training destroyer "Buxton," at Cornwallis. The following spring he was appointed executive officer of the new corvette, "St. Lambert," remaining in her until the end of the war in Europe.

In August 1945 he took command of the minesweeper "Medicine Hat." After paying her off, he went to HMCS "Portage" as commanding officer. He left this ship in February 1946 and after brief spells at Headquarters and in the Naval Division at Halifax, spent seven months at Ottawa as Staff Officer Reserves and Recruiting. He was appointed to "Scotian" in April 1947 and two years later went to HMCS "Hunter."

### Naval Fireboat Thanked

An expression of appreciation for the assistance given by a naval fireboat from HMC Dockyard in fighting a wharf fire on Christmas Eve was voiced by Fire Chief F. C. MacGillivray, of Halifax, to the Halifax Safety Committee January 6.

Fire Chief MacGillivray stated that the fireboat's assistance in furnishing men, equipment and water greatly facilitated the work of the city firemen.

The only fireboats in Halifax harbor are the two operated by the RCN. On several occasions they have assisted in fighting waterfront fires in both Halifax and Dartmouth.





## PACIFIC COAST

The one topic on every tongue during January was the weather as usually mild Victoria experienced wintry gales and snowstorms that seemed to come straight from the Arctic. However, the weather had little effect on the Navy. Business went on as usual at "Naden," the ships cleared themselves of snow, and the dockyard, and particularly Motor Transport, while suffering some inconvenience, continued operations with only a minimum of absenteeism and loss of efficiency.

Forty-four US Navy Waves and ten women members of the US Marine Corps Reserve were overnight guests in Victoria recently. They arrived aboard the USS "Grady," a destroyer escort, and as soon as the ship had secured alongside at HMCS "Naden," boarded buses and were taken to a local hotel for their overnight stay.

Also on board the "Grady" were Captain G. F. Galpin, USN, Director of Naval Reserves for the 13th Naval District, Seattle, and Cdr. M. N. Chamberlain, USNR, Battalion Commander and Senior Reserve Officer of the 15 officers and 150 men of the US Naval Reserve taking training in the ship.

Cdr. Chamberlain noted that "Grady" was a class of anti-submarine vessel designed from the basic plans of the Royal Canadian Navy's corvettes.

Entertainment for the Waves and the officers and men of the "Grady" was arranged by members of the Jill Tars Association, while the Navy Date Club, which is sponsored by the Jill Tars, arranged partners for the American men and women. A dance at Prince Robert House was the highlight of the evening.

## HMCS "Cayuga"

Shades of the North Atlantic convoys descended on the "Cayuga" recently when she made a run from Esquimalt to Vancouver at the height of one of the worst blizzards in the history of the West Coast.

The destroyer was the only ship to put out of Vancouver Island during the gale and, in addition, since it was Friday the 13th as well (many skippers will not sail a ship on a Friday, let alone on Friday the 13th) the crew felt more than a wee bit proud as they entered Vancouver harbor with a two inch coating of salt water ice covering the ship from stem to stern.

Army personnel, taking passage from Vancouver to Victoria the next day to participate in "Operation Brass Monkey," were extremely interested in the operation of the ship, and more especially when a five-charge pattern of depth charges was fired.

Many wondered if the frigid weather had anything to do with the naming of the Army manoeuvre. As quoted by the Victoria Daily Colonist, one Army officer was overheard to say, "We were not like the proverbial brass monkey, he only froze his ears."

## TAS Training Centre

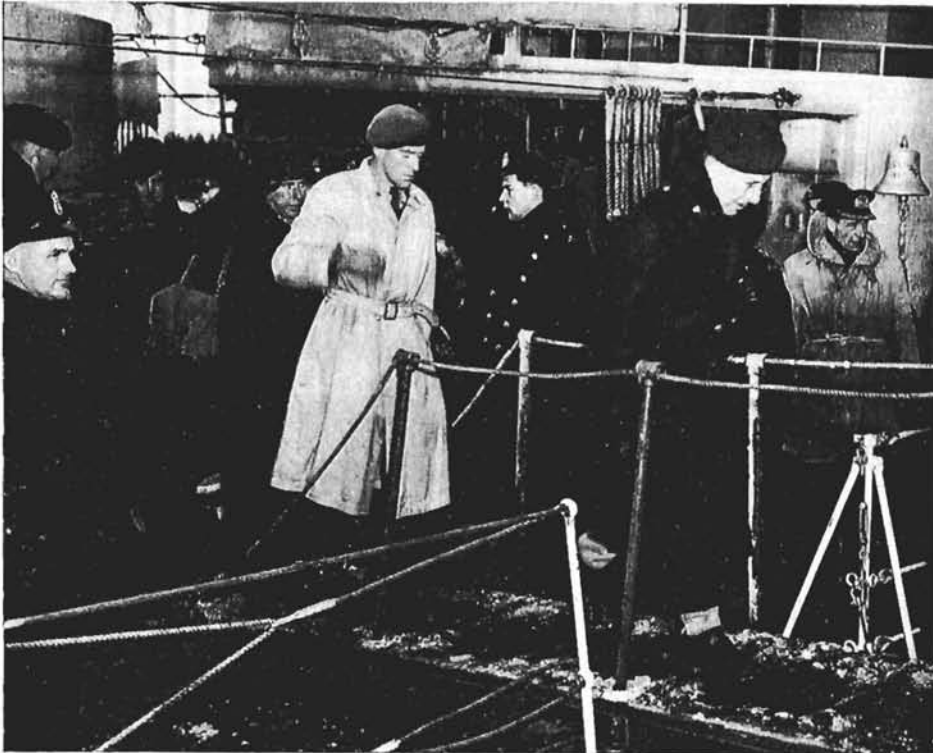
Three new TD3 classes are now taking instruction at the centre, bringing to five the number of groups under training.

Mr. Len Corbett, Commissioned Bos'n (TAS) (T), the trials and equipment officer, worked vigorously and successfully to get his department in HMCS "Sioux" ready in time for the ship's commissioning.

The TASTC volleyball team has been losing some close games. Determined to get back in the winning column, the Centre gives fair warning to all future opponents to expect anything but a "soft touch" from now on.

## HMCS "Antigonish"

After 12 months of steady running and covering a distance almost equivalent to a circuit of the world (23,552.8 miles, to be exact) the "Antigonish"



Army personnel who took passage from Vancouver in HMCS "Cayuga" are shown disembarking at Esquimalt to participate in "Operation Brass Monkey." On the extreme right is "Cayuga's" commanding officer, Captain M. A. Medland, the only skipper to take a ship out of Victoria harbor during the gale that struck the B.C. coast on the weekend of January 14. (E-10683).

in January underwent a needed refit and enjoyed a well earned respite from sea duty. Now back on the job, she is all set to better 1949's record.

The year was a full and pleasant one. The ship's company feels that the total of 218 days spent at sea and away from their home port is possibly a record for the year. (Approximately 60 per cent of 1949 at sea).

The best wishes of the ship's company follow Lieut. A. F. Rowland to his new appointment as executive officer of HMCS "Portage" on the east coast.

### HMCS "Cedarwood"

Scientific equipment and personnel, headed by Mr. Robin Fjarlie of the Pacific Oceanographic Group, embarked in the "Cedarwood" early in January and the ship proceeded to the Gulf of Georgia for a survey. Weather conditions became unsuitable for research work and so, on Friday the 13th, "Cedarwood" put in at Nanaimo.

Leaving Nanaimo, the ship completed her survey, regardless of ice, snow and driftwood (which was plentiful, owing to the high spring tides) and returned to Esquimalt.

Near the end of January the ship began another survey, returning to Esquimalt in mid-February.

## ATLANTIC COAST

### HMCS "Magnificent"

The hangar deck of the aircraft carrier, aided and abetted by the ship's company, proved its versatility during the latter part of December. Normally used for the storage of aircraft and equipment, the huge space became, successively, a carnival midway for the Children's Christmas Party, a full-fledged theatre for a performance of the RCN Variety Show, and a gaily-decorated ballroom.

About 1,600 guests thronged the hangar for the latter affair, to which were invited the entire ship's company of the carrier, the Flag Officer Atlantic Coast, commanding officers of ships and establishments of the Atlantic Command, personnel of the 18th and 19th Carrier Air Groups and all those who had served in the "Magnificent" and had left the ship during the previous three months.

The committee which organized and managed the dance was composed of Chaplain Harry R. Pike, Lieut. (P)

R. S. Portchmouth, Commissioned Bos'n James Arnott, CPO Lionel A. Gridale, CPO Roy E. Weaver, PO Harry J. Cannon, PO Charles F. Wright, PO Bruce Cormack, Ldg. Sea. Archibald McArthur, AB John J. Naylor, AB Francis Tucker and AB Lloyd E. Zwicker.

### Reserve Fleet

HMCS "Haida" (Texas class destroyer) is now depot ship of Reserve Fleet in Halifax. She replaced the frigate "La Hulloise," which paid off on Friday, January 13.

"Iroquois" is now block ship for the Reserve Fleet and its complement of 36 officers and 500 men.

With all the drafts, commissionings and payings off that have taken place, the executive officer estimates traffic in the past six months at more than 2,500 officers and men.

"Huron's" conversion was completed and the destroyer was commissioned in February. So was the Algerine "New Liskeard," which has had considerable face-lifting for her naval research work at sea. "Portage," a sister ship, entered Reserve Fleet at the end of January to be refitted in preparation for her summer assignment on the Great Lakes.

Other ships in the Reserve Fleet include the destroyer "Nootka," minesweepers "Digby" and "Granby" and the Algerine "Wallaceburg." It is hoped that eventually the Reserve Fleet will be able to use the "Wallaceburg" for week-end cruises, taking one-quarter of the ship's company out each time.

The Fleet in April loses the talents of its excellent "Buffer," Petty Officer Stanley King (Man of the Month, "Crownsnest," November, 1949), who is going to Whale Island for a Gunnery Instructor course. A great many other "old timers" in the fleet have left lately to take courses qualifying them for advancement.

### Communication School

Courses at present under way in the Communication School include one for commissioned communication officers, a conversion course for petty officers and nine classes of ordinary seamen qualifying for their communicator rate. In all, 180 men are currently under instruction in the school.

Those taking the course for commissioned rank are CPOs Albert E. Shirley, George Milne and Herbert C. Clark, Victoria, and Donald McGee, Halifax, and POs John W. Jewers, Halifax, and Charles J. Scott, Victoria. — G.C.G.



A black-and-white mongrel dog had reason to be thankful for the Navy recently when he was hauled from the icy waters of Esquimalt Harbor by two crew members of HMCS "Cayuga".

The dog, which apparently had fallen from the jetty, was sighted by the two men as they were about to board their ship one morning. Chief Petty Officer V. (Red) Krulicki ran to the end of the jetty and called to the dog. When the animal came close enough, CPO Krulicki reached down and hoisted him from the water. Then he and Petty Officer Jack Rogers took the dog aboard the "Cayuga", wrapped him in a duffel coat and fed and made him comfortable. Later the local SPCA was notified and "Spotty" was taken away.

Above, PO Rogers, left, and CPO Krulicki check to see how the animal is getting along after his icy immersion. (E-10723).



### HMCS "St. Stephen"

A familiar face had disappeared from the engine room of the weather ship. Lieut. (E) M. S. Moulton has gone to the "Magnificent" and has been succeeded by Commissioned Engineer Edward Burnett. George Harris, civilian meteorological officer of the Department of Transport also has gone, his place as Met Observer in charge being taken by H. M. (Titch) McPhail. Mr. Harris had been with the ship for more than two years as senior met. officer.

### Navigation Direction School

A total of 79 men are at present under training at the ND school. One Radar Plot class recently graduated and under instruction currently are two RP3 classes, one RP2 class and one of RP1s. The RP3 classes now under way bring to 24 the number taken in hand by the school since the 14-week course was inaugurated in 1946. — G. C. G.

## NAVAL DIVISIONS

### HMCS "Queen Charlotte"

(Charlottetown)

It has been decided to establish a Naval Rifle Association at the Division. The group will be affiliated with the Provincial Rifle Association, and if a team is sent to Ottawa to compete in the Dominion of Canada Rifle Association meet, affiliation with the DCRA also will be sought.

The following officers were elected: Captain J. J. Connolly, patron; Lieut. C. E. Leighton, president; Lieut.-Cdr. C. A. Binmore, secretary-treasurer, and CPO S. G. Bowles, assistant secretary. The council will consist of Lieut. Leighton, Lieut.-Cdr. Binmore, CPO Bowles, PO A. Costello, PO R. Wilson and Ldg. Sea. M. Judson.

The Christmas Party for children of the ship's company was held December 21. Those responsible for its success were Ldg. Sea. Harvey MacAusland, who made sure that Santa Claus was there, CPO Bowles, PO Wilson, PO Llewellyn, CPO Pineau, PO Anderson, Ldg. Sea. Judson, AB Clarke, AB Connolly, AB Heustis, AB Arbique, AB MacKenzie and Mrs. C. A. Binmore.

The annual dance was held by the Wardroom officers on December 26, with approximately 125 couples present. Credit for the success of this affair goes largely to the Executive Officer, Lieut.-Cdr. Binmore.



Halifax port division personnel, long used to hearing rude comments about East Coast weather from their brethren of the Pacific side, have found themselves in a position to do most of the crowing these past two winters. Apparently getting his wires crossed, the weatherman has been dishing out ice, snow and wintry gales to Victoria in large lumps, while Halifax each year has been experiencing more and more "West Coast weather." In fact, when Halifax got its first real snow of the winter on January 6, it was considered a sufficient occasion for a commemorative photo to be taken of the dockyard. (HS-9562).

### HMCS "Discovery"

(Vancouver)

The 16,000-ton "rocket-launching ship," USS "Norton Sound," was a January visitor to Vancouver. Following her departure, the commanding officer, Capt. John Quinn, USN, sent the following message to HMCS "Discovery:"

"The officers and men of the USS

'Norton Sound' will always remember Vancouver for its fine people and its generous hospitality. Our visit to Vancouver has been made memorable by the warm welcome extended to us. . . Your personal efforts and those of the citizens of Vancouver are most deeply and sincerely appreciated."

The message contained a request that it be passed on to Mayor Charles Thomson, Alderman Cornett, US Consul George C. Andrews and the Flag Officer Pacific Coast.

The "Norton Sound" spent a few days at Vancouver after a cruise in the North Pacific, during which she fired two rockets used in cosmic ray research. Dubbed the "Buck Rogers" ship, she carries more radar and scientific gear than any other USN vessel. She is also the only ship in the world being used for cosmic ray experiments.

Among the 18 scientists on board was Dr. J. A. Van Allen of Johns Hopkins University, top United States nuclear physicist, who was in charge of the experiments.

### WEDDINGS

Lieut. K. A. Stone, Executive Officer, HMCS "Antigonish," to Miss Eleanor Mildred Foley, of Glace Bay, N.S.

Able Seaman Kenneth White, HMCS "Bytown," to Miss Denyse Bailey, of Ottawa.

Able Seaman John MacLarty, Gloucester Radio Station, to Miss Judith Aince, of Ottawa.

### BIRTHS

To Lieut. (S) Harry McClymont, HMCS "Bytown," and Mrs. McClymont, a son.

To Lieut. (SB) W. L. Patton, HMCS "Bytown," and Mrs. Patton, a son.

To Chief Petty Officer Brian Inglis, HMCS "Cornwallis," and Mrs. Inglis, twin boys.

To Leading Seaman John O'Halloran, Gloucester Radio Station, and Mrs. O'Halloran, a son.





Principals in a christening ceremony held in the chapel of HMCS "Magnificent" on January 15 are shown above. In the front row are, left to right: Mrs. Stokes, wife of Lieut.-Cdr. (O) John A. Stokes, and Peter; Mrs. Sandes, wife of Lieut. (P) M. H. Sandes, and Michael; Mrs. Cogdon, wife of Lieut.-Cdr. (P) Noel Cogdon, and Donella; Mrs. Lewry, wife of Lieut. (O) John Lewry, and John, and Mrs. Rowell, wife of Lieut. (O) Sheldon Rowell, and Judith. The ceremony was conducted by Chaplain Harry R. Pike (extreme left).

### HMCS "Cataragui" (Kingston)

The first full parade of the new year was held January 9, with representations on hand from units at Brockville, Gananoque, Napanee, Belleville and Picton.

With the revision of the training syllabus, interest in the training program has heightened. There has also been an increase in sports activity and "Cataragui's" various teams are looking forward to showing the way in inter-divisional meets.

The Children's Christmas Party took place on December 24, with CPO Burton playing the leading role. A successful ship's company dance was held at New Year's.

### HMCS "Chippawa" (Winnipeg)

More than 300 serving and ex-officers of the Navy, Army and RCAF crowded the drill deck at "Chippawa" recently when Defence Minister Brooke Claxton addressed a meeting of the United Services Institute of Winnipeg. Following the address the facilities of the establishment were turned over to the Institute members.

Later in the month, Commander L. L. Atwood, Director of Naval Intelligence, and Commander (SB) E. F. B. Watt paid a short visit to the Division during which Commander Atwood spoke to the ship's company on the work of his directorate.

UNTD Cadets are now in their new gunroom, an extremely smart

mess of modern design. The entire room was designed and the accessories were installed by the cadets themselves.

Interest in the drum and bugle band continues to grow, and with newly-silvered trumpets, the usual white webbing and the promise of other trappings to come, a smart looking outfit will head local service parades during the summer.

Turnout of both officers and men on drill nights continues to maintain a high standard. Attendance has been around the 93 per cent mark.

Among the recent recruits at "Chippawa" was a large Great Dane, appropriately named "Admiral."

— L.B. McI.

### HMCS "Griffon" (Port Arthur)

With the promise that a Fairmile motor launch will be stationed at the Division this summer, plans are going ahead for an ambitious training program on Lake Superior.

The 10th Annual Christmas Ball highlighted the Christmas season. Three hundred couples attended the affair, which was sponsored by the Wardroom officers of "Griffon" and the Naval Officers' Association of Port Arthur.

The first Children's Christmas Party since the war also was held and proved an outstanding success.

Lieut. (P) A. J. Byrne has taken over as Staff Officer, succeeding Lieut.-Cdr. H. H. MacDonald.

### HMCS "Star" (Hamilton)

Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of HMCS "Star" on Thursday, January 19. Captain Quinn was in Hamilton for two days and inspected all phases of the division.

Lieut. (P) Donald Sheppard, DSC, RCN, has taken over the duties of staff officer. He replaces Lieut. A. H. McDonald, RCN, who has been appointed to "La Hullose". Several gatherings were held in honor of Lieut. and Mrs. McDonald before their return to Halifax.

The chief and petty officers' mess held its annual Valentine Dance on the drill deck on Saturday, February 18. The UNTDs from McMaster University staged a dance in the wardroom on February 17.

### HMCS "York" (Toronto)

In a simple ceremony held recently in HMCS "York", Capt. F. R. Base, commanding officer, presented 34 scrolls on behalf of the Royal Canadian Navy to representatives of IODE Chapters of Toronto and vicinity in recognition of their work for the Navy during the war.

The ceremony represented the Defence Department's official thanks to the IODE Chapters who "adopted" ships and provided crewmen with extra comforts and amenities.

Representing the Chief of the Naval Staff, Commander (SB) William Strange, Director of Naval Informa-



Capt. F. R. Base, RCN(R), Commanding Officer of HMCS "York," presents a scroll to Mrs. L. H. Nerlich, of Forest Hill Village Chapter of the IODE, honoring the war work done for the Navy by her chapter. (Photo by The Telegram, Toronto).

tion, reminded the gathering that "the modern submarine is a far more dangerous weapon than that which was overcome with such difficulty by the little ships that saved the day — many of which were adopted by the IODE. I hope that the spirit of unity between civilian and serviceman, so present during the last war, may never die."

"I am sure that today in Canada there are many men and women who feel a warm glow whenever they hear the name of the IODE," declared Lieut.-Cdr. L. D. M. Saunders, staff officer of HMCS "York", in thanking the chapters for the "great moral uplift they gave the Navy during the war."

### HMCS "Prevost"

(London)

During the past two months, activities at the London division have ranged from a turkey raffle to an inspection by Captain H. L. Quinn, Director of Naval Reserves.

A small but efficient ship's company and a smart turnout of UNTDs were drawn up for the inspection by DNR and his staff on January 18. Spending three days in London, Captain Quinn made thorough "rounds" of the division and expressed himself as being pleased with what he had seen.

The inspection was an occasion of double importance, for it marked the first appearance of the drum and bugle band, led by PO T. H. Jenner.

Social activities over the Yuletide season included a New Year's Eve



Weekly swimming classes for wives of naval personnel in the Atlantic Command are now under way at the "Stadacona" pool. Miss Margaret Pirie, noted Halifax swimmer, instructs beginners and more advanced swimmers each Friday from 2000 to 2130. Above, watching Miss Pirie demonstrate the prone float, are, left to right: Mrs. J. J. Baisley, wife of PO Baisley, HMCS "Haida;" Mrs. W. D. Wales, wife of PO Wales, "Stadacona;" Mrs. George Fry, wife of Ldg. Sea, Fry, "Magnificent;" Mrs. Hugh Ashcroft, wife of CPO Ashcroft, "Stadacona;" Mrs. Lloyd Lawson, wife of CPO Lawson, "Stadacona," and Mrs. Thomas Graham, wife of PO Graham, "Stadacona." (HS-9603)

dance on the drill deck sponsored by the chief and petty officers' mess and skilfully organized by CPO David Henderson. On New Year's Day the Chiefs and POs were hosts to more than 100 visitors in their mess, while the wardroom welcomed more than 300 guests.

### HMCS "Malahat"

"Malahat" began the New Year with a divisional course for the ship's officers, patterned after the RCN's junior officers' technical course, and it is hoped to introduce a course for the petty officers similar to the leadership course for POs at "Cornwallis."

"Malahat" has launched a winter sports program, including a successful badminton schedule which is bringing the ship's company into opposition with the reserve army, particularly the Canadian Scottish Regiment.

### HMCS "Donnacona"

(Montreal)

Fifty members of the Montreal Division donated blood when a Red Cross Mobile Clinic visited "Donnacona" on January 11.

On January 2 the official New Year levees were held. Officers of the division paid their respects to officers of units of the other two services in the Montreal area and in turn received military and civic guests at "Donnacona." — R.F.D.S.

### HMCS "Hunter"

(Windsor, Ont.)

The untimely death on January 12 of Lieut.-Cdr. W. R. Aylwin, RCN (R), (See page 14) cast a shadow of

gloom over all activities at HMCS "Hunter."

Staff officer at "Hunter" since April 1949, Lieut.-Cdr. Aylwin had made a wide circle of friends in Windsor and won the respect of all who knew him, both in the ship's company and ashore.

On January 16, Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of "Hunter" and complimented the officers and men on the fine showing they had made.

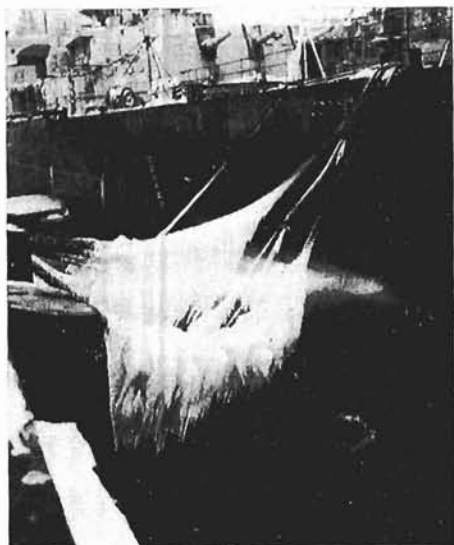
### HMCS "Nonsuch"

(Edmonton)

More than 130 persons attended the annual Naval Ball held New Year's Eve at "Nonsuch." Guests were received by Commander Lyle Hoar, commanding officer, and Mrs. Hoar and Lieut.-Cdr. G. P. Manning, executive officer, and Mrs. Manning. Lieut. Alex Ross headed the ball committee and was assisted by Lieut. D. P. Brownlow and Mr. F. C. Short, Commissioned Gunner.

The Children's Christmas Party was held on December 17 and was attended by more than 75 youngsters. CPO A. Parkinson substituted for Santa Claus and distributed gifts and candy to each child. Responsible for the organization of the affair were CPO J. W. Mundie, CPO Parkinson and PO S. Byant.

Mrs. Mundie and Mrs. Parkinson were in charge of arrangements for a tea for the children's mothers, which was held in the seamen's mess.



Winter held the West Coast in her icy grip for a long time this year, producing many a weird and unusual situation. A leaking water hose to HMCS "Rockcliffe", lying alongside the "Uganda", resulted in the mass of ice shown above on the cruiser's stern lines. (E-10669).

# Cathodic Protection

by "DUGOUT"

## An Outline of Our Scientists' Work In the Field of Anti-Corrosion

Ever since man first used metals in the underwater parts of ships, corrosion, or eating away of the metal, has presented a problem.

It is an electro-chemical reaction in which the metal gives up electrons, and the positive metal ion goes into solution.

Methods of combating this are:—

(a) Covering the metal with an impervious coating, to prevent the metal coming into contact with the water.

(b) Supplying an excess of electrons to the metal, which prevents ionisation.

So far, no paint or covering for metal has been found that is impervious to water. In time all become either water-saturated or are abraded off, exposing the metal to the water, and corrosion sets in.

In method (b), an electric current supplies the electrons necessary to prevent ionisation. This can be either from a conventional source, such as a battery or generator, or by creating a battery by using the metal itself as the cathode, the water as the electrolyte and a second metal as the anode, higher in the voltaic scale than the metal to be protected. As in the case of an ordinary primary cell, the anode is consumed in the process of creating electric current.

### Early Work

In the early days of the last century, when the practice of copper sheathing wooden hulled ships was introduced to protect their timbers from the teredo, or ship-worm, it was found that the rate of corrosion of iron fittings was much increased. Copper being lower in the voltaic scale than iron, the current created flowed from iron to copper, increasing the rate of electron removal, and hence corrosion.

Sir Humphrey Davy was the first to suggest using zinc slabs attached to the hull in the vicinity of the iron as a protective measure. As zinc is higher in the voltaic scale than either copper or iron, it would supply current to both these and check corrosion.

The practice of using zincs on ships is still used, together with frequent repainting of the ship's bottom, to

check corrosion. Usual naval practice is to dock ships semi-annually to renew zincs and repaint. A recent improvement in paint practice is the use of plastic type paint which is nearly impervious to water; but it is, of course, still subject to abrasion.

### Work at the NRE, Halifax

During the late war, the Naval Research Establishment had occasion to conduct a rather extensive investigation into the electric fields produced by corrosion currents. This, combined with examination of ships in dock, led to the belief that zinc protection was not as effective as was generally believed.

After the war a series of experiments was carried out on HMCS "Quinte," a Bangor class minesweeper, using a combination of conditions ranging from no zincs and foul bottom to new zincs and clean bottom. The evidence collected after a year's work with the ship and in the laboratory showed that,

(a) A definite minimum current density was required to check corrosion.

(b) Zincs as presently fitted lose nearly all their current producing capacity after about six weeks in the water, due to an electrically resistant film forming on the surface. Also, the present method of fitting zincs is such that sooner or later the electrical connection to the hull is disrupted and cannot transmit current.

A later experiment under semi-laboratory conditions showed that the purity of the zinc is important. A 99.9% pure zinc slab was still active after nine months, but one of 99.6% purity had allowed extensive corrosion to take place.

It was very evident that ordinary zinc, while it may have met the original purpose of protecting a copper-sheathed wooden hull, was not proving adequate to protect a modern steel hull with bronze propellers.

It was known that magnesium had been used to protect steel pipe underground, where acid or alkali water had caused corrosion, and experiments were undertaken to determine its suitability for use in ship protection.

### Magnesium

Magnesium is a silvery-white metal notable for its light weight. It is higher in the voltaic scale than zinc, so, in a salt solution with iron, it produces more current per pound than zinc. In pre-war days its industrial uses were limited, with a consequent high price. War adaptations to light alloys and its use in incendiary bombs stimulated production, and today its cost is near that of zinc.

It has the great advantage that it is not a strategic metal, being the eighth most plentiful element in the earth's crust. It can be extracted directly from sea water, or from its ores, the commonest of which is dolomite.

### Experimental Work

As a result of the "Quinte" experiments, HMCS "Wallaceburg," a 960-ton Algerine minesweeper in reserve at Halifax, was selected for the trial ship, having been recently docked. She was protected by suspending three "pigs" of magnesium over her side on hemp lines a little below the keel depth, and connected by insulated copper wire to the hull.

Trials were started in May 1947 and she was first docked 15 months later. Her bottom showed that no corrosion had taken place, even the "holidays" in the bottom paint where she had rested on the keel blocks when previously docked being clean and free from corrosion.

The ship was repainted, all zincs were removed and left off, the experiments being conducted with magnesium anodes alone. Her next docking, six months later, showed much the same conditions, with no sign of corrosion. This time no paint was applied. Today, two and a half years after the start of the trials, the bottom of the hull is still in the same condition as when the trials were started; that is, no corrosion has occurred on the hull—a great improvement over normal techniques.

The results with a stationary ship in reserve were so promising that it was decided in August 1948 to try attaching magnesium slabs to the hulls of two small dockyard tugs in active



operation. A third tug was fitted with the conventional zinc to serve as a comparison. Today, 18 months after the start of trials, the magnesium-fitted tugs show no signs of corrosion, and the zinc-fitted one very decided corrosion.

One of the magnesium-fitted tugs was fitted with a new propeller at the start of trials, and the machining marks are still visible on the clean surface, while the propeller of the zinc-fitted tug was perforated badly enough to cause its renewal (see cuts).

The tug trials indicated that it was possible to fit the magnesium slabs directly to hulls of ships in active operation. Paint stripping occurred in the vicinity of slabs, this being caused by the current becoming too high, but the exposed steel did not corrode. One of the tugs was fitted with a resistance in series with the slab which allowed current control and reduced the paint

stripping but still kept the hull protected. (Paint is necessary to prevent the growth of marine fouling, which reduces the speed of active ships.)

As a result of these trials, HMCS "New Liskeard", another Algerine in active commission, was fitted with magnesium slabs on her last docking nine months ago.

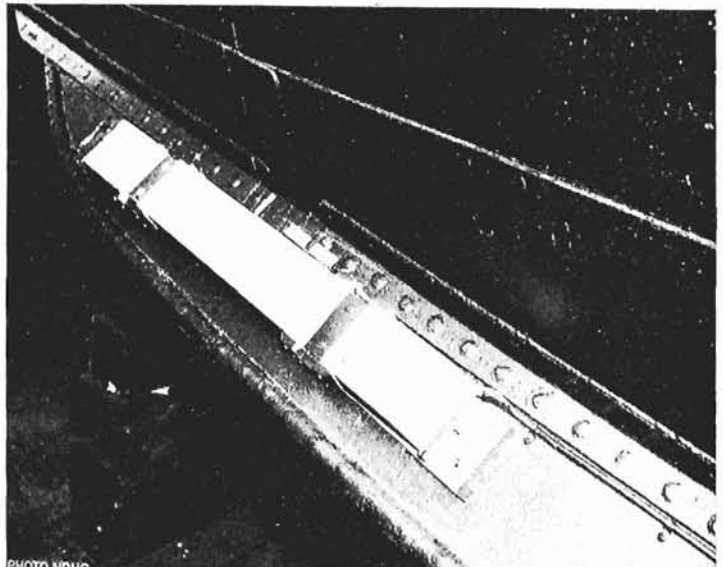
During the course of the investigation, a method of checking the degree of protection being afforded at any time was developed, and this method shows that to date there is every reason to believe that this ship is as well protected as any in the earlier trials.

While the use of magnesium in place of zinc for ship protection is not yet out of the experimental stage, the results to date indicate that it does the job efficiently. Whereas an electrically resistant film forms on zinc, no

corrosion product has been observed on magnesium anodes. Improved methods have been developed to maintain the essential electrical connection with the hull, and in the mounting of the slabs.

An alternative to the use of magnesium anodes is the use of graphite anodes and an expressed current supplied by a generator or batteries. Experiments have been started along these lines with an active tug. These tests are not as far advanced as those with magnesium but they also show promise. The final selection of the method to be used will depend on the economies of each and their relative merits.

In any case, there seems good reason to believe that in the not distant future sufficient cathodic protection will be applied to all ships as a defence against corrosion.



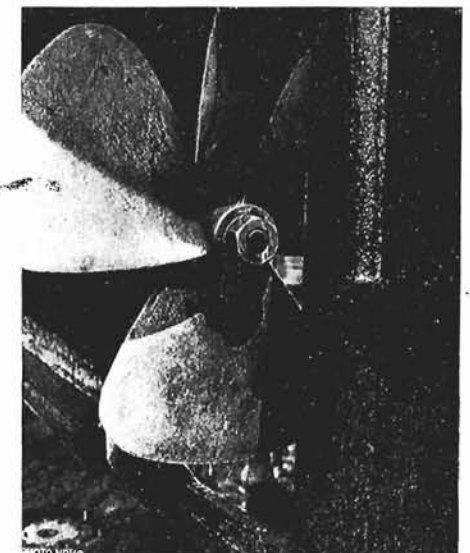
These photos compare a vessel which has not had cathodic protection (the tug "Manville") with others that have.

At top left is a grade 2 zinc anode (99.6%) on the hull of the "Manville," with active rusting around the anode and on the retaining bolts after two months in service. Note also the blistering of the paint film. (HS-5891)

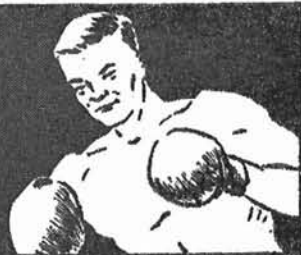
Bottom left shows cavitation pitting on the steel propeller blades of the "Manville." (HS-9699)

A magnesium anode on the bilge keel of HMCS "New Liskeard" is shown at top right. This anode was fitted on July 1, 1949. The hull potential reading six months later showed it was still protected. (HS-7707).

The bottom right photo was taken of the steel propeller of the tug "Merrickville" after a year of service with the vessel cathodically protected. Note that the edges of the nut are like new. (HS-7376).



# The Navy Plays



## "Naden" Hockey Team Rallies from Slow Start

HMCS "Naden's" entry in the Victoria Commercial Hockey League is holding down third place in the standings. After a slow start, the sailors served notice that they intended to climb higher, winning four out of five contests. The Navy team, sparked by goaltender PO Norman James, owns the best defensive record in the loop. Much credit for the team's recent upsurge is due to the coaching of Instructor Lieut.-Cdr. G. L. Connor.

The "Naden" junior hockey squad is not faring as well. Although they have come up with some good showings, they have yet to notch a victory in regular league tilts. A powerful Victoria All-Star team, chosen from the best juniors in the

city, and an aggregation from Nanaimo which has been together for a few years, are currently battling it out for top honors. —H.E.T.

## "Donnacona" Bidding For Further Laurels

HMCS "Donnacona" is continuing her winning ways since copping the Eastern Canadian intermediate football championship. The Montreal naval division has entered a team in the Intermediate A section of the Montreal Basketball League and is currently tied for first place. Other teams in the loop are Palestre Nationale, McGill Grads, Adelphoi and Grenadier Guards.

In hockey, "Donnacona" boasts an unbeaten record and is occupying top place in the Westmount Service League, leading teams from the

RCASC, Royal Montreal Regiment, Westmount Police and 401 Squadron RCAF.

The sports program at "Donnacona" is under the direction of Lieut.-Cdr. Max Heayberd, RCN(R). —R.F.D.S.

## "Cornwallis" Unbeaten In Basketball Play

Sports activity continues at a high pitch at HMCS "Cornwallis", with bowling, hockey, basketball and boxing occupying the limelight.

The "Cornwallis" basketball squad has been undefeated to date, racking up nine consecutive victories in exhibition matches. An inter-part basketball league has also been formed, with 14 teams in action and games being staged five nights a week.

Bowling is a popular feature in the inter-part competitions, with two separate leagues in operation. One is a 40-team new entry loop, while the other consists of 12 squads drawn from the ship's company and maintenance staff.

The base hockey team, coached by Mr. Charlie Rhodes, Commissioned Gunner, has been a bit slow in getting under way and shows a record of two wins and one draw in seven games played to date in the Central Valley League. However, construction of the rink is nearing completion and the team will soon be able to practice more often.

In the inter-divisional boxing competitions, new entry fighters from "Iroquois" division punched out a 15 to 12 win over "Sioux" representatives.

## Competition Keen In Inter-Ship Leagues

Ships of the Atlantic Command have organized hockey and basketball leagues and competition has been keen in both sports between teams from "Magnificent," "Micmac," "Swansea," "La Hullose," "Portage" and "St. Stephen."

To offset the difference in complements of the various ships, two divi-



The HMCS "Shearwater" hockey team (above) is not in any organized league this season but has played with great success against teams from the "Magnificent," Reserve Fleet and Halifax Intermediate League. Its members are: Front row, left to right: Ldg. Sea. Daniel McCowell, Hamilton; AB Frederick Keiller, Halifax; Centre row: Commissioned Bos'n J. L. Blades, Victoria (manager); AB Joseph McCauly, Gananoque, Ont.; AB Jack O'Brien, Zurich, Ont.; Ord. Sea. Donald H. Gillis, Saint John, N.B.; Ord. Sea. Lester Shatford, Truro, N.S.; Ldg. Sea. Joseph Perrin, Pembroke, Ont., and PO John H. Crowther, Dartmouth (referee). Back row: Ord. Sea. Robert Foreman, Megantic, P.Q.; Ord. Sea. John Bechtold, Moose Jaw, Sask.; Ord. Sea. Ernest P. Lourme, Lethbridge, Alberta; Ldg. Sea. James Chalmers, Toronto; PO Thomas Scanlon, Galt, Ont.; AB Kenneth Wilson, Moncton and CPO Andrew Chartren, Peterborough, Ont. (assistant coach). Instructor Lieut. J. T. R. Cole is coach. (DNS — 2317)

sions have been formed in both the hockey and basketball circuits.

Currently leading the first division of the hockey loop is the "La Hulloise" team, coached by CPO Ed McSweeney. In the second division, "Micmac" and "Swansea" are staging a see-saw battle for the lead.

"La Hulloise" also holds down top position in the first division of the basketball league, while "Swansea" is pacing the second division.

### "Shearwater" Gridders Hold Wind-up Smoker

HMCS "Shearwater's" football team wound up the season with a smoker held in the gymnasium. More than 50 members of the team and guests attended, among the latter being A. H. Robinson, president of the Halifax Canadian Football League.

Coach Bill Burkhart was presented with a mounted autographed football and a sports jacket by CPO John Greco, team captain, in appreciation for his efforts. The line coach, Mr. George Dunphee, Commissioned Electrical Officer, also received a sports jacket.

Plans are already under way for the 1950 football campaign. "Shearwater" hopes to enter teams in the senior and junior leagues next fall, with Mr. Burkhart coaching the seniors and CPO Greco handling the juniors.



The Duffus trophy, awarded to the player judged to be the most valuable to his team in the Halifax Canadian Football League, is presented to Ord. Sea. Rowan Carroll, of HMCS "Stadacona," by Donor Andy Duffus at a banquet honoring the "Stadacona" team, 1949 champions. At the same banquet, Team Captain Ed McLeod presented a football autographed by all the players to the coach, Commissioned Engineer Frank Hindle. (DNS-2277).

### Badminton Booming In Atlantic Command

The Atlantic Command Badminton Club has been enjoying an active season and enthusiasm among the members is at a new high. Several exhibition matches have been played, most hotly contested of which was the clash with the Truro Badminton Club in Truro. The visiting team showed a strong attack and, led by Instr. Lieut.-Cdr. and Mrs. D. Campbell, finished with a winning margin.

The teams have scheduled a return match to take place at HMCS "Stadacona" later in the season.



Since arriving in HMCS "Stadacona" recently, Ord. Sea. Yeji Inouye, of Vancouver and Chatham, Ontario, has devoted much of his spare time to teaching Judo to personnel serving in the Halifax barracks. He has studied Japan's national sport since he was 12 and hopes to take the next physical training instructor's course at "Stadacona." Here he grapples Ord. Sea. John H. Moir, of Toronto. (HS-9693).

### Plenty of Sport When Ship in Port

Despite her small ship's company and lengthy trips at sea, HMCS "St. Stephen" has been making a good showing in the fleet sports program.

In four hockey games, the weather ship team came out on top three times, winning twice from HMCS "Portage" while winning and losing against the Reserve Fleet's second squad. PO Angus Grey sparked the team in all the games. CPO Harry Patrick handles the coaching duties.

In basketball, "St. Stephen" lost two close games, one to HMCS "Haida" and the other to "Portage",



Winners in the December new entry inter-divisional boxing tournaments were awarded individual trophies at a ceremony held in the drill hall at HMCS "Cornwallis". In the photo above, Cdr. P. D. Budge, executive officer, presents a cup to Ord. Sea. George Spicer, victor in the bantamweight division. In the background is PO Reg Pitt, physical and recreational training instructor. (DB-831-4).

before sailing in late January for Station Baker.

Sports afternoons at the "Stadacona" gymnasium are staged every Friday when the ship is in port and all off-duty members of the crew have turned out for inter-part competitions in bowling, volleyball and swimming. An additional sports feature was introduced with the setting aside of Wednesday as badminton day.

### West Coast Hoopsters Prepare for Playoffs

Hockey has been getting the lion's share of the cash customers in the Victoria sports picture, with the result that basketball has suffered an unexpected set-back. The schedule has been shortened in the Victoria Basketball Association League and playoffs will start soon. There is a three-way tie for top spot between Navy, Senators and Confections.

The Navy "B" squad has been plagued with injuries all season but is now at full strength. Proof of the team's ability was demonstrated recently in an exhibition game with Arrow Furniture, a senior "A" team which the sailors defeated 27 to 22.

After opening the schedule with two successive losses, the Navy's Suburban "B" hoopsters staged a driving comeback, winning five out of six games and climbing from last place to second. Other teams competing in the Suburban League are Sooke, Brentwood, Saanich and Suburban Victoria. — H.E.T.



## "Shearwater" Sailors Planning for Season

The "Shearwater" Sailing Club, which in 1949 enjoyed notable success in its first year of active operation, is looking forward to an even better season in 1950. The club, with a membership of more than 60, has a fleet of 17 craft, including seven dinghies, four whalers, five handicap boats and the German-built sloop "Tuna."

During the 1949 season, 42 races were held in the whaler and dinghy classes. Lieut. (S) W. M. McPherson showed the way in dinghy racing, while Lieut.-Cdr. (P) L. R. Tivy racked up the most wins in the whaler division. One of the highlights of the season was the inter-club regatta staged by the "Shearwater" club, with yachtsmen from ships and establishments of the Atlantic Command, the Armdale Yacht Club and Royal Nova Scotia Yacht Squadron entered in the competitions.

Preparations have already started for the 1950 season and a drive is in progress to increase the membership. Club Commodore is Cdr. E. E. G. Boak. — T.M.

## Ship's Team Wins "Prevost" Rifle Match

In a rifle shooting match held in HMCS "Prevost," the naval division in London, a team from the ship's company, consisting of PO John Page, PO Melvin Hoover, AB Walter

## "CAYUGA" BUCKS GALE SO TEAM CAN KEEP DATE

"Vancouver's current cold spell and an out-of-town snow storm failed to stop the Royal Canadian Navy last night," said the lead to a sports page story in the Vancouver Sun of January 14.

The Navy's junior hockey team from Esquimalt had been scheduled to play an exhibition game with the Kerrisdale juniors in the feature event of a minor hockey jamboree at Vancouver on the night of the 13th. At noon on the day of the game an intense blizzard prevented HMCS "Cayuga," which was to take the team to Vancouver, from getting out of Victoria harbor, so they reluctantly phoned to cancel the game.

Later in the afternoon it was decided to try to keep the engagement. The "Cayuga," bucking gales that hit up to 65 miles an hour, made slow progress in the storm and it was not until 10 o'clock that the destroyer docked at Vancouver, her superstructure sheathed with ice.

A half hour later the Navy hockey team trooped into the arena and began changing for the game — much to the surprise of the officials and the opposing team.

The trip was worth it — the sailors came through with a 5-4 win over the Kerrisdale squad.

Smeltzer and Ord. Sea. Alex Madryga, outscored a representative UNTD squad. The division is organizing its top marksmen into a rifle team in preparation for competitions with other Great Lakes divisions during the coming year.

## "Star" Officers Score Close Softball Victory

The HMCS "Star" entry in the Hamilton Garrison Officers Softball League won a hard-fought victory from the Army Combines on January 14. Coming from behind, the Navy tied the game in the ninth inning. In the bottom half of the second extra inning, Lieut.-Cdr. J. H. Misner smacked out a long hit to bring in the

winning run. The final score was 11-10 for the Navy.

Lieut.-Cdr. (Bob) Pearce staged the second of his monthly fight cards at "Star" on January 21. There were 20 good bouts between boxers representing "Star's" Boxing Club and the Shamrock Athletic Club of Hamilton. As an added attraction, two professional wrestlers put on an exhibition that delighted the customers.

## Armed Forces Team Visits Newfoundland

The Halifax Armed Forces hockey team, unable to get a franchise in the city league, has been playing a number of exhibition games with teams in Newfoundland and Nova Scotia. The squad, which is built around last year's championship Navy crew, flew to Gander via RCAF and then journeyed to Grand Falls. The visitors took both games, scores being 5 to 3 and 12 to 5.

Closer to home, the Halifax aggregation played to a 5-all draw with Lunenburg, leaders of the South Shore loop. Bad flying weather forced cancellation of an exhibition game with the Ottawa RCAF Flyers in late January. The game will be played at a future date.

The Armed Forces team is coached by Tom (Windy) O'Neil, former Toronto Maple Leaf player, now attending Dalhousie University.

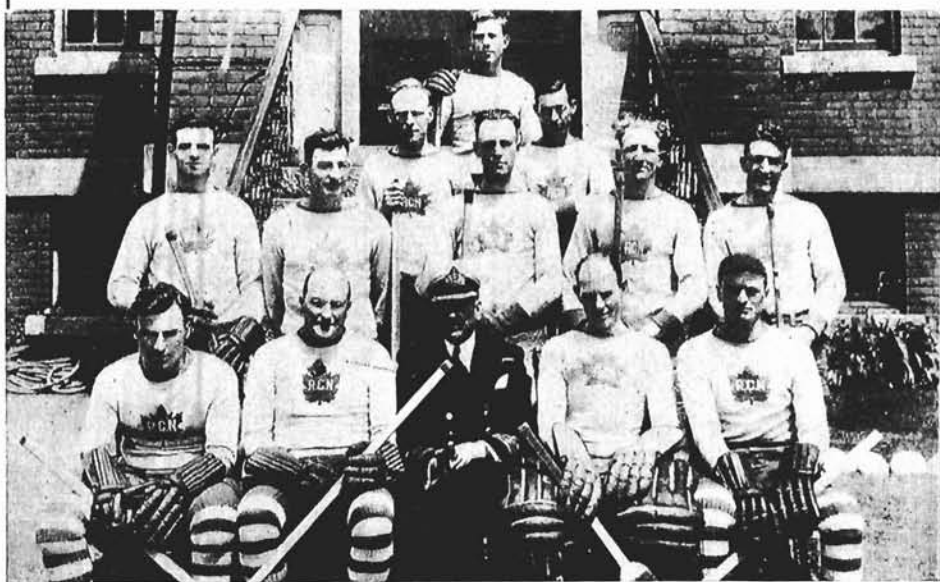
## Storesmen Pace Bowlers

With practically all teams still in the running for top honors, a team of trundlers from the Clothing Store held down first place in the "Stadacona" Inter-Part Bowling League at the beginning of February.



The Halifax Armed Forces Hockey team, representative of the three Services, is shown above. Front row, left to right: Ldg. Sea. John Kosak, Creighton Mines, Ont.; Petty Officer Ray Shedlowski, Kindersley, Sask.; CPO Melvin Davis, Schreiber, Ont.; LAC Harold Wade, Fredericton, and Cpl. Basil O'Grady, Halifax. Rear Row: Squadron Leader Bill Martin (manager), Toronto and Vancouver; AB Lebaron Mersereau, Fredericton Junction, N.B.; Staff Sgt. Murray Mont, Halifax; CPO Ed. McSweeney, Halifax; Ldg. Sea. Ed Pillar, Toronto; PO Frank Lowe, Red Deer, Alberta; Lieut. Edward Wiggs, RCN, Quebec City; Lieut. Bob Greene, RCN, Ottawa, and Major Gordon E. Potts (assistant manager), Kingston. Missing from the photo is the team's civilian coach, Tom (Windy) O'Neill. (HS-9531).

## THEY CARRIED THE BANNER



Fourteen years is not such a long time, but a lot has happened in the RCN, and the Navy has seen some vast changes, since this photo was taken of the team which represented "Stadacona" in the Halifax Garrison Hockey League in 1935-36.

Only three of those in the picture are still serving in the Navy, and all three are still active in sports. They are CPO Alex Ross, who was a member of the CPOs' soccer team at "Naden" last year; CPO Holland Shepherd, who played for the Electrical School team that won the "Stadacona" inter-part hockey championship in 1948 but who has since given up more strenuous sports in favor of golf, and CPO Jimmie Hann, who is still playing inter-part hockey and softball.

Two of the members of the 1936 team lost their lives in the war and a third died a year ago in Halifax.

The picture represents an era when about 12 to 15 men represented the RCN on the east coast in practically every major sport.

Garrison sports competition in those days was a closely contested, family affair, with neither Army, Navy, Air Force nor RCMP giving or asking quarter. Most games were played on Wednesday afternoons, and for hockey or rugby the whole of "Stadacona" marched en masse to the field or rink complete with cock-of-the-walk signs, whistles, hooters and boundless enthusiasm and confidence in the Navy team.

Sometimes the Navy truck was out on a special call (one truck was all that the Navy and Dockyard had in in those days) and the team had to trudge up to the Forum through drifts of snow, carrying all the equipment.

Betting ran high and many a game was re-played down at the little Old Red Schoolhouse and at Army can-

teens on Sackville Street and in Glacie Barracks, with resultant arguments and fisticuffs.

During the game, the Forum resounded to the screams and roars of the different sections as their teams gave their all, making that old saying, "a garrison finish," really mean something.

Next day the papers were avidly read for the big write-up that always followed a Garrison game.

Those in the photo are:

BACK ROW:

*George Soubiliere* left the RCN after 14 years' service, being discharged as a Chief Stoker. He played hockey and softball for the Navy, and was one of the high scorers in Garrison hockey. Had a tremendous burst of speed.

THIRD ROW, LEFT TO RIGHT:

*Daniel Burton Angus* was one of the two civilian schoolmasters attached to the RCN at that time. He ended his career in the Navy as a Lieut.-Schoolmaster. He played defence. Now principal of Pictou Academy, Pictou, N.S.

*George (Daisy) Adams* retired as a Chief Petty Officer, is now employed as server in the Chief and Petty Officers' Canteen. Five-foot-two of efficiency, he played a heady game of hockey.

SECOND ROW, LEFT TO RIGHT:

*Able Seaman Robert (Blo5) Arnott* was lost at sea in the "Margaree" in 1940. An all-round athlete he sprang from a Montreal family of sport enthusiasts. Played all sports and played them well. Held down left wing or centre on the hockey team.

*Leading Seaman Fred Strachan* is a pensioner now employed in HMC Dockyard, Halifax. A good net-minder, he was also one of the Navy's better basketball players of that era.

*Georges Poirier* is a retired Lieut.-Cdr. Schoolmaster and is general treasurer of L'Assumption Insurance, Shediac, N.B.

*Charlie McDonald*, late Lieut.-Cdr. and one of the Navy's outstanding athletes. His record for the mile still stands in Nova Scotia. Originally a telegraphist, he later transferred to the P and RT Branch. A three-letter man in any company, he excelled in boxing, track and field, and English rugby. He died in 1948 at Halifax.

*CPO J. G. P. Hann*, still in the Service, is a fireball who has been the sparkplug of every team on which he has played. In hockey he was a forward and had a wicked shot. At present serving in the "Magnificent" as Chief Stoker.

FRONT ROW, LEFT TO RIGHT:

*CPO Holland (Shep) Shepherd* played centre and on the wing until the years started to tell, then went back to defence. He also played softball and rugby. Is presently Regulating Chief at the Electrical School, Halifax.

*Commander Leonard W. Murray*, who retired in 1945 as a Rear-Admiral and is now residing and practising law in England. He was a stout defence-man and his bruising checks were feared by all opposing players.

*Commander C. R. H. Taylor*, who retired in 1948 as a Rear-Admiral and is now living in Chester, N.S.

*CPO Alex Ross* was a cracker-jack goalie and one of the finest football players in Canada.

*CPO Lorenzo Bertrand* also went down in the "Margaree". A rugged player and all round athlete.



# Looking Astern



The Second World War was five months old and the seven destroyers with which the Royal Canadian Navy had entered the conflict had not yet seen battle. Their patrol and local escort duties had produced nothing but long hours of work and unvarying monotony. Then suddenly the break came, and behind the incident is a story of brilliant seamanship and tenacity.

The destroyer "Assiniboine" was on patrol in West Indian waters one rough February day in 1940 when the Royal Navy cruiser "Dunedin" signalled her to "close me immediately". At 30 knots, the "Assiniboine" sped toward the cruiser's position near the coast of the Dominican Republic. The "Dunedin" had intercepted a German merchantman, the "Hannover", which had been attempting a dash for home.

There was no show of force from the overhauled vessel. A few members of the crew had, however, managed to escape in a boat. No attempt was immediately made to pursue them as there was a greater problem to be dealt with.

As soon as she had stopped, the "Hannover" had set herself on fire. In a short time tall flames leaped high from her fore and after decks, and the "Dunedin" ran alongside with all hoses going, fighting the blaze. The merchantman, her engines knocked out of commission and her steering gear smashed, was lurching about the sea. The British cruiser was in a perilous situation as she doggedly maintained her position alongside. As the water from her hoses hit the red hot decks clouds of steam escaped, adding to the dense smoke from the fire. The "Dunedin's" captain later said the scene was "like the last act of a Drury Lane melodrama". The White Ensign was hoisted above the "Hannover's" swastika while the captain and the chief officer stood glumly on the bridge under the baleful eye of an RN seaman with a fixed bayonet.

That was the picture the "Assiniboine" saw as she arrived. Her commanding officer, Commander (now Rear-Admiral) E. R. Mainguy, wasted no time admiring the view. The "Hannover" was drifting toward the three mile limit of the Dominican Republic,

a neutral power. Once inside these territorial waters, the prize would be forfeited.

The destroyer promptly went alongside the "Hannover", got a line aboard and towed her to seaward. Later the "Assiniboine" and "Dunedin" changed places, the former playing her hoses on the merchantman while the latter towed. All the "Hannover's" gear had been so effectively sabotaged that there was no possibility of steering her and she yawed wildly, threatening at any moment to crush the sides of the destroyer. But neither the British nor Canadian ship intended to give up the catch.

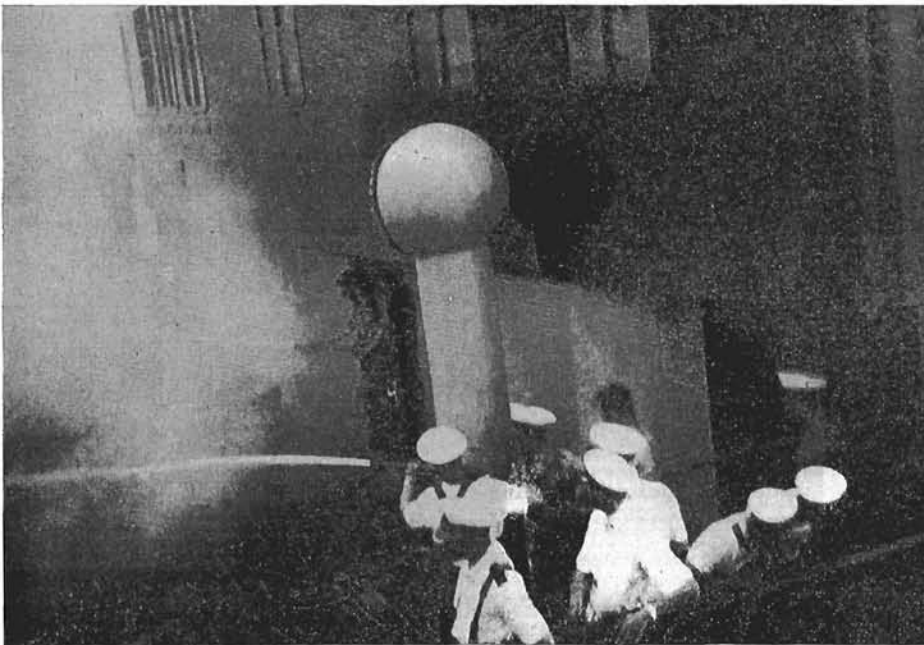
A prize crew of five officers and 29 men was put aboard. Soon after this, another vessel hove into sight. It was an American salvage tug, scenting a job. Her offer of assistance was politely but definitely refused, whereupon she extended congratulations and left the scene.

The German ship had now taken on a dangerous list and the fire smouldered ominously below decks. On the upper deck the flames still mounted high, blackening the faces of the prize crew. Then nature lent a helping hand as a sudden downpour of tropical rain came.

The fire was temporarily subdued and the task considerably lessened. The "Dunedin" shackled another cable and forged ahead while the "Assiniboine", still with hoses playing, clung tenaciously to the "Hannover's" flank. Thus the strange convoy passed the first night.

With the new day came a new worry. The "Assiniboine" was dangerously low on fuel, but it was decided the destroyer must stand by until conditions were more favorable. There followed another night of anxious vigil. The destroyer was then forced to part company and replenish her tanks, returning with all possible speed.

The rough state of the sea continued and the "Hannover's" antics at the end of the tow line were a nightmare. Sometimes the tow cable would be slack, then, as the vessels plunged, it



As HMCS "Assiniboine" lays herself alongside the burning "Hannover," hose parties fight the fires started by her German Crew. (H-9C).



would snap to a glistening straightness, taut as a violin string.

On the fourth day of the tow, the strain of the unrelenting hard work and anxiety was temporarily relieved. A staunch follower of the Nazi party without warning jumped overboard from the "Dunedin" and set out swimming strongly, apparently for the Fatherland. He ignored the life preservers thrown to him, so the "Assiniboine" lowered a whaler and picked up the German. An exchange of signals between the ships wrote the final lines to the comic interlude. "Dunedin" signalled:

"MAN HAS PERSECUTION MANIA  
AND HAS BEEN TRYING THIS FOR  
DAYS. YOU HAD BETTER WATCH  
OUT. HEIL HITLER!"

"Assiniboine" replied:

"HAVE THREE LIFEBUOYS, TWO  
WHITE, ONE RED, AND ONE  
GERMAN WHO WANTS TO BE  
SHOT. GERMAN IS IN SPUD  
LOCKER AS WE ARE OUT OF  
SPUDS."

The diversion over with, the voyage was continued without further interruption. Slowly the destination, Kingston Harbor, was approached. But the question remained as to how to get the unmanageable "Hannover" into port without tugs. The task was achieved with superb seamanship.

Early in the morning of the fifth day, the convoy was just outside the harbor. "Dunedin" cast off her tow and "Assiniboine" ran alongside the merchantman in an endeavor to get her stern to the swell. This manoeuvre failed. The cruiser then secured herself to the port side of the "Hannover" while the "Assiniboine" took similar action on the starboard side. Between them the two ships edged their lurching prisoner into harbor at six knots, performing evolutions en route that left the horrified harbor master breathless.

By mid-afternoon the merchantman, with fires completely extinguished, was safely secured off the Jamaica Yacht Club. The exhausted and fire-scorched crews could now rest, the worried commanders relax. Their salvage operation was later described by the Commander in Chief, West Indies Station, as a "feat of seamanship of which officers and men in both ships can be justly proud."

The "Hannover" proved a useful prize; she later sailed again as the "Empire Audacity."

## LETTER TO THE EDITOR

20 Norham Road North,  
North Shields,  
Northumberland,  
England.

Dear Sir:

Recently when staying in London, I happened to find myself placed at breakfast next to a lady whom I discovered to be a Canadian. I at once asked her if she had heard of a ship of the RCN, namely HMCS "St. Laurent." The lady replied, "Surely you mean 'Sally Rand'". The outcome of our conversation is this letter to you, with the hope that you may be able to pick out a passage or two for The "Crownsnest."

After spending almost two years in the Royal Navy, I was transferred on loan to the RCN, and, as a Radio Mechanic, joined the "Sally" in Londonderry in December 1942. In her I served for three glorious and unforgettable years.

I felt rather scared as the truck dumped me alongside — not of destroyer life, for I had already served in HMS "Legion," but of the personnel I was to meet. What kind of people were these Canadians? How did life differ from that in our ships? How would I, an outsider, be welcomed?

After meeting the Coxswain, who had never heard of such an animal as a Radio Mech., I was finally settled in the fore-lower mess with the tels., sigs., etc. As I looked around at all the marvellous beards (becoming more apprehensive than ever), one tel., about six-and-a-half feet tall, came up and said, "I'm 'Tiny' — welcome to 'Sally'." I was introduced 'round the mess, and at once my fears were dispelled; here was the hand of friendship and no mistake. I shall never forget the kindness shown me by "the boys."

After an excellent supper (I had rarely seen one like it), I was shown over the ship, the WT office and the RD/F cabins (as they were then known). I was initiated into the mysteries of dollars and cents, of Sweet Caps, Lucky Strikes and Chesterfields, of poker, gum, sweet corn — in fact, "the works." Murray Shirriff was my guide in these matters, but everyone was helpful in making me feel at home.

The following morning I was really convinced what a happy ship this was: The First Lieutenant going rounds and having a joke with the hands as they worked — always full of encouragement — here was the proof. Somehow in the Service the

"Number One" always seems to acquire a name for himself, but here was one man who never had cause to "use the whip." The men would do anything for him, and with a good heart. I know how sorry the ship's company really was when eventually he was appointed elsewhere.

I think it was on December 17, 1942, when we sailed for "Newfy," escorting convoy ONS 154. Those little fighting ships in company will always live in my memories — "Chilliwack," "Battleford," "Kenogami," "Napanee" and "Shediac." What a trip! I won't attempt to describe it here. I'll just simply say it was a nightmare.

And so on throughout my life in "Sally," great days with men who were always helpful and understanding. I am proud to have served under such men as Stephen, Pullen, Windeyer, Boulton and Stirling — men who were always the essence of fairplay, and to whom one could talk, and from whom one could receive sound advice on almost any problem, either in or outside the Service.

I suppose I could write a book if I were to include all the notable incidents I recall, or dwell at any length on personnel, but a few may be worth a small mention:

That January arrival in "Newfy," with the messdeck covered to a depth of two feet with wrappings from Christmas parcels . . . or that well-upholstered Coxswain, CPO Waldron . . . and that memorable occasion when Cdr. Stephen tore his cap to ribbons and shouted himself hoarse when a certain U-Boat was destroyed . . . and of the PO Writer and myself taking charge of shore patrols in "Newfy" when the other chaps wanted a run ashore.

I still cherish a leather sheath for my knife which is "suitably inscribed." CPO Abraham, the Gunner's Mate, must have spent a long time making it.

Finally, if any officer or rating who was in "Sally" with me would care to write, I should be delighted to answer all letters.

Now may I send my warmest wishes to all ships' personnel, both past and present, and a very "pusser" salute and thank you, RCN.

Yours sincerely,  
STANLEY TOMLINSON,  
Ex. PO Radio Mechanic

# Bugs Are Their Business

*Hospital Lab Staffs Render Valuable Assistance  
to Naval Medical Officers*

**H**AVE you got a cure for which there is no disease?

Not likely, but if you should find one, and happen to be serving in Esquimalt, take it along to the laboratory of the RCN Hospital at "Naden". They undoubtedly will find a disease to fit the cure.

It is there that the medical officer is assisted in arriving at a diagnosis or has his diagnosis confirmed. To the laboratory, situated in a wing of the Dental building and across the road from the hospital, come innumerable samples of all kinds for analysis and checking. Blood, urine, tissue fluids, inflammatory discharges and many other specimens get a thorough once-over to assist the doctor in determining the cause of illness.

Carrying out this often interesting and always important work is a staff of three — Sub-Lieut. (Nursing Technician) Dorothy Lott, Petty Officer Ivan Wright and Able Seaman Kenneth Jackson.

In their daily dealings with microbes, parasites, fungus growths, bacteria and viruses, the lab workers must use the utmost caution to ensure that their little charges don't escape. Although it is held possible that

people may attain, through constant association, a degree of immunity to many of the diseases, precautions are never relaxed, if for no other reason than the very good one that a lab worker could conceivably become the carrier of a germ.

Blood tests alone account for a large volume of the work in the lab. Blood may be tested for chemical content (iron, calcium, sugar, etc.) or for number, size and quality of red cells and white cells. There are many different types of white cells and a preponderance of one type may indicate a condition or disease being present. Variations in urine, as well as in blood and sputum, may indicate disease and all are given exhaustive and specialized examination.

"We carry out some biochemistry tests (the chemistry of living processes in the human body)", says Petty Officer Wright, "and also the study of tropical diseases, which is included in parasitology. To enable us to carry out the exacting and often unspectacular routine of the lab, we have a number of machines and instruments — some the finest of the kind in the city.

"For instance", he went on, "there

is a centrifuge here that whirls at a speed of 60,000 revolutions per minute, or faster than the speed of a six-inch shell. Armour-plated for safety, it separates various liquids into component parts. Another instrument, the colourimeter, determines almost automatically the strength of an unknown solution by colour comparison with a known quantity.

"Delicate scales, so fine they weigh a hair, and which even dust can throw off balance, ensure precision weighing. A hydrogen ion meter, which measures the alkalinity or acidity of substances, results in a great saving of time."

Intricate looking microscopes are used to probe the innermost secrets of the deadly microbes and some of the patterns revealed on the slides are startlingly beautiful.

Off from the array of test tubes, yards of glass tubing, the bottles and beakers, are two incubators, maintained constantly at body temperature, and a refrigerator. In the incubators, cultures are grown in various media to determine the strain or type of organism, while the refrigerator preserves those so grown for later study. Once grown, however, the living germs must be destroyed.

In another room all cultures, as well as the tools of the trade, such as bottles, slides, tubes and beakers, are sterilized or autoclaved under intense heat or live steam. Some are sterilized, washed and baked a second time to ensure complete absence of contamination. Also in the sterilizing room is a distiller, which keeps on hand a plentiful supply of distilled water, the only kind permitted in solutions.

The work at the lab is broken up into three divisions. Sub-Lieut. Lott handles bacteriology, while Petty Officer Wright is presently doing haematology (study of blood) and biochemistry. Able Seaman Jackson, now undergoing a course, will take over haematology on its completion.

In addition to the lab routine, the staff also gives three weeks of instruction and practical work to all medical assistants in the Command, so that the MAs have a background of lab experience for future reference.



Sub-Lieut. (Nursing Technician) Dorothy Lott shows AB Kenneth Jackson, a laboratory assistant, a particularly interesting design she has come across on one of the "culture" slides she is checking in the laboratory of the RCN hospital at Esquimalt. (E-10371).



Petty Officer Ivan Wright is shown working at an automatic burette, used for titrating substances. Here he is checking the alkalinity of a fluid for clinical use. (E-10370).

"Although the work is mostly routine and very exacting in nature", says Miss Lott, "it is also highly satisfying and sometimes even fun".

Miss Lott, who was with the WRCNS during the war, took a DVA Laboratory course on discharge and entered the RCN in January 1949.

EDITOR'S NOTE:— The "Naden" laboratory has its counterpart in the RCN Hospital laboratory at Halifax, performing exactly the same functions in the Atlantic Command.

## "SHEARWATER" GROUP TO STAGE NEW PLAY

The "Shearwater Players," an enterprising group of amateur theatrical enthusiasts, will present their second production, "Springtime for Henry," at the RCN Air Station March 2, 3 and 4.

The group's first venture, "Dear Ruth," was staged last December and played to capacity audiences. Its success greatly encouraged the group in its efforts to provide entertainment in the field of the legitimate theatre and to discover and develop talent within the RCN.

The idea of forming an amateur stage company sprang up last summer, when several theatre fans from "Shearwater" were asked to help in the Halifax Bi-centenary program. A few weeks later, a general meeting was called of all those at the air station interested in the theatre.

An executive was elected and plans were laid for the first production. Those elected to office were: Honorary president, Captain E. W. Finch-Noyes; chairman, CPO Robert Dalley; vice-chairman, Lieut. Stephen Derby-

shire; treasurer, Mrs. Margaret Maxwell; production manager, CPO Charles Lowman.

The first play was cast under the direction of Mr. R. Kehoe, a civilian employee at the base, and produced by CPO Lowman. CPO Dalley is directing the second and Lieut. Derbyshire is stage manager. The cast includes PO D. W. S. Cooke, Lieut. Brian Dawburn, Mrs. Marion Doherty and Mrs. Margaret Maxwell.

During productions, the other members of the group read plays under the supervision of Mrs. Louvain Lowman and Mrs. Betty Brown. In this way, good plays are selected and acting experience is gained — C. L.

## BOOK REVIEW

THE BISMARCK EPISODE  
by Captain Russel Grenfell, R.N.

"The Bismarck Episode" has all the ingredients of a good sea tale. Though the situations are not always simple, the story is told in a straightforward, easy to read manner. It is full of technical details of interest to naval experts, yet is so written that the lay reader can easily understand each phase of the exciting event as it unfolds.

Captain Grenfell's candour gives the reader confidence in his deductions and opinions. When he feels critical of any part of the British conduct in this operation, he does not hesitate to say so, and bluntly.

Possibly the greatest interest in this naval epic centres around what were then new tactical weapons, almost untried in that type of sea warfare — radar and naval aviation. Without use of these two weapons, the "Bismarck" would never have been brought to action. If HMS "Suffolk", using her "new" radar, had not been able to shadow the "Bismarck" . . . if the naval aircraft from HMS "Ark Royal" had not re-located, shadowed and crippled the enemy with airborne torpedoes . . . then, the reader is left to conclude that the "Bismarck" would have escaped.

The Germans were frequently guilty of failing to appreciate their opponents correctly. In this case, they seem to have made a poor analysis of the potentialities of the new tactical weapons, particularly of naval aviation.

It is interesting to read how, as early as 1941, naval air and surface forces were working in close harmony. Perhaps there is a lesson here that, nearly nine years later, we should try not to forget. — H. N. R.

(Published by Faber and Faber Ltd., 24 Russell Square, London. Distributed in Canada by the British Book Service, Adelaide St., Toronto. Price \$3.75.)

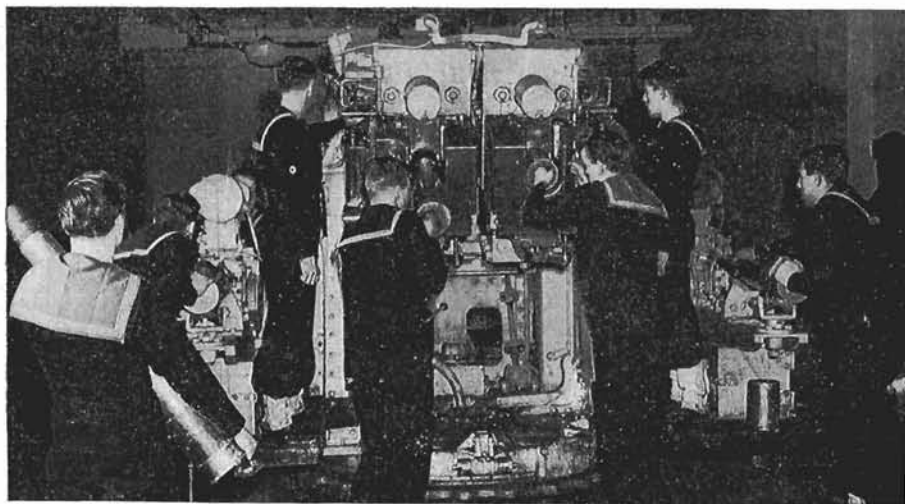
## CORRECTION

On page 36 of the Christmas issue of The "Crownsnest," the review of the book, "The Blue Circle Gang," listed the publisher as Collins. It should have been Thomas Nelson and Sons.



A busy place these days is the School of Naval Aircraft Maintenance at the RCN Air Station, Dartmouth. Besides the usual training and refresher courses for air maintenance personnel, the SNAM has been called on to provide conversion courses for men transferring to the new rates established when the Naval Airman Branch was instituted last year. The school, started in the summer of 1948, now has about 100 men under training and a staff of 25, plus 11 maintenance personnel. Staff members are shown in the above photo. (DNS—2200).





The clatter and banging of breech blocks and shells, the shouted orders and reports give the newcomer to the gun battery the impression that he has stepped into a madhouse. It isn't long, however, before he finds that there is order to it all and that in this case, at least, noise and efficiency go hand in hand. Above, a gun's crew goes through its paces at the twin 4.7-inch mounting in the gun battery at "Naden." (E-10742.)

## CALM AND CHAOS

The sounds of "utter and complete bedlam" emanating from the lower deck of a three-storey brick structure in HMCS "Naden" provide an odd contrast to the air of calm quiet prevailing on the top level of the same building; while on the main deck, in between these two extremes, officers and men go about their administrative and executive duties with apparent unconcern for the uproar below and the tranquility above.

This strange state of affairs becomes understandable with the explanation that the building is the Gunnery Training Centre, West Coast. Through its hallowed halls have passed thousands of aspiring gunners, trained and ready to take their places at the gunnery controls of the fleet.

The GTC was built during the war, in answer to a requirement for a school large enough to accommodate the many classes of new entries and of gunnery men qualifying for higher rates.

Heavy calibre guns and shooting appliances occupy the numerous bays stretching the length of the lower deck — officially known as the "Gun Battery".

It is here that the novice to the gunnery world gains an introduction to ships' armament and later acquires a thorough knowledge of the weapons he will handle.

On the main deck are found the administrative and regulating offices. In addition to the regular business of the school, the gunnery programs for the Pacific Fleet are worked out here. The remainder of this deck is taken up

with large and airy classrooms and a spacious theatre for projecting instructional films.

The upper deck, with the exception of a small portion for the Photographic Section, is made up of classrooms for Surface Gunnery, Radar and Ammunition.

A recent upsurge in able seamen qualifying in the gunnery branch has taxed the comparatively small instructional staff to the limit. However, this situation will gradually be remedied as more Gunnery Instructors complete their Whale Island course and take up training duties in the GTC.

There are at present more than 120 men undergoing instruction, with the average class consisting of about ten men.

"No rest for the wicked" is amply proven when an instructor finds himself free for the day. He is immediately detailed to assist Lieut. Frederick Little, First Gunnery Officer, in installing the latest in instructional aids throughout the school.

Guiding the fortunes of the West Coast Gunnery Training Centre is Lieut.-Cdr. J. W. McDowell, who holds the dual appointment of Officer-in-Charge, GTC, and Gunnery Officer West Coast. Assisting him are Lieut. Little, Lieut. G. J. Brockhurst, Mr. W. N. Holmes, Gunner, and Mr. David Scott, Gunner. Thirteen Gunnery Instructors and five First Class Rates who serve as sub-instructors round out a capable staff responsible for the careers of many aspiring "gunners."

It is obvious why the staff personnel at the GTC are proud of the School and the job they are doing: Playing a big part in building Canada's Navy in peacetime is no mean achievement.



The staff and some of the classes under training, shown in front of the Gunnery Training Centre, HMCS "Naden," Esquimalt.

# Comrades in Arms



## THE CANADIAN ARMY

### A Tough Grind

According to R. Kipling, Esq., it was a half caste's widow who showed troops "the way to promotion and pay" back in those gay old days when "the Widow" reigned at Windsor and a "thin red line of 'eroes" stitched the Empire together. But nowadays, with the future looking a lot more red than rosy, it has all been changed. Today's career soldiers in the Canadian Army Active Force get their "promotion and pay" the hard way, keeping one eye on the official graduation list and the other on the masses of pamphlets, textbooks and precis issued to prepare candidates for promotion — and staff college entrance examinations.

During the month of January, 146 officers at Army Headquarters and in the five military commands topped months of spare time study by taking an intensive two-week course in preparation for their staff college entrance examinations, held in the middle of February.

Although staff college is the goal of the majority of Active Force Officers, with the exception of those in the Royal Canadian Army Pay Corps, Dental Corps and Chaplain Corps, only a limited number are accepted each year and competition for the vacancies and the standards required for admission are stiff.

Before an officer becomes a candidate for staff training, he must appear before a special board of senior officers who question him on his general military knowledge. If they consider him to be a potential staff officer he begins his pre-staff training. This consists largely of spare time study over a period of 13 months on such subjects as military law, history, tactics, administration, current affairs, organization and others. This is followed by two weeks of intensive study and later still by pre-staff examinations.

Of the candidates who write the examinations, approximately 50 each year are selected to attend the 10-

month course at the Canadian Staff College, Kingston. Officers who pass the examinations but are not selected to attend the college are not required to write the examination the following year unless they wish to do so in order to better their standing.

But while pre-staff training and the staff college are only for the chosen few, promotion examinations are for the many. All officers of the Canadian Army Active Force, with the exception of chaplains and nursing sisters, are required to qualify before being eligible for promotion from lieutenant to captain and from captain to major. Failure to qualify within the time limits laid down by the General Staff Branch may be considered grounds for an officer's retirement.

All promotions examinations consist of two parts. Part One is known as "Common to all Arms" and Part Two, Special to Corps. Candidates for Part One prepare for the examinations which are held annually largely by spare time study, while Special to Corps courses of approximately eight weeks' duration are conducted at the various corps training schools.

## THE RCAF

### "Air Mail — Special Delivery"

The postman calls only six times a year at the homes of 25 Department of Transport workers on lonely Sable Island, the "Graveyard of the Atlantic", off the Nova Scotia coast.

When he does come, very often it's in an RCAF Search and Rescue aircraft. But usually there's no chance for the islanders to learn mainland gossip, because the plane can't land, due to adverse weather on the lake at "Sable."

On January 20, when seas were stormy and ice lay on still waters, the Air Force dropped about 400 pounds of mail and personal parcels for the tiny population of the island. It was their first mail since a month before Christmas, but they couldn't send their own out because ice on the lake prevented the Canso bomber piloted by Flying Officer L. B. (Mike) Pearson, of Woodstock, Ont. (no relation to the External Affairs Minister) from landing.

When the Department of Transport on the east coast cannot spare



A group of officers studying during a syndicate discussion period at the Canadian Army Staff College, Kingston, while preparing for their pre-staff examinations (Canadian Army Photo C-1013).





Flying Officer William Cottnam, of Toronto (left), and Flying Officer L. B. Pearson, of Woodstock, Ontario, check their cargo before taking off in an RCAF Canso from the Royal Canadian Naval Air Station at Dartmouth, N.S., to parachute mail and supplies to inhabitants of Sable Island. (DNS-2322).

a ship to do the job, they call on the RCAF at Greenwood, N.S., who do the honors, at the same time gaining flying experience and practice in parachuting and dropping supplies. Though the mail still goes through to Sable Island, no one has yet figured a practical way of bringing island mail out by air when landing is impossible.

## A TRIBUTE

*The following letter, paying tribute to the late Lieut.-Cdr. (P) C. G. Watson, RCN, who was killed in a flying accident at Toronto last summer, was published recently in a Toronto newspaper.*

Dear Sirs:

I have just received the tragic news of the death of Lieutenant-Commander Clifford G. (Clunk) Watson, who was recently killed in a flying accident in Canada. On behalf of his countless friends and colleagues on this side of the Atlantic, I should like to pay tribute to him. To those of us who had the honor and privilege of serving with Cliff, his unfailing gaiety, his courage, his leadership and his high ideals were a constant source of inspiration, which helped many of us through our darkest flying days.

Paying his own way across the Atlantic in the early part of 1940, he joined the Royal Naval Fleet Air Arm — one of the first Canadians to do so. His sense of fun quickly endeared him to all who came in contact with him, while he proved himself to be a pilot of outstanding ability. When I passed through the same

flying school some months later, his name was already a by-word, and the highest praise instructors could give us was, "That was just about as good as Cliff Watson."

After the serious accident (when Cliff was a passenger in the aircraft) in which Cliff broke his back in a dozen places, it was thought that he would never be able to fly again. But with his indomitable courage, Cliff insisted on continuing flying albeit he was relegated permanently to second line duties. Shortly afterwards, however, his skill in carrying out a forced landing in an aircraft which had caught fire convinced the authorities that he was fit for operational duties; and to Cliff's great satisfaction, he was allowed to return to a first-line fighter squadron. He served with distinction until the close of hostilities.

After the war some of us tried to persuade him to give up flying and take up art, a field in which his talent was considerable. But he always felt his place was in the air he so much loved.

Our sorrow at his passing is extended to his wife and daughter, and to his family, who will, I know, remain brave and steadfast, remembering how much Cliff had to give to life, and that he gave all — unstintingly

and without a thought for himself. Canada has lost a true son and we a true friend.

R. Bruce Dunfield,  
Ex-Lt.-Cdr., Fleet Air Arm,  
London, England.

## Correspondence In French

Correspondence received in French is to be replied to in the same language in every case. All correspondence addressed to the Quebec Provincial Government, municipalities where the French language is known to be predominantly spoken, and individuals who are known to be French speaking, is to be written in French.

## CKZ Calling

The Victoria naval division, HMCS "Malahat," is anxious to work other naval divisions by W/T on Monday evenings from 2000 to 2200, PST, using the transmitters and receivers in its headquarters and training ship, the minesweeper "Sault Ste. Marie."

"Malahat" has been allocated radio call sign CKZ, operating on the following four frequencies: CKZ24 on 2410 kilocycles, CKZ79 on 7985 kc's, CKZ94 on 9480, and CKZ 35 on 13510.



The Canadian Chiefs of Staff are seen above as they conferred with their American counterparts recently in Washington. Main topic of the group was continental defence under the North Atlantic pact. Taking part were, left to right, standing, Admiral Forrest P. Sherman, Chief of US Naval Operations; Vice-Admiral H. T. W. Grant, RCN, Chief of the Naval Staff; Air Marshal W. A. Curtis, RCAF, Chief of the Air Staff; General Lauris Norstad, Deputy Chief of Staff, US Air Operations; seated, General Lawton Collins, Chief of Staff, US Army, and Lieutenant-General Charles Foulkes, Chief of the General Staff, Canadian Army. (Canadian Army Photo — Z-5600-1).





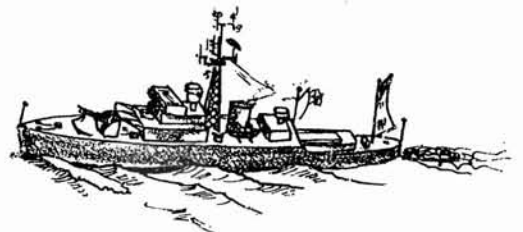
## St. Nick Meets St. Stephen

*Remember the Christmas when young Rudolph led  
Santa's reindeer and sleigh 'cause his nose was so red?  
You know that the reason was fog on the ground  
And I'll bet that you thought they got home safe and sound.  
But this is what happened and take it from me  
'Twas well the "St. Stephen" was still out at sea.*

*He was on his way home and travelling light  
His cargo he'd landed throughout the long night,  
And settled all snug in his robes warm and deep,  
Believe it or not, Santa fell fast asleep.  
Young Rudolph was feeling important and gay  
To think that his nose had shown Santa the way.  
He bounded and pranced like a naughty young pup  
But shortly discovered his nose was iced up.  
Dasher took the controls but wouldn't you know  
They were far out at sea and flying too low.  
He pointed his nose to the sky to begin.  
A quick climb aloft but the sleigh took a spin.  
Santa woke with a jerk, took a quick look about,  
Unfastened the traces and gave a loud shout,  
"On Dasher, On Dancer, I'm counting on you  
To land the team safely, and young Rudolph, too."  
The reindeer sprang up ere they had time to think  
On what would occur when he fell in the drink.  
But circling over the spot where he went,  
They saw the "St. Stephen" to rescue was bent.  
"All hands on deck!" the duty watch cried,  
"St. Nick is in trouble! he's over the side!"  
Double-quick they turned to, threw over the net —  
It landed the little man sputtering and wet!  
They gave him a toddy and drew a hot tub,  
Took his suit to be dried, gave his whiskers a rub.  
Polished buckle and buttons until they shone bright.  
Dried the fur on his boots, for his pipe furnished light.  
And quickly a signal to shore was despatched  
To tell how St. Nick from the ocean was snatched:  
"Have picked up survivor of reindeer-drawn craft  
Who bailed out at sea with his sleigh for a raft.  
S. Claus is his name — but his number unknown  
Request news of safety be sent to his home."  
How proudly she came into harbor that night  
With one V.I.P. on the bridge in plain sight.*

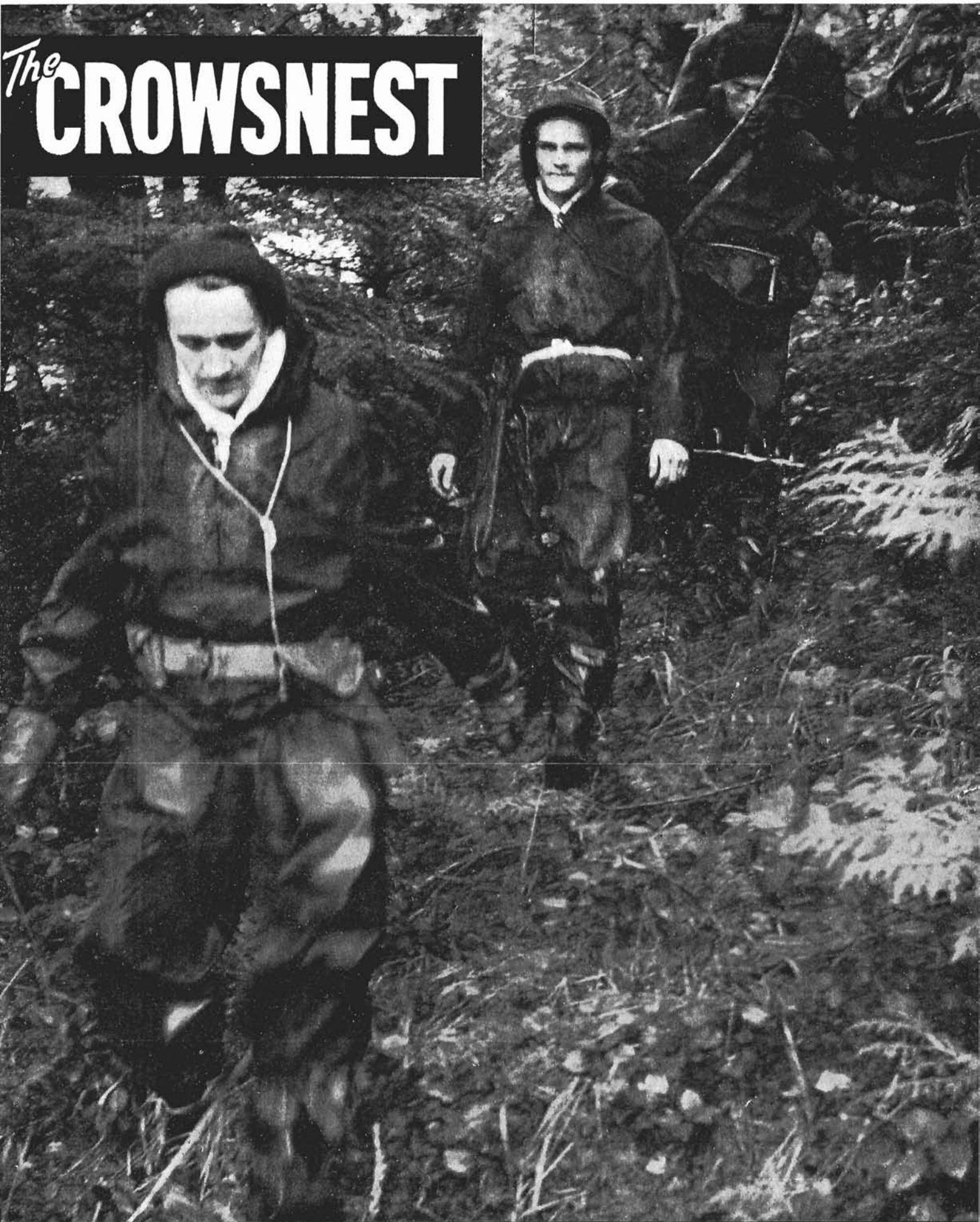
*And when he got home to his wife, he said, "Pet,  
If it weren't for 'St. Stephen' I'd be floating 'round yet."*

by H.M.S.W.





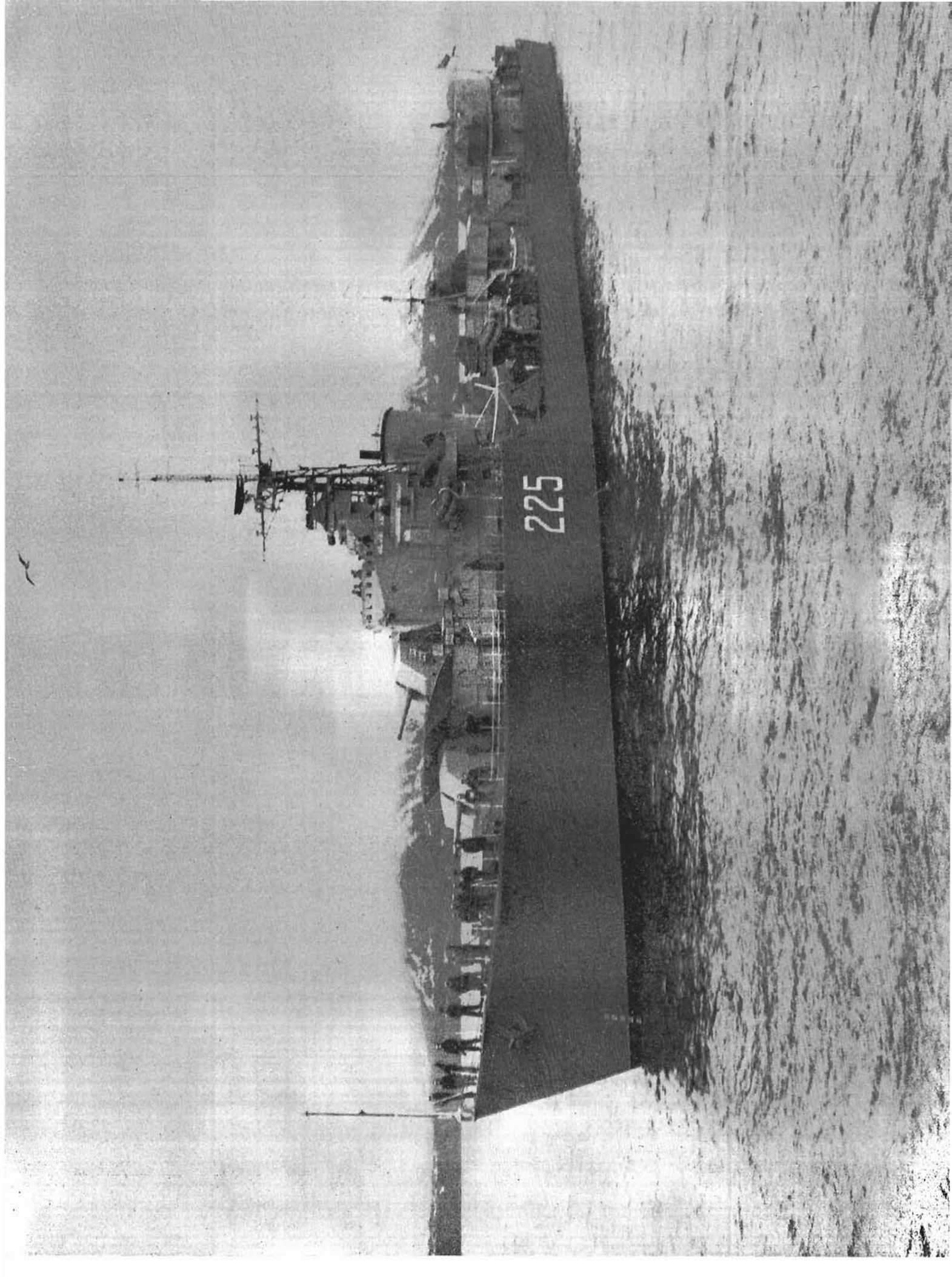
# *The* CROWSNEST



Vol. 2 No. 6

April, 1950





# The CROWSNEST

Vol. 2 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

April, 1950

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### LADY OF THE MONTH

Recently re-commissioned, with new equipment, new armament and entirely new messing and sleeping arrangements, the destroyer "Sioux" has taken her place beside the other units of the Pacific Coast fleet. One of her first jobs after commissioning was a fast run north to Princess Royal Island, where she transferred a motor cutter and supplies to the destroyer "Cayuga," then headquarters ship for the large-scale sea, land and air search being carried on for survivors of a crashed American B-36.

The photograph shows the "Sioux" as she moves up to the "Cayuga's" anchorage just off the island. (E-10980.)

★ ★ ★

On February 28, HMCS "Huron" commissioned at Halifax. It was the second commissioning for a Tribal class destroyer whose first period of employment included wartime service off the coasts of Norway and France, on the North Russian convoy route and in the English Channel.

The "Huron" and her record are well known to the officers and men who served in the naval forces during the war. But to post-war entries in the RCN and RCN (R) she is probably something of a stranger.

For this reason, and particularly for the benefit of those present and future members of her ship's company who are unfamiliar with her history, a brief outline of HMCS "Huron's" career is presented in this month's "Looking Astern" department (page 16).

The story is that of a ship whose contributions to the traditions of the Royal Canadian Navy have been of the highest order; it is a story which we take great pleasure and pride in telling.

*Cover Photo* — Striking out through the dense undergrowth of Princess Royal Island, off the northern coast of British Columbia, is a search party from HMCS "Cayuga". From left to right they are PO James Braham, in charge, AB William Sanford, Ord. Sea. James Young, AB Kendrick Bowness, and Ldg. Sea. Michael Pastuck. They formed one of the many volunteer rescue teams landed from the destroyer during the intensive search for the crew of a U.S. Air Force B-36. Twelve of the 17 crew members were found, ten being picked up by a fishing boat while two others were rescued by personnel from the "Cayuga". (See also page 4). (E-10983).

### SUBSCRIPTION RATE

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

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

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

# R.C.N. News Review

## Spring Training Cruises Nearing Completion

The end of March found ships homeward bound on both coasts from spring training cruises in southern waters.

HMC Ships "Magnificent" and "Micmac" sailed from Guantanamo, Cuba, on the 30th for New York, where they were scheduled to spend five days before proceeding on to Halifax. Elaborate plans for the entertainment of their ships' companies were being made by the Canadian Consulate in New York, and it was expected that the visit would be a memorable one.

On the West Coast, the "Ontario," "Cayuga" and "Sioux" left Long Beach, also on the 30th, and headed straight for their home port of Esquimalt.

Joint exercises with units of the United States Atlantic Fleet and the America and West Indies Squadron

of the Royal Navy highlighted the cruise program of the "Magnificent" and "Micmac."

The fun started on March 16, when the Canadian ships and a US task force acted as opposing fleets. They fought a long-range aerial battle in which the Canadians, heavily outnumbered in ships and planes, "lost" both the "Magnificent" and "Micmac" but succeeded in inflicting "heavy damage" on the US carrier "Phillipine Sea," battleship "Missouri" and heavy cruiser "Salem."

RCN Firefly pilots from the "Magnificent" relied heavily on speed and deception in delivering low-flying torpedo attacks on the US ships and carried out their assignments with such realism that some American officers afterwards commented that they were "uncomfortably reminded of Pacific actions when the attacking planes were not manned by our friendly cousins from the north."

The following day, the two forces teamed up for an air strike against the US naval base at Guantanamo, then carried out joint tactical manoeuvres.

When they parted company that evening, the commanders of both forces expressed themselves as being well satisfied with the results of the exercise, and particularly with the increased understanding of each other's operating procedures.

"It has been a valuable and all too short experience," signalled Commodore K. F. Adams, commanding officer of the "Magnificent" and Senior Canadian Officer Afloat. Vice-Admiral Donald B. Duncan, commander of the US Navy's 2nd Fleet, echoed those thoughts with the statement that the US units "profited greatly from operating with and 'against' the seamen and airmen of the Canadian force."

The following Monday, the 20th, the Canadian ships joined up with units of the Royal Navy and US Navy to form one of four task forces moving northward through a 600-mile-long area in one of the biggest hide-and-seek war games between submarines, surface vessels and aircraft since the end of the war.

The four fleets were opposed by 11 USN submarines, assisted by flying boats which operated out of Miami and provided the subs with information on the disposition of the surface forces. Every trick in the book was tried by both sides during the three-day exercise.

On Sunday, the 26th, the British and Canadian ships returned to Guantanamo, where a conference was held to discuss the various aspects of the exercise. Four days later the "Magnificent" and "Micmac" departed on the first leg of the homeward voyage.

Not so spectacular but just as valuable was the training program carried out by the three West Coast ships on their one-month cruise to Mexico. Headed by the new entry training ship, HMCS "Ontario," they went as far south as Magdalena Bay,



Officers and men of HMC Ships "Magnificent" and "Micmac" got a taste of real southern hospitality when they visited Charleston, S.C., Feb. 20 to 24. The City of Charleston arranged daily bus tours, two dances, a symphony concert, a talent show, a special motion picture showing and other entertainment. This photo, taken at White Point Gardens during a bus tour of the city, shows five men from the Canadian ships examining a mortar which was used at one time in defending Charleston against the Spanish. Left to right are: Ldg. Sea. Joseph O'Donnell, Halifax; AB Thomas Coyle, Monica, P.E.I.; AB Andrew Davies, Galt, Ontario; AB Joseph Rohland, Montreal, and Ldg. Seaman William Maguire, Toronto. (MAG-1274)



where they devoted a solid week to drills, evolutions and other forms of training.

The cruise was the first of any length for the "Ontario" since finishing her annual refit and the first for the "Sioux" since her conversion and modernization.

Other active units of the fleets were also busy during the month. The frigate "Swansea" made a one-week cruise which included a two-day visit to Boston, and the rest of the time operated in the Halifax area. On April 7 she will join the "Magnificent" and "Micmac" off New York and will complete the spring cruise with them.

The weather ship "St. Stephen" sails for Station Baker April 3 after spending the month at Halifax, enjoying a well-earned rest. The destroyer "Huron" was working up and the minesweepers "New Liskeard" and "Portage," having finished their annual refits, were doing the same.

Out west, the frigate "Antigonish" wound up her refit and returned to active duty, and was joined by the "Beacon Hill," brought forward from reserve to assist with the forthcoming summer training program.

### **First Sea Lord to Visit Ottawa**

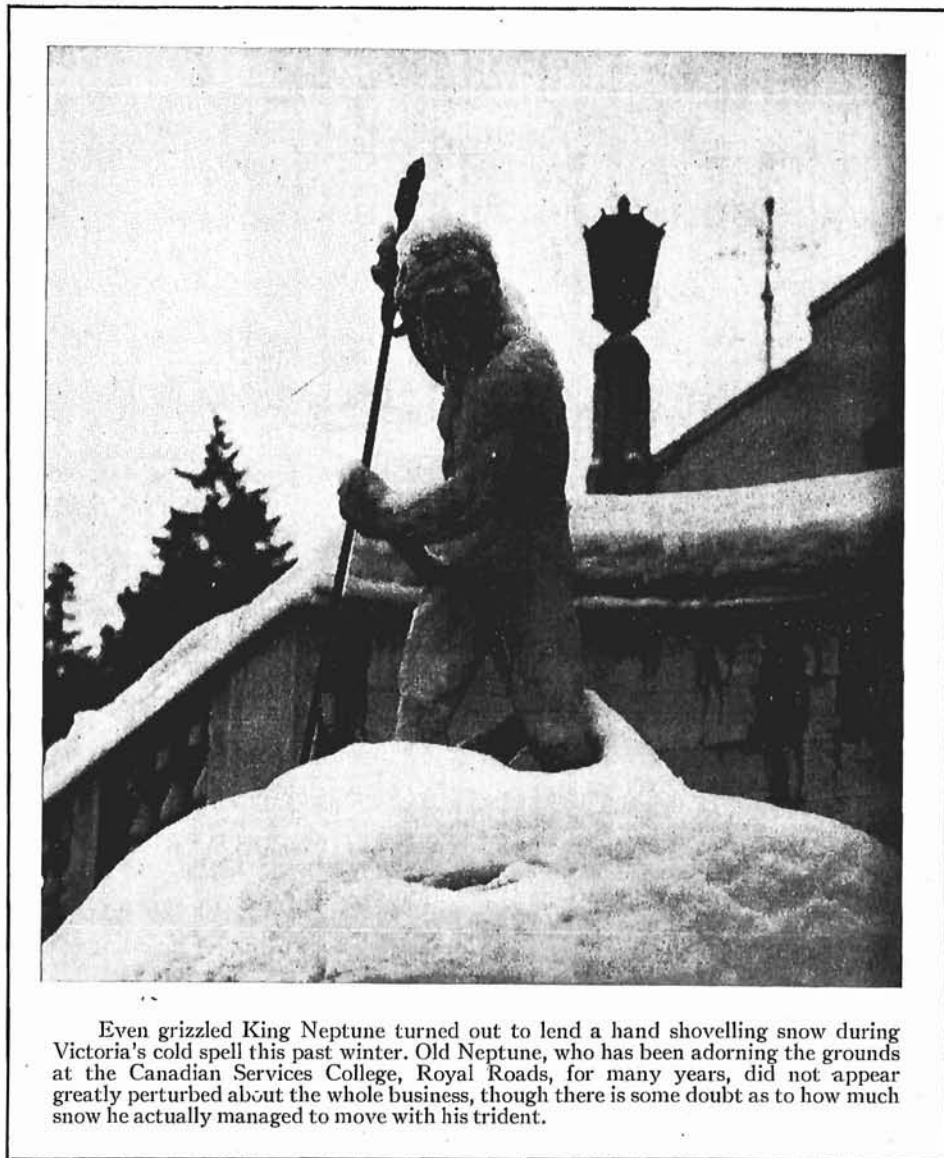
The First Sea Lord, Admiral of the Fleet, Lord Fraser of North Cape, GCB, KBE, will visit Ottawa on April 11 and 12. He will be accompanied by Captain M. Le Fanu, DSC, RN, and Lieut. P. A. Bence-Trower, RN.

Lord Fraser, as Commander-in-Chief of the Home Fleet flying his flag in the battleship "Duke of York," commanded the naval forces which sank the German battle cruiser "Scharnhorst" off the North Cape on December 26, 1943. The "Scharnhorst" was sunk shortly after she had made two unsuccessful attacks on a Russian Convoy, in the close escort of which were the Canadian destroyers "Haida," "Iroquois" and "Huron."

Early in 1945, when Commander-in-Chief of the British Pacific Fleet, Lord Fraser visited the Canadian cruiser "Uganda" when she stopped at Sydney, Australia, on her way to take part in the war against Japan.

### **900 Cadets Expected to Train this Summer**

More than 900 cadets, most of them from University Naval Training Divisions and the balance from the Canadian Services Colleges, will carry



Even grizzled King Neptune turned out to lend a hand shovelling snow during Victoria's cold spell this past winter. Old Neptune, who has been adorning the grounds at the Canadian Services College, Royal Roads, for many years, did not appear greatly perturbed about the whole business, though there is some doubt as to how much snow he actually managed to move with his trident.

out training in ships and establishments on both coasts this summer.

A training program, covering a 4½ month period from May 1 to mid-September, has already been mapped out and provides for courses ashore and practical experience at sea.

On the East Coast, the frigates "La Hulloise" and "Swansea" will be engaged in cadet training, each of them embarking about 50 cadets at a time. Executive cadets are scheduled to spend four weeks at sea and the rest of the time in schools at "Stadacona."

The frigates "Beacon Hill" and "Antigonish" and the cruiser "Ontario" will provide berths for cadets on the West Coast. All first year cadets and those of the executive branch will go to sea in the frigates, with the "Ontario" providing training facilities for cadets of the non-executive branches in second year and above.

### **Benevolent Fund to Meet April 17**

The fifth annual general meeting of the Canadian naval Service Benevolent Trust Fund will be held in Ottawa on April 17. Notices are going out to the Fund's 72 naval and civilian members from Halifax to Victoria.

Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), president of the Fund, will be chairman of the meeting. Among important items of business on the agenda is the election of a new board of directors.

A meeting of the current board of directors is scheduled for the morning of April 17, with the general meeting to be held in the afternoon. Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, are expected to address the afternoon session.



Before heading for the beaches, men in charge of search parties were briefed in the "Cayuga's" Operations Room. Lieut.-Cdr. C. R. Parker, executive officer, goes over all aspects of the search, points out areas already covered, assigns new territory to each party and informs them of any new clues that may have turned up overnight. A visual picture of the island is obtained from a number of aerial photos clipped together in sequence. Photos were provided by the RCAF. Left to right are: Petty Officers James Brahan, James Ridout, Jack Strachan and Vincent Mielin. (E-10974)

## ✓ **'Well Done, Cayuga!'**

by C.T.

Destroyer Took Prominent Part  
In Search for Lost Airmen

One of the greatest air-land-sea searches in the history of British Columbia took place in February following the loss of a United States Air Force B-36 over Princess Royal Island.

The story of the hunt was one of partial success, of failure and of very tough going through the dense bush and over the rugged, snow-covered terrain of the northern B.C. island.

The giant six-engined aircraft first got into difficulties during the early morning darkness of February 14, somewhere over Hecate Straits. With 16 crewmen aboard, the pilot reported he had three engines afire. The plane was icing badly... then came the last terse message, "Letting down..."

In Vancouver, at 12 Group RCAF Search and Rescue headquarters, the initial moves were quickly made. Flag Officer Pacific Coast was contacted, and by 0815 that morning HMCS "Cayuga," (Capt. M. A. Medland) steamed out of Esquimalt harbor and proceeded "with all dis-

patch" to search the area of Queen Charlotte Sound and Hecate Straits. Meanwhile, aircraft of the RCAF, the US Air Force and the US Coast Guard roared north to scour the coastline from the air.

The first day of the hunt proved fruitless. Like the search for a C-54 down in the northern Yukon, it appeared that another drawn out and unsuccessful operation was underway.

Then, the next day, came the sudden break. A fishing vessel, the "Cape Perry," sighted smoke on the beach of Princess Royal Island. Closing the island, the skipper saw figures walking on the rocky shoreline. Minutes later came the flash: Survivors from the B-36 had been found.

While the "Cape Perry" was picking up ten of the missing flyers, the "Cayuga" was searching 70 miles to seaward. She was immediately directed to Princess Royal Island.

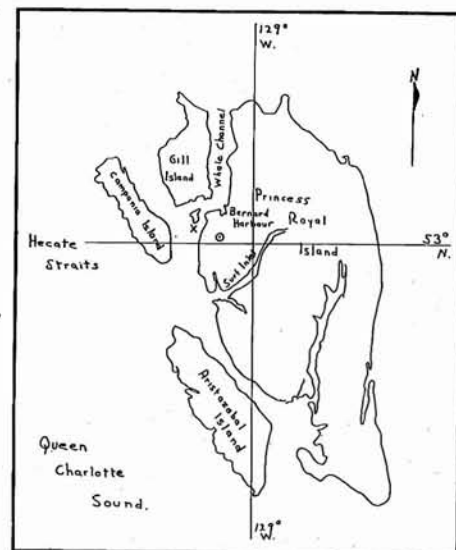
Also converging on the rescue area were the US Coast Guard Cutters "Winona," "Whiteholly," "Citrus"

and "Cahoone," as well as two RCAF high speed motor launches.

The "Cayuga" arrived off the beach at 1630 that same day and quickly landed a rescue team to bring out an injured survivor reported "hung up" on a mountain side. The position of this man, as reported by the other survivors, was approximate only, and in the failing light the task of this rescue team turned out to be most difficult and hazardous.

Staff Sgt. Vitoli Trippodi, of Brooklyn, had bailed out of the plane, with the rest of the crew, in pitch darkness and over unknown country. He landed in some trees high up on a mountainside. Caught in his 'chute harness, with both legs badly injured, he hung head downwards for ten hours before he was extricated by some of his crewmates who had landed in the vicinity. After cutting Trippodi down from his painful perch, the others were too weak to take him down the mountainside. They had to leave him and make their way to the water.

Lieut. William Kidd, of Vancouver, and CPO E. Wooley, of Langley Prairie B.C., led the "Cayuga's" 16-man rescue squad to Trippodi's side. Surgeon Lieut.-Cdr. Andrew Weir and Petty Officer Alex Matte, a medical assistant, gave Trippodi a sedative, placed him on a Neil-Robertson stretcher, and made him as



A sketch map of Princess Royal Island, where the rescue operations took place. Spot "X" south of tiny Ashdown Island is where the "Cayuga" and other vessels employed in the search anchored. The circle indicates the general area where Sgt. Trippodi and First Lieut. Charles Pooler were found by "Cayuga" search teams. Search operations were conducted from Surf Inlet to Bernard Harbour and north up Whale Channel, as well as on surrounding islands.





PHOTO: NICHOL

Most seriously injured of the B-36 survivors was Staff Sergeant Vitoli Trippodi, who spent 12 hours trapped in his parachute harness with both legs broken, hanging head downward from a high tree on a mountainside. He is shown in a Neil-Robertson stretcher as the "Cayuga's" motor boat is being lowered to take him to a waiting aircraft. He was flown to McCord Air Base in Washington for treatment. Standing by Sgt. Trippodi at left is PO Alex Matte (wearing glasses), who, with Surg. Lieut.-Cdr. A. Weir, went ashore with the team which rescued Sgt. Trippodi and provided on-the-spot medical care. (E-10970).

comfortable as possible. In complete darkness they carried him off the mountain to the safety of the ship.

A few days later, still suffering from his ordeal, Trippodi told his doctor from a hospital bed at the McCord Air Force Base in Washington, "Those Canadians are wonderful people. I wouldn't be here if that rescue party hadn't spotted me . . ."

By the third day, February 16, the picture had clarified. Ten members of the plane's crew had been rescued by the "Cape Perry" and had been flown out to McCord Air Base. Sgt. Trippodi, the eleventh to be rescued, had also been flown out. There were still six missing.

At the request of 12 Group RCAF, "Cayuga" assumed full direction of the land-sea search at Princess Royal Island, and the destroyer was also charged with co-ordinating air searches in the vicinity. 12 Group remained as the overall operational control.

Under her direction the "Cayuga" had the US Coast Guard cutters, the RCAF motor launches, RCAF para-rescue squads and units of the 129th Heavy AA Battery, RCA, who had been flown in from Victoria.

Page five

## 5,810 MAN-HOURS SPENT IN BUSH

Summing up the effort put forth during the nine days of searching, the following figures throw some light on the work done by the seamen from the Canadian and US ships and all the others who slogged through the forests of Princess Royal Island, hunting for survivors from the USAF B-36.

Ship or Unit	Complement	Man Hours In Bush
HMCS "Cayuga".....	210	3000
US Coast Guard Cutters (4).....	170 (over-all)	1620
Canadian Army.....	28	890
RCAF (Para-rescue squad).....	4	160
Alpine Club.....	5	140
Total searchers involved.....	417	Total 5810

Three rescue teams landed from the "Cayuga." Others were landed from the Coast Guard cutters, and Army and Air Force searchers added to the score. The terrain of Princess Royal Island was formidable. Dense bush, deep snow, mountains and ravines made progress painfully slow.

That afternoon the "Cayuga's" first rescue team, led by Lieut. G. M. De Rosenroll, of Calgary, heard faint cries in the distance. Slowly they made their way to the sounds. There, beside a small frozen lake, they found First Lieut. Charles Pooler, USAF, lying with a broken ankle.

Getting Lieut. Pooler, the bomber's second engineer, back to the beach was a battle in itself. The rescue team had a mile and three-quarters to go. It took them seven hours.

The twelfth man had been rescued. There were still five to go.

Lighting a fire was quite a trick. These men hollowed out a huge log until they came to dry, rotten wood at the heart. Then, with the aid of a flare, they got their fire going in a short order. About half an hour was the time allowed for the searchers to stop for sandwiches and dry out clothes. Left to right are AB W. Sanford, PO J. A. Brahan, AB K. Bowness and Ldg. Sea. M. Pastuck.







These four men, along with four from the US Coast Guard Cutter "Winona," experienced a wild night on Princess Royal Island. Leaving at first light one morning, they made a last desperate bid to find the five men still missing from the B-36. They spent the night three miles inland in the dense jungle-like growth and the following day struck south until they reached Chapple Inlet, where they were picked up by the "Cayuga's" motor cutter. During the night rain and snow, borne on a 60 to 75-mile-an-hour gale, drove in one side of their shelter and whistled out the other. Left to right are: Sgt. George Lecki, one of four RCAF para-rescue men aboard the "Cayuga"; PO Stan James, PO J. M. Pitts and CPO C. J. Padget. (E-10972)

search squads closed in to a few yards.

Through all the messages from the destroyer, the constant battle with the land predominated. Some search parties were out as long as 15 hours at a stretch, at times crawling for long distances on their hands and knees . . . through wet snow, up ravines, over windfalls. The bush was so dense that if a man were lying injured, unable to cry out, searchers could pass within ten feet of him and never know he was there.

Time began to run out on the hope of finding further men from the missing aircraft. But the search went on unabated. Each day came the report, "All search teams returned on board . . . nil results."

An analysis of the jump order from the B-36 and information from the captain of the bomber, who flew back to Vancouver to assist the RCAF, was not encouraging. It was apparent that the men still missing could have come down in the icy waters of Whale Channel. The finding of an empty, half inflated life raft floating in the channel supported this theory.

On February 22, nine days after operations commenced, 12 Group gave the order to call off the ground search.

The "Cayuga" remained at the island to conduct the evacuation of all ground personnel. Then she put back to Esquimalt. In her signal log was a message from the RCAF in Vancouver . . . "Well done, Cayuga!"

### ***Being in No Respect Ready For Sea***

<p>To: CAYUGA (R) DUNDURN CNAT DUNDURN WILL PROCEED AT 1200U/18/2 TO RENDEZVOUS WITH YOU CARRYING MEDICAL SUPPLIES AND OTHER STORES AS REQUESTED AND 500 TONS BUNKER BAKER FUEL.</p>	<p>From: CANFLAGPAC 1200U/17/2</p>
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At 1200U/17 February 1950, CNAT "Dundurn" lay alongside at HMC Dockyard, Esquimalt, where she had been for three years. On board, about the only equipment that could be relied upon to operate efficiently were the main engines and the steering gear. She had no crew, no radio, no stores, compasses were out of adjustment and the oiler was in the process of an unhurried refit.

HMCS "Cayuga," at Princess Royal Island, had indicated a need for fuel, stores and mail.

The "Cayuga's" requirements had to be filled.

Also alongside at Esquimalt lay CNAV "Heatherton," her crew, all civilian, on well-earned week-end leave. They were recalled, some from Vancouver, to man the "Dundurn."

Working overnight, dockyard radio experts installed wireless equipment in the "Dundurn." Engines were checked, an echo-sounder was installed and stores began to arrive on board. The refrigerator was filled to the deckhead.

By 0900 Saturday all hands were onboard; the "Heatherton's" crew had transferred to the "Dundurn." At 1200U Saturday, the 18th, a message to the Flag Officer announced that "Dundurn" was "proceeding in accordance with previous instructions."

Within the ship, order was emerging from the chaos. Few on board knew anything about tankers. A number of technicians had been drawn from the Dockyard and two naval communicators had been obtained from the Admiral's staff to assist the "Heatherton's" wireless operator.

The cooks, as usual, had been among the first to settle down to routine. They served breakfast and at noon produced a delicious dinner — fried chicken, no less. In the afternoon there were heaping plates of mouth-watering biscuits. Coffee and tea were available at all times in the galley.

As difficulties cropped up they were handled with despatch. The master, Mr. J. Patterson of Victoria, spent most of his time on the bridge.

Down in the engine room the two 400-horsepower Diesels thrashed out a steady nine knots.

CNAT "Dundurn" was operational — a tribute to the teamwork of dockyard personnel, planning by the authorities and to the crew of CNAV "Heatherton."

### ***Tug "Clifton" Aids Disabled Fish Packer***

The RCN tug, CNAT "Clifton", last month figured in a rescue operation off the west coast of Vancouver Island.

A fishing packer, the "Co-operator No. 1," after drifting for four hours with engine trouble off Hardy Bay, was taken in tow by the "Clifton" and delivered to her home port of Kyuquot Sound.

The "Clifton" had been on mine disposal duty at Winter Harbor and was sent to the aid of the fishing vessel after the latter's distress signals had been picked up in Vancouver and relayed to the naval tug.

# 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.)

Chief Petty Officer Holland Hastings (Shep) Shepherd, Regulating Chief of the Electrical School, HMCS "Stadacona," Halifax, has been chosen by the personnel of the school as Man of the Month for April.

Born in Mimico, a suburb of Toronto, on May 19, 1912, he took his first steps toward a career in the Navy when he joined the Sea Cadets in 1927. Two years later, in January 1929, he joined the RCN at Halifax as a Boy Seaman.

After a year and a half in "Stadacona", during which time he learned to blow a bugle (for the extra five cents a day bugler's allowance), he entered the Telegraphist branch and went overseas for communications training and sea service in the battleship "Barham".

In June 1931, Shepherd was one of the commissioning party of the HMCS "Saguenay," under the command of Commander P. W. Nelles (now Admiral, Ret'd). Over the next few years he was to serve two other periods in this ship, the intervals between being spent ashore at "Stadacona" or overseas on W/T courses.

In May 1940, by this time a Leading Telegraphist with the non-substantive rating of W/T 2, he was drafted to another destroyer, the "St. Laurent," in which he served for exactly a year. During this period the "St. Laurent" took part in the evacuation of France, rescued 859 survivors of the S.S. "Arandora Star" (a liner carrying German and Italian prisoners which had been torpedoed by a U-boat), and shared in the destruction of a submarine.

While in the "Sally" he was advanced to the rating of Petty Officer Telegraphist.

From October 1941 until April 1945 he served ashore as an instructor in HMCS "St. Hyacinthe," the signal school at St. Hyacinthe, P.Q., at "Cornwallis" and other East Coast establishments. In May 1945, CPO Shepherd went back overseas and finished out the war in HMS "Campania", working out of Scapa Flow.

He returned to "Stadacona" late in 1945 and was still serving there when



CPO Holland H. Shepherd

he transferred in July 1947 to the rating of Radio Technician in the Electrical Branch and assisted in the installation of equipment in the new Electrical School.

With more than 20 years in the Service behind him, CPO Shepherd should know what he is talking about when he says the Navy is "a good life." Those 20 years also make his pension date not far away, a date he says he will not be too happy to see arrive. However, his hobbies and other outside interests—which in-

clude golf, stamp collecting and amateur radio—should ensure that time will not hang heavily on his hands when his work in the Navy is finished.

In addition to his other spare time activities, he is prominent in the Boy Scout movement. At present he is Scoutmaster of the first Fairview Troop.

A keen, all-around athlete, CPO Shepherd has taken part, at one time or another, in the majority of games and sports carried on in the Fleet. His proudest boast, however, is that he was one of three Canadians who played on an English hockey team at Bournemouth in the days when ice hockey in England was a rare and sometimes hazardous undertaking. The other two Canadians were Captain E. W. Finch-Noyes, now commanding officer of HMCS "Shearwater," at Dartmouth, and Mr. James Arnott, Cd. Bos'n.

CPO Shepherd lives with his wife, Alice, and their young daughter on First Avenue, Fairview, Halifax County, N.S.

## Yard Craft To The Rescue

A naval harbor craft rushed to the rescue when a 16-year-old Halifax boy became marooned on a rapidly disintegrating ice floe on the waters of Bedford Basin on the evening of February 11.

The boy had been playing with three friends on the ice along the rim of the Basin when a piece broke away from the bank. His companions jumped to safety but the 16-year-old was too late, as wind and tide rapidly carried the slab away from the land.

The others shouted for help and a passer-by called police, who in turn phoned the Yard Craft office in HMC Dockyard. Coxswain Richard Hallett and his crew promptly cast off their lines and headed for the Basin. By the time they reached the boy, he was half a mile off shore.

"Boy, was I glad to see that boat," said the boy afterwards. "I was plenty scared."



# THEY GUARD YOUR HEALTH

by S.P.F.

*Hygiene Dept. of RCN Strikes  
Disease, Infection at the Source*

✓  
IN the Medical Branch of the Royal Canadian Navy is a small, little-known department whose job it is to rob the Service's sick bays and hospitals of possible patients.

This is the Hygiene Department, and since the type of larceny it performs is an important phase of the Navy's over-all health program, its business is carried out with the full blessing and approval of all concerned.

The department's duty is to safeguard the health of naval personnel by sanitation procedures, inspections, tests and other methods. Particular attention is paid to food and living quarters, which, if unchecked, can become sources of widespread illness and disease.

The work is more preventive than combative, and is largely routine; but its significance cannot really be measured. One small test, for instance, might mean the difference between a healthy ship's company and a wholesale epidemic. This isn't likely but it is possible and as long as that is so the Hygiene Department has to be on the alert.

Members of the department are Medical Assistants who have specialized in hygiene. The Hygiene Assistant is trained in RCN hospitals and also does field work with civic and provincial health departments. On completion of his training period (approximately two years), he writes examinations set by the Canadian Public Health Association. The suc-

cessful candidate receives his Certificate of Sanitary Inspection (Canada) and qualifies, so far as the Navy is concerned, for Trade Group 3. From there on the usual avenues of advancement and promotion are open to him.

It is worth noting that the training he receives in the Navy is equally applicable to civilian life, and on his retirement from the Service could stand him in good stead, men with his qualifications being much in demand by public health units.

One of the routine duties of the Hygiene Assistant is to check the quality of the milk supplied to the Navy. (This is no small amount. In Halifax, the Central Victualling Depot distributes more than 14,000 gallons a month). Not only does he take samples of the milk arriving at the victualling yards, but he must also acquaint himself with the dairy plant supplying the milk and be on the look-out for possible health hazards that might affect its purity.

Water supply is also important; not so much where water is provided from a city's source, which has been proven safe, but in stations relying on water from wells, streams or rivers, all of which are subject to contamination. A constant check must be kept on these sources and the chlorinating systems to ensure a safe water supply.

A constant round of inspection is carried out in galleys, cafeterias, bakeries and provision distribution centres, to see that a satisfactory

standard of sanitation and cleanliness is maintained, that food is of good quality and that personnel handling, preparing and serving food observe proper sanitary procedures.

Periodically the Hygiene Assistant gives lectures to food handlers, stressing the means of eliminating sources of contamination of food. Such contamination, often the result of accident or ignorance, can lead to epidemics, mild or severe, of what is commonly called "food poisoning."

The Hygiene Department also keeps an eye on living quarters, making sure that there is a proper amount of light, heat, ventilation and cleanliness to ensure good health.

Insect, pest and rodent control, and the disposal of waste material, sewage and garbage are other problems that come within the sphere of the Hygiene Assistant.

Another responsibility is the control of communicable diseases, which involves the establishment of quarantines and the examination of persons known to have been in contact with diseases such as measles, chicken pox, scarlet fever, etc.

Last but by no means least is a program of education designed to make the whole of the Service conscious of the rules of hygiene so that every officer and man observes them automatically and thereby contributes to the maintenance of a high standard of health in the RCN.

**Making rounds with the Hygiene Department.** In the first photo, A/Commissioned Wardmaster Stanley Ford, Atlantic Command Hygiene Officer, and his assistant, Petty Officer Lawrence Oakley, conduct a sterile water rinse of milk cans at one of the dairies which supply milk to the Navy in Halifax. Plant Superintendent Burnley Hopkins helps out. In the second photo they are inspecting carcasses at the Central Victualling Depot. Next, Mr. Ford and PO Oakley test tap water for residual chlorine content. Finally, Mr. Ford is shown giving an inoculation to AB Albert Demers. (HS-9955, 9954, 9953, and 9952).





# 'RICHES TO RAGS'

*Millionaire's Yacht That Became  
Warship Now Powers  
Coal Mine*

OF the hundreds of ships which were in the service of the Royal Canadian Navy during the war, the fate of the former HMCS "Renard" is perhaps the most unusual.

The once proud speed yacht ends her sailing days this spring and becomes the main power plant for a mining development near Mabou, in Inverness County, Cape Breton.

The "Renard" was one of 14 yachts purchased from private owners at the start of the war for conversion into anti-submarine patrol vessels as an emergency measure. They were to help fill the breach until proper A/S ships could be built.

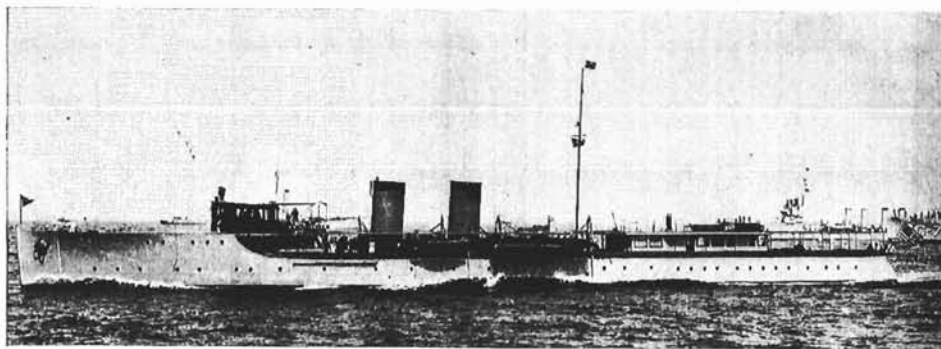
All but one were named after animals — "Elk," "Grizzly," the ill-fated "Raccoon" and "Otter," "Reindeer," "Husky," etc. — and it wasn't long before some wag christened them "animal class destroyers."

However, between these former pleasure craft and destroyers there was little resemblance — except in the case of the "Renard." She was a long, sleek thing, and, when the Navy had stripped off some of her fancy superstructure and added guns, torpedo tubes, depth charge rails and gray paint, she would not have had much trouble passing herself off at a distance as a small-sized destroyer.

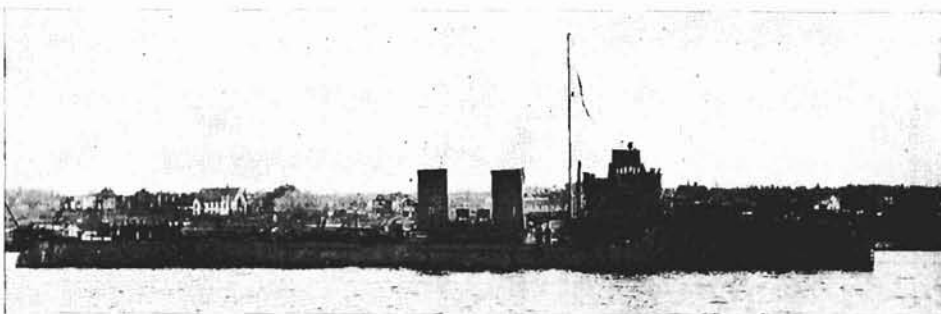
Many officers and men who served in Halifax will remember the "Renard;" her usual berth was at one of the buoys opposite what is now No. 5 jetty.

Built at Bath, Maine, as the steam yacht "Winchester" for Millionaire Peter W. (Broadway) Rouse, the 225-foot vessel was the foremost and speediest "floating palace" of the New York Yacht Club fleet during the lush "twenties". Vincent Astor, another monied man of that fabulous era, was her next owner and in 1930 had her rebuilt.

Steel-hulled, she was finished inside with teak, ivory and walnut. The owner's quarters aft consisted of a lounge, two double staterooms, four single staterooms and four bathrooms. Forward were the dining room, officers' staterooms and mess, and crew's quarters.



The "Renard" when she was the yacht "Winchester." Owned by Vincent Astor, she was noted for her lines, speed and palatial quarters.



This is the former pleasure craft shortly after being converted into a patrol vessel and commissioned as HMCS "Renard." (H-1250).

After the Second World War broke out, she was bought by the RCN and commissioned HMCS "Renard" at Halifax in 1940. From Halifax she went to Quebec to be turned into a fighting ship. Many of her luxury fittings were shorn off and weapons installed. She returned to Halifax in November of that year, complete with two torpedo tubes, two 12-pounders and depth charge rails.

The yacht played varied roles on the East Coast during the war. She was a tender to "Stadacona" in 1941 and in 1942 was fitted with high speed target towing gear.

The "Renard" was also used for torpedo practice, conducted coastal patrols, and served as a training ship. In 1944 she was declared surplus, paid off and turned over to War Assets Corporation, who sold her to W. N. MacDonald of Sydney.

The former warship has since been gathering barnacles at Sydney. When ice clears from the harbor, she will proceed on her final voyage, to tie up permanently at a wharf in Mabou.

Her powerful Parsons turbine engines, which had propelled her at 32 knots, have been stripped away and modern steam turbo generators installed. Her oil burning units have been replaced by the latest pulverized coal

burning equipment comparable to furnaces of power plants used in principal Cape Breton smelting centers. Her 8,600 horsepower boilers, condensers and auxiliaries remain.

## CPO WALTER M. MASON AWARDED LS. & GC MEDAL

CPO Walter M. Mason, RCN, of Saint John, N.B., an electrical technician on the permanent staff of HMCS "Brunswicker," was presented with the RCN Long Service and Good Conduct Medal in a ceremony at the Saint John division on February 22.

Capt. C. H. Bonnycastle, commanding officer of "Brunswicker," made the presentation.

## "GRIFFON" ELECTS WELFARE COMMITTEE

Personnel at HMCS "Griffon" recently chose the following to serve on the Port Arthur division's Welfare Committee for the coming year: Chairman, ex-officio, Lieut.-Cdr. J. L. Freeman, executive officer; Lieut. T. C. Luck, Lieut. (S) A. C. Theobalds, PO T. C. Drombolis, PO W. E. Baxter, PO K. R. Rae, Ldg. Sea. J. Mitchell, AB P. Gambee and AB T. Gustafson.

# Officers and Men



## "UGANDA" OFFICERS HOLD REUNION

More than 50 serving and retired officers of the RCN and RCN(R) gathered at a reunion of ex-"Ugandas" in Admiralty House, Halifax, on February 8.

Guests of honor were the two officers who commanded the cruiser throughout her commission in the RCN, Rear-Admiral E. R. Mainguy, now Flag Officer Atlantic Coast, and Commodore K. F. Adams, who is at present Senior Canadian Naval Officer Afloat and commanding officer of HMCS "Magnificent."

The reunion took the form of a mess dinner, of which Captain E. W. Finch-Noyes, one-time executive officer of the cruiser and now commanding officer of HMCS "Shearwater," was president. Lieut.-Cdr. F. C. Frewer, former training officer of the "Uganda" and now Commanding officer of the destroyer "Micmac," was vice-president.

Rear-Admiral Mainguy commanded the 8,000-ton vessel from her commissioning in 1944 until August 1946. Under his command, the "Uganda" took part in the final phases of the Pacific war. She was one of the naval units participating in the bombardment of Sakishima and was flagship of the force which bombarded the Japanese island fortress of Truk. Early in 1946 Rear-Admiral Mainguy took the ship on a combined training and good-will cruise around South America.

Commodore Adams succeeded Rear Admiral Mainguy and commanded the ship until she was placed in reserve at Esquimalt in 1947.

The two commanding officers were introduced at the gathering by Commander R. A. Webber, now Senior Officer Reserve Fleet, East Coast, Commander of the Dockyard and King's Harbor Master, and Commander F. W. T. Lucas, now Chief of Staff to the Flag Officer Atlantic Coast.

Among the senior officers who attended the dinner were Captain (E) J. B. Caldwell, Commander (S) H. A. Black, Chaplain (P) C. deW. White

and Commander (E) Frank Harley. Lieut. (S) John Agnew and Lieut. Bruce Torrie organized the get-together.

The "Stadacona" band, under Lieut. (SB) Stanley Sunderland, provided appropriate dinner music.

## NAVAL MEN TAKE PARACHUTE COURSES

CPO Redmond J. McDonald, of Sydney, N.S., became the second member of the RCN to wear the wings of a parachutist when he completed a parachute instructor's course at the Canadian Joint Air Training Centre, Rivers, Manitoba, on February 13.

The wings were presented to CPO McDonald by Lieut.-Col. David R. Ely, deputy commandant of the CJATC.

First RCN member to qualify as a parachutist was Lieut. (P) George H. Marlow, of Saskatoon, an instructor at Rivers, who went through an Army-conducted course there in the spring of 1949.

CPO McDonald completed a parachute course in the U.K. in October

1949. His recent course covered the technique of instructing aircrews in "bailing out" procedure.

A safety equipment technician, he is at present serving in HMCS "Shearwater," Dartmouth.

During the Second World War, three members of the RCNVR served as parachutists with Combined Operations. Lieut.-Cdr. Bruce S. Wright, Lieut. Bruton Strange and AB Andrew Skead won their wings at Ringway, England, and jumped in the United Kingdom and India.

## Para-Rescue Training

CPO Hugh F. Clark, formerly of HMCS "Shearwater," is at present in Edmonton undergoing an 18-week parachute rescue course conducted by the RCAF.

Following the course, which commenced on February 27, CPO Clark will return to the RCN Air Station for instructional duties.

## SIX CHILDREN CHRISTENED ABOARD DESTROYER

Six children of crew members of the destroyer "Sioux" were christened aboard the ship in a single ceremony recently.

Chaplain B. A. Peglar officiated, and in keeping with naval tradition, the ship's bell was used as a font.

Christened were James Walter, seventeen months, and Sandra Lynn, three years, children of CPO and Mrs. Walter Dallin; Gail Frances, two years, daughter of CPO and Mrs. T. Bligh; Georgianna Belle, three and one-half years, daughter of CPO and Mrs. E. Grant; Beverly Gail, nine months, daughter of Petty Officer and Mrs. G. Hogg, and Janet Ellen, seven weeks, daughter of Ldg. Sea. and Mrs. J. Slater.

## ARMOURERS JOIN "HURON"

Among recent drafts to the destroyer "Huron" were the following Armourers: CPOs Elwin Conroy, Leslie Eyland, William Curry and Don Andrews and POs Walter Sanderson and William Green.



CPO R. J. McDonald, presently serving in HMCS "Shearwater," became the second man in the RCN to earn the wings of a parachutist when he completed a parachute instructor's course at the Canadian Joint Air Training Centre, Rivers, Man., on February 13. Here Lieut.-Col. David R. Ely, deputy commandant of the centre, pins the wings on CPO McDonald's tunic.

## MEMORIAL SERVICE HELD FOR NAVAL PILOT

A memorial service was held on the flight deck of HMCS "Magnificent" February 19 for Lieut. (P) Leslie F. Peever, RCN, of Lynn Valley, B.C., who was killed the previous day when his aircraft crashed into the sea on taking off from the carrier.

Chaplain H. R. Pike, of Toronto, conducted the service.

Commodore K. F. Adams, commanding officer of the "Magnificent," paid tribute to Lieut. Peever as a "gallant officer and gentleman who was popular among his shipmates."

As the firing party fired three volleys over the sea, a wreath was dropped on the waters by Commodore Adams. The service was concluded by a ship's bugler sounding the "Last Post" and "Reveille."

Lieut. Peever, 25, was born in North Battleford, Sask. He joined the RCAF in June 1943 at Vancouver. Two years later he transferred to the Fleet Air Arm of the Royal Navy as a petty officer. He subsequently joined the RCN (Reserve) as a sub-lieutenant and in October 1948 entered the RCN as a lieutenant (P).

After taking refresher and operational flying training at HMCS "Shearwater," Dartmouth, he was appointed to 826 Squadron of the 18th Carrier Air Group. He flew with the group from HMCS "Magnificent" and at Quonset Point, R.I., as well as from the RCN Air Station, Dartmouth.

## COMPLETE SPECIALIST COURSE IN HYGIENE

Three Medical Branch men, POs L. V. Smith and Frederick Kelly and AB William Fawns, recently completed a course for Hygiene Assistant II.

The course, conducted in HMCS "Naden" at Esquimalt, consisted of instruction in the various fields of environmental sanitation, including theory of preventive medicine, knowledge of communicable diseases, food handling and general living conditions afloat and ashore.

## MANY NEW FACES AT ALBRO LAKE

Numerous changes in personnel of the Albro Lake Naval Radio Station have taken place in the past few weeks.

The following men have joined the station staff: CPO Cassam Marlin, POs Charles Dixon, James English, William Thompson, George Smith and Robert Meadows, Able Seamen Richard Braithwaite, John Ruddy,

Edward Duncan and Harold Haines and Ordinary Seamen Gerald Mason, Stewart Hall, George Thompson, Maurice Caya, Leon Closs and Paul Roberge.

Similarly a number of men have left Albro Lake for duty in other establishments and ships. POs Wilson Moulard and Douglas Palmerston, Ldg. Sea. Arnold Renshaw, and Able Seamen Robert Raudman, Robert Boucher and Ronald Dennis joined

the "Magnificent;" Ldg. Sea. James Mackenzie and Able Seamen William Hogg and Harold Bird went to "Naden;" Ldg. Sea. William Clarke and Ord. Sea. Allan Osle are in the "St. Stephen;" Ord. Seamen William Jones and Joseph Schreiner were drafted to the Gloucester Naval Radio Station; PO Samuel Iscoe went to "Shearwater" and PO Charles Scott and AB William MacGovern to "Stadacona." — B.A.B.



Full divisions were held at HMCS "Naden" February 14 when the Pacific Coast base said its official good-bye to Commodore J. C. I. Edwards, left, and welcomed Commodore G. R. Miles, centre, as the new commanding officer. Commodore Edwards is now on retirement leave after more than 38 years in the service. Officer of the guard, right, is Lieut. W. S. Blandy.

## LOWER DECK ADVANCEMENTS

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

ADAMS, David C.....P2FM2(NQ)  
ADAMSKI, Stanley W.....P2FM2(NQ)  
AQUANNO, Frank.....P2AO2  
BAILEY, Donald.....P2FM2  
BAKER, James R.....LSCS1(NQ)  
BAYLISS, David T.....LSAN1(NQ)  
BELL, John H.....P2AO2  
BROWN, Robert F.....LSAF1(NQ)  
BRUNELLE, Paul J.....P1AO3  
CAUDLE, Douglas A.....P2AL2  
COOK, Robert F.....LSAN1  
CUMMINGS, George A.....C2AT4  
DALLEY, Robert H.....C1AL3  
DAVIES, Hugh B.....LSAL1  
DAWSON, William.....P2AL2

EDWARDS, Gordon A.....P2AN2  
FULFORD, Norman.....LSAL1  
HAGUE, John R.....P2FM2(NQ)  
JOHNSTON, William G.....P2AL2  
LANGLOIS, Arthur W.....LSAN1(NQ)  
LARGE, Edward C.....P1SM2(NQ)  
LEMON, Shirley G.....P1RA3  
MacDONALD, James H.....P1SM2  
MacDONALD, Keith W.....P2FM2  
McLAUGHLIN, Irvin J.....P2AN2  
MASKELL, Ralph.....P2AN2(NQ)  
NEWALL, Alastair.....P2AO2  
O'NEILL, John D.....P2AN2(NQ)  
PARLEE, Gordon B.....LSAN1(NQ)  
RHODES, William E.....P1SM2(NQ)  
SHARKEY, Roy M.....LSAN1(NQ)  
STILL, Wilfred E.....P2CA3  
TOWN, Norman C.....P1TA3  
VANDEWATER, Vernon R.....P2AO2  
WADE, Ernest A.....P2FM2  
WEBSTER, Harold A.....P2AC2



## SUB-LIEUTENANTS TAKE COMMUNICATIONS COURSE

Twelve RCN sub-lieutenants arrived back in Canada aboard the "Empress of France" last month after completing courses overseas. They are taking a further five-weeks course at the Communication School, Halifax, before being appointed to various RCN ships and establishments.

In the group are Sub-Lieuts. Robert P. Morris, Halifax; Michael Barrow, Toronto; J. J. Brooks, Toronto; William G. Brown, St. Catharines, Ont.; Stanley Dee, Vernon, B.C.; John W. Graham, Whitecourt, Alberta; W. L. D. Hayward, Hamilton, Ontario; Gordon T. Hodgson, Taber, Alberta; Charles E. Lord, Regina; E. Stanley Parker, Vancouver; Robert C. O'Neil, Ottawa, and Albert J. Smith, Saskatoon.

## MTE GRADUATES PETTY OFFICERS' CLASS

The following men recently completed a 19-week course in the Mechanical Training Establishment at Halifax which qualified them for the rating of Petty Officer, first class,

in the Stoker Mechanic branch: John R. Brown, Moose Jaw, Sask.; Cathel J. McLeod, Edmonton; Russell J. Mackay, Transcona, Man.; William A. Hopkins, Victoria; Malcolm S. Greeley, Dartmouth, N.S.; Verle L. Bignell, Big Valley, Alta.; Harry A. Driemel, New Westminster, B.C.; Donald R. McDonald, Wapella, Sask.; Walter A. Haufnagel, Regina; Allen B. Whittaker, Victoria; Keith B. Erven, Ponoka, Alta.; William J. Wilson, Ronald H. Wark and Gerald Donahue, all of Halifax, Wilbert R. Thompson, Nipawin, Sask.; Nels R. Bondeson, Calgary; Robert H. Johnson, Melville, Sask., and Mile Kereiff, Castlegar, B.C.

## TORPEDO DETECTORS COMPLETE COURSE

Successful graduates of a 16-week qualifying course for Torpedo Detector, third class, which completed at Halifax in mid-February, were Leading Seaman Edward A. Bray, AB Floyd W. Carson and Ordinary Seamen Arthur F. Lovell, William G. Stauffer, Robert R. Dorval, Lloyd L. Halpin, Thomas W. Douglas, Rowan J. Carroll, Eric C. Mason, Robert A. Kinsella and Gilbert Ainsworth.

## RADAR PLOT RATINGS FINISH TRAINING

Following a 12-week course at the Navigation Direction School, Halifax, 16 men qualified as Radar Plotters, third class, on February 3.

Graduates were AB Clarence Skidmore and Ordinary Seamen John Siddall, Eugene Welch, Thomas Bradley, Douglas Tracy, William Holland, Norman Leonard, George Andrews, Joseph Pattenden, Robert Laur, Gerald Fleming, Harvey Dupre, Robert Desgagne, Fred Hindle, James Mills and Lyle McKearney.

## Retirements

### Mr. Charles E. Johnston, Commissioned Bos'n

Age: 42  
Address: 405 Chebucto Road, Halifax, N.S.  
Joined: February, 1925, as a Boy Seaman.  
Served in: HMS "Colombo," "Victory," "Nelson," "Vernon"; HMCS "Stadacona," "Festubert," "Champlain," "Saguenay," "St. Laurent," "Skeena," "Fraser," "Avalon," "Cornwallis," "Naden," "Iroquois" and "La Hullose."  
Retired: February 25, 1950.

### Chief Petty Officer Albert E. Gadsby

Rating: C1SM3  
Age: 49  
Address: 782 Cave Street, Victoria, B.C.  
Joined: March, 1929, as a Stoker, second class.  
Served in: HMS "Victory," HMCS "Naden," "Thiepval," "Vancouver," "Skeena," "Armentieres," "St. Laurent," "Stadacona," "Niobe" and "Ontario."  
Awards: Long Service and Good Conduct Medal, April, 1944.  
Retired: March 31, 1950.

### Chief Petty Officer Maurice O. Taylor

Rating: C2CW3  
Age: 39  
Joined: March, 1930, as an Ordinary Seaman.  
Served in: HMS "Victory," "Centaur," "Pembroke," "Courageous"; HMCS "Stadacona," "Champlain," "Saguenay," "Fundy," "Restigouche," "Niobe," "Athabaskan," "Loch Achanalt," "Peregrine," "St. Hyacinthe," "Iroquois" and "La Hullose."  
Retired: March 31, 1950.

### Petty Officer Charles G. C. Davis

Rating: P1ET4  
Age: 38  
Address: Cedar Grove Inn, Royal Oak, B.C.  
Joined: March, 1930, as an Ordinary Seaman.  
Served in: HMS "Vernon," "Neptune"; HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Stadacona," "Venture," "Cornwallis," "Ontario" and "Antigonish."  
Awards: Long Service and Good Conduct Medal, April, 1945.  
Retired: March 17, 1950.



Less than two months after opening its doors, The Navy Date Club at HMCS "Naden" arranged its 100th "date".

Here Mrs. William Galbraith, of the Jill Tars Association, hands free theatre tickets to AB Walter Stubbs, of Flin Flon, Manitoba, while Mrs. Gladys Dodds, president of the Jill Tars, pins a corsage on the coat of Miss Daniels, of Victoria, before the newly-introduced couple goes out for the evening.

Members of the Jill Tars, organizers and sponsors of the Navy Date Club, are in their office in "Naden" from 1400 to 1700 on Mondays, Wednesdays and Fridays to arrange dates for sailors in the Pacific Command. (E-10847).

## OFFICERS ELECTED BY QUEBEC NOAC

Lieut.-Cdr. J. A. Lucien Bedard, VRD, was elected president of the Quebec Naval Officers' Association at the annual meeting held in HMCS "Montcalm" on Feb. 7.

He succeeds Cdr. Achille Pettigrew, KC, VRD, who becomes Honorary President.

Other officers elected were: Godfrey Schreiber, first vice-president; Alexander Labrecque, second vice-president; Maurice Kieffer, secretary; H. R. Payson, treasurer, Pierre Boutin, Aurele Fraser, George Cochran, J. B. Cloutier and H. F. Quinn, directors, and J. E. Simard and George Kelly, auditors.

## PRESENTATION MADE TO SASKATOON PRESIDENT

In recognition of his work on behalf of the Saskatoon Branch of the Naval Officers' Association of Canada, a presentation was made to H. S. Rowbotham, president, at a meeting of the group on February 10.

Mr. Rowbotham left Saskatoon recently to accept a position as solicitor with the Central Mortgage and Housing Corporation in Ottawa.  
— J.B.W.

## LAKEHEAD BRANCH ELECTS OFFICERS

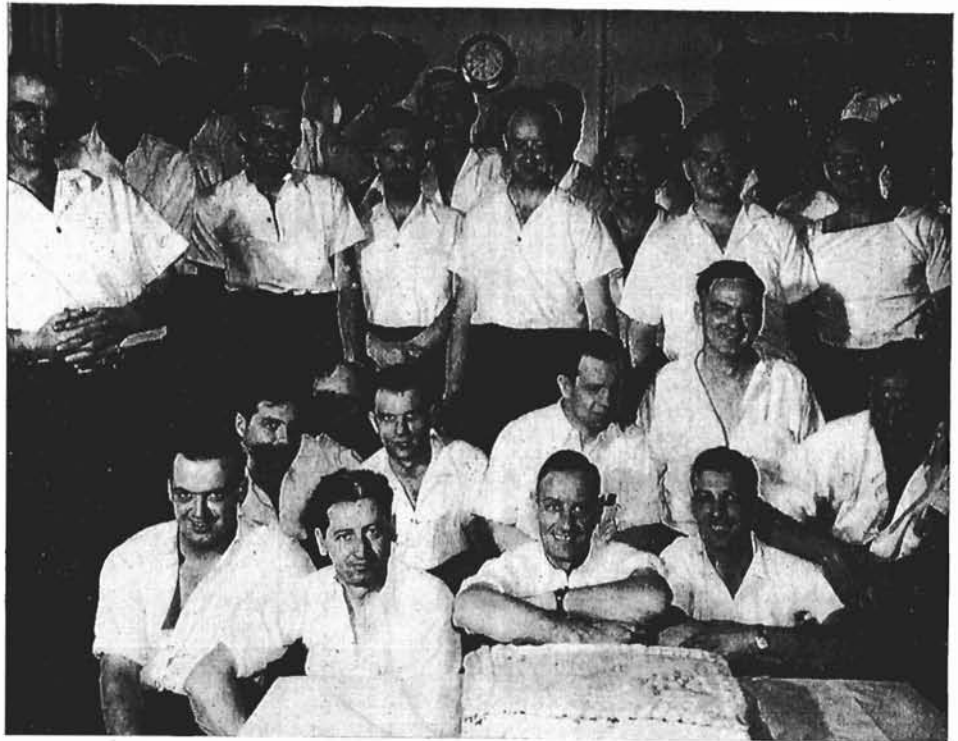
K. M. McCaffrey was elected president of the Lakehead Branch of the Naval Officers' Association at the annual meeting held recently. He succeeds S. Clark. T. C. Luck was elected secretary.

## New Communicators Hosts to Old

When CR 27 class celebrated its graduation from the Communication School with a stag party at the Seagull Club, in Halifax, on February 3, it had as special guests two former Communicators, Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and his Chief of Staff, Cdr. F. W. T. Lucas.

Rear-Admiral Mainguy and Cdr. Lucas had been in the club to attend the opening of the "Mardi Gras" and a meeting of the local Navy League branch, and when this became known they were invited to the class function by CPO G. C. Greene, Comschool Regulating Chief, and PO A. L. Bonner, both of whom had served with the two officers in the past.

An hour later shop talk was flying far and wide as Communicators old and new spun yarns and traded reminiscences.



Members of 7-H mess in HMCS "Magnificent" pose proudly with the cake they won for having had the cleanest mess during captain's rounds on board the carrier. (Mag-1208).

## COMMUNICATORS FINISH BASIC TRAINING

Eleven men recently completed the first phase in their training as Communicators at the Communication School, Halifax, and have now joined ships and shore stations for further training and experience.

The course, which started in May last year and finished on February 10, qualified the men in wireless and visual signals.

Successful graduates were AB Donald E. Cosby, Hamilton, Ont., and Ordinary Seamen Donald C. Lory, New Westminster; George F. Freeman, Saskatoon; Edward D. Vincent, Winnipeg; William Donnelly, Toronto; Harry A. Snaith, Morrin, Alberta; Donald E. Bruce, Charlottetown; John K. O'Reilly, North Bay, Ont.; Kenneth R. Bjorndahl, Saskatoon; Gordon L. Edwards, Medicine Hat, Alberta, and James G. MacAulay, Tracadie, P.E.I.

## SEVERAL STAFF CHANGES MADE AT "PREVOST"

Several changes have taken place recently in the permanent staff at HMCS "Prevost," London.

PO Gerald Soucy joined from the "Magnificent" to take over stores duties from Ldg. Sea. Robert D. Sutherland, who has been drafted to "Stadacona." AB Leo M. Joiner, from

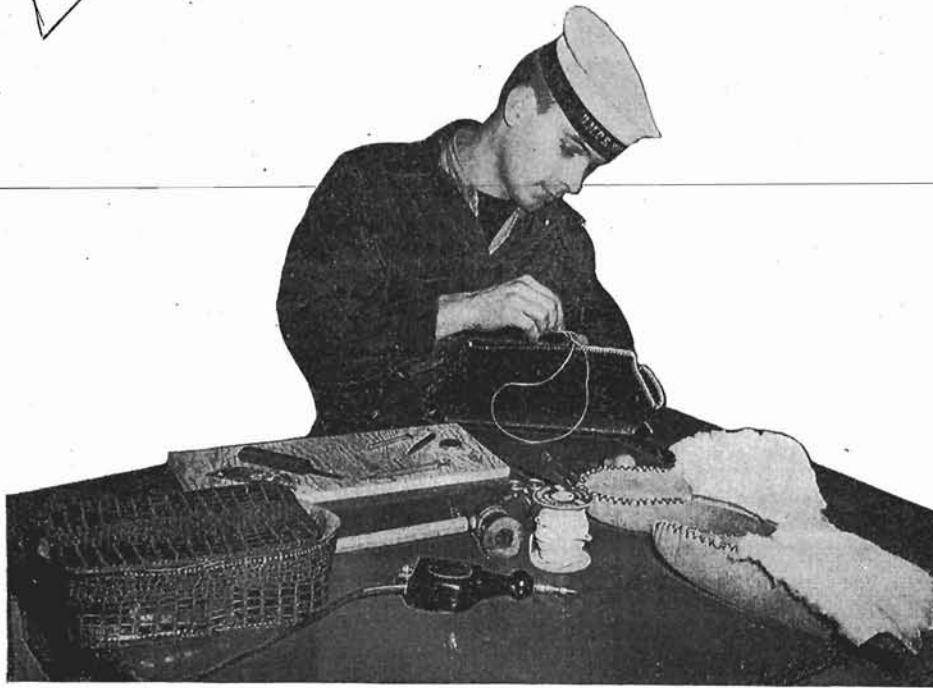
"La Hullose," has relieved Ldg. Sea. George L. Fletcher, who is now in the "St. Stephen." AB Gerald Matheson, formerly of HMCS "Shearwater," has taken over from AB Ronald L. Carter, who is hospitalized with a heart ailment.

## PROMOTE SHIPWRIGHTS TO COMMISSIONED RANK

Chief Petty Officers Joseph Thomson, of Ottawa, and Cedric M. Holland, of Winnipeg, both members of the shipwright branch, have been promoted to the rank of Acting Commissioned Constructor. On completion of divisional courses they will take up new appointments, the former with the Superintendent of the Dockyard, Esquimalt, and the latter on the staff of the Principal Overseer at Sorel, P.Q.

## GUNNERY RATINGS EARN AA3 BADGES

After a 10-week course at the Gunnery School, Halifax, the following men qualified as anti-aircraft ratings, third class: Petty Officer Malcome D. Payne, Saint John, N.B., and Leading Seamen Philip O. Wile, Bridgewater, N.S.; James A. Wallace, Montreal; Leo Roy, Hull, P.Q., and Donald W. Silliphant Saint John.



There seems to be no end to the ingenuity of the men who spend their spare time in the Hobby Shop at "Naden." Here Ord. Sea. Gerald Murray of Tilbury, Ontario, puts the finishing touches to a purse he is making for his aunt. He will get three pairs of socks in return. This is the fifth project for Murray, who first took up handicraft in hospital. Others included two wallets, a pair of slippers and another purse. (E-10889).

## 'NADEN'S' NEW HOBBY SHOP

One of the most popular centres of spare-time activity at HMCS "Naden" is the four-months-old Hobby Shop, which amateur craftsmen, through their prolific production of handiwork of all descriptions, have literally turned into a small-sized factory.

The Hobby Shop, opened last December 1, was the outgrowth of what was originally planned as a club. It was found that most of the men at the base preferred an arrangement whereby membership was not required, so action was taken accordingly.

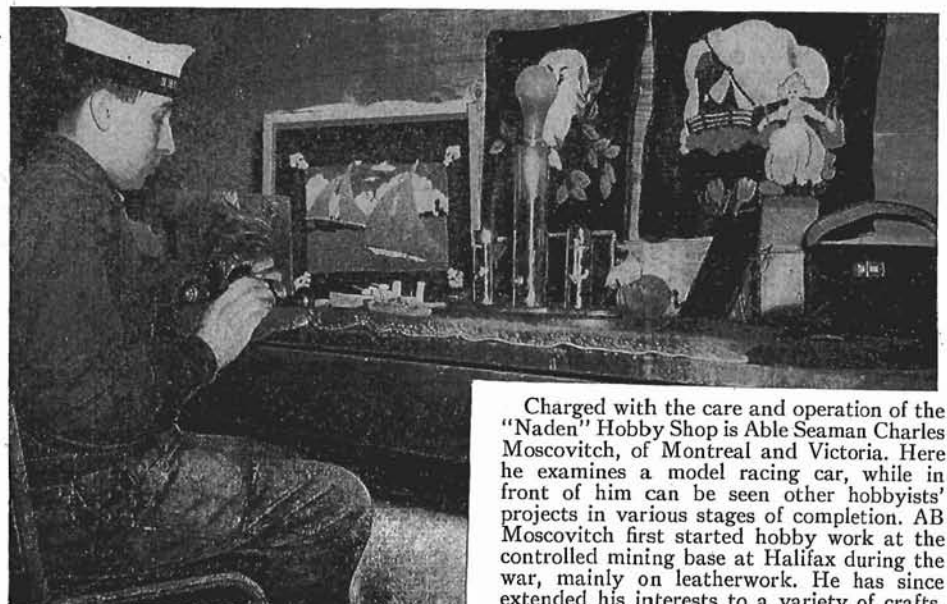
It is a non-profit organization whose purpose is to provide men at the West Coast base with a useful means of employing their off-duty hours. It achieves this by furnishing the necessary facilities — quarters, tools and expert assistance — and by supplying materials at the lowest possible rate.

Given a home in an old galley in Howe Block, the shop had nothing to begin with but a few chairs and tables. Now it has a fair number of tools, most of them belonging to the organizer and officer-in-charge, Lieut. G. J. Brockhurst, and to the man who looks after the shop, Able Seaman

Charles Moscovitch. Other tools, including a woodworking lathe, have been borrowed from the occupational therapy department of the RCN Hospital.

The average turnout in the evenings is about 20. Strangely enough, payday is one of the busiest times, 40 or 50 crowding into the place to take up old projects or start new ones.

In spite of the many other diver-



Charged with the care and operation of the "Naden" Hobby Shop is Able Seaman Charles Moscovitch, of Montreal and Victoria. Here he examines a model racing car, while in front of him can be seen other hobbyists' projects in various stages of completion. AB Moscovitch first started hobby work at the controlled mining base at Halifax during the war, mainly on leatherwork. He has since extended his interests to a variety of crafts. (E-10888).

## "Stad" Boosts the Bank

Personnel at HMCS "Stadacona," 352 in all, donated a total of 348 pints of blood to a Red Cross blood donor clinic held at the RCN Hospital, Halifax, February 16. The donations were added to Red Cross stocks for distribution in plasma and raw form to 36 hospitals on the Nova Scotia mainland and in Cape Breton.

The clinic was held in order to maintain the minimum store of 2,000 pints required per month by the Red Cross blood bank in the province.

sions, the shop was jammed to capacity during the Christmas season. In one week more than 40 hooked cushion covers were made, in addition to other objects, to be used as gifts.

The hobbyists turn out an amazing variety of handicraft and many of them show considerable skill. Wallets, purses, slippers and belts, ship models, lamp stands and jewel boxes, rugs and cushion covers are only some of the things made by the sailors. Some are for personal use, others for wives, sweethearts and mothers.

The "Naden" Hobby Shop does not claim to be unique, by any means. Many men aboard ship and in other establishments pursue pet projects and often get together in much the same manner to share ideas and tools. But the originators of the West Coast scheme do deserve to feel proud of their venture, of the enthusiasm and interest it has aroused, and of the contribution it has made to life in the Esquimalt barracks.



# HIS FIRST SEA DRAFT

by D.C.L.

*(Being a narrative of his initial impressions of life afloat by an ordinary seaman of the Communications Branch who in February went to sea for the first time.)*

I have added a new phrase to my vocabulary, and I must confess I hope said phrase and my name are not associated too often. The phrase is "Pierhead Jump."

I had my first experience with a pierhead jump on February 13. I was peacefully reclining on my bunk, awaiting time for the noon meal, when a leading seaman arrived from the Communication School with: "You have exactly three hours to make your presence known in the 'Maggie'". The "Maggie", HMCS "Magnificent", Canada's aircraft carrier, was due to leave Halifax for points south at 1600. I was also informed that I would have a priority draft, along with three other rates, but the words meant very little as I scooped my worldly goods into a kit bag and lashed my hammock.

In my haste I do not doubt but that I donated much gear to unknown possessors — but I was finally going to sea! The idea appealed to me and I mentally kissed the school's regulating chief, and bade all shorebound acquaintances farewell.

Arriving on board the "Magnificent", I was first impressed with her size. The ship resembles a complete shore base, compressed into one building. Everywhere there are little tunnels and companionways, dotted with doors. Making use of these doors and tunnels are about 1,000 men, and at times they all seem to congregate in a single spot.

At about 1600 the "Magnificent", accompanied by the destroyer "Micmac", steamed out of Halifax harbor and into open water. Our first stop was to be Charleston, South Carolina, a full week away.

Once out to sea, the senior ship of the RCN developed a roll which I found quite amusing — for a short time. The roll had not yet had any great effect on my internal organs and I enjoyed my first meal at sea.

After supper I listened to the "salts" of the mess speculate on what adventures and thrills this trip would produce. I was in gay spirits thinking of Havana, Charleston and New York City, but my happy feeling was shattered in a million pieces as an arch-

enemy reared its head. I refer to a sleeping arrangement, common to the Navy, for which I have developed a pet dislike — the hammock!

Since my new entry days this back-acher and I have become strangers, entirely due to my convenient lack of memory. But once more I must forget about beds and mattresses and concentrate on a piece of canvas, held high in the air by ropes. It was bad enough having to sleep in the thing, but first it had to be properly "slung", an art I never have acquired. Though smiles might have passed the lips of onlooking messmates, I did manage.

By morning I had acquired a distinct pain across the middle of my back, and the roll of the ship had produced a different sort of ache across the middle of my stomach. I had it coming and going. Thoughts of breakfast were beyond the endurance of my stomach and I acted accordingly. For the following three days food never passed my lips, in either direction. On the fourth day I developed a slight hunger and had a big feed of milk. Now I have gradually reached the stage where I can eat with the most seasoned veteran of the seven seas. I may have lost a little weight, but I can proudly say I have never in my life been seasick . . . yet!

On the afternoon of our first day at sea, "flying stations" was piped and the big ship made ready to fly off her aircraft. The ability of the pilots of the Royal Canadian Navy will never cease to amaze me. They line their planes up at the 500-foot mark and,

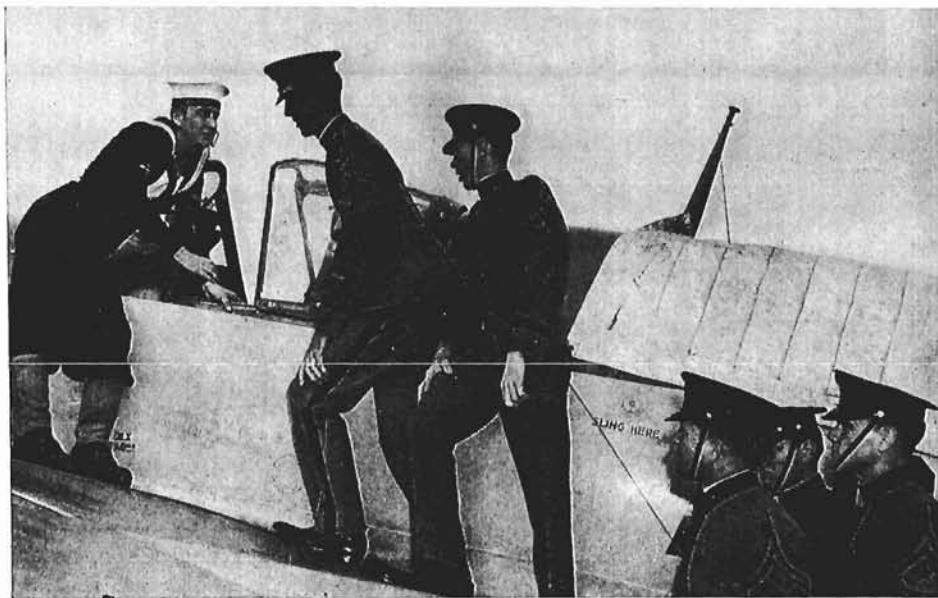
with no apparent concern, zoom into the sky. Their appearance in take-off and flight is as beautiful as their engines are noisy, and definitely needs to be seen to be fully appreciated.

The "Magnificent" continued normal sea routine until the morning of February 18. On this morning one aircraft took off, then crashed over the starboard bow of the carrier. As a result of the crash, Lieut. (P) L. F. Peever, RCN, of Lynn Valley, B.C. lost his life. The observer, Chief Petty Officer Peter Arnoldi, from Toronto, survived, and was picked up by the destroyer "Micmac." The destroyer then raced her patient to Charleston for treatment. He later recovered completely.

I shall never forget the effect of Lieut. Peever's loss upon the crew. When the search by sea and air was finally abandoned, the ship's captain, Commodore K. F. Adams, announced over the speaker system that Lieut. Peever was missing and presumed dead. Everyone in sight stopped and gazed in the direction the plane was last seen. The eyes of some were wet. We knew he was gone, yet it seemed almost impossible to realize. In a ship, the spirit of comradeship is universal and very great, and although many of us did not know Lieut. Peever personally, the effect was the same as though we did.

The following morning, Sunday, the ship's company fell in on the flight deck for a memorial service. The day was warm, the sun shone brightly and

*(Continued on Page 32)*



Close to 2,000 persons visited HMCS "Magnificent" when she was opened to the public February 22 during her visit to Charleston, S.C. Here Able Seaman Nicholas S. Semczyszyn of Kapuskasing, Ontario, shows a group of cadets from The Citadel Military College of South Carolina over a Firefly aircraft on the carrier's flight deck. (MAG-1278).

# Looking Aster



**H**MCS "Huron," the third Tribal class destroyer to be completed for the Royal Canadian Navy, was commissioned in the United Kingdom on July 19, 1943. The "Iroquois" and "Athabaskan" had been finished previously, while the "Haida" was to be commissioned the following month.

The "Huron" completed her working up program in Scapa Flow and was then assigned to the Home Fleet as part of a striking force. She remained with the Home Fleet during the first fall and winter of her commission, she and the other Canadian Tribals joining British forces in sweeps along the Norwegian coast and in escorting convoys to Murmansk.

The four destroyers were part of the screening force for the convoy which lured the German battle cruiser "Scharnhorst" to her destruction by HMS "Duke of York" off Norway's North Cape in December 1943.

In February 1944, the "Huron," together with the "Haida" and "Athabaskan," was transferred to the Plymouth Command. They were to

form, with Royal Navy and Polish destroyers, the Tenth Destroyer Flotilla.

HMCS "Huron" made her first sortie from Plymouth near the end of February. This was part of Operation Tunnel — a continuous series of pre-invasion patrols directed against German convoys in the English Channel and the Bay of Biscay. To carry out this operation, groups of destroyers, frequently supported by a cruiser, placed themselves athwart the well-known shipping routes in the Bay and the Channel. Thus they sought to intercept and destroy the merchant ships and escorts of the enemy convoys.

At the same time, the "Huron" and her sister destroyers were engaged in another operation. This was Operation Hostile, in which the destroyers served as a covering force in mine-laying activities. While fast Royal Navy layers went in to mine enemy waters, the destroyers stood off to seaward, prepared to deal with any enemy ships which might interfere.

Both Operation Tunnel and Operation Hostile were important phases of the preparations for D-Day.

By the middle of April, the three Canadian Tribals had taken part in many of these operations, but none of their patrols had brought them in contact with the enemy.

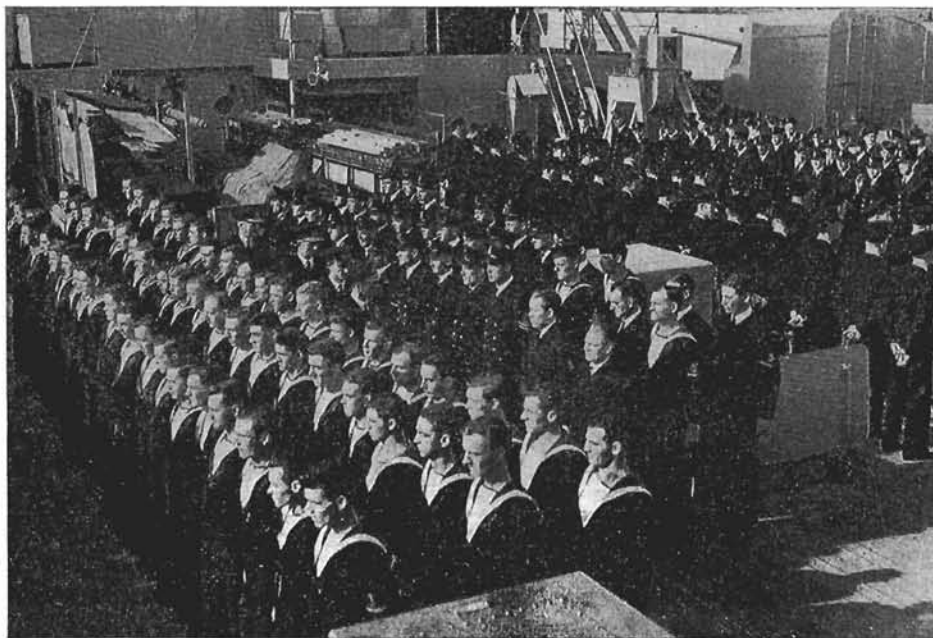
## Action at Last

On April 25 the "Haida," "Huron," and "Athabaskan" sailed on patrol with HMS "Black Prince" (cruiser) and HMS "Ashanti" (destroyer). Three German Elbing class destroyers were known to be berthed in the French port of St. Malo. The British-Canadian force stationed itself in a position about ten miles off Ile de Bas and began to patrol the area.

A half-hour after the patrol began, the "Black Prince" got a radar contact at 21,000 yards. The destroyers confirmed this a moment later. The echoes were classified as three Elbings approaching the force. The radar reports had hardly been analyzed when the situation suddenly changed. The enemy ships reversed course, presumably turning back to St. Malo. The cruiser and the destroyers gave chase at 30 knots.

When the range had been reduced to 13,000 yards, the "Black Prince" fired starshell over the enemy. The destroyers proceeded to overtake and engage him. They were in two subdivisions, the "Haida" and "Athabaskan" forming one, "Huron" and "Ashanti" the other. The destroyers opened fire, with the "Ashanti" scoring the first hit. The chase continued, but a few moments later the "Black Prince's" guns jammed and the destroyers took turns in putting up starshells.

In the ensuing action the "Huron" and "Ashanti" continued their fire until they lost the two enemy ships they had engaged among the rocks off the coast. The "Haida" and "Athabaskan" had engaged the other Elbing and set him afire. The second sub-division joined in the bombardment and the German ship was seen



His Majesty the King is shown inspecting the ship's company of the newly-commissioned HMCS "Huron" at Scapa Flow during a visit to the Home Fleet. Immediately behind him is Lieut.-Cmdr. (now Captain) H. S. Rayner, DSC and bar, RCN, the commanding officer. (DA V-18765).



to sink as the destroyers formed up to return to Plymouth.

### *Night Engagement*

During May, the "Huron" and "Haida" took part in several more patrols. These included offensive and defensive sorties off Ushant and the north-west coast of France. The patrols continued into June.

On June 6 the two destroyers had returned to base for fuel. That evening three German Narvik class destroyers were reported moving northward up the Bay of Biscay. They were probably heading for the Channel to rendezvous with other German destroyers from Brest.

By night-fall six ships of the Plymouth command had taken up patrol positions outside the western mouth of the Channel. This force included HM Ships "Tartar," "Ashanti," "Eskimo" and "Javelin," and the Polish destroyers "Blyskawica" and "Piorun." The patrol continued into the 7th and 8th without result. On the 8th the "Huron" and "Haida" relieved the sub-division consisting of the "Javelin" and "Piorun."

The patrol continued quietly until after midnight. At 0117 a radar echo at a range of 19,000 yards was reported by the senior officer in HMS "Tartar." The flotilla altered toward the contact. It was estimated that four enemy ships were approaching.

Starshell illuminated two enemy destroyers, both of which immediately altered course away and began to make smoke. As the range decreased to 5,000 yards, hits were observed on one of the enemy ships. The action continued with both sides firing. HMS "Tartar" was hit and set afire, and withdrew to the fringes of the battle.

A Narvik destroyer engaged by the "Huron" and "Haida" had increased speed and opened up the range to 14,600 yards. It was almost an hour before the "Huron" closed sufficiently to fire starshell, which illuminated the enemy. The "Huron" immediately opened fire with main armament and was joined by the "Haida." The Narvik made smoke and was tem-

porarily lost. But the "Huron" regained and illuminated the target a short time later. The "Haida" opened fire. Several hits were scored by the two ships and at 0518 the enemy was aground and on fire off Ile de Bas.

When the ships entered Plymouth harbor from this patrol, battle ensigns flew from their peaks.

### *More Business*

Later in the month the "Huron" had another encounter. On June 27 she sailed on patrol with HMS "Eskimo." Radar soon located an enemy convoy approaching. The escort consisted of two trawlers and a minesweeper. The enemy made smoke and attempted to flee under the covering fire of shore batteries. The "Huron's" gunfire was accurate and the minesweeper was set afire soon after the action began.

In the meantime, the "Eskimo" had entered the smoke screen in pursuit of one of the trawlers. While she was thus occupied, the second trawler came close on her port bow and opened fire with 3-inch guns, Bofors and Oerlikons. A 3-inch shell pierced the "Eskimo's" hull, rendering useless the steering motor and the electrical system. The "Huron," outside the smoke screen, could not distinguish friend from foe and had to hold her fire. Then the trawler which the "Eskimo" had been chasing ran out of the smoke screen. The "Huron" brought her guns to bear on the enemy and after four minutes the German vessel blew up. The second trawler had taken advantage of the smoke and the diversion and had made good her escape.

The "Huron" carried out several offensive sweeps during July off the west coast of France and in the vicinity of the Channel Islands. One of these was in company with HMS "Tartar." The two destroyers made contact with five German trawlers off St. Malo but the enemy escaped under the protective fire of shore batteries.

On August 6, HMCS "Huron" was relieved of operational duties by HMCS "Iroquois" and was ordered to proceed to Halifax for refit. She arrived on August 13 and completed refit in November. She then sailed for

Cardiff to be fitted out with new radar equipment before beginning work-ups at Scapa Flow.

She was next assigned to the Home Fleet. Her duties at first consisted of escort work between Scapa Flow and the Clyde.

Then on April 16, HMC Ships "Huron," "Haida" and "Iroquois" sailed with a Murmansk convoy. The voyage to the Russian port was uneventful. The return passage, however, produced some action. Hardly had the ships got outside the approaches, on April 29, when a British frigate was sunk by a torpedo. The U-boat which fired the torpedo was herself sunk shortly after.

Another torpedo was observed as it passed through the water, narrowly missing the "Haida." The "Iroquois" had a similar experience an hour later. When the escorts had successfully repelled the U-boat attack, the weather took a turn for the worse, and a wind of gale force made the rest of the passage most uncomfortable.

The convoy arrived at Scapa Flow on May 6—two days before V-E Day.

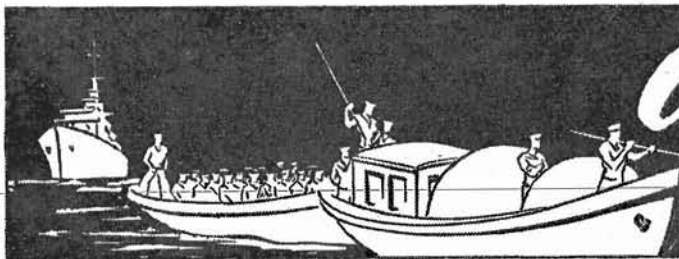
When the German surrender was announced, plans were made for the Canadian ships to return home to prepare for Pacific operations. During the latter part of May, the "Huron" and "Haida" left Scapa Flow with the cruiser HMS "Berwick." They carried relief supplies to Trondheim and other ports along the Norwegian coast. The ships returned to base and then the "Haida" and "Huron" sailed for Greenock, Scotland, on May 24. HMCS "Iroquois" joined them in the Clyde on the 30th, and the three ships sailed for Halifax on June 4.

At Halifax, the "Huron" and her sister ships began conversion and refit. But with the Japanese surrender, she was paid off into maintenance reserve. In February 1946 she was placed in the Reserve Fleet of the Atlantic Command. Later she was taken in hand for extensive alteration and modernization, got new weapons and equipment, and on February 28, 1950, returned to active duty in the Fleet.

ON PATROL . . . HMC SHIPS "HAIDA" AND "HURON," HM SHIPS "TARTAR" AND "BLACK PRINCE." (R-1038).







# Afloat and Ashore

## ATLANTIC COAST

### HMCS "Cornwallis"

The 700th New Entry to be trained at "Cornwallis" since it was recommissioned last May completed his courses and left the establishment at the end of February to carry on his career in the Navy.

Forty new houses on "Cornwallis Heights" were occupied during February and the lucky tenants report the new dwellings "fill the bill perfectly."

Among recent visitors to the establishment was Captain F. F. Baslini, Naval Attache to the Italian Embassies in Washington and Ottawa.  
— F.C.P.

### HMCS "Portage"

Lieut. Eric P. Earnshaw succeeded Lieut. W. W. Maccoll as commanding officer of the ship early in February, the latter returning to the "New Liskeard" as CO. Lieut. A. F. Rowland, first lieutenant, joined from the West Coast and a number of new

faces are to be seen around the messdecks.

On February 7, the "Portage" arrived in Saint John, N.B., to begin a two-month refit. With numerous dockyard mateys and their gear on board, and chipping hammers being wielded throughout the ship it is understandable that she is not as habitable as usual. However, the local hospitality has more than made up for any temporary discomfort in shipboard life.

With the ship in refit, part of her crew has been drafted to the "New Liskeard" and others are taking various courses in "Stadacona."

### Ordnance Training Centre

The current Armourers' conversion course, the last specialist course to be held at the centre, entered its final phase in February and will conclude in early summer. In future, such specialist courses will be held at the new Ordnance Training School at HMCS "Naden," Esquimalt.



As part of the training of naval pilots and observers, search and strike exercises are frequently carried out by aircraft from HMCS "Shearwater," using as targets RCN ships arriving at or departing from Halifax. Here some Sea Fury pilots of the 19th Carrier Air Group are briefed by their group commander, Lieut.-Cdr. (P) V. J. Wilgress, of Ottawa, prior to taking off for an "attack" on the "Magnificent" and "Micmac." Left to right in foreground are Lieut. (P) A. A. Schellinck, Dartmouth; Lieut. (P) Edward A. Fox, Duncan, B. C., and Lieut. (P) J. P. Cote, Quebec City. (DNS-2366).

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### Gunnery School

The Gunnery School in "Stadacona" continues to go "all out," averaging 13 classes constantly under training.

A QR3 class completed February 13 and a class of AA3's concluded February 17. An LR1 prelim class finished up at Halifax February 22 and sailed in the liner "Franconia" on the 26th for England to complete the course.

Those who sailed were POs Robert S. Warne, New Waterford, Cape Breton; Francis Roach, Vancouver; Thomas E. Burry, Toronto; Ernest J. Tuttle, Esquimalt; Jack S. Hermiston, Victoria; George S. Boardman, Halifax; John Elder, Victoria; and Marshall Burnett, Victoria.

The school took on the aspects of a Mounted Police barracks during February when 23 RCMP (Marine Section) constables were put through squad and 2-pounder drill by Navy gunnery instructors.

Two distinguished visitors arrived during February, Captain Franco Francisco Baslini, Naval Attache to the Italian Embassies in Washington and Ottawa, and the Honorable Mohammed Ali, Pakistan's High Commissioner to Canada.

Reinforcements came early in the year to aid in harvesting the bumper crop of gunnery rates. Among them were Lieut. A. B. C. German, of Ottawa, who joined January 16, PO R. W. White, from "Donnacona," and PO George Borgal, from HMS "Excellent."

### Communication School

Several new classes started at the school during February. Nineteen leading seamen are taking a qualifying course for petty officer, under the instruction of POs A. L. Bonner and A. E. Young.

CR 35 got underway with 20 men embarked on a 36-week course which will qualify graduates as Communicators.

Seven officers started a short communication acquaintance course and

12 sub-lieutenants, who recently returned to Canada from training overseas, have commenced a similar course. — *G.C.G.*

## PACIFIC COAST

### HMCS "Antigonish"

With refit and the usual disturbances accompanying it over, the "Antigonish" is ready to take her part in the 1950 summer training program.

Aside from the occasional sports events, from which the ship's company brought home a few victories, there has been little doing except in the Communication Branch. Here the ship's staff was for a while standing extra watches while monitoring distress frequencies in the hope of picking up a signal from a US aircraft missing in the Yukon.

Farewells were said to five "old timers" who left the ship recently for duty elsewhere. Lieut. A. F. Rowland went to the "Portage" as Executive Officer; PO R. J. McPherson, former "buffer," and AB Neil Cave, were drafted to HMCS "Unicorn," and PO John Meads and AB Gilbert O'Malley joined the "Rockcliffe."

Among new men welcomed aboard were PO Floyd Dekker, Ldg. Sea. Alfred Bock and AB Charles Green-grass.

### TAS Training Centre

CPO Charles Stroud and PO C. Buckley, former members of the TASTC staff, have been drafted to the destroyer "Athabaskan," while CPO Charles Simsey, formerly on the Manual Party staff, has joined the Centre.

PO Doug Ingram is back after taking the Leadership Course at "Cornwallis."

Activities in the Torpedo section of the Centre were somewhat curtailed recently when the decks were sanded and new covering was laid. The result was worth the inconvenience.

Two Reserve officers, Lieuts. H. L. Cadieux and F. E. Corneille, have completed a Seaward Defence and Mine Warfare course and four officers from the "Ontario" have gone through a two-week Torpedo Control Officers' course.

## NAVAL DIVISIONS

### HMCS "Donnacona"

(Montreal)

Commodore G. R. Miles, former Naval Officer-in-Charge, Montreal Area, took his final salute at a march past of "Donnacona's" ship's company on January 25, shortly before



Little Richard Roberge, son of Petty Officer and Mrs. Albert Roberge, of Victoria and New Westminster, believes in standing on his own two feet. Since the age of three months he has been able to balance on his father's outstretched hand. Above, four-month old Richard displays his talent while his parents proudly look on. (E-10772).

leaving to take up the appointment of Commodore of the RCN barracks at Esquimalt.

On January 31, Commodore Miles was honored by officers of the establishment at a reception in the wardroom.

Former RMC and Royal Roads Cadets held a reunion in the form of a reception and dinner in "Donnacona" on February 2. A week later a successful smoker was held to honor members of the establishment's football team, Eastern Canada intermediate champions.

The Ladies' Auxiliary met on February 20 to reorganize on a permanent basis. Meetings will be held monthly to which guest speakers will be invited. — *R.F.D.S.*

### HMCS "Malahat"

(Victoria)

Highlight of recent activities at HMCS "Malahat" was the week-end cruise of 30 members of the Victoria College UNTD to Vancouver aboard the division's training and headquarters ship, the "Sault Ste. Marie," to compete in an all-day sports program with UNTD members from the University of B.C.

At HMCS "Discovery," where the meet was held, the Victoria lads

put up a good fight, but lost two out of three of the major games.

The first, deck hockey, was won by the Victoria UNTD by a score of 7 to 5. In volley ball, the Vancouver lads won two out of three games and went on to take the basketball game, 27 to 19.

Other games included table tennis and badminton.

To finish off the day, the Vancouver cadets played host to their Victoria visitors at a dance held in "Discovery's" wardroom and gunroom.

The "Soo" took the Victoria UNTD's back to Esquimalt the following day. — *R.A.V.J.*

### HMCS "Star"

(Hamilton)

Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, visited HMCS "Star" on February 7. He inspected the ship's company at divisions and later made a tour of the establishment.

While in Hamilton Sir Robert visited one of the large industrial plants in the city.

The chief and petty officers' mess staged its annual St. Valentine's Day dance on February 18 in the drill hall. The affair was rated one of the best held at "Star" for some time. — *C.S.J.L.*

### HMCS "Catarqui" (Kingston)

January was highlighted by the annual inspection of the division by Captain H. L. Quinn, Director of Naval Reserves, and members of his staff. The three-day visit was brought to a close with a mess dinner at which DNR and party were guests of honor.

In mid-February, Dr. R. C. Wallace, principal of Queen's University, delivered his annual address to members of "Catarqui's" University Naval Training Division. He told the men, "whatever you do after graduation, you will benefit from these weekly training nights and your summer training aboard some ship."

The ship's company said good-bye recently to two members of the permanent staff, CPO Arthur Geizer and Ldg. Sea. Edward Cadue.

The basketball league has aroused

considerable interest, and although defeated in two recent games with Royal Military College and the YMCA, the establishment's team is showing improvement every time out.

The annual UNTD dance took place on February 17, with more than 100 couples attending.

### HMCS "Prevost" (London)

Capt. (E) G. L. Goudy, RCN(R), of Naval Headquarters, was a recent visitor to the Division. Capt. Goudy is visiting a number of cities in which there are Naval Divisions, surveying technical and vocational schools in connection with engine room training.

Another visitor was Lieut. C. W. Fleming, who examined the facilities for communication training in the Division. — J.A.P.

### HMCS "Chippawa" (Winnipeg)

The Winnipeg Division welcomed a number of official visitors during February. Early in the month Commander J. C. Littler, former Reserve Training Commander, West Coast, called at the establishment with his successor, Commander J. M. Leeming. Officers of the division took the opportunity to discuss various phases of reserve training with the visitors.

Later, Commander G. M. Wadds, Deputy Director of Weapons and Tactics at Headquarters, and Mr. Colin McKay, Commissioned Electrical Officer, inspected the establishment with a view to its ultimate specialization in training in anti-aircraft gunnery.

Senior officers of "Chippawa" were privileged to form part of the escort for His Honor the Lieutenant Governor at the opening of the Manitoba Legislature.

On the social side, February was a busy month for the ship's company. Starting the month was the opening of the new gunroom, which was celebrated by a UNTD dance. A stag party, designed to further the interests of the drum and bugle band, was a successful mid-month affair.

Taking St. Valentine's Day as an appropriate excuse, the Wardroom Officers Wives Association, the Naval Officers' Association and the Naval Veterans Association each sponsored a successful evening of entertainment around that date.

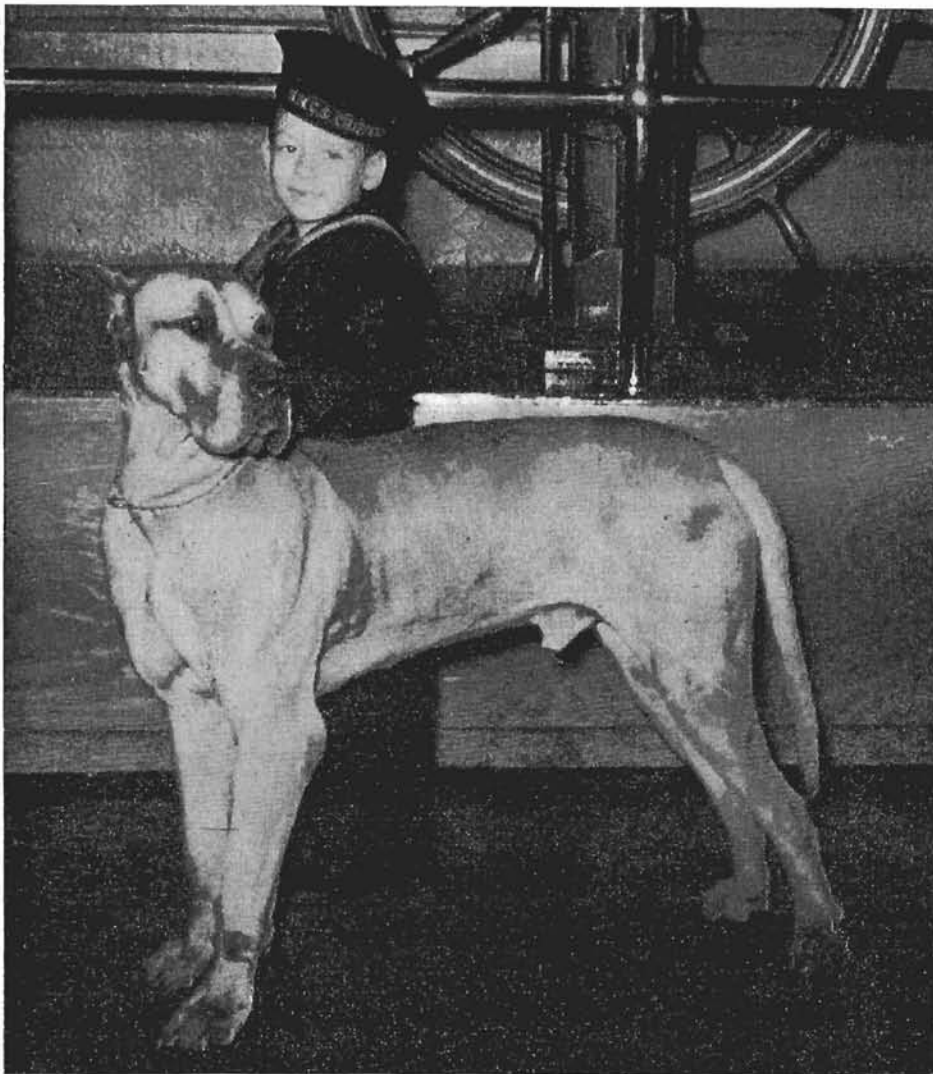
The sympathy of the ship's company was extended to the commanding officer, Commander L. D. G. Main, on the death of his father early in the month.

### HMCS "Griffon" (Port Arthur)

During the month of February "Griffon" was on the itinerary of a number of official visitors. Among these were Cdr. G. M. Wadds, Cdr. J. M. Leeming, Lieut. (L) F. C. Palmer, Lieut. (S) J. A. McBurney and Mr. Colin MacKay, Commissioned Electrical Officer. Cdr. Leeming was carrying out his first inspection of the division since his recent appointment as Reserve Training Commander, West Coast.

Officers of the division held informal discussions with the visitors on matters pertaining to training and equipment.

On the opening of navigation on the Great Lakes in the spring, a crew from



HMCS "Chippawa," the Winnipeg Naval Division, has two mascots. They are "Petty Officer" Billy Graham, Mascot Mk I, and Admiral, Mascot Mk II, and the two of them march up front when the division goes on parade.



"Griffon" will go to Hamilton to bring the newly acquired Fairmile motor launch to its new home at Port Arthur.

The executive officer, Lieut.-Cdr. J. Freeman, acted as commanding officer of the Division during the absence of Cdr. E. O. Ormsby on duty at Naval Headquarters.

### HMCS "Unicorn" (Saskatoon)

Instructor Commander C. H. Little, Staff Officer University Naval Training Divisions, inspected the UNTD of the University of Saskatchewan at HMCS "Unicorn" on February 20. Commander Little also discussed cadet training generally with Cdr. (SB) J. B. Mawdsley, commanding officer of the UNTD, and, in an address to the division's officers, outlined the training program and career opportunities for cadets.

UNTD cadets held their first Valentine Ball on board on February 10. The various committees made the affair a smooth-running function, enjoyed by all in attendance.

Admiral, the straying English bulldog mascot of the establishment, was returned to "Unicorn" after a radio announcement of his loss. As the dog



Fifteen members of the P. and R.T. staff and the junior hockey team of HMCS "Naden" staged a skit as their contribution to the "Family Night" benefit show at Victoria Memorial Arena. The show, held under the joint auspices of the Police and Fire Departments of Victoria, was in aid of the B.C. Orphans' Home and the Victoria Minor Hockey League. In addition to the skit, the Navy band provided musical entertainment throughout the evening, and the Communication Branch decorated the arena with signal flags.

The P. and R.T. extravaganza, produced by AB James Jack, was entitled "Snow-drop and the Seven Drips" and had the packed house "rolling in the aisles". Shown above are the members of the cast. Front row, lying down, AB Ken Pollack, (Drip 1); Centre row, Ord. Sea. Morgan Salter and Ord. Sea. Norman Smith (horse), CPO Fred Potts (the Wicked Queen), PO John Stoddard (Snowdrop), Lieut. H. E. Taylor (Prince Charming), Ord. Sea. James Beech (the groom), and AB Bob Stephens and AB Bill McNair (horse). Back row (Drips 2 to 7, inclusive) PO Mel Padget, PO Ray Irwin, Ldg. Sea. Dick Evans, PO Ron Dawson, PO Hal Halikowski and PO Peter Moskven. (E-10894).



In an hilarious pie-eating contest, held following an exhibition hockey game at Lantz Siding, N.S., between HMCS "Shearwater" and Shubenacadie, the winner was Able Seaman Kenneth Wilson (above), a member of the Navy team. The naval airmen were less successful at hockey, losing by a 6-4 count. (DNS-2324).

sleeps in the boiler room at "Unicorn" he sometimes looks a trifle soiled, but on his return to the ship it was found he had been washed and scrubbed until he looked as if he had just stepped out of a show ring.

Lieut.-Cdr. E. L. Pendlebury, formerly executive officer of "Unicorn," has relinquished that post to become training officer.

Lieut.-Cdr. J. R. Strachan has been appointed to succeed Lieut.-Cdr. Pendlebury as executive officer. — J.B.W.

### HMCS "Queen" (Regina)

Defence Minister Brooke Claxton, on an inspection tour of western military installations, stated in Regina that HMCS "Queen" shared with HMCS "Queen Charlotte" top priority for the building of new barracks.

"It's a question now of when the money can be made available," he said.

During his late January visit the Defence Minister was conducted on a tour of the proposed site of the new barracks.

On the social side, the chief and petty officers entertained about 40 guests at a box social and dance in their mess on February 11.

### HMCS "Carleton" (Ottawa)

Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of the Ottawa division on February 2. Captain Quinn inspected the ship's company at divisions and later made a tour of the establishment.

The night of February 11 was a busy one in "Carleton." In the wardroom the officers entertained at a mixed dinner, while the ship's company held a sleigh drive followed by a "bean feed" and dancing. Both affairs were well attended.

Training is progressing favorably, with more than 50 men and about 40 UNTD personnel under instruction.

Redecoration of the chief and petty officers' mess and the seamen's mess is nearly complete. With the exception of some new furniture, all material and labor have been supplied by the members and the results obtained will place both messes among the smartest in the service.

# The Navy Plays



## West Coast Hoopsters Win Tolmie Trophy

HMCS "Naden's" first season in the Saanich and Suburban Basketball League was a winning one. The sailors scored a decisive victory over the Army team in the two-game total-point series for the Premier Tolmie Cup, emblematic of the league championship. The "Naden" quintet also won the right to participate in the Vancouver Island playoffs.

Much of the credit for the team's performance is due to Lieut. E. G. Gigg, coach, and Mr. F. Lubin, Commissioned Gunner, manager of the squad.

The "Naden" entry in the Victoria and District Basketball Association also enjoyed a successful season. The Navy seniors fought their way into the finals with a 95-93 two-game victory over the Brentwood Aces,

defending champions. They were stopped in their bid for the championship, however, losing 123-93 in a similar series with the league-leading Knott and Elford team.

## Stewards' Puck Team Has Great Season

The Admiralty House hockey team has been rolling up an impressive record in league and exhibition games in the Atlantic Command. The Admiralty House squad, first all-steward team in the RCN, has won 10 and tied three in 18 games.

Holding down fourth place in the 12-team "Stadacona" inter-part league, the stewards were scheduled to meet the Supply team in the playoff semi-finals. They also were arranging exhibition games with Chester, Lantz Siding and Army teams in the Halifax area.

## "Shearwater" Winding Up Winter Sports Program

Volleyball, hockey and basketball highlighted the sports program at HMCS "Shearwater" during February.

The naval airmen were tied for first place in the Halifax City Volleyball League with HMCS "Stadacona", both teams having been defeated only once in league play. "Shearwater's" defeat was at the hands of the YMHA by a 2-1 score. Members of the team are Cdr. (S) D. T. R. Dawson, Mr. J. Arnott, Commissioned Boatswain, PO Thomas Scanlon, Ldg. Sea. James Taylor, Ldg. Sea. Ernest Burlock, AB Roy Sharkey, AB Wallace Stensrud and AB Real Langlois.

"Shearwater" has three entries in the Atlantic Command Inter-part Hockey League. A team from the School of Naval Aircraft Maintenance won a playoff berth and is gunning for the championship.

The basketball team was defeated by Dalhousie Tigers in the semi-finals of the Halifax City Basketball League playoffs. Competition continues keen in the ten-team inter-part league at the air base.

## Calgary-Regina Meet Won by "Tecumseh"

The HMCS "Queen" hockey team, which has been enjoying considerable success in the Regina Inter-Service League, went down to a double defeat when they journeyed to Calgary for an exhibition series with HMCS "Tecumseh."

The Calgary sailors won the first game, played at Carstairs, Alberta, by a 6 to 2 margin. In the second game, played at Calgary, "Tecumseh" again showed the way with a 9-6 win.

The Albertans carried their superiority into the badminton competitions, making a clean sweep of three singles and three doubles matches. Although the Regina tars went home defeated and tired — the one squad having doubled in both hockey and badminton — they were enthusiastic about continuing the inter-division sports series.



First and only stewards' hockey squad in the RCN is shown above in front of Admiralty House, Halifax. The Ad House team enjoyed a highly successful season, winning 10 and tying three of 18 games. Front row, left to right are: AB George R. Marchment, Toronto; PO John Crabb (coach), Hamilton; Lieut. Clifford Coles, mess secretary; CPO Arthur Saxby (manager), Toronto; and Ord. Sea. Robert Muir, Montreal. Centre row: Ord. Sea. Howard Lyon, Arnprior, Ontario; PO Breen Driscoll, Halifax; Ldg. Sea. John Kosak, Sudbury; Ldg. Sea. Allen Wright, Toronto; and Ord. Sea. Roland Maheux, Eastview, Ontario. Back row: AB James C. Bowman, London, Ontario; Ord. Sea. John Slaney, St. Lawrence, Nfld.; AB William Button, Dalhousie, N.B.; Ord. Sea. Claude Pelley (equipment), Quebec City; Ord. Sea. Andre Lajoie, Shawinigan Falls, P.Q., and PO Harold C. Moore, New Glasgow, N.S. (HS-9897).



### **"Cornwallis" Cagers Stretch Victory String**

HMCS "Cornwallis" wound up the regular schedule in fifth place in the Central Valley Hockey League. Although it failed to make the playoffs, the team decided to carry on and scheduled several exhibition games.

The basketball team continued to add to its impressive record having suffered only one defeat up to the beginning of March. The lone setback was at the hands of the RCAF Greenwood Flyers, who scored a one-point early-season win over the "Cornwallis" quintet.

### **"Griffon" Sailors Edge Lakehead Army Unit**

HMCS "Griffon" emerged victorious in a series of sports competitions with the Lake Superior Scottish Regiment (Motor). The Lakehead sailors defeated the soldiers at deck hockey and then split points in the volleyball and rifle shooting events.



During the visit of HMC Ships "Magnificent" and "Micmac" to Charleston, a friendly tournament was staged between golfers from the Canadian carrier and the US Navy Base at Charleston. Low score, an 82, was registered by Lieut. (O) Hal Pickering, of the 18th Carrier Air Group. A group of the golfers is shown above. Left to right are: CPO J. H. Murphy, RCN; Halifax; Chaplain H. R. Pike, RCN, Toronto; Lieut. (E) Ray Johns, RCN, Victoria; Warrant Gunner S. Cox, USN; Lieut. Pickering; Disbursing Clerk Henry Howe, USN; Chief Yeoman James Soward, USN; Electrician James Savage, USN, and Lieut. P. A. McClure, USN, recreation officer of the US Navy Base, Charleston. (Mag-1281).

### **Boxing Meet Held At "Cataraqui"**

HMCS "Cataraqui", Kingston, staged a mammoth inter-service boxing meet in late February. Taking part were the Royal Canadian Artillery Anti-Aircraft School at Picton, the Trenton RCAF Station, and Naval Reserve units from Kingston, Brockville, Trenton, and Picton.

The soldiers came off best in the nine-bout fight card, winning four, while the Air Force copped three engagements. The Brockville unit scored both the Navy's victories to round out the program. Engraved silver trophies were presented to the victorious fighters while silver spoons carrying an RCN(R) crest went to the losers.

The action-packed show was under the direction of Lieut. Roy Windover, RCN(R), and CPO Stan Burton.

### **Manual-Band Squad Leads Field at "Naden"**

The race for the "Cock of the Baracks" trophy continued its hectic pace at HMCS "Naden" in February. The Band and Manual team climbed into first place with a 56-point total, with the Communications and Navigation Direction squad in second position, four points back. The de-

fending champion Supply team was in third place with 51 points.

With soccer competition cancelled due to adverse weather conditions, basketball, volleyball and .22 rifle matches completed the sports bill.

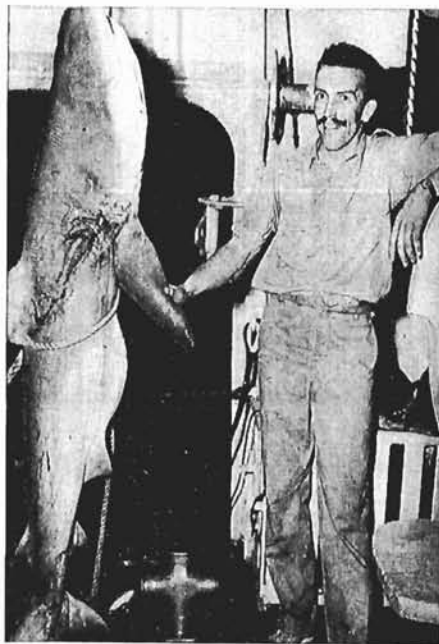
### **"Naden" Hockey Teams Gain Playoff Berths**

As the hockey season neared its close, two teams from HMCS "Naden" won their way into play-off positions last month.

In the Victoria Commercial League, the Navy senior team was in third place, three points behind the league leaders. The RCN's junior team snapped its losing streak and scored a steady stream of victories during the latter part of the schedule to advance into a second place tie with the Victoria All-Stars.

### **"Chippawa" Sets Pace In Badminton Tourney**

Winnipeg's popular inter-service badminton tournament got under way in late February with the Navy team from HMCS "Chippawa" walking away with the first series. The Army team, second in the standings, was a full 20 points behind the pace-setting sailors. — L.B.McI.



Lieut. A. W. Curry, RCA, of Edmonton, Carrier Borne Army Liaison Officer in HMCS "Magnificent", does not believe in starting at the bottom of the ladder when it comes to fishing. Not for him a long apprenticeship in the angler's art. The first time Lieut. Curry lowered a baited hook into any waters was on January 21, in Five Fathom Hole, off Bermuda. With 20 fathoms of three-quarter-inch rope, a meat hook and an undetermined quantity of issue beef, he started his piscatorial career in pursuit of nothing smaller than a shark. The success of his efforts may be judged by the photograph above. The shark was reputed to be at least seven feet long and to weigh over 250 pounds. (Mag-1223.)





Members of the undefeated Reserve Fleet team which took top honors in the first division of the Atlantic Command Inter-Ship Hockey League are shown above. Front row, left to right: PO Lewis Wood, Halifax; Ord. Sea. John Cribb, Brownsburg, P.Q.; AB Joseph Eddison, Saint John; PO Garfield Howe, Dartmouth; AB Reginald Lacroix, Pembroke, Ontario; Ord. Sea. Yvon Gingras, Montreal, and AB Andrew Watson, Halifax. Back row: Lieut. F. M. Proud (sports officer), Vancouver; CPO Ed. McSweeney, Halifax; Lieut. E. A. Wiggs, Quebec City; Ldg. Sea. John Campbell, Toronto; Ord. Sea. Claude Woodington, Halifax; Ord. Sea. Norman Seeley, Thornhill, Ontario; AB Albert Ethelstone, Halifax, and Lieut. J. B. Young (manager), Vancouver. (HS-9917).



HMCS "Micmac" wound up in top place in the second division of the Atlantic Command Inter-Ship Hockey League. The team is shown in the photo above, shortly before the ship sailed on the spring training cruise. In the photo are: Front row, left to right, CPO Cecil Moore, Fairview, N.S.; CPO Richard Gardiner, Halifax; Ord. Sea. Bert Parker, Arichat, N.S.; Ldg. Sea. Dexter Howell, Dartmouth, and AB Keith A. Hawn, Halifax. Back row, AB Allan Perkins, Sherbrooke, P.Q.; PO James Williamson, Dartmouth; Ldg. Sea. Reginald Ellis, Dartmouth; AB Robert Glennen, Rosemount, P.Q.; PO Victor W. Dougherty (coach), Halifax; AB Edward Schoen, Winnipeg; CPO Clifford Giles, Bedford, N.S.; Sub. Lieut. Keith Lewis, and Lieut.-Cdr. F. C. Frewer, commanding officer of the "Micmac." (HS-9866).

### **Reserve Fleet, "Micmac" Inter-Ship Champions**

Due to the fact that the "Magnificent," "Micmac" and "Swansea" were scheduled to sail February 13 on the spring cruise, the Atlantic Fleet's inter-ship hockey and basketball leagues wound up their schedules early in the month.

Reserve Fleet was the big winner, taking the first division championship in both hockey and basketball.

"Micmac" sailed away with the second division hockey title. The

ship's team is scheduled to meet New York Rovers of the Eastern U.S. Amateur Hockey League in an exhibition game when the "Micmac" calls at New York April 7 to 12.

### **Communicators Pacing "Stad" Bowling League**

HMC Communication School was showing the way in the 29-team "Stadacona" Inter-part Bowling League at the end of February, with the "A" team holding top spot and

Communication "B" team in third position.

Rifle teams have been organized in the Communication School and have been entered in the "Stadacona" Rifle League.

### **Well-known Boxer Joins Ottawa Division**

HMCS "Carleton" has enlarged its sports facilities and now boasts one of the few regulation sized basketball courts in Ottawa. The division's boxing team has added two new head protectors and a heavy bag to its equipment. The mitt squad took on added strength recently with the enlistment of Ronnie Lascelle, prominent Ottawa boxer, as an ordinary seaman in the RCN (Reserve).

### **Hamilton Division Holds Third Boxing Card**

The boxing shows at HMCS "Star" are getting bigger and better. The most recent fight card, the third of the winter season, brought together boxers from the Hamilton naval division, the Ontario Agricultural College, Guelph, and the Shamrock Athletic Club of Hamilton. Two local professional wrestlers staged an exhibition match to round out the top-notch card. — C.S.J.L.

### **"Jervis Bay" Cadets Defeat Collegians**

Sports facilities at HMCS "Unicorn" are made available to Sea Cadets and other organizations in Saskatoon as part of the naval division's community effort. In a recent basketball game, the Sea Cadet Blues of RCSCC "Jervis Bay" earned a 39-33 win over Bedford Road Collegiate. Sea Cadets Ensley, Peden, Upton and McClocklin starred for the victorious "Jervis Bay" team. — J.B.W.

### **Navy Firemen Complete League Play Undefeated**

The Navy Firemen's hockey team posted a great record of 17 victories and one tie in their 18-game schedule to end up well out in front in regular play in the Police and Firemen's Hockey League of Greater Victoria. Play-offs for the Bickle-Seagrave Trophy started early in March.

Members of the Navy team are Art Mebs, Earl Powell, Don McKerns, Marcel Borslow, Bob Cleaver, "Bergie" Bergstrom, "Luke" Lucas, Alex Hope, Gordie Morrison, Norm Stewardson, "Mac" MacClintock, Bill Davison and "Chuck" Charlton. Al Hardy is manager and Em Holt coach.

# 51 YEARS YOUNG

by H.C.W.

Retired Bos'n, "Peggy" Evans  
Looks Back on Notable  
Athletic Record

A **S**PLENDID argument in favor of the physical benefits to be obtained by pursuing the healthy, vigorous life offered by the Navy can be seen any day at Admiralty House, Halifax, in the person of Mr. Colin Preston (Peggy) Evans, MBE, Bos'n, RCN, Ret'd.

Mr. Evans, who has been hall porter at "Ad House" since his retirement from the Service in 1947, is a broad-shouldered six-footer whose thick thatch of brown hair, springy step and athletic proportions belie his 51 years.

One would be even less likely to believe he had passed the half-century mark after seeing him in action on the athletic field, the gym floor or in the boxing ring. Mr. Evans can still give a capable demonstration of the strength, skill and agility that made him a fleet boxing champion and outstanding all-round athlete back in the '20's.

It would probably be safe to say that there isn't an officer in the Atlantic Command who doesn't know, if only by sight, courteous, quietly personable "Peggy" Evans. Few, however, are aware of his extensive background as a sailor-athlete.

Mr. Evans was born at Chatham, Kent, England, on October 29, 1899. Chatham was, and is, one of the Royal Navy's three big manning ports and it was natural for a young Chathamite to select the Navy as a career, particularly at a time when his country was at war. Early in 1915, Colin Preston Evans became Boy Seaman Evans.

A fast growing youngster and strong as a bull, he entered the fistic world at 16, and two years later copped the middleweight championship of Malta. He was serving in the sloop "Berberis" in the Mediterranean Fleet at the time and saw action in the Adriatic and the Med.

Later, as an able seaman in HMS "Hawkins", flagship of the China Fleet, he captured the coveted Hong Kong Challenge Belt and the fleet heavyweight championship, though still in the light heavyweight class. In 1921 he left the Far East and joined the destroyer "Wessex". A year later he went to the "Wanderer", where he



How many men over 50 can do this? Fifty-one-year-old Colin Preston (Peggy) Evans, Bos'n, RCN, Ret'd., veteran of 32 years' service in the Navy, former boxing champion and all-round athlete, does a hand-spring from the box horse in the "Stadacona" gymnasium, just as though there were nothing to it. (HS-7670).

picked up his leading seaman's rate.

By this time he had ventured so far into the athletic field that he decided to make it a full-time job. He qualified at Portsmouth as a physical and recreational training instructor, then stayed on for a year as staff boxing instructor.

In 1922 he won the light heavyweight title of the Royal Navy and Marines, was runner-up in the 1924 tourney while interpart champ, and then won the Contender's championship in 1925 at a tournament participated in by all three Services.

His bustle as a PTI got him a berth in HMS "Marlborough", an old battleship fitted out as a sea-going boys' training ship and, while aboard her, he received his petty officer's badge. While putting brawn on the boys, he packed on more muscle himself and in 1926 won the heavyweight championship of the Royal Navy and the Royal Marines. Altogether, he fought more than 100 bouts with seldom a loss. Only mark of the pugilistic trade he possesses is a dented nose.

Canada first saw Mr. Evans in 1930, when he arrived on three years' loan

to the RCN to serve in the former "Stadacona" in the dockyard. Among the pictures in his voluminous scrapbook is one of the entire ship's company — two platoons of men and a platoon of frock-coated officers — drawn up for Sunday Divisions. He can point out men in the picture who have become captains and commodores. In 1932, while in Halifax, he received the Long Service and Good Conduct medal from the RN.

This country must have made a lasting impression on him, for he married Mary Livingston, of Springhill, N.S., and made Halifax his permanent home. Later the Royal Canadian Navy was to benefit more fully from his services.

In 1933, it was back to the boy seamen's barracks at Shotley, Suffolk, for "Peggy" and later, at his home port of Chatham, he put new entries through their paces. Then he was drafted to Bermuda as Fleet PTI, receiving authority to put up his chief petty officer's buttons on arrival.

After years of strenuous service, CPO Evans was due for retirement, but the Second World War got under way first. Returning again to the United Kingdom, he helped open the Artificer Training Establishment at Rosyth, Scotland. Here he ladled out his usual brisk doses of P.T.

By 1943 a transfer to the RCN and a reunion with his family were effected. After a short time at HMCS "Cornwallis", Mr. Evans went back to "Stadacona" and hasn't budged from the establishment to this day.

During the war, his knowledge of physical fitness and physical combat was imparted to more than 1,700 sailors who passed through the Shore Patrol Training Centre, which he helped organize as second-in-command. In 1946 his name appeared on the King's birthday honors list and the MBE ribbon joined the others on his husky chest.

Before hanging up his uniform in September 1947, his last effort was to pass ten classes of chief and petty officers through a disciplinary course. He then went on the retired list, but the establishment was glad to see his bluff and genial countenance about the barracks a month later when he became hall porter in the wardroom.

Boxing was by no means Mr. Evans' only sport. He played Rugby Union for the Royal Navy team, for Hampshire and for the RN Atlantic Fleet, and is remembered by many Maritime sportsmen as the man who helped

organize the Halifax Rugby Referees Association back in the early '30's.

He was a member of the winning field gun's crew in the "Olympia", the Royal Tournament at London, in 1924. He played a competent game of soccer, and was on champion water polo teams, as well as fencing and bayonet fencing teams. In track and field he was a fast sprinter and excelled in the shot-put.

Nowadays he confines his activities to brisk work-outs in the "Stadacona" gym and acting as third man in the ring at boxing tournaments. However, there's no doubt that "Peggy" Evans could acquit himself well if ever the occasion arose for him to get back into harness.

### Purely Coincidental

The stork is an obliging fellow, claims Ordnance Lieut. William Onysko, of HMCS "Huron."

It seems that Lieut. and Mrs. Onysko were expecting an addition to the family, with the arrival scheduled for February 21. This was also the scheduled commissioning date of the "Huron", making it a day of double significance for the Onyskos.

When the ship's commissioning was postponed for one week, it seemed the two events would take place on separate days. But the stork, in a spirit of rare co-operation, delayed his visit accordingly. On February 28, at 0614, Katheryn Therese Onysko was born. At 1135, HMCS "Huron" was commissioned.

### TO 'CORNWALLIS'

*From coast to rocky coast they come,  
With shaggy hair and drapes,  
Some full of glee and others glum,  
All sizes and all shapes.*

*They have a left foot and a right,  
They also have two hands  
That swing and sway, a fearsome sight,  
At their P.O.'s commands.*

*With Why? and When? and Where? and How?  
They question naval rules,  
They shudder at the steaming chow,  
And think the powers all fools.*

*They leave their gear a-sculling,  
They wear their boots in blocks,  
They set their D.O.'s mulling,  
O'er how to pull the chocks.*

*The G.I.'s rant and rave and roar,  
The D.B.P.O.'s fume,  
The school-bobs cram their heads with lore,  
Until there's no more room.*

*Their div. chiefs strain with all their might,  
To take their mothers' places,  
To tuck them into bed at night  
And see they wash their faces.*

*The Navy's mighty grist-mill grinds,  
Until the moment's here,  
When, seasoned "salts" with well-trained minds,  
To other ships they steer.*

*They've cursed "Cornwallis" loud and clear,  
They've scorned her very name,  
But some who learned to sailor here  
May rise to naval fame.*

Ord. Sea. G.W.I.,  
Winnipeg (and "Skeena" division)



# The Bulletin Board

## **New Style Seamen's Uniforms Approved**

Naval Board has approved the designs of the first hand-made prototypes of the new style blue and white seamen's uniforms and 15,000 of the former and 30,000 of the latter are to be ordered.

This, however, is only the first step in the usually lengthy and somewhat complicated process of getting the new uniforms from the prototype stage into the hands of the men who will wear them. Other necessary steps include drawing up specifications for the mass production of the garments, calling for tenders, examination of bids received and award of contracts.

Each step takes time, and each must be fully completed before the next can commence.

While everything is being done by the Service to bring the new uniforms into production as soon as possible, issue is not expected to start until after January 1, 1951. Even then, unforeseen delays, which are not unlikely, could postpone completion of the contracts until later in the year.

## **Vacancies in RCN For UNTD Members**

Approximately 20 vacancies in the executive, engineering, ordnance and supply branches of the RCN are available to members of university naval training divisions who graduate and complete their UNTD programs this Spring. Vacancies in the executive branch include opportunities for specialization in naval aviation.

Selection boards will be held in Halifax, Ottawa and Esquimalt, and those accepted will be granted permanent force commissions as acting sub-lieutenants to date May 15, 1950. Promotion to lieutenant and seniority in that rank will vary according to degree standing and naval courses. Shortest time in which promotion to lieutenant can be gained is 25 months and the longest 41 months.

This plan is in accordance with established naval policy and is to be carried out annually. It is one of several avenues to commissioned rank in the Royal Canadian Navy which have been introduced in recent years.

## **Advancement to Able Rating, Air Mechanic Branches**

Men of the Air Mechanic Branches who through no fault of their own were unable to acquire the "QS" qualification required for advancement to the Able Rating may now be advanced under the following conditions:

Ordinary Seamen of the Air Mechanic Branch who have served 15 months in the RCN, have passed the initial trades course for Air Mechanic and who are recommended for advancement may be advanced to Able Seaman effective from the date of attaining 15 months seniority as an Ordinary Seaman.

Men in the Able rating whose advancement was delayed because they lacked the "QS" qualification but were in all other respects fully qualified for advancement may have their advancement to the Able rating adjusted to the date of completion of 15 months service in the RCN.

## **Blazer Designs Approved For Chiefs, POs First Class**

Officers, Chief Petty Officers and Petty Officers, First Class, may wear a blazer with a distinctive badge and buttons on occasions when civilian clothing is being worn.

The badge is to be embroidered in silk thread and worn on the left breast pocket. The designs are:

(a) Officers — a red naval crown superimposed on a white maple leaf.

(b) Chief Petty Officers and Petty Officers First Class — a red fouled anchor superimposed on a white maple leaf.

Buttons are to be gilt metal and their designs are:

(a) Officers — a naval crown engraved in the centre.

(b) Chief Petty Officers and Petty Officers, First Class — a fouled anchor engraved in the centre.

Badges and buttons may be purchased through Service clothing stores where the sale of clothing is authorized. A tailoring specification for blazers is available in all clothing stores for the benefit of personnel concerned.

## **Supplementary Allowances Payable Outside Canada**

The rates of supplementary allowances payable to naval personnel serving outside Canada have been revised, effective January 1, 1950, as a result of the surveys of cost of living on that date.

In general, the allowance for personnel serving in the United States at

## **CLERK OF THE CHEQUE**

The following ethological discourse, quoted from the Archives of the British Admiralty, outlines the responsibilities of the supply officer's counterpart in the Royal Navy of the 17th Century. Recorded about 1691, it is believed to have been written by Samuel Pepys, who was Secretary of the Admiralty from 1686 to 1689.

"I come now to the Clerk of the Cheque, who is an officer of great trust, and musters and cheques all men . . . His office consists of many intricate and difficult parts, and requires an expert Clerk; one that knows the rules and methods of the Navy; a Man of good judgement in business, sharp-sighted and crafty, to prevent the shifts, shams and cosenages, that else will be put upon him; of skill to discern the goodness and right qualities of the stores served in . . . and in fine to be vigilant, painful, honest, and withal, a very just man; or else he may do many men much wrong, and discourage many good men.

"This officer is of that general use, that he has need to be endowed with as many good parts as can be found gathered into one man: I mean, endowments of the soul; as faith, justice, charity, and all spiritual graces, and of the mind; as wisdom, patience, affability, and all the intellectual graces; and of the body; as temperance, chastity, labour and industry, vigilance and carefulness; and a true observer of the methods and rules of the Navy; and no breaker of those rules, which are prescribed him in his instructions, which are or should be, as a table of commandments to him; and, in fine, if he be not well skilled and qualified, as he is in a station of much service, so may he do much dis-service."

(From the "Monthly Newsletter" published by The Bureau of Supplies and Accounts, U.S.N., September 1949.)



This is the last photograph taken at sea of HMCS "Haida" before the destroyer became jetty-bound as depot ship of the Reserve Fleet in Halifax. It looks as though the "Haida" is down by the stern, but that is only an illusion created by a big roller that has humped up between the camera and the ship and by the fact that the sea has rolled the "Haida" to starboard. (Mag-1124).

a whole and for London and Liverpool in England have been substantially reduced. The allowances payable when serving in the United Kingdom outside London and Liverpool have been slightly increased. For example, the monthly supplementary allowance of a Chief Petty Officer 2nd class in London was \$68, whereas it is now \$63. If he were serving in Portsmouth, the old rate would have been \$57, while the new one would be \$60.

### **Progressive Pay Entitlement Extended**

Progressive Pay is granted to naval personnel after a specified number of years service in a particular rank or rating. Entitlement to progressive pay is not straightforward in every case because various regulations permit greater or lesser service to count under a variety of circumstances. The progressive pay of officers must be computed and authorized from Naval Headquarters in every case. In the case of men, progressive pay can be authorized locally in ships or establishments, but complex cases of entitlement should be referred to Headquarters for decision.

Effective July 1, 1949, progressive pay in the rank of lieutenant for over nine years service has been approved. This is particularly applicable to officers promoted to lieutenant from warrant officer or commissioned officer who can count all service after promotion from the lower deck toward progressive pay as a lieutenant. Without this additional increment of

pay, many officers would receive one or possibly no pay increase during their service as a lieutenant.

Another amendment concerning progressive pay is being published. This change will permit officers and men of the RCN to count toward progressive pay any former service in a higher rank or in the same or equivalent rank or rating whether in any of the permanent armed forces of His Majesty or in any component of His Majesty's armed forces while serving on continuous general service during a period of emergency. The service allowed to count will be only in the rank or rating held on October 1, 1946, or on date of entry if entered after that date. All applications to count such service must be referred to Naval Headquarters for authorization before any action can be taken.

### **Travelling Accommodation Regulations Modified**

The regulations for accommodation when travelling by rail have been revised for naval personnel and will be published shortly.

The change is a modification which deletes the specific upper or lower berth authorized under a class of travel during overnight journeys. This means that when either a tourist or standard rate is applicable under the regulations, the exact berth is not stated, and, in consequence a lower berth can normally be issued. An upper berth need be used in future only when a lower is not available.

When the class of accommodation to which an officer or man is entitled under KRCN 71.02 is not available, he can be issued with the next class of accommodation available in the order shown in the regulation if the journey is of sufficient importance that no delay can be accepted.

### **Weddings**

Captain J. V. Brock, Naval Headquarters, to Mrs. Patricia Elizabeth Jephson, of Stourton Hall, near Stourbridge, Worcestershire, England.

Lieut. B. A. L. Ewens, HMC "PTC 124," to Miss Joan M. Pateman, of Toronto.

Lieut. Alan M. Cockram, HMCS "Cornwallis," to Miss Carmel M. Boucher, of Halifax.

Instr.-Lieut. Lawrence Farrington, HMCS "Cornwallis," to Miss Margaret H. Crosby, of Yarmouth.

Ldg. Sea. John Welch, HMCS "Brunswick," to Miss Stella C. Miller, of Saint John, N.B.

AB Maurice Caya, Albro Lake Naval Radio Station, to Miss Merna Campbell.

AB Michael Kruger, Albro Lake Naval Radio Station, to Miss Rose Pratt.

### **Births**

To Lieut. (S) Vincent Henry, Naval Headquarters, and Mrs. Henry, twin daughters.

To Lieut. S. M. King, HMCS "Cornwallis," and Mrs. King, a daughter.

To Mr. H. J. Andrews, Cd. Bos'n, HMCS "Cornwallis," and Mrs. Andrews, a son.

To Mr. David S. Taylor, Cd. Gunner, Gunnery School, "Stadacona," and Mrs. Taylor, a daughter.

To CPO John Turner, HMCS "Cornwallis," and Mrs. Turner, a daughter.

To PO Gordon D. Lothian, HMCS "Portage," and Mrs. Lothian, a son.

To PO Kenneth F. Henderson, HMCS "Brunswick," and Mrs. Henderson, a daughter.

To PO Duncan Wallace, TASTC, "Naden," and Mrs. Wallace, a son.

To PO R. Pitt, HMCS "Cornwallis," and Mrs. Pitt, twin sons.

To PO John Goodman, Albro Lake Naval Radio Station, and Mrs. Goodman, a daughter.

To Ldg. Sea. Henry Majean, Electrical School, "Stadacona," and Mrs. Majean, a daughter.

To Ldg. Sea. H. J. Penney, Electrical School, "Stadacona," and Mrs. Penney, a daughter.

To Ldg. Sea. John Groves, HMCS "Antigonish," and Mrs. Groves, a daughter.

To Ldg. Sea. Roy Wheeler, HMCS "Cornwallis," and Mrs. Wheeler, a daughter.

To Ldg. Sea. Clifford Gee, Gloucester Naval Radio Station, and Mrs. Gee, a son.

To Ldg. Sea. Frank J. Guinta, HMCS "Haida," and Mrs. Guinta, a son.

To Ldg. Sea. James W. McLean, HMCS "Brunswick," and Mrs. McLean, a daughter.

To AB Douglas Clements, HMCS "Antigonish," and Mrs. Clements, a son.

To AB Harry Dingle, Gunnery School, "Stadacona," and Mrs. Dingle, a daughter.

To AB T. Richardson, HMCS "Portage," and Mrs. Richardson, a son.

# Comrades in Arms



## THE CANADIAN ARMY

### Feeding the Troops

That old one about the cook being a blacksmith by trade is passé in the Canadian Army.

Nowadays he doesn't get to mess around in the mess hall with the type of rations the Army dishes up unless he really can cook and has proven it.

Working on the theory that the way to a man's heart is through his stomach (on which, as Napoleon said, an army marches), the Canadian Army has gone all out to improve the soldier's diet.

The first major step in the program was to take the preparation of meals and pack rations and dump it right in the collective laps of a number of food experts, dieticians and top notch cooks and butchers specially trained for the job.

But good food, regardless of how tastily it might be prepared, loses something if served under unappetizing conditions. Fully aware of this, the Army has commenced work on a series of modern, multi-windowed mess halls with kitchens so compact and so up-to-date that they have been described by officials as a "housewife's dream."

One such mess hall, now being built for personnel of the Royal Canadian Electrical and Mechanical Engineers School at Barriefield, Ontario, is a neat, 500-man, one-storey structure of reinforced concrete faced with white stucco. To ensure the utmost in light, ample window space has been arranged and a multi-windowed cupola atop the building will add further natural illumination. Another new feature, insofar as military buildings are concerned, will be full forced-air ventilation to eliminate cooking odors from the kitchen and provide the maximum in pleasant dining conditions.

Research into what a soldier (or sailor or airman) enjoys eating and how he likes it prepared is carried out continuously by food and nutrition experts attached to the Director-

ate of Inter-Service Development, at Ottawa, with particular attention being paid, as far as the Army is concerned, to arctic and field rations.

The various ration packs developed are carefully tested by field parties or, on a reduced scale, by food panels set up at Headquarters.

The object of sending the test parties into the arctic and sub-arctic regions is to determine the suitability and the adequacy of the foods being tested before they are considered acceptable for forward troops living in tents without kitchen facilities. Such food trials normally cover a 15-day period and all ranks participating report on the items tested. Typical questions asked are: Is the food well liked and adequate? Is it conveniently and easily eaten? Is it satisfactorily packaged and packed? In what ways can it be improved?

Personnel comprising food panels have an easier time of it but, as is the case with the field parties, their reactions to a wide range of packaged and tinned foods will help military researchers and scientists decide

whether or not the rations will be adopted for use by servicemen.

At Headquarters, soldiers sample only a mouthful of each item contained in the neatly boxed rations. Currently they are "taste-testing" the new ten-man Arctic Ration Pack and for three 15-minute periods each day throughout the week-long tests, leave their desks to nibble at what Army and Defence Research Board food experts put before them.

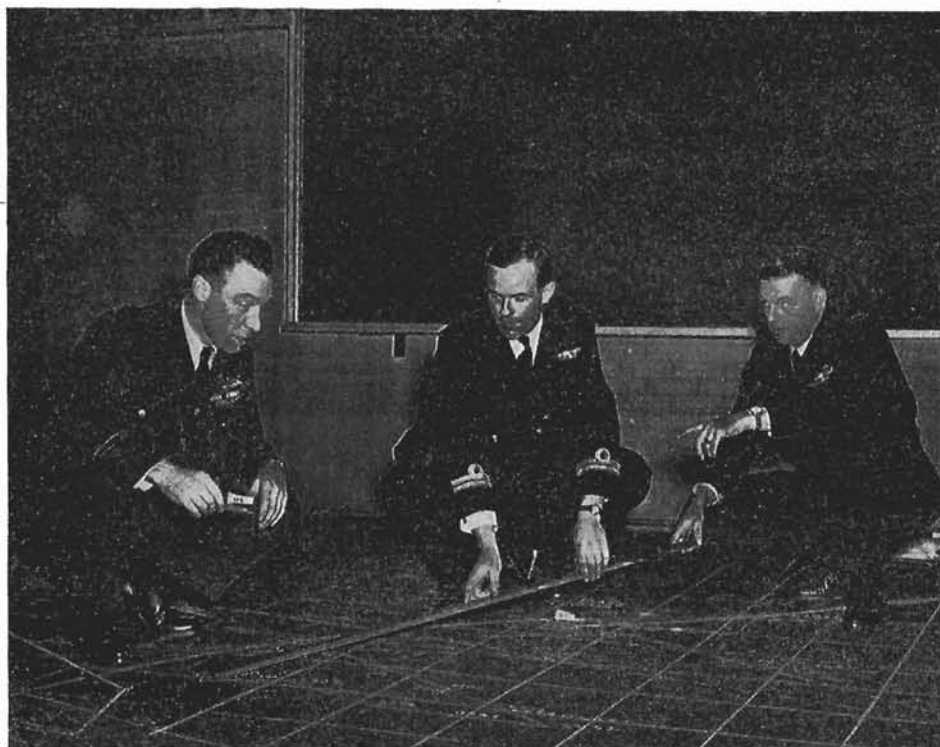
They, too, are required to answer a questionnaire showing whether they liked, disliked or were indifferent toward a product. In addition, they are asked to indicate any defects they may feel exist in the color, texture, odor or flavor of the samples.

The jump from bully beef and biscuit to salads and savory meat dishes has not been accomplished overnight. It has been a long and difficult job and the work is far from finished. The chief problem authorities freely admit, is to eliminate monotony in meals, whether kitchen prepared and daintily served, or of the pre-cooked, catch-as-catch-can variety.



Major L. V. Perry, centre, of the Army's Directorate of Military Training, cautiously sniffs a sample from the new ten-man Arctic Ration Pack before trying it during "taste-testing" experiments. Fellow members of the food panel are Lieut. George Cliche, left, and Capt. P. C. Watson. For a week, 50 men devoted three 15-minute sessions daily to testing the rations. Their reactions, recorded on a questionnaire, will help military researchers and scientists decide whether or not the rations are satisfactory and adequate for field use. (Z-6025).





Members of the RCAF attending the first course to be held at the Operational Training Unit, Greenwood, N.S., spent two weeks this winter learning anti-submarine warfare at the Torpedo Anti-Submarine School in HMCS "Stadacona," Halifax. The fliers attended lectures, shipboard exercises and learned air-sea warfare from the Navy's point of view. Shown here during the course of a "game" on the tactics table in the TAS school are, left to right, Flt. Lieut. A. B. Bellis, Lieut. P. C. Cooke, RCN, lecturer, and Wing-Cdr. D. T. French, DFC (HS-9884).

## THE RCAF

### *Survival School*

An aircraft crash-lands in the Arctic or the barren tundra of the far north and its crew staggers out, hoping that their distress signals have been picked up and that rescue will come soon. A month later one of the searching planes spots the wreckage, and parachute men are dropped to the scene.

What they find may depend on how well the aircraft's crewmen knew their survival techniques, as taught at one of the world's most unusual schools, the RCAF's School of Survival at Fort Nelson, B.C., and at Cambridge Bay, on Victoria Island, beyond the Arctic Circle.

More than 250 Air Force personnel have taken the course since it began in January 1949 and have learned firsthand that there is no royal road to learning as regards northland survival techniques. As one officer facetiously put it: "If you're still alive at the end of the course, you've passed it!"

The course is necessarily rigorous, for survival techniques cannot be taught in a classroom. Conditions facing a crew forced down in the barrens or the Arctic would likely be severe, and the school is operated on the principle of duplicating such conditions.

The RCAF doesn't expect the three-week course to work miracles, but it does expect that the special training will accomplish two main objects. First, it helps to rid personnel unused to ground operations in the North of the longstanding fear of the Arctic, a fear that hampered man's efforts in northern exploration for hundreds of years. Survival specialists say that this fear of the North — and of its unknown dangers — must be overcome if survival techniques are to be learned, just as fear of the water must be eliminated before one learns to swim. Secondly, the Air Force expects that those taking the course will learn enough about looking after themselves in the North to take full advantage of the country's resources if they are forced down.

"A lot of people, even today, scare up bogies in their own minds about the North and the Arctic, bogies that actually don't exist," says F/L S. E. Alexander, Arctic survival specialist at Air Force Headquarters, Ottawa.

"There's nothing mysterious about the North. Survival is merely a question of knowing just what the dangers are, how to recognize them, and how to take full advantage of the resources offered by the country. It's

a matter of using common sense, plus various techniques."

In charge of the school itself is Flying Officer R. J. Goodey, who, like F/L Alexander, is a former Mountie with long experience in the Arctic. He is assisted by F/O J. B. Prescott and by several Indian guides.

On arriving at Fort Nelson, students are given a brief period of lectures, then are taken into the bush to learn first-hand how to go about the business of staying alive under conditions such as might prevail if they had been forced down. They are shown how to build shelters, snare rabbits and other small game, the types of plants that will sustain life, and how to avoid pitfalls that lie in wait for the uninitiated. The course then flies to Cambridge Bay, where the students learn techniques adapted to the Arctic proper.

Members of the course are given emergency rations covering their training period but, according to the instructors, "These leave an awful empty feeling in your middle if they aren't supplemented by something else."

Getting hold of "something else" is one of the big points of the training, and may turn out to be anything from the woolly lousewort to Arctic mice. The woolly lousewort, by the way, is officially described as the most tasty plant food in the Arctic.

Each member of the course is given a sleeping bag and items normally included in an aircraft's emergency kit, and a limited number of firearms is issued, to be used collectively. The course runs 24 hours a day, and there is no question of retiring to warm quarters at night, sleeping in shelters they have built themselves being part of the men's training. When it gets down to 50 below, each student knows just what his marks are, without being told.

Special emphasis is placed on Arctic cookery, and the students learn that an amazing number of things can be used for food, running from sea weed to snakes. Survival specialists point out that a man could starve to death in the Far North, unaware that many forms of animal and plant life capable of sustaining life lie within reach.

Just as an Eskimo in a Canadian city would have to learn survival rules, so must RCAF aircrew learn the green and red light signals of the North, and these cover many fields other than eating. They learn, for instance, to crawl into their sleeping bags minus pajamas, and not to rub snow on a frozen ear or nose. They learn the dangers of perspiring during

cold weather, and that using an axe on frozen green wood is a good way to lose a leg. They learn that hundreds of things considered normal in more southern climes just don't make sense in the Far North.

No one expects the Survival School to turn its graduates into equals of the Eskimos in looking after themselves, but with the Air Force doing more northern flying each year, the instruction is growing in importance. Survival training is like a parachute — no flyer ever wants to have to use it, but if you have to, it's nice to have it handy.

## SERVICE COMMUNICATIONS SYSTEM LAUNCHED

A major event in the history of service communications in Canada took place at Halifax on February 21 when Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, filed the first message to open officially the new, Navy-operated Joint Tape Relay Centre in HMC Dockyard.

The Halifax centre is the eastern terminus of the National Defence Communications System, a coast-to-coast, tri-service hook-up scheduled to be in full operation this spring.

Other centres have been established at Ottawa, Winnipeg, Edmonton and Vancouver and are gradually working into the system. Once all equipment is installed and operating, the set-up will be rated as one of the most modern



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, files the first message from the new Joint Tape Relay Centre at Halifax. Left to right are: Rear Admiral Mainguy, Sdqr. Ldr. A. A. Stephens, RCAF, Group Signals Officer, Maritime Group Headquarters; Captain R. J. Auty, of Eastern Command Signals, and Cdr. M. G. Stirling, Director of Naval Communications. In the background is Cdr. F. W. T. Lucas, Chief of Staff to FOAC (HS-9960).



The first presentation of the Claxton Trophy was made at Royal Roads during a formal dance following the annual sports tournament between the Royal Military College, Kingston, and Royal Roads. The trophy, donated by Defence Minister Brooke Claxton, will be awarded annually to the winning team in the Canadian Services Colleges' sports meet. In the photo above, Commodore G. R. Miles, Commodore, RCN Barracks, Esquimalt, presents the trophy to Cadet Archie Bowen (right), captain of the victorious RMC team. It was the second win in as many years for the Kingston cadets who swept all events except boxing. Master of ceremonies for the presentation was Cadet R. M. Withers, of Royal Roads, centre.—(E-11036).

semi-automatic relay systems on the continent.

Integrating the main lines of communication of the three armed services and employing the latest in equipment and techniques, the system will enable messages to be handled in larger quantities and at greater speeds. The unit in Halifax, for example, can handle up to 6,000,000 words over a 24-hour period. Other features are economy of manpower and avoidance of duplication.

The project has been three years in the making. Besides the setting up of the joint tape relay system, it has entailed the adoption of joint communication procedures by the three services and the standardization of equipment.

The tape relay centres will function completely as tri-service units, but to allow simplicity of administration, responsibility for their operation will in each case be in the hands of a single service. The Army will administer the Ottawa and Edmonton centres and the RCAF those at Winnipeg and Vancouver. All land and sea teletype messages from the services and certain government departments will be

handled at the centres.

The main communications system will have various tributaries — to Newfoundland, Labrador, Vancouver Island, etc. — and will be linked with armed forces systems in the United Kingdom, Australia, New Zealand and the United States. Procedures have been standardized with those of the American services to facilitate message handling.

The Halifax centre, situated on the top deck of Atlantic Command Headquarters, has a staff of 32 supervisors and clerks and is manned 24 hours of the day. Four technicians are on hand to maintain the complex equipment.

### Back In Harness

Mr. Reginald E. Leal, Commissioned Gunner, RCN, Ret'd., was out of one uniform and into another within a month. Mr. Leal, who retired on pension from the Service at the end of January, was appointed a Sub-Lieutenant in the Royal Canadian Sea Cadet Corps "Nelson" at Halifax.

In his new role, Mr. Leal will impart to Sea Cadets of Halifax his knowledge of seamanship and other subjects, gained in 20 years in the Service.

(Continued from Page 15)

#### FIRST SEA DRAFT

a light wind stirred our half-masted ensign. The men were fallen in on both sides of the flight deck, facing centre, while the officers lined up along one end. In the centre of the deck was a small white cross bearing the name of Lieut. Peever. At the base of the cross lay a wreath.

The assembled ship's company was then called to attention by the executive officer, and the order, "off caps," was given. The service opened with a few appropriate words by the Padre, followed by the hymn, "Oh God Our Help In Ages Past." Selected portions of the scripture were read by the Padre, followed by the Lord's Prayer repeated by the ship's company. Two minutes' silence was then observed.

Following the singing of the hymn "Rock of Ages", Commodore Adams spoke a few words in memory of Lieut. Peever, then picked up the wreath and walked aft. As he dropped the wreath in the sea, three volleys of musketry shattered the air. A bugler played the "Last Post" and then "Reveille."

#### SEAGULL CLUB OPENS NEW WING

The grand opening of the "Mardi Gras", social and recreational wing of the Navy League Seagull Club at Halifax, took place February 3 with more than 400 sailors and their guests attending.

The wing includes a dance hall arranged in cabaret style, billiard room and reading and rest room.

Entertainment for the opening was provided by Uncle Mel's talented troupe. Taking part were Flora Montgomery, Blanche Inglis, Charlotte Guy, Lila Tredwell, John Sinclair, Bert Coote, Audrey Farnell and Julius Silverman. Uncle Mel was master of ceremonies and Blanche Inglis directed the show.

Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Commodore A. M. Hope, Commodore of the RCN Barracks, Commander F. W. T. Lucas, Chief of Staff to FOAC, and A. I. Lomas, president of the Halifax Branch and Nova Scotia Mainland Division of the Navy League, looked in on the proceedings.

Members of the Navy League committee in charge of the Mardi Gras are Mrs. Martin Ellis, Mrs. Peter

Cosh and Mrs. Colin White. Lionel Shatford is chairman of the Seagull Club and C. F. Carnet is manager. Mrs. John Haverfield, Mrs. Gordon Spergel and Mrs. Cosh were chaperones at the opening.

Much of the work of renovating and decorating the new wing was done by Navy wives — members of the Women's Auxiliary of the RCN — and by members of the Seagull Club. The purpose of the Mardi Gras is to provide a place for dancing, refreshments and relaxation for naval personnel. The Seagull Club has been in operation for some months.

#### THREE "CHIPPAWA" MEN RECEIVE PROMOTION

Three RCN(R) petty officers attached to HMCS "Chippawa", the Winnipeg naval division, have been advanced to chief petty officer second class. The new chiefs are Myron Arsenych, Joseph Gallo and Charles Gilraine.

### LETTERS TO THE EDITOR

Sir:

I was visited, a few days ago, by Reverend L. M. Outerbridge, who was my Chaplain when I commanded HMS "Puncher." He left with me a box of the "Puncher Souvenir Books," which he had not been able to dispose of since he had no record of the addresses of some of the ex-ship's company of that ship.

It occurred to me that an announcement in your columns, to the effect that we now have a limited number of these books on hand and would be glad to send one to any bona fide member of "Puncher's" ship's company who served in that ship during the war years and who had not already received a copy, might be helpful.

Application should be made to the Naval Secretary, Naval Headquarters, Ottawa.

Yours faithfully,  
R. E. S. Bidwell  
Commodore RCN  
Assistant Chief of Naval Staff (Plans).

Sir:

I was grieved to see in the "Looking Asten" section in your February issue that you state that "Moose Jaw's" second attempt to hit the U-501 with a 4-inch shell was merely a "warning shot." In "Moose Jaw" we all felt from the beginning of the action that warnings were quite superfluous, not to say undesirable.

#### National Wren Reunion Planned at Toronto

Plans for a national reunion of former members of the Women's Royal Canadian Naval Service, to be held in Toronto August 25, 26 and 27, were laid at the annual meeting of the Wren Association of Toronto in HMCS "York".

Among the functions planned for the gathering are a banquet, a ship's concert to be staged along wartime lines, a church service and a tea. Mrs. Beverley H. Beck is chairman of the reunion committee.

The following Toronto Association officers were elected at the meeting: President, Miss Isabelle Archer; vice-presidents, Miss Ruth Mulvihill and Mrs. Robert Fleming; corresponding secretary, Mrs. Gordon Brunt; recording secretary, Miss Elizabeth Titus; treasurer, Miss Dorothy Beer; welfare committee, Miss Ruth Sinclair; publicity, Miss Eleanor Eagers; hospital visiting, Miss Betty Craik; general committee, Miss Lucy Charles, Miss Mary Walker, Miss Alice Mottram and Miss Dorothy Morgan.

It may interest you to know that the Germans informed me that the passing of the shell knocked down the men on the conning tower. We were sorry to hear it, for we had meant it to send them the other way.

F. E. Grubb,  
Commander, RCN,  
(Formerly Commanding Officer,  
HMCS "Moose Jaw.")

Sir:

I am endeavouring to collect material for a small historical booklet of the activities of HMCS "Swansea." To aid in this I would be most grateful if this fact might be publicized in The "Crow'snest," and officers and men who have served in this ship be asked to contribute articles of historical interest, photographs and any other material which they consider would be suitable for this publication.

I trust that anyone who is willing to assist in this endeavour will not object if articles are edited should space or other requirements make this necessary. Any editing necessary will be done sparingly and with care to preserve accuracy.

Contributions should be addressed to The Commanding Officer, HMCS "Swansea," c/o Fleet Mail Office, Halifax.

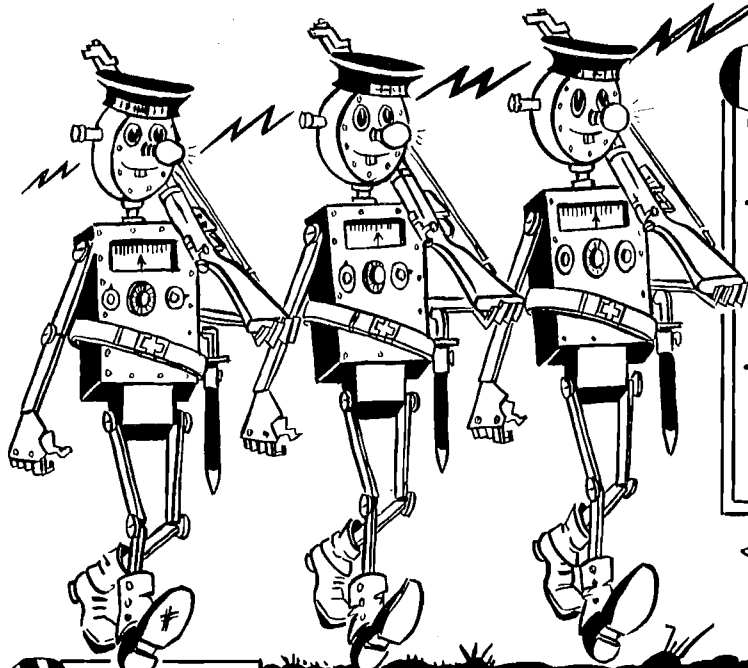
J. P. T. Dawson  
Lieut.-Cdr. RCN,  
Commanding Officer,  
HMCS "Swansea."



# Robot men to fight next war

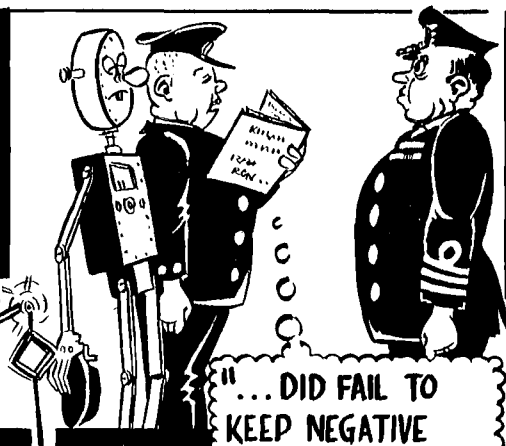
LONDON—A CANADIAN SCIENTIST HAS PREDICTED THAT ROBOT MEN WITH A SENSE OF SMELL TOUCH AND HEARING WILL REPLACE HUMANS IN THE NEXT WAR....

NEWS  
ITEM

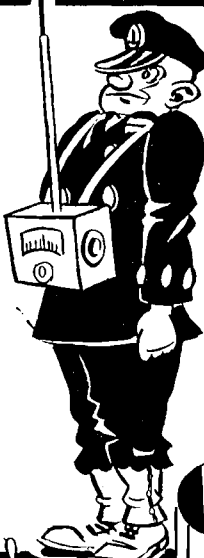


BY THE LEFT

AS THE R.C.N. ADAPTS ITSELF TO THIS ELECTRONIC AGE, A COLOR GUARD OF THE FUTURE MAY LOOK LIKE THIS!

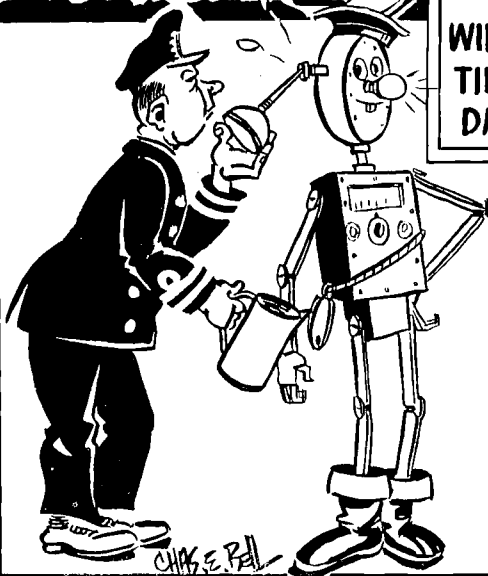
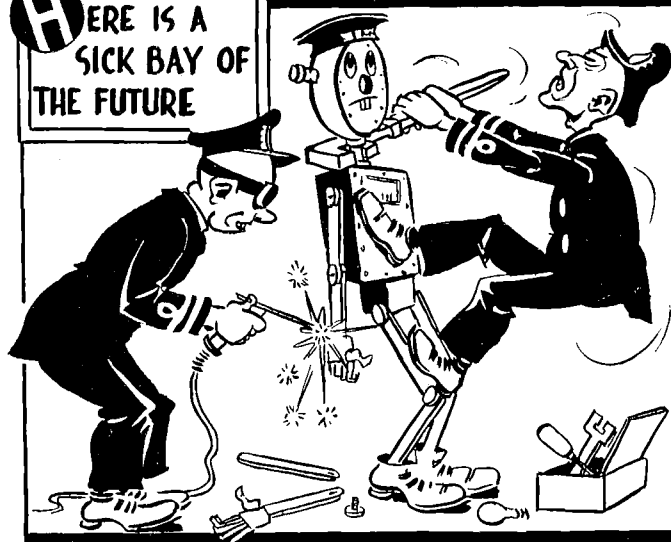


"... DID FAIL TO KEEP NEGATIVE POTENTIAL ON HIS CATHODE TERMINAL, THUS BECOMING INOPERATIVE"

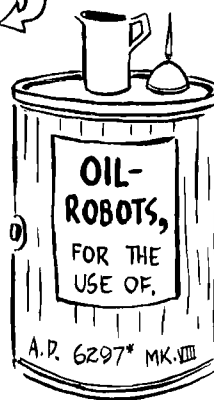


DISCIPLINE WILL HAVE TO BE MAINTAINED.

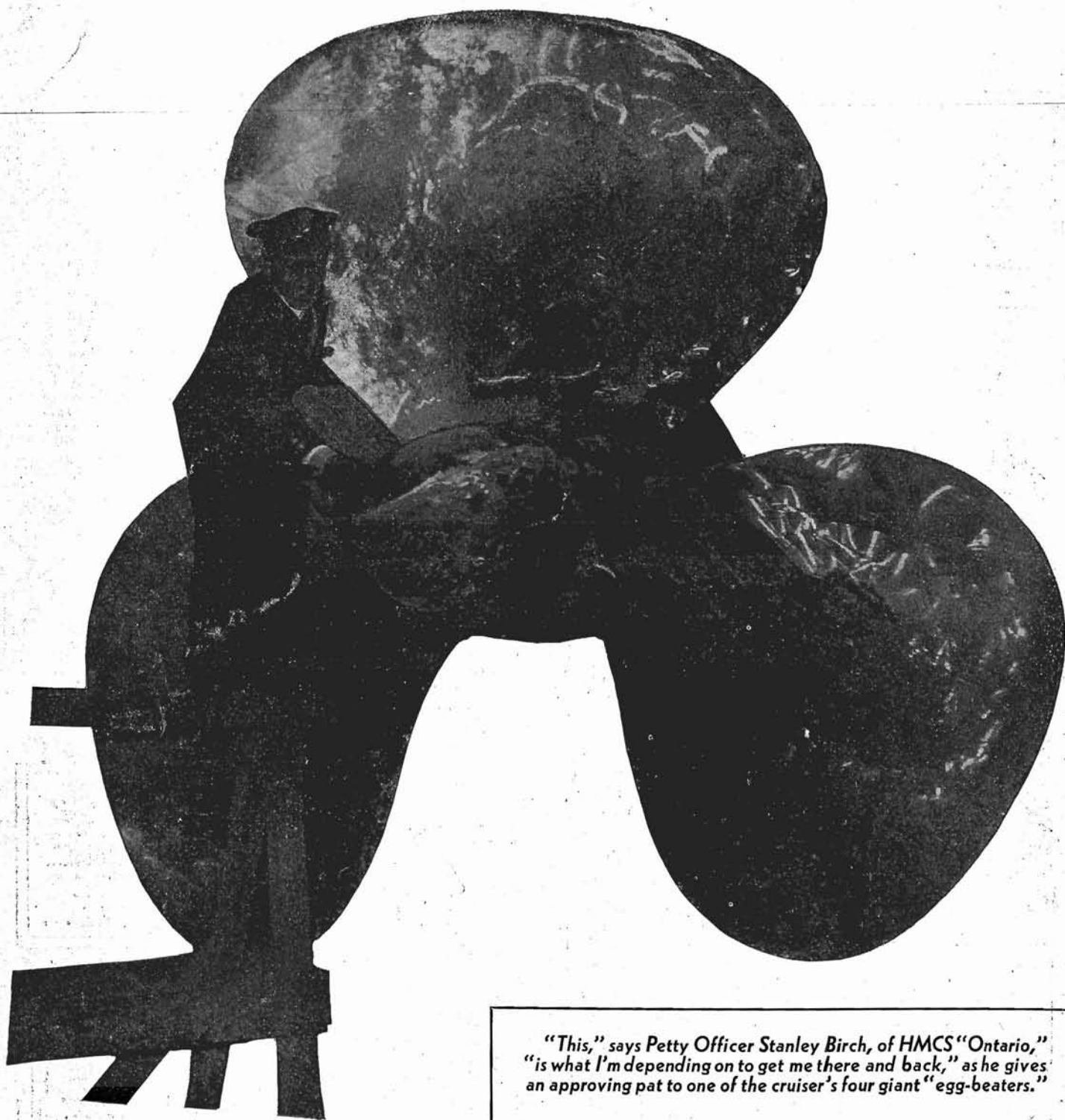
HERE IS A SICK BAY OF THE FUTURE



FOR ROBOTS, "UP SPIRITS" WILL STILL MEAN TIME FOR THE DAILY ISSUE ...



CHAS. E. PELL



*"This," says Petty Officer Stanley Birch, of HMCS "Ontario,"  
"is what I'm depending on to get me there and back," as he gives  
an approving pat to one of the cruiser's four giant "egg-beaters."*

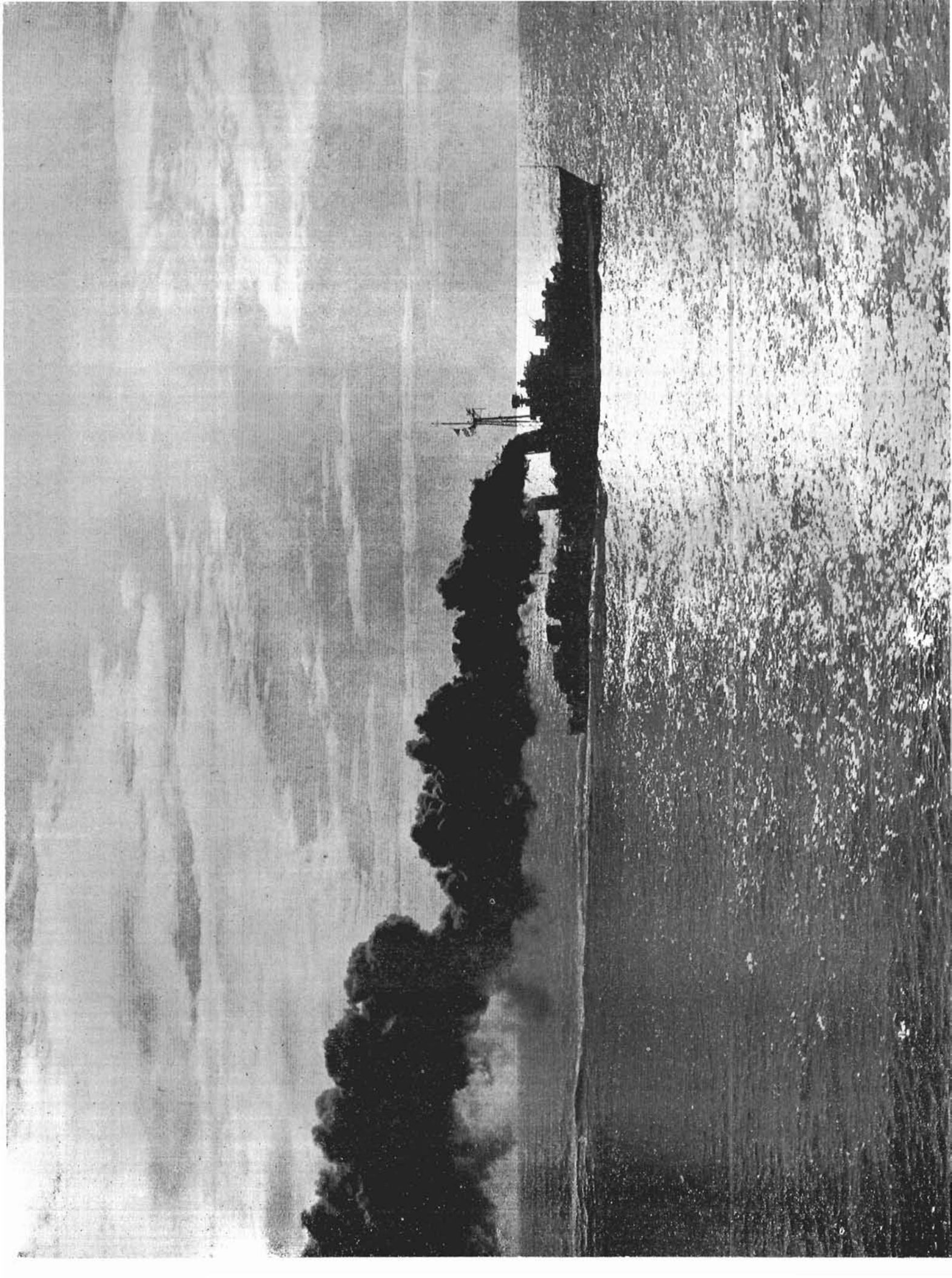
# *The* CROWSNEST



Vol. 2 No. 7

May, 1950





# The CROWSNEST

Vol. 2 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

May, 1950

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### LADY OF THE MONTH

HMCS "MICMAC," Tribal class destroyer, lays a smoke screen while exercising with HMCS "Magnificent." The "Micmac" was re-commissioned late last year after being converted into an anti-submarine destroyer. This year's spring cruise was her first major test since returning to service. (Mag-1228).

★ ★ ★

### JUST A REMINDER

This is the eleventh issue of The "Crownsnest" to be published since the magazine was placed on a subscription basis, and those who ordered personal copies when the scheme first went into effect are reminded that it will soon be time to re-subscribe.

The drill is the same as always. You can order or re-order 12 consecutive issue of The "Crownsnest" by sending a cheque or money order for \$1, made out to the Receiver General of Canada, to:

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

Incidentally, the King's Printer looks after subscriptions only. Articles, reports, letters and other contributions—other than those collected by the associate editors at Esquimalt and Halifax—should be forwarded to:

THE EDITOR,  
THE "CROWSNEST,"  
NAVAL HEADQUARTERS,  
OTTAWA, ONTARIO.

★ ★ ★

Negative numbers of RCN photographs reproduced in The "Crownsnest" are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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8 x 10 " " " " . . . . .	.30
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16 x 20 " " " " . . . . .	1.20
20 x 24 " " " " . . . . .	1.50
30 x 40 " " " " . . . . .	3.00

Page one

Cover Photo—Lieut.-Cdr. (P) John W. Roberts, left, commanding officer of 826 Squadron, and Lieut.-Cdr. (O) R. I. W. Goddard, commanding officer of the 18th Carrier Air Group, have reason to look pleased. They have just returned from leading the carrier's Firefly aircraft in two successful strikes against Task Force 21 of the United States Atlantic Fleet in the first phase of Exercise Caribex. After the 18th CAG's search aircraft had located the "enemy" fleet at a distance of about 100 miles, the strike aircraft carried out a simulated torpedo attack and followed up with a high level dive bombing attack, theoretically crippling a carrier, a battleship and a heavy cruiser. In both attacks they escaped interception and were later commended by USN authorities on their "cunning and skill." (Mag-1445).

# R.C.N. News Review

## Home Again

HMC Ships "Magnificent" and "Micmac" returned to Halifax on April 14 to end one of the most successful spring training cruises in the RCN's history.

The two ships were accompanied by the frigate "Swansea", who had joined them off New York on April 7 in time to participate in their five-day courtesy call to the metropolis.

The visit to New York City was entertaining and exciting, a fitting climax for the officers and men who had acquitted themselves so well during the spring training manoeuvres.

The "Magnificent" and "Micmac" were away for two months. During that time they carried out an extensive training program, of which the major item was Caribex, a large-scale, two-phase scheme in which the Canadians exercised with ships, submarines and aircraft of the United States Navy and ships of the Royal Navy.

The "Magnificent" concentrated throughout the cruise on extensive flying training for 825 and 826 Squadrons of the 18th Carrier Air Group. Between them the two squadrons logged a total of 550 hours in the air and carried out 365 deck landings. The air exercises included anti-submarine patrols, searches and strikes on enemy fleets, strikes on enemy airfields and air cover for the fleet. They engaged, as well, in such general front line training as air communications, photo-reconnaissance, rocket and gun firing, and air tactical exercises.

In summing up the flying activities, Cdr. B. S. McEwen, Commander (Air) of the "Magnificent," paid tribute to the aircrew and maintenance personnel of the flat-top. Aircraft serviceability was 93 per cent during the cruise, and this was due to the "efficiency of the group air engineer officer and his maintenance men. This

fact made it possible for the aircrews to attain a high operational pitch."

Further praise came from the Commander-in-Chief of the America and West Indies Station, who signalled that he had been "impressed with the way the 'Magnificent' operates her aircraft."

For the officers and men of both Canadian ships the exercises had provided invaluable practical training and experience in full scale fleet manoeuvres, and particularly in working with units of the USN and RN.

## New York at Easter

The officers and men of the "Magnificent," "Micmac" and "Swansea" will probably remember their visit to New York for a long time to come. The 1,400 Canadians on board the three ships were royally welcomed on their arrival and were accorded similar treatment throughout the succeeding five days.

The program of activities included a cruise along the waterfront, radio, stage and motion picture shows, and sight-seeing tours. A group of 150 officers and men visited Lake Success to see the United Nations at work and, while there, heard a special address given by Fleet Admiral Chester W. Nimitz, USN, Ret'd. On Easter Sunday the Canadian tars watched and took part in New York's famous Easter parade along Fifth Avenue. In return, the RCN ships were open for public inspection every afternoon during their stay and more than 22,000 New Yorkers visited the vessels.

Prime Minister Louis St. Laurent and Defence Minister Brooke Claxton expressed their appreciation for the warmth and extent of the welcome given to the visiting Canadian sailors.

In his message, Mr. St. Laurent said, in part: "I cannot fail to record my appreciation for the hospitality extended by the commandant and members of the Third Naval District of the US Navy, and the mayor and officials of the City of New York."

Mr. Claxton stated that "exchanges of goodwill of this kind reinforce the strong ties of friendship which exist between the armed forces



It was the air maintenance men who "kept 'em flying" during the spring cruise. Here a Firefly's maintenance crew carries out the daily inspection during a lull in flying activity. AB Douglas Gascho examines the undercarriage and AB Edmond Poirier checks the oil consumption. (Mag-1336).



of the United States and Canada." He also congratulated Commodore Kenneth F. Adams and the officers and men of the "Magnificent," "Micmac" and "Swansea" on the good impression they had made in New York.

### Off to Pearl Harbor

HMCS "Ontario" and the destroyers "Sioux" and "Cayuga" docked at Esquimalt early in April to end a month-long training cruise to Mexican and Californian ports. The three west coast units got in a lot of useful training during a cruise in which the "Ontario" became the first RCN ship to sail to the head of the Gulf of California.

But there was little time for reminiscing. Immediately on her arrival, the "Ontario" began preparations for another cruise, and on April 18 she sailed for Pearl Harbor. Taking with her more than 200 new entries, she was due to be away for a month.

There was activity among other ships of the Pacific command. Fresh from an extensive refit, the destroyer "Athabaskan" underwent full power trials in mid-April preparatory to returning to active duty. The frigate "Beacon Hill" was commissioned on April 15 in anticipation of the summer sea-training program for RCN (R) personnel.

The Algerine escort vessel "Sault Ste. Marie," tender to HMCS "Malahat," visited Ganges and Vancouver during training cruises in April. Oceanographic duties occupied the two auxiliary vessels, "Cedarwood" and "Ehkoli."

In the Atlantic command, the destroyer "Micmac" was back at sea five days after her return from the spring training cruise. On April 19, she began a two-week period of gunnery trials with aircraft from HMCS "Shearwater."

The weather ship "St. Stephen" arrived at Station Baker on April 8 and began the return voyage to Halifax on April 29, where she was due to arrive on May 3. The newly commissioned destroyer "Huron" completed her working up program during April and began to ready for duty as plane guard to the "Magnificent" during forthcoming flying exercises.

HMCS "New Liskeard," the Naval Research Establishment vessel, operated with the submarine "Astute" for most of the month, while a sister Algerine, the "Portage," undertook minesweeping training duties on April 20. The auxiliary vessel "Llewellyn,"

tender to HMCS "Scotian," also engaged in minesweeping training.

### RCN Adding Avengers

A substantial number of Grumman Avenger aircraft are being purchased from the United States government for use by the 18th Carrier Air Group. The Avenger, a wartime torpedo-bomber which performed with outstanding success in the Pacific theatre, has since been adopted as a standard carrier-borne anti-submarine aircraft

As soon as the aircraft become available, 826 Squadron will be armed with Avengers and will then work up to carrier standards. 825 Squadron will switch to Avengers at a later date.

### CNS Visits Pacific Base

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, left Ottawa April 24 on an inspection tour of ships and establishments of the Pacific Command and three western naval



The first phase of "Caribex" is under way. The "Magnificent's" search aircraft have just reported sighting the "enemy" — US Task Force 21 — some 100 miles away. From the aircraft reports, operations room personnel are plotting the "enemy's" position, and are working out a course for the "Magnificent's" strike aircraft, which are about to take off. Left to right are Lieut.-Cdr. (O) P. H. Grady, Hamilton, operations officer; Instr.-Cdr. M. H. Ellis, Victoria and Halifax; Lieut. F. A. Skelton, Sarnia, and PO Lionel Roberts, Windsor. (Mag-1447).

by the United States Navy. It will be employed in the same capacity by the RCN.

Its long range, ease of maintenance, heavy load carrying capacity and rugged construction make the Avenger admirably suited for anti-submarine warfare. Other advantages are the easy procurement of spare parts, and the fact that Canadian and American carriers can exchange aircraft with a minimum of difficulty.

Before being placed in service, the Avengers will be delivered to Canadian aircraft plants to be fitted with additional equipment. They will carry submarine detecting devices, be armed with rockets, bombs and depth charges and have a crew of three.

divisions. During his four-day visit to Esquimalt, he attended graduation exercises at the Canadian Services College, Royal Roads.

Vice-Admiral Grant arrived in Vancouver on the morning of April 26 and boarded HMCS "Sioux" for the trip to Esquimalt. Later in the day he visited the dockyard and the naval housing development. On April 27 he called on civic and government officials and carried out an inspection of HMCS "Cayuga". The following day he attended graduation ceremonies at Royal Roads, and on April 29 concluded his visit with an inspection of HMCS "Naden".

On his return trip to Ottawa, the Chief of the Naval Staff was scheduled



Comparing notes on the air strikes carried out during the first phase of "Caribex" are, left to right, Commodore K. F. Adams, commanding officer of HMCS "Magnificent" and Senior Canadian Naval Officer Afloat; Cdr. B. S. McEwen, RN, Commander (Air) in the "Magnificent," and Captain John Holmes, RN, British Naval Attache at Washington. Captain Holmes observed the exercise from the carrier USS "Phillipine Sea" and afterwards flew over to the "Magnificent" in a helicopter. (Mag-1454).

to visit HMCS "Discovery" (Vancouver), HMCS "Tecumseh" (Calgary) and HMCS "Griffon" (Port Arthur). He is due back in Ottawa on May 10.

### **Submarine Arrives**

HM Submarine "Astute" arrived in Halifax on April 10 to begin an 11-week period on loan to the RCN and RCAF. She is the latest of a series of British submarines loaned to the Canadian forces for anti-submarine training purposes. Last summer the "Tudor" and "Tally Ho" each spent three months on the East Coast and in the summer and fall of 1947 a sister-submarine, the "Artemis," made Halifax her temporary home.

The "Astute" is an "A" class submarine displacing 1620 tons, and equipped with "snort." Lieut. P. H. Jackson-Synter, DSC, RN, is her commanding officer.

She will operate with RCN ships and aircraft until June 5, and from then to July 1 with aircraft from the RCAF's Maritime Operational Training Unit at Greenwood, N.S.

### **Lord Fraser Welcomed**

Admiral of the Fleet, Lord Fraser of North Cape, GCB, KBE, First Sea Lord, paid a three-day visit to Ottawa from April 10 to 12 and met with Canadian government and military leaders.

Lord Fraser met members of the Naval Board on April 11 and then sat down to a discussion with the Cana-

dian chiefs of staff. Later in the day, Lord Fraser attended a naval reception in his honor and was guest at a

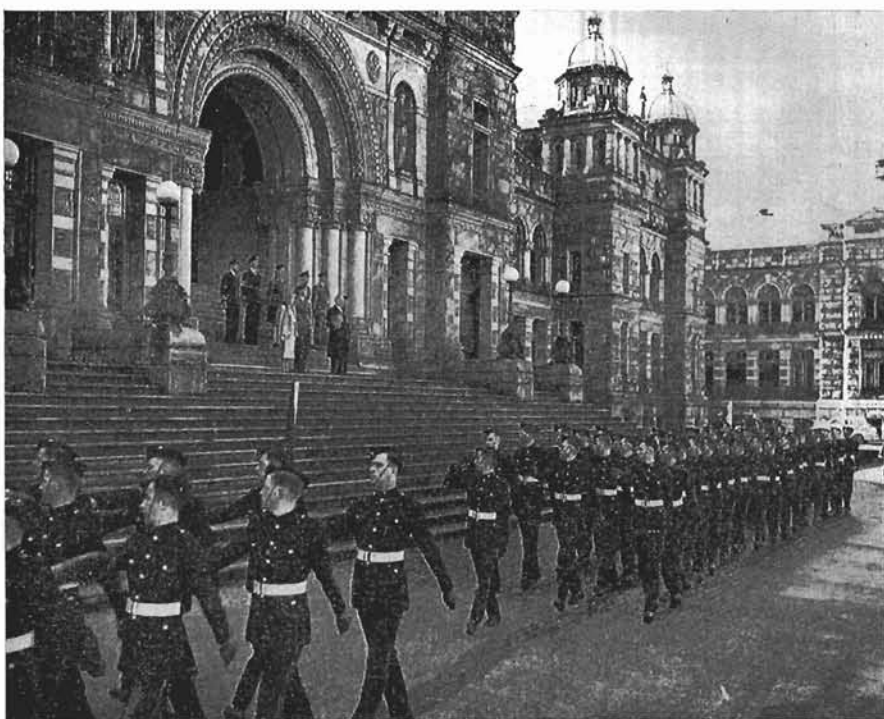
dinner given by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

During his stay in Ottawa, Lord Fraser was the guest of the Governor General, Lord Alexander.

### **Hockey Champions**

On both coasts the Navy figured prominently in the hockey playoff picture. The Halifax Armed Forces team, built around last year's Maritime champion Navy squad, copped the Maritime title and advanced into the Eastern Canada final against the winner of the Ontario-Quebec semi-final series. The high flying servicemen notched ten consecutive wins during their march to the championship. In the 10 playoff games, they tallied 110 goals as against 32 for the opposition.

In Victoria, HMCS "Naden" won the Cross Trophy, emblematic of the City Commercial Hockey League championship, by toppling the favored Fisherman's Co-op team in a best-of-five series (see The Navy Plays), while the Navy juniors finished with a rush to take the title in their division.



One hundred and fifty cadets from the Canadian Services College at Royal Roads recently carried out a church parade through the City of Victoria. Led by the band from HMCS "Naden", the parade, under Cadet Wing Commander F. W. Crickard, of Vancouver, marched from the Legislative buildings to Christ Church Cathedral and St. Andrew's Cathedral. Following Divine Services, they formed up outside Christ Church and marched back to the Legislative buildings, where Lieut.-Gov. Charles A. Banks took the salute (above). As the cadets marched to their waiting transportation, Cadet Crickard was called to the saluting base where His Excellency asked that he convey to the members of the parade his compliments on the smartness of their appearance. (E-11081.)



# 1,300 Ambassadors

In Historic Havana, Canadian Sailors  
Enjoyed Bountiful Hospitality  
And Made Many Friends

HAVANA, the capital of the Cuban Republic, opened its gates wide to some 1,300 Canadian sailors when HMC Ships "Magnificent" and "Micmac" called at the historic island port for a four-day leave period March 7 to 11.

The visit added still further to Canadian prestige in this section of Cuba, where favorable memories of HMCS "Warrior's" 1947 visit still flourish.

As the two Canadian ships approached Havana harbor early on the morning of the 7th, the "Magnificent" fired a 21-gun national salute to Cuba and this was returned from the Cuban citadel with a national salute to Canada. As the aircraft carrier came opposite the presidential palace, another 21-gun salute was fired, in honor of Dr. Carlos Prio Socarras, president of Cuba. A Cuban naval ship at anchor in the harbor paid its respect to the Senior Canadian Naval Officer Afloat with an 11-gun salute, which was returned gun for gun.

After this barrage of 85 volleys, there were few among Havana's million or so residents who did not know the Canadian Navy had arrived. Soon the ships were receiving a less formal but just as noisy welcome from automobiles, with horns continuously blowing, lined along the waterfront.

When A. W. Evans, secretary to Dr. E. H. Coleman, Canadian Minister to Cuba, boarded the "Magnificent" with the entertainment schedule, it was fully realized how generous everyone had been to ensure the visitors would be royally entertained during their stay in Havana.

Movie theatres opened their doors free of charge to Canadian sailors; there was swimming at beach and country clubs, free admission to the Marianao Race Track, tennis at the Vedado Tennis Club, radio broadcasts at Radio Centro, a vaudeville show at the Campoamor Theatre, ice skating at the Blanquita and a free ice show at the Sports Palace which featured a visiting show from the USA and included a number of Canadian girls in its cast.

In addition to all this, a supper dance was held exclusively for the men of the "Magnificent" and "Micmac" at the Centro Asturiano with one of Havana's best orchestra's providing

the music. Dancing partners were ladies of the British and American colonies and their Cuban friends. (As a result of acquaintances made at the dance, two radar plotters from the "Magnificent" accepted an invitation to go to the University of Havana the next day to lecture an oral English class, and from all reports the lecture turned out to be most successful.)

The officers of the two ships were extended the facilities of such places as the American Club, the Habana Biltmore Yacht and Country Club, Rovers Club of Habana, Miramar Yacht Club, Vedado Tennis Club, International Yacht Club and numerous others.

On the formal side, there were numerous calls and returns of calls taking place each day. Due to his being in the final stages of recovery from a slight but unpleasant case of the mumps, Commodore K. F. Adams, commanding officer of the "Magnificent", missed out on the first two days of formalities. His official duties of protocol were carried out by Cdr.

A. G. Boulton, the ship's executive officer.

Upon arrival, Cdr. Boulton paid formal calls on Dr. Coleman and Mr. Adrian Holman, British Minister to Cuba; Dr. Ernest Dihigo, Cuban Minister of State; Dr. Ruben de Leon, Minister of Defence; Commodore Casonova, representative of the Cuban Naval Chief; the Mayor pro tem (civic elections were about to take place and the Mayor was not permitted to take part in any official functions while campaigning), and to General Ruperto Cabrera, Chief of the Cuban Army.

A group of senior Canadian officers were guest the first day at the regular noon luncheon meeting of the British Club and Cdr. Boulton replied to a toast to the Royal Canadian Navy. The following day the Havana dignitaries paid return calls to the "Magnificent" and the Cuban Navy tendered a luncheon to Canadian naval officers at the Vedado Tennis Club.



A visit to Havana would not be complete without a cigar. These four sailors got their right at the factory of the Corona cigar company, following a conducted tour of the plant. R. J. Sobrino, Corona official, provides a light for Ldg. Sea. K. J. Orchard, Niagara Falls; AB H. R. Grose, Massey, Ont; AB L. J. Deiley, Huntsville, and PO Gerald Coughlin, Calgary. (Mag-1383).





Three men from the "Magnificent" chat on the roof of the Canadian legation in Havana with two Canadian girls employed in the legation offices. Left to right are AB Nicholas Semczyszyn, of Kapuskasing, Ont.; Gertrude Mowatt, of Toronto; AB John Strople, Port Dover, Ont.; Kitty Kelly, of Liverpool, N.S. (a former Wren), and AB Frank Howell, of Toronto. (Mag-1389).

On Thursday Commodore Adams made his first official visit ashore, during which he placed a wreath at the base of monument to the Cuban national hero, Jose Marti, in Havana's Central Park. He then called on President Prio at his palace.

The following day Commodore Adams placed a wreath on behalf of the "Magnificent" and "Micmac" below a plaque on the wall of the Havana Cathedral commemorating Montreal-born Pierre Lemoyne D'Iberville. D'Iberville founded Mobile, the first city of French Louisiana, in 1702 and died four years later in Havana. There are two plaques commemorating him on the wall of this 200-year old cathedral. One was erected by Cubans and the other by Mayor Camillien Houde of Montreal.

In appreciation of the efforts of those who had made the visit to Havana so successful and enjoyable, Commodore Adams entertained at a luncheon on the quarterdeck Friday noon. A reception held on the flight deck that evening further cemented relations between Cubans and Canadians.

Literally thousands of visitors trooped through the two ships during the four-day stay. The ships were opened to visitors Thursday and Friday, and on Wednesday afternoon a party was held on board the carrier for children of the Canadian and British colonies and their American friends.

## Words of Praise

The officers and men of the "Magnificent" and "Micmac" drew many favorable comments during their visits to Charleston, Havana and New York.

Perhaps not typical, but certainly worthy of reproduction is the following letter from the management of the Teatro Campoamor, an Havana theatre specializing in vaudeville of the livelier sort, to Commodore K. F. Adams, commanding officer of the "Magnificent" and Senior Canadian Naval Officer Afloat:

Habana, 7th March

Dear Sir:

On behalf of the management of the Campoamor Theatre, I wish to express our gratitude for the exemplary behaviour of every member of your crew during their presence at our show.

As a responsible officer of His Majesty's Canadian Navy, you can be very proud of having such gentlemen under your orders.

Yours truly,  
Alfonso Infante.

Some indication of the value of the visit to the Cuban capital came from Dr. Coleman shortly before the ships sailed. He explained to Commodore Adams that 38 per cent of the banking done in Cuba was done with Canadian

banks. The Canadian Minister said the behavior and popularity of the Canadian Navy's 1,300 ambassadors would inevitably be an asset to Canada's relations with Cuba.



The familiar remark, "hot enough to fry an egg," was applied by someone to HMCS "Magnificent's" flight deck as the carrier cruised beneath a scorching sun off the coast of Cuba. That was all that was needed to produce the scene above. One of the cooks, Ldg. Sea. Alan Templeton, of Ottawa, does the honors, while those looking on include, left to right, Lieut. Paul Wilson, Montreal; Cdr. B. S. McEwen, Dartmouth; Sub-Lieut. F. C. Atkinson, Toronto, and Lieut.-Cdr. Peter Cossette, Ottawa and Halifax. (Mag-1470)

# A Ceaseless Vigil

Naval Firemen Guard \$132,000,000  
Worth of Property in Maritimes

THE average person passing the fire hall in the Halifax Dockyard sees a cement building, a couple of fire engines, signs saying to keep clear of entrances — and lets it go at that.

But there's a great deal more to the Naval Fire Department than meets the casual glance.

Besides housing the equipment used locally, the dockyard fire hall is headquarters for the Atlantic Command's fire inspectors, who maintain a constant vigil over some \$132,000,000 worth of naval property in the Maritime provinces.

Under the direction of Lieut.-Cdr. (SB) J. W. Harber, RCN(R), Command and District Naval Fire Chief, they roam from the armament depot at Renous, N. B., to the naval base at Sydney, Cape Breton, preaching the gospel of fire prevention and searching with gimlet eye for possible fire hazards.

In the course of a year they inspect untold miles of electric wiring, examine thousands of fuse plugs, survey buildings from top to bottom, probe into anything and everything that might conceivably be the source of fire. The work is painstaking; the record proves it is not in vain.

The department maintains elaborate, modern equipment for catching a fire in its controllable stages. It is responsible for all first line fire equipment and in Halifax alone its staff services three to four thousand fire extinguishers annually.

There are few places where fire consciousness is emphasized more than in the Navy. Fire Department personnel and the staffs of the RCN fire fighting schools are forever hammering home the dangers of fire and how to combat it.

Apparatus is maintained at seven or more naval establishments in the Atlantic Command. A total of 33 pieces of rolling apparatus stands by 24 hours of the day. One expensive bit of equipment is the 65-foot aerial city service ladder truck at the Halifax dockyard station; it retails nowadays for about \$30,000. Every fire station in the Command has one or more triple combination trucks (pump-booster-ladder), as well as trailer pumpers and up-to-date chemical apparatus.

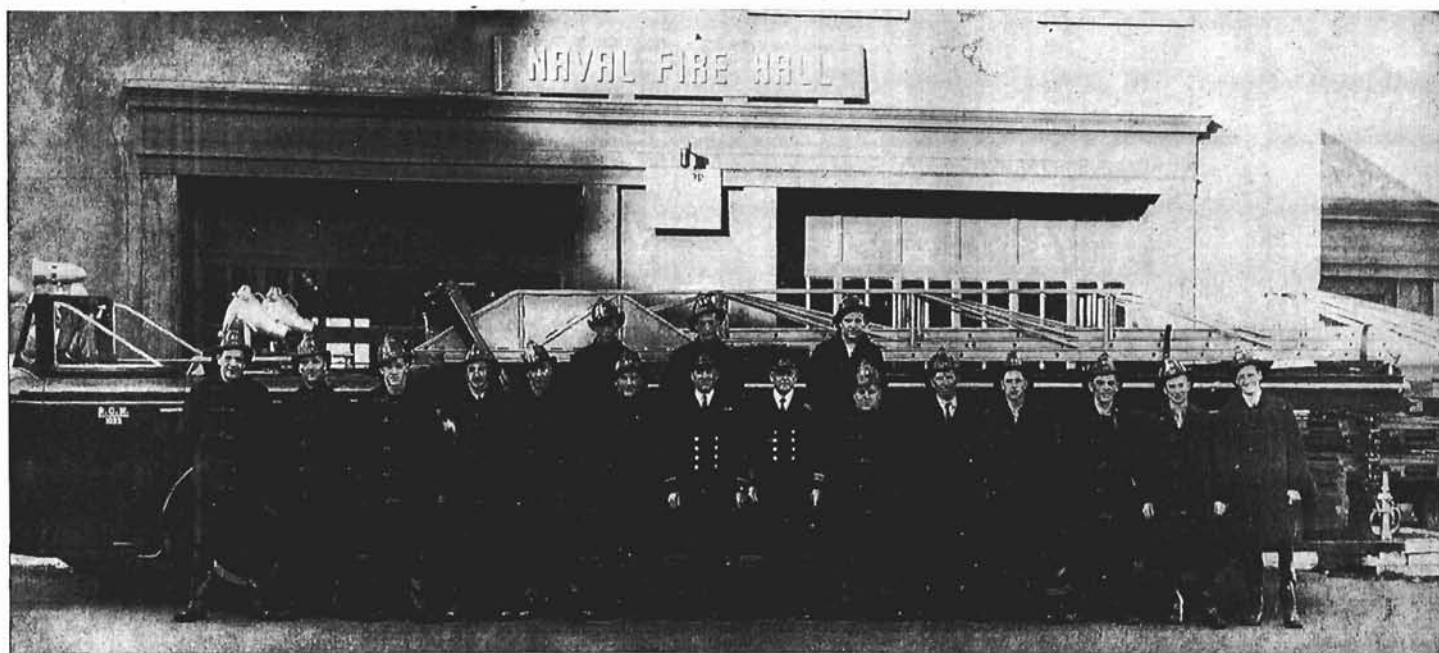
Halifax has a 1,000-gallon triple-combination pumper and lighter apparatus. But the big aces are its two fire tugs, which draw upon an unlimited supply of sea water to fight fires anywhere within reasonable dis-

tance of the harbor. In Halifax the department can muster over 5½ miles of service hose to beat down flames. In 1948, when big bush fires threatened the wireless station at Albro Lake, naval fire tugs helped push huge volumes of water through miles of line to beat back the blaze.

On a number of occasions the naval fireboats have been called into service to aid city firemen in Halifax and Dartmouth in fighting waterfront fires on non-naval property.

Great pains are taken to keep the fire potential in naval establishments at a low level. At "Stadacona" there is a complete alarm set-up and two extensive sprinkler systems; fire doors are fitted in all schools; all buildings have metal fire escapes and evacuation hooters, and in 90 per cent of the structures there are "stand-pipes" and hoses.

When a heavy pressure of water is required from several hydrants to subdue a serious outbreak, two booster pumps pull the necessary pressure from the city mains. Should this fail, the required pressure is maintained by drawing off water from "static" tanks of ample size in the RCN Barracks. (The booster pumps mentioned maintain pressures to main and water



Two of the three shifts that maintain a 24-hour vigil over naval property in Halifax are shown above in front of the 65-foot aerial truck at the Dockyard Fire Hall. Front row (l. to r.): W. J. Fitzpatrick, William A. Cullen, C. F. Giffin, R. J. Boudreau, G. E. Smith, B. L. Levangie, Comm'd. Officer (SB) L. E. Parker, fire deputy; Lieut.-Cdr. (SB) J. W. Harber, Command Fire Chief; J. W. Hardie, W. B. Bower, fire lieutenant; William Gordon, Bruce Stay, E. P. Ganner and W. B. Woods. Back row: Frank MacDonald, Charles White and G. E. MacDonald. (HS-8760).

services at "Stadacona" independently over and above city pressures.)

Should the mains in the establishment break down, the fire tugs can be brought into play and sea water pumped through lines to the burning areas.

In any case, there is an "unwritten understanding" with the city whereby one department will aid the other on occasions where co-operation between the two will mean the protection of property, naval or civilian.

The Halifax area is strung with an estimated 40 miles of fire alarm wire, according to Gordon Spence, the department's fire alarm technician. The Tuft's Cove housing site is equipped with the latest alarm device, called "Kingpin", which is believed to be the only one east of Montreal. Each room has a pair of thermos fire alarm wires strung through the walls and ceiling which when raised to a certain temperature trip up and sound an evacuation alarm. Wherever people congregate in naval buildings, there is 100 per cent evacuation alarm coverage.

There are three alarm loops connected with the \$10,000 alarm control board in the dockyard station. One loop covers the Dockyard, another "Stadacona" and a third the armament depot and Bedford magazine. A repeater loop off the city alarm system is hitched to areas where a city fire might endanger navy warehouses in Halifax's west end. "Shearwater," "Cornwallis" and Sydney have alarm units, all self-contained.



A mobile display unit designed to demonstrate the operation of modern alarm systems is one of the props used by the Naval Fire Department for lectures in RCN establishments. (HS-5535).

Lieut.-Cdr. Harber has two fire deputies in Halifax. They are Commissioned Officer L. E. Parker, RCN (R), of Banff, Alberta, and Commissioned Officer (SB) H. W. Curran, Halifax. Deputy for the Naval Armament Depot, Bedford magazine, Albion Lake and "Shearwater" (all on the Dartmouth side) is Commissioned Officer (SB) D. K. Lockyer, of Kentville, N.S. At Point Edward Naval Base, Sydney, the Base Fire Chief is Commissioned Officer (SB) Robert Kerr, RCN, of Montreal. Base Fire Chief at "Cornwallis" is Commissioned Officer (SB) Gordon Walker, of Montreal, and at Renous the post is held by Commissioned Officer (SB) James Glass, RCN(R), of Moose Jaw, Sask.

## GRATITUDE EXPRESSED TO BENEVOLENT FUND

Below are but two of the scores of letters received by the Canadian Naval Service Benevolent Trust Fund from serving and ex-Naval personnel who have been assisted by the Fund:

Dear Sir:

I wish to express my thanks and appreciation on behalf of my family and myself for the help extended to us by you and the Naval Benevolent Fund during the remainder of this month.

I honestly don't know what we would have done without this assistance as we were really destitute.

I can truly say that the help you got for us put a new lease on life for us while my husband is out of work. It was awful to hear my children cry for milk and ask for food that I did not have in the house to give them. I go down on my knees and thank God for what has been done for us and hope that I will never see a time like this again. I wish to convey my thanks and gratitude to Commander . . . for the way he and his family contributed clothing to our necessary needs.

I wish to say again in closing that we don't know what we would have done if we had not had you to turn to in our desperate need of assistance.

Sincerely yours,

(NOTE:—The above letter from the wife of an ex-Able Seaman refers to the relief of immediate distress due to lack of food, clothing, and rent money. Since the original assistance was rendered by a Naval Division, a further grant has been made in respect to medical bills, better living quarters have been found for the family and arrangements made to ensure that maternity costs do not prove to be a burden on the family's finances.)

Dear Sir:

I am in receipt of your letter of 10th February and hasten to acknowledge it although words cannot express my appreciation for your kind consideration of my needs and the providing of the spinal brace prescribed by Dr. . . . and which would have been impossible for me to finance for myself.

May I also say that I appreciate so much the efficient and delicate handling of the details by . . . . .

For myself at least, the requesting of assistance is the last thing I ever expected or wished to do and . . . 's friendliness did much to ease my feelings.

My son, killed in the war, would have been able and glad to provide for all my needs, for he had a brilliant future before him, but my husband's long ill health left me without means at the time of his death.

Again, may I say "thank you".

Sincerely yours,



Naval fire tugs, one of which can be seen in the background, and their crews help put out a fire in a civilian-owned building on the Dartmouth waterfront. It is the practice in the Halifax area for naval and city fire departments to co-operate with each other in cases where such action will be of assistance. (HS-5663).



# The Man of the Month

**P**ETTY Officer Richard Bodington, Chief Bosn's Mate in HMCS "Swansea" and the frigate's choice as Man of the Month for May, is believed to possess some sort of a record in the Royal Canadian Navy:

Of the 13 years he has been in the RCN, 10 of them have been spent in ships.

These have ranged in size from the little auxiliary vessel "Lloyd George" to the 18,000-ton aircraft carrier "Warrior." Most of his sea-time, though, has been logged in destroyers and corvettes, giving him a thorough knowledge of "small ship" organization and leaving him with little to learn in the way of seamanship.

Like a number of others who have appeared under the "Man of the Month" banner, Petty Officer Bodington began his naval association as a Sea Cadet.

Born April 20, 1920, at Hamilton, Ontario, he joined the Sea Cadets there at the age of 14. Three years later he was in the Navy as a boy seaman and taking training at "Stadacona".

He finished his new entry course under the watchful eye of the famous Chief Petty Officer "Ted" Bingham, who was later to be lost in the "Margaree".

Bodington's first sea draft was to HMCS "St. Laurent" and in her he cruised south to the Caribbean, then went around to the West Coast. There the crew transferred to the "Skeena" and brought her back to Halifax.

The war had just begun when he boarded HMS "Warspite" for passage to the United Kingdom and a course in the anti-submarine school at HMS "Osprey". On leaving the school, Bodington got what was probably his choicest "draft" — to the Cunard liner "Scythia" for passage back to Canada.

"It was the best trip across I've ever had," Bodington fondly recalls. "I lived like a king."

From the luxury of the passenger liner he returned to the Spartan life of a destroyer seaman, joining HMCS "Assiniboine" in Halifax. He was serving in her when the "Bones" helped to ensure the safe arrival of the

second Canadian contingent in the United Kingdom.

In December 1940, Bodington shifted from the messdeck of a destroyer to that of a corvette — HMCS "Snowberry," one of the first to be built in Canada. Early the following year he sailed in her to the United Kingdom, where additional armament and equipment were fitted in the ship.

While in the "Snowberry" he was advanced to leading seaman, and he held the rate of acting petty officer when he later left her to join another corvette, the "Cobalt".

Bodington served as "buffer," then as coxswain, of the "Cobalt" for two years, during which time she plugged away steadily on the North Atlantic convoy run.

His next ship was the "Quesnel", also a corvette, convoying on the "triangle run."

The "Quesnel" was berthed at Staten Island and Bodington was ashore on short leave when VE-day came.

"New York was the place to be then; we really had a swell time," says Bodington. "I was in Times Square and it seemed as though everyone in the United States was there with me. You couldn't move for

blocks, and with everyone shouting and singing, you couldn't hear yourself think."

That was his biggest thrill. His biggest scare was experienced back in 1941, when he was in the "Snowberry".

"We were doing a refit in Scotland. One night the Germans decided to make the docks their target, and over they came. We were busy getting hoses ready in case of an incendiary attack. As I was coupling two hoses together I saw a large land mine floating down by parachute.

"I started heading for cover but before I got there I was thrown flat on my face. It felt as though the whole world had gone up. When the dust cleared, I got up to take a look around. Because the tide was out, our ship was mostly sheltered by the jetty and therefore escaped all but superficial damage. Had the tide been high it would have been a different story.

"After the 'all clear' we walked over to see what damage the mine had done... It had blown a hole nine feet across and ten feet deep in the solid concrete jetty. I was scared, not so much by what had happened, as by the thought of what would have happened if the wind had carried the parachute 60 feet closer to us. My knees didn't stop knocking for weeks!"

Since the war, Petty Officer Bodington has served in the "Warrior", "Haida" and "Lloyd George" and has been in the "Swansea" now for 15 months.

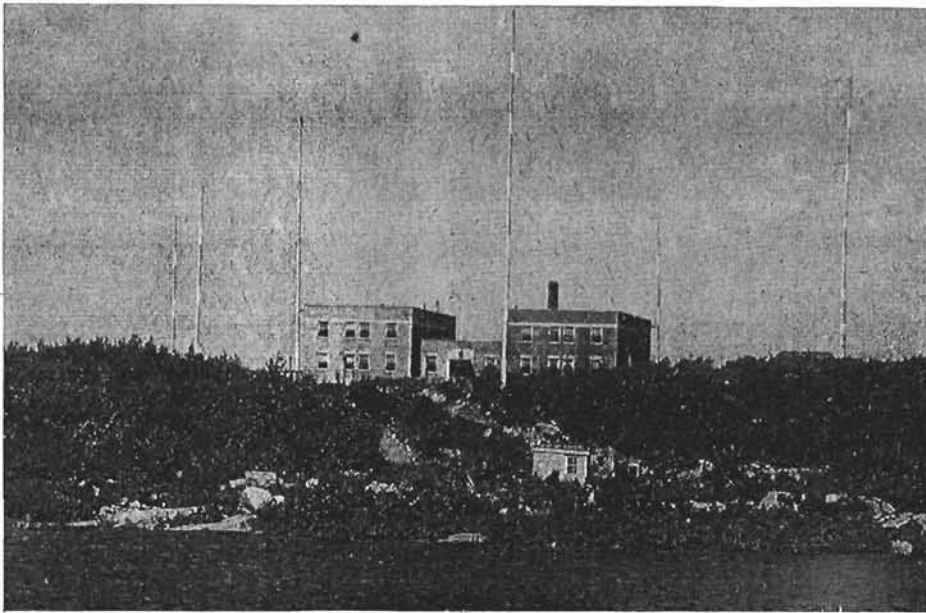
Like many a Navy man, he has settled in Halifax, or, properly, in Dartmouth, where he, his wife and seven-months-old daughter Christine have a fine new home. This spring he is putting in a garden and, while Mrs. Bodington attends to the flowers, he'll be raising some vegetables.

"As for the future," says Bodington, "I intend to stay in the Navy until I'm eligible for pension, and after that we'll let things take care of themselves."

After more than a year in the one ship, he expects that another draft will be coming up soon. Whenever and wherever he goes, he will take with him the best wishes of his shipmates of HMCS "Swansea." — "Penny."



Petty Officer Richard Bodington



ALBRO LAKE NAVAL RADIO STATION

## Radio Station CFH

by B.A.B.

Albro Lake Need Never Worry  
About Its Hooper-Rating

ON Canada's East Coast is a radio station that can be dead certain, so long as there are ships at sea, of having an attentive audience.

The Royal Canadian Navy's radio station at Albro Lake, near Dartmouth, N.S., returns the compliment by keeping an ear constantly tuned for messages, of any and all kinds,



Petty Officer Bernard A. Best, of Ottawa, Main Receiving Room Supervisor at Albro Lake, examines a tape. Petty Officer David MacLeod, of Kingston, is running through the radio-teletype for broadcast to ships. It is a special news bulletin prepared daily by The Canadian Press for ships at sea. (HS-10172.)

emanating from ships in an ocean area several thousand square miles in size.

Albro Lake is one of the two principal Canadian links in the huge, globe-girdling Commonwealth communications system. The other is the naval station at Aldergrove, B.C., ("Crowsnest", Christmas 1949), whose functions are the West Coast equivalent of those of her sister-station in Nova Scotia.

Albro Lake (Call Sign: CFH) is responsible for messages to and from Canadian and British naval and merchant ships in a large section of the Western Atlantic, for traffic between the Atlantic Command and Naval Headquarters, and for communication with the British Admiralty. Various other points also use the station's channels, and it all adds up to an average of about 12,000 messages per month.

Established early in 1942, Albro Lake has been in continuous operation ever since. Its RCN staff numbers approximately 55 and of these all but six are communications personnel. The others consist of three radio technicians, two cooks and one storesman.

Rounding out the complement are four civilian operators of the Depart-

ment of Transport (Radio Division). They assist in handling the large amount of commercial traffic going through the station, keeping records, assessing tolls, and so forth. This traffic includes telegrams signalled from ships and distant countries.

The station is housed in a large brick building in which living and working quarters are neatly separated. Well under way nearby is a married quarters project and it is expected the houses will be ready for occupancy this spring.

Centre of spare-time activity during the colder months is the large recreation room in the basement of the station, where movies and dances are regular features.

During the past few years, Albro Lake has made quite a name for itself in the realm of sports. In spite of the station's comparatively small complement, its softball, hockey and basketball teams have established excellent records in Halifax and Dartmouth leagues.

The establishment has always had a reputation for efficiency and for a fine esprit de corps, and the present staff is determined to preserve the tradition.

Earlier this year Albro Lake proudly polished up for the annual inspection by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

(Continued on Page 36)



Lieut W. F. Potter, of Ottawa, Officer-in-Charge of Albro Lake radio station, discusses personnel matters with CPO Cassam M. Marlin, of Toronto, the station's Regulating Chief Petty Officer. CPO Marlin is an old-timer at Albro, having spent four years on the station. (HS-10168.)

## DIVING 'DOCS'

West Coast Medical Staff  
Takes Special Underwater  
Course at 'Naden'

SHADES of King Neptune and all mermaids at sea!!!

It has been reliably reported that a number of members of the Pacific Command medical staff, using the excuse that they were undergoing diving instruction, recently carried out an intensive search for elusive mermaids on the floor of Esquimalt harbor.

It is indeed unfortunate that the "pill rollers" refuse to admit they were looking for undersea beauties and stick to the obviously false yarn that they were really taking a short diving course. By the Great Horned Spoon! Who ever heard of the medical staff as deep sea divers?

Their story, recorded verbatim, follows:

A number of medical personnel, petty officers second class and above, recently took a short course in diving at HMCS "Naden". Under the tuition and supervision of Lieut. Charles Smedley, Diving Officer, West Coast, six medical officers and 22 chief and petty officers attended the three-day course in both theory and actual diving operations.

The purpose was to familiarize medical personnel with the medical



Petty Officer Emile Fortin doesn't appear to be any too thrilled over the prospect of his first dip in a diver's suit as his handy helpers, all fellow-members of the medical branch who have completed their dives, smilingly advise him of the "mysteries" he will find on the floor of Esquimalt harbor. They are, left to right, PO Joseph Threlfall, CPO Donald Emberley and Mr. C. A. Brown, Commissioned Wardmaster. (E-11090)

aspects of diving, and to give them an idea of what goes on under the water, including the hazards to which divers are subjected.

Prior to actually diving, all were required to pass through the recompression chamber, where depths of about 60 feet were simulated. Following this they were assisted into diving suits and went over the side of the diving tender into about 30 feet of water. A qualified diver was with them at all times while below.

On the ocean floor the medical men walked around, crawled on their hands and knees, climbed rock facings and jumped from the rocky slopes. Some had a go at cutting through a steel plate with a torch.

The theoretical side of diving was covered in a series of lectures and motion pictures.

Among the interesting sidelights to this undertaking was the discovery that one man, CPO G. W. Stanford, had to forego his dive because of his height. Measuring 6 feet 3.825 inches, he could get into the suit alright but it was impossible to secure the breast plate.

The "docs" now are avid diving enthusiasts and it has been soberly conceded that it will be a tough

proposition keeping them out of the water whenever diving is taking place.

One question cropped up for which no satisfactory answer was forthcoming: Were nursing sisters allowed to dive?

"No."

"Why?"

"No comment."

And that's the way it stands.

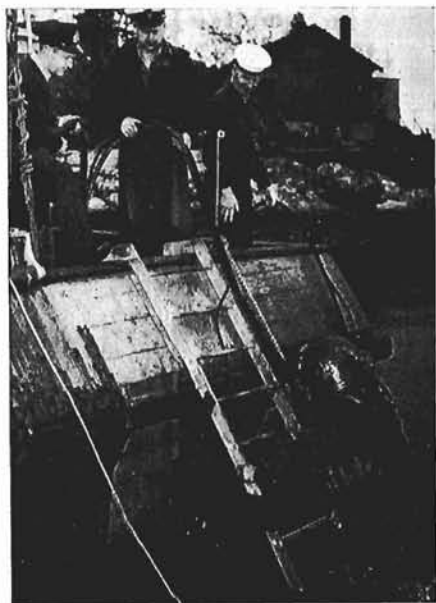
From the foregoing the following conclusions may be drawn:

A. Medical personnel, snooping about the ocean floor, must have spotted mermaids, else why would they be so keen to continue diving? and

B. It would seem that the mermaids fear competition, which may explain the run-around given the nursing sisters.

Among those who took the three-day course were Surgeon Commander T. B. McLean, Command Medical Officer; Surg. Cdr. G. W. Chapman, Surg. Cdr. W. J. Elliott, Principal Medical Officer, RCN Hospital; Surg. Lieut.-Cdr. J. C. Gray, Surg. Lieut.-Cdr. J. W. Green, Surg. Lieut. D. G. Woods, Mr. C. A. Brown, Cd. Wdmstr., CPO George Malenfant,

(Continued on Page 36)



Another medical man goes over the side. Handling the lines are Mr. Brown, PO J. Rickard and PO Threlfall. PO Threlfall is looking after the lines to the qualified diver who stood by the whole time the "docs" were below. (E-11091).



# Officers and Men

## CDR. HARRY KINGSLEY ON RETIREMENT LEAVE

Commander Harry Kingsley, of Victoria, who held the appointments of commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master, proceeded on retirement leave April 22 after 34 years' service in the RCN. He will retire on pension November 21.

Born in Shanghai in September 1900, Cdr. Kingsley was living in Vancouver prior to entering the Royal Naval College of Canada as a cadet in 1916. From 1920 to 1923 he served overseas in ships and establishments of the Royal Navy, then returned to Canada where, between September 1923 and January 1928, he served in HMCS "Stadacona," at Halifax, HMCS "Naden," Esquimalt, in the destroyer "Patrician," and for a short time held temporary command of the minesweeper "Armentieres."

Cdr. Kingsley completed a specialist course in signals in the U.K. late in 1930. In January 1931 he took up a two-year appointment in "Naden," which was followed by a similar period at sea in the destroyer Saguenay. At the outbreak of hostilities he was Signals Officer on the staff of the Commanding Officer Pacific Coast.

Promoted to the rank of acting commander in July 1940, he subsequently served in the auxiliary cruiser "Prince David" and commanded the destroyers "Annapolis" and "St. Croix." He was appointed commanding officer of the destroyer "Skeena" in December 1941 and the following June took command of HMCS "Niobe," the RCN headquarters in the United Kingdom.

He was executive officer of "Stadacona" prior to becoming Commander of the Port and King's Harbor Master at St. John's, Newfoundland, early in 1944.

Back on the West Coast in February 1947, he was appointed commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master the following month.

## Appointed CANRESPAC

Cdr. J. S. Davis, formerly Director of Officer Personnel at Naval Headquarters, has succeeded Cdr. Harry Kingsley as commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master.

New Director of Officer Personnel is Commander F. E. Grubb, who formerly was officer-in-charge of the Regulations Revision Committee at Headquarters.

Both appointments took effect in April.

## NEW APPOINTMENTS FOR AIR OFFICERS

New appointments for the following air specialist officers have been announced:

Lieut.-Cdr. (P) I. P. Godfrey to Headquarters as D/Director of Air Logistics. Formerly Lieut.-Cdr. (Flying) at "Shearwater."

Lieut.-Cdr. (P) F. W. H. Bradley to "Magnificent" as Lieut.-Cdr. (Flying). Formerly D/Director of Air Logistics.



It may mean something to a zoologist but it's just an old fossil to PO Robert MacIldoon (left) and PO H. (Bunker) Hill, of HMCS "Ontario." They discovered this peculiar looking skull on the beach while their ship was at anchor in Magdalena Bay during spring exercises. Behind them is a yucca cactus. (OC-225-4).

Lieut.-Cdr. J. A. Stokes to "Magnificent" as Lieut.-Cdr. (Operations). Formerly CO of 825 Squadron.

Lieut.-Cdr. (P) J. W. Roberts to Headquarters as Staff Officer Air Personnel. Formerly CO of 826 Squadron.

Lieut.-Cdr. (P) R. E. Bartlett to "Shearwater" as CO of 18th Carrier Air Group. Formerly Staff Officer (Ops) on staff of Director of Naval Aviation Headquarters.

A/Lieut.-Cdr. (O) R. I. W. Goddard to "Shearwater" as Lieut.-Cdr. (Ops) and Chief Ground Instructor. Formerly CO of the 18th CAG.

A/Lieut.-Cdr. (P) J. N. Donaldson, to "Shearwater" as CO of 826 Squadron. Formerly Chief Ground Instructor at "Shearwater."

A/Lieut.-Cdr. (P) D. P. Ryan to "Shearwater" as Lieut.-Cdr. (Flying). Formerly Air Weapons Officer, "Shearwater."

A/Lieut.-Cdr. (P) R. A. B. Creery to Headquarters on staff of Director of Naval Aviation. Formerly CO of 883 Squadron.

A/Lieut.-Cdr. (P) D. W. Knox to "Shearwater" as CO of 825 Squadron. Formerly in "Magnificent" as Lieut.-Cdr. (Flying).

Lieut. (P) J. B. Fotheringham to "Sioux." Formerly Staff Officer Air Personnel.

Lieut. (P) W. D. Munro to "Shearwater" as CO of 883 Squadron.

## CO's OF TRAINING FRIGATES APPOINTED

Commanding officers of the frigates "Beacon Hill" and "La Hullose", which have been brought forward from reserve to assist in the summer training program, are, respectively, Lieut.-Cdr. R. W. Murdoch and Lieut.-Cdr. T. C. Pullen.

Both officers entered the RCN in 1936 as cadets. Lieut.-Cdr. Murdoch served at sea during the Second World War in destroyers of the RCN and the Royal Navy and, as executive officer and chief instructor, was one of the commissioning party of HMCS "St. Hyacinthe" when the big wartime signal school was opened.

A communications specialist, he

became, after the war, the first RCN officer to proceed on loan to the USN as a staff communications officer. Prior to taking command of the "Beacon Hill", he was Deputy Director of Naval Communications at Headquarters.

Lieut.-Cdr. Pullen spent the greater portion of the war in destroyers. He survived the sinking of the first HMCS "Ottawa", in which he was executive officer, later served in the second "Ottawa", and commanded the "Saskatchewan". He also served in the "Assiniboine" and "Chaudiere." A gunnery specialist, he has twice held the appointment of officer-in-charge of HMC Gunnery School.

Lieut.-Cdr. Pullen last summer commanded HMCS "Iroquois" during her commission as a cadet training ship. Prior to his appointment to "La Hullose" as commanding officer and as Sea Training Officer, East Coast, he served on the staff of the Flag Officer Atlantic Coast.

### ELEVEN COMPLETE TECHNICAL COURSE

Eleven chief petty officers of the Electrical Branch recently completed a 29-week course which qualified them for advancement to first class rating.

In addition to technical training in the electrical field, the course stressed leadership and instructional technique.

Successful graduates were CPOs K. A. Campbell, Saint John, N.B.; A. V. Thickett, Toronto; F. C. Nettleton, St. Thomas, Ont.; F. D. Sartain, Hamilton Beach, Ont.; J. C. Mulvihill, Toronto; J. P. Palmer, Ottawa; A. M. Brevig, Strassbourg, Sask.; T. A. Ferguson, Bedford, N.S.; T. T. Cottrell, Calgary; W. S. Taylor, Montreal, and M. M. Tudor, Hensall, Ont.

### PERSONNEL CHANGES IN "CEDARWOOD"

A number of changes have taken place in the ship's company of the auxiliary vessel HMCS "Cedarwood."

PO D. M. Bishop has been advanced to chief petty officer and drafted to "Stadacona", Halifax. CPO Bishop had been with the ship since her commissioning and was particularly active in all phases of sports.

PO D. G. Larkey has succeeded CPO Don W. Waring on the ship's communication staff. The latter is now on the staff of the Flag Officer Pacific Coast.

CPO D. S. Tyre joined the ship from HMCS "Rockcliffe" while CPO F. A. Jones left for the leadership course at "Cornwallis."

### COMMISSIONED RANK FOR FOUR TAS MEN

Four men of the Torpedo Anti-Submarine branch have been promoted to the rank of Acting Commissioned Gunner (TAS).

They are Arthur A. Butchart, New Westminster, B.C.; Robert E. Middleton, Peterborough, Ontario, and Frederick A. H. Webb, Winnipeg, all former chief petty officers, and David W. Hurl, Winnipeg, formerly a petty officer.

The four men qualified for promotion to commissioned rank after successfully completing an eight-month course in the Royal Navy's torpedo anti-submarine school, HMS "Vernon", at Portsmouth.

### "ANTIGONISH" LOSES SEVERAL "OLD-TIMERS"

Several "old-timers" have been drafted from the frigate "Antigonish" recently. CPOs Stanley Ratcliffe and Arnold W. Gustafson, and AB Melvin MacDonald have gone to the "Rockcliffe"; PO John E. Hopps to "Stadacona"; AB George Johnson to "Naden" and Ord. Sea. Frank

Whitney to the "Beacon Hill". Ord. Sea. Norman Skinner is one of the new members of the ship's company.

Lieut. Richard Carle left the ship recently for a long gunnery course. Lieut. J. L. Neveu, previously supply officer of the ship, has taken up the appointment of Deputy Supply Officer of HMCS "Stadacona".

### FIRST UNTD CADET PROMOTED AT "HUNTER"

The promotion to the rank of sub-lieutenant, RCN(R), of Cadet Rowland Marshall, of the University Naval Training Division of Assumption College, marked a new milestone in the history of the UNTD at HMCS "Hunter," Windsor. Sub-Lieut. Marshall was the first "Hunter" cadet to receive his commission in the RCN(R) since the establishment of the UNTD in Windsor in 1946.

Sub-Lieut. Marshall is currently studying for his MA degree at Assumption College. He served in the RCNVR during the Second World War and joined the UNTD in 1946 with the first class of officer candidates.



Sponsored by the "Shearwater" football team, a St. Patrick's Day dance was held in the recreation hall at the RCN Air Station March 17. Among the more than 400 persons in attendance were those shown in the above group. Left to right are Captain E. W. Finch-Noyes, commanding officer of "Shearwater", Mrs. Finch-Noyes, Petty Officer T. Scanlon, Mrs. E. R. Mainguy, Rear-Admiral Mainguy, Flag Officer Atlantic Coast, Mrs. J. E. Anderson and Petty Officer Anderson. (DNS-2678.)



Members of the second Chief and Petty Officers Leadership Course, which commenced in HMCS "Cornwallis" on January 16 and completed February 24, are shown above:

Front row, left to right: PO R. Cox, CPO L. Adlam, Instr. Lieut. Cdr. E. C. Mahon, Instructor; Lieut.-Cdr. J. C. O'Brien, Officer-in-Charge; Lieut. (S) A. F. Reade, Instructor; PO A. D. Chalmers, PO E. B. Mason.

Center Row: PO R. L. Johnson, Instructor; PO H. Emery, PO R. J. Whalen, PO L. Thomas, CPO H. K. MacLean, PO J. G. Bruce, CPO J. M. Haywood, CPO D. B. Backman, CPO C. Bourgeois, PO W. Mossey, PO A. N. Witwicki, CPO C. Hancock, Instructor.

Rear row: PO C. H. Rodgers, CPO L. G. Harding, CPO R. Miller, CPO V. G. Scott, PO T. Rayson, PO H. Jennings, PO H. E. Zerbin, CPO P. Reichert, PO J. Milne, CPO R. Marshall, PO F. A. Pippard, PO W. Brownridge. (DB-854-1.)

## CHANGE IN COMMAND AT HMCS "DISCOVERY"

Lieut.-Cdr. Glen McDonald, RCN (R), formerly executive officer of HMCS "Discovery," the Vancouver Naval Division, has been appointed commanding officer of the establishment with the acting rank of commander. He succeeds Cdr. W. R. Stacey, DSC, RCN(R), who has retired with the rank of captain. Captain Stacey has taken up residence at Victoria.

A Merchant Navy officer prior to joining the Royal Canadian Naval Reserve in 1941, Cdr. McDonald served, early in the war, in the troopship "Monarch of Bermuda," running between the United Kingdom and North Africa.

He entered the RCNR as a sub-lieutenant and in August 1941 was appointed commanding officer of the yacht "Crusader," in the West Coast examination service. Subsequently he served in the auxiliary cruiser "Prince Robert" and the Canadian-manned escort carrier, HMS "Nabob." He was in the "Nabob" when she was torpedoed and badly damaged off North Cape in August 1944.

After the war, Cdr. McDonald went back to the merchant service and gained his master's certificate, foreign going, in November 1945.

In January 1946 he returned to Vancouver and entered the University of British Columbia as a law student, graduating in March 1949. Now a barrister by profession, he is one of the few Canadian lawyers holding a seagoing master's ticket.

Cdr. McDonald has been active in the Reserve at Vancouver since January 1947, when he went on the active list at "Discovery" as a lieutenant. He was promoted to the rank of lieutenant-commander in November, 1949.

## FORMER "SCOTIAN" OFFICER RETURNS TO DIVISION

Lieut.-Cdr. R. W. Graham, who recently was promoted to that rank, has returned to the Halifax Naval Division, HMCS "Scotian," from HMCS "Nonsuch," Edmonton. An employee of the Canadian Broadcasting Corporation, Lieut.-Cdr. Graham was transferred back to the East Coast in a switch that saw Lieut.-Cdr. A. K. Morrow, formerly of "Scotian," move to Toronto, where he is attached to HMCS "York."

Lieut. A. A. MacLeod, RCN (R), UNTD staff officer of "Scotian," has been promoted to the rank of lieutenant-commander.

## VICTORIA ENTERTAINS NEWFOUNDLAND MEN

The first group of sailors from Newfoundland arrived at Victoria from "Cornwallis" late in March to continue their training in the RCN. They are at present aboard the cruiser "Ontario."

During their first few days in the city, the more than 20 Newfoundlanders were entertained by the Victoria Branch of the Newfoundland Society.

## "NONSUCH" BAND GIVES CALGARY CONCERT

Twenty-nine men of the band of HMCS "Nonsuch," Edmonton, made a 400-mile round trip to Calgary on March 19 to fulfill an engagement at HMCS "Tecumseh," the Calgary Naval Division.

Under Lieut. (SB) Douglas Jones, the division's bandmaster, the musicians made the trip in motor transport supplied by the RCAF.

The concert got under way at 2030 in the drill hall before a fairly good crowd. In the absence of the regular master-of-ceremonies, Lieut. Jones stepped into the breach and proved himself a first-class MC.

Capt. Reginald Jackson, commanding officer of "Tecumseh," in a few brief remarks at the conclusion of the concert, thanked the "Nonsuch" band for the excellent program.

Technicians from Radio Station CKUA in Edmonton made the trip to record the concert for broadcast at a later date.

## Retirements

### Lieut. Edwin Jones

Age: 47  
Address: 855 Phoenix Street, Esquimalt.  
Joined: September 1920, as a Boy Seaman.  
Served in: HMS "Excellent," "Victory," "Nelson," HMCS "Guelph," "Aurora," "Patrician," "Naden," "Vancouver," "Saguenay," "Stadacona," "Skeena," "Prince Robert" and "Cornwallis".  
Awards: Long Service and Good Conduct Medal, April 1936.  
Retired: April 8, 1950.

### Mr. William Dow, Commissioned Gunner

Age: 38  
Address: 859 Burrard Street, Vancouver.  
Joined: January 1930, as an Ordinary Seaman.  
Served in: HMS "Victory," "Excellent," "Hood," HMCS "Naden," "Vancouver," "Skeena," "Fraser," "Nootka," "Restigouche," "Stadacona," "Cornwallis," "Avalon" and "Uganda".  
Awards: Long Service and Good Conduct Medal, August 1945.  
Retired: April 3, 1950.

### Petty Officer Samuel Grosvenor

Rating: P1 (NQ)  
Age: 46  
Address: 34 Freeman Avenue, Birchcliffe, Toronto.  
Joined: September, 1920, as a Boy Seaman (Completed engagement January 1929; re-engaged March 1938).  
Served in: HMS "Excellent," "Liscombe," "Fledgling," "Puncher," HMCS "Guelph," "Aurora," "Patrician," "Naden," "Thiepval," "Stadacona," "St. Laurent," "Venture," "Comox," "Prescott," "St. Francis," "Red Deer," "Algoma," "Buctouche," "Niobe," "Peregrine," "Wallaceburg," "Star" and "York".  
Retired: April 13, 1950.



## 'Well and Truly Pinned!'

A recent ceremony on board HMCS "Micmac" took an amusing turn that still gives cause for chuckles.

The occasion was Sunday Divisions and the business at hand was the presentation of the Long Service and Good Conduct Medal to CPO Lawrence Howe.

With fitting ceremony, the commanding officer, Lieut.-Cdr. F. C. Frewer, secured the medal ribbon firmly to CPO Howe's jacket. Afterwards, touched by the impression the presentation had made on the moist-eyed medal recipient, the commanding officer drew him aside and made some appropriate remarks on the significance of the occasion.

CPO Howe's reply was this: "Frankly, sir, it hurt like h—. You pinned it to my chest!"

## 12 TAKING COURSES FOR COMMISSIONED RANK

The first of the Commissioned Writer and Stores Officer courses to be held in the Pacific Command commenced at the Supply School, HMCS "Naden", in March. The course, of eight weeks' duration, includes time on the parade ground as well as in the classroom.

The course for Commissioned Writer consists of pay general, administrative work, accounting and court martial procedure, while the Stores course covers naval and victualling stores and accounting.

Twelve candidates are enrolled in the two courses: CPOs G. Harvey, H. Smith, N. Boot, R. Edwards and H. Pasmore, and PO R. Burgess, all writers, and CPOs T. Williams, A. Michaud, H. Buck, F. Dewling and L. Harding and PO P. Fane, storesmen.

Lieutenant (S) J. K. Power, senior instructional officer at the Supply School, recently completed a course in service management at the RCAF Station, Trenton, Ontario.

Lieutenant (S) Frank Wade, who for the past three years has been senior divisional officer at the Supply School, has been appointed to HMCS "Shearwater".

## NAVAL NURSES' MESS ELECTS OFFICERS

Sub-Lieutenant (NS) Vera Burton was elected president of the Naval Nurses' Mess of HMCS "Naden" at the annual meeting held recently.

Lieut. (NS) Kathryn Turner was chosen vice-president, Sub-Lieut. (NS) Mary A. Pogson, secretary, and Sub-Lieut. (NS) Dorothy A. Sim, treasurer.

## LOWER DECK ADVANCEMENTS

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

ARBIQUE, Marcel J.....LSAW1

BISHOP, Duncan M.....C2ET4  
BOARD, Gordon E.....C2TI3  
BROWN, Frank.....C2ET4

CHILDERHOUSE, Elmer H.....LSEM1  
CHRISTIANSON, Russell J.....P2ET3  
CLARKE, Stewart C.....C2RT4  
CLEMMENS, Robert J.....C2ET4  
COFFIN, Arthur H.....P2NS2 (NQ)  
COKER, Bernard A.....P2ET3

DARVEAU, Joseph H. M.....C2GI3  
DAVIS, Charles.....C2ET4

FERGUSON, Robert D.....C2ET4  
FERRIS, Leonard R.....C2ET4  
FINCH-FIELD, Reginald D.....P1CA3

GREER, Victor E.....LSAC1

HARVEY, Hugh T.....P2ET3  
HODGKIN, William P.....P1AW2  
HOLDEN, James D.....LSEM1

JACKSON, Jack W.....C2TI3

KAHLER, Lawrence J.....LSAW2  
KINGSLEY, Robert J.....LSSW1 (NQ)

LEA, Richard.....C2ET4  
LEPAGE, Joseph A.....LSVS1 (NQ)

MASON, Gerald L.....C2ET4  
MIELEN, Roman V.....C2ET4

MISIURAK, William.....P2AL2  
MITCHELL, Arthur K.....LSAW2  
MOIR, Harvey R.....LSAW1  
MOSS, James R.....P1RT3

NORMAN, William S.....C2ET4

O'LEARY, Francis G.....LSVS1 (NQ)

PAUL, Douglas C.....P2AN2  
PEARSON, Ronald.....P2ET3  
POLLOCK, Robert E.....P2ET3

REID, Andrew G.....P2ET3  
REID, Robert S.....LSVS1 (NQ)  
RUDDICK, Fred G.....C2RT4 (NQ)

SCUDAMORE, William G.....C2ET4  
SMITH, Norman J.....C2ET4

THERIAULT, Joseph F.....LSAW1  
TURNER, Douglas R.....C2RT4

WHALLEY, Allen.....LSAN2 (NQ)  
WHEATLEY, William S.....P1GA3

YOUNG, Ernest B.....C2ET4

## "SCOTIAN" OFFICERS HOLD ANNUAL BALL

Officers of HMCS "Scotian" held their annual ball in the Halifax division's wardroom recently. In the past the affair had been held in "B" Mess at HMCS "Stadacona," but with the renovation of "Scotian's" wardroom last summer it was decided to hold the function there.

More than 50 couples attended the ball, which was preceded by a reception in the wardroom.



During the visit of HMCS "Swansea" to Nassau, B.W.I., members of her ship's company were guests at a dance given at the Royal Nassau Yacht Club by the Bahamas Chapter of the IODE. In the foreground, with their partners, are CPO George F. Lincoln, of Collingwood, Ont., and Halifax, left, and PO Perley E. Way, of Ottawa. (HS-10055.)

# Looking Astern

More than 1,000 Canadian naval officers and men served in motor torpedo boats during the Second World War. There were Canadians in the British coastal forces which patrolled the English Channel and the North Sea. Some were in boats which operated off Tunisia, Pantelleria and Sicily in 1943. There were others who took part in the actions along the coast of Italy, in the Adriatic, the Ionian and Aegean Seas. Among the Allied coastal forces were two all-Canadian motor torpedo boat flotillas. The following is the story of these two flotillas—written as a tribute to all Canadian naval personnel who served in coastal forces during the Second World War.

**T**HE 29th and 65th Motor Torpedo Boat Flotillas were commissioned in March 1944. The boats were British-built but were manned by Canadian crews. Most of the officers and men had had previous experience with British coastal forces in the English Channel, the North Sea and the Mediterranean.

The boats of the 29th Flotilla were of the small Motor Torpedo Boat/Gun Boat type and were known as

"Shorts." They were 71 feet 6 inches in length and had a top speed of over 38 knots. Armament consisted of a power-mounted pom-pom and several smaller calibre weapons. Normally they carried two 18-inch torpedoes but for some phases of the D-day operations these were exchanged for depth charges.

The 65th Flotilla consisted of boats known as "D" Class Fairmiles. They were 115 feet in length and were more heavily armed. They carried four torpedoes and mounted two 6-pounders and several smaller guns. They were not capable of such high speeds as the "Shorts" of the 29th.

The 29th Flotilla consisted of Boats 459, 460, 461, 462, 463, 464, 465 and 466, with Lieut.-Cdr. Anthony Law, in 459, as senior officer. The 65th Flotilla was made up of 748, 726, 727, 735, 736, 743, 746, 745 and was under the command of Lieut.-Cdr. J. R. H. Kirkpatrick.

The 29th Flotilla completed work-ups at Holyhead in May and then sailed to Ramsgate, the coastal forces base of the Dover Command. On the night of May 16 they received their

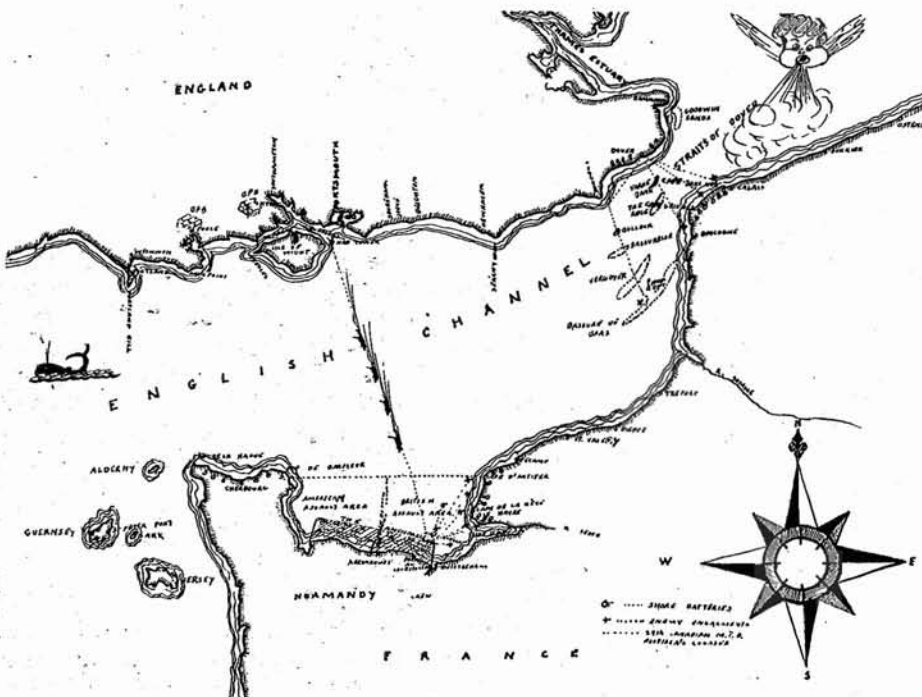
first assignment: Boats 462, 464, 460 and 465 were to form the escort of a hazardous mine-gathering expedition to the French coast.

Two Royal Navy MTB's carried a group of Army engineers to within two miles of the beaches. The engineers were then rowed ashore in small dories to collect German mines, the purpose being to develop mine clearance methods. The MTB's patrolled the area off the landing beaches for two hours during the operation. Mysterious star-shell went up from the coast and unsuspecting enemy vessels passed by at close quarters. But nothing untoward developed. Finally the engineers returned with their precious samples and the boats set course for Dover.

The first actual action with the enemy came for the 29th Flotilla on May 22. Boats 459, 464, 465 and 466 sailed in company with four Royal Navy MTB's to intercept a strongly escorted German convoy known to be moving between Dieppe and Boulogne. After an hour of patrol, radar contact was established. The RN craft were soon in action with the enemy. After they had delivered their attack, the Canadian flotilla closed in and ran alongside the convoy firing all their guns. At the end of the run they laid down a smoke screen and swung out to sea to join the rest of the force. They had suffered no casualties. They had scored many hits on enemy craft but could report no definite damage inflicted.

Farther to the west, in the Channel Islands area, the 65th Flotilla was also engaged in its first action. Boats 735, 726, 745 and 727 had sailed from their Dartmouth base to watch for any E-boats which might be assembling. At 0330 they made radar contact with a German convoy at 6,600 yards. They disposed themselves and ran in on the convoy's beam.

Boats 735 and 726 spotted two German escort ships and attempted to circle astern of them. They were detected, however, and a furious action developed. It lasted only three minutes but the two RCN boats fired 2,515 rounds of all calibre shells



into the enemy vessels and apparently stopped them. The other two boats, 745 and 727, closed the range to less than 100 yards and ran along the length of the convoy, firing all the way and inflicting considerable damage.

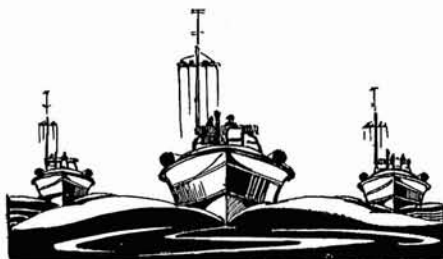
These patrols of the 29th and 65th Flotillas were typical of the swift, fierce and often inconclusive actions of the MTB's. They went where the destroyers could not be risked, proceeding close inshore and within a stone's throw of convoys.

### Prepare For D-Day

On May 27, the 29th Flotilla was transferred to the Portsmouth Command, where they began preparations for the invasion. During D-day operations, the 29th was to operate under orders from HMS "Scylla" (destroyer), control ship of the coastal forces in the assault area. The primary duty of the RCN flotilla was the close-in protection of the lanes and anchorages on the eastern side of the assault area.

On the night of June 6, four boats of the 29th Flotilla set out to patrol an area 13 miles southwest of Le Havre. The sea was rough as Boats 459, 460, 465 and 466 left the assault area.

Shortly after 0400, signs of a battle appeared to the northward. The MTB's ran in, firing star-shell as they approached. The bursts illuminated six enemy R-boats heading in the direction of the anchorage. The Canadians opened fire, closed the range to 150 yards and then ran the length of the German line. The fifth enemy craft in line blew up and another burst into flames which were controlled soon after. The R-boats made smoke and ran for Le Havre. The boats of the 29th had been hit, but none seriously. Four men had been wounded in the action.



The next night the four boats were on patrol again. This time they encountered two Elbing class destroyers. The MTB's, hopelessly out-gunned, allowed the Germans to detect them, then led the Elbings a chase which took them within range of two British destroyers. The resulting destroyer action sent both German ships scurrying for home, smoking and damaged.

The 459, 460, 465 and 466 returned to Portsmouth on June 8, while the other four boats of the 29th Flotilla, 461, 462, 463 and 464, took over the patrol. They began by giving chase to some E-boats, which outran them to the west.

As they returned to the patrol area, they contacted two approaching ships. The MTB's shut off their motors and quietly waited. Two Elbings loomed up in front of them. The Germans were getting into position to bombard the anchorage.

The MTB's started engines and purposely drew the attention of Elbings, who immediately brought fire to bear on the four boats. The MTB's made smoke and began to make a run for it. The 464, stationed astern, took the brunt of the attack. One man was killed and another seriously injured. But the 29th had once again broken up a projected attack on the Allied ships in the assault area.

On the night of June 12, the four MTB's again took part in a similar action. This time British destroyers appeared and the Elbings fled, trailing smoke. The patrols continued throughout June without major event and the MTB's seemed masters of the situation.

While the 29th Flotilla was operating on the eastern side of the assault area, the 65th was on the western side, patrolling across the mouth of Lyme Bay and protecting the convoy route leading along the south coast to the assembly area. The Canadian MTB's also operated in the waters of the Channel Islands, in company with destroyers. The Germans had considerable garrisons on the islands and

the Allies intended to make sure they stayed there.

These sorties became more and more the work of MTB's, for the destroyers were none too handy in the close and narrow waters around the islands. They also presented much better targets for the German shore batteries.

The first weeks of June passed uneventfully for the boats of the 65th Flotilla. On June 17, the 748, 745, 726 and 727 crossed the Channel on a patrol. At 0200, about four miles west of Cherbourg peninsula, they made radar contact with what was presumed to be an enemy convoy. The boats retained their positions, as they were well placed to cut off the convoy from Cherbourg, where it seemed to be heading. Soon two German merchantmen hove into sight. They were escorted by several trawlers and gun coasters.

The MTB's opened their throttles and advanced toward the enemy. They closed the range to 400 yards, singling out the merchant ships as their targets. The MTB's fired round after round and, as they swept past, found the German fire had slackened considerably. The four boats swung back and ran in close to shore, cutting the German convoy off from Cherbourg. Another run along the line of ships seemed to disorganize the enemy and they began a spirited scrap among themselves in the confusion which the swift action of the MTB's had precipitated.

### An Eventful Patrol

The night of June 22 brought an eventful patrol. Boats 748, 727, 745, and 743 were ordered to proceed to a point off the island of Jersey where British MTB's were attacking a German convoy. As they neared the







A typical action between Canadian MTB's (left foreground) and German E-boats, off the invasion coast. The two forces are firing tracers as they converge for a close range action. The above is a reproduction of a painting by Lieut.-Cdr. C. Anthony Law, DSC, who was Senior Officer of the 29th Flotilla. The other drawings on these pages are also the work of Lieut.-Cdr. Law. (O-4350)

area, the 65th made radar contact with what proved to be the enemy convoy. The MTB's ran in, disposed for a torpedo attack. The 745 was hit by a German shell which exploded in her engine room, and forced her out of the action.

As the 748 circled, laying a smoke screen to assist the 745 in getting away, the 727 and 743 ran in closer to attack. The enemy escort consisted of three minesweepers and an E-boat. The 743 turned her guns on the E-boat and scored a direct hit, forcing the enemy out of action with his bow smoking.

The 748 had completed laying down the smoke screen, and had selected a tanker in the convoy as her target. She opened fire and soon the German vessel was ablaze. The 748 ran in to finish the tanker, but had to alter sharply to avoid one of the minesweepers, which was already sinking. The delay brought two gun coasters within range, and the 748, joined by 743, opened fire and silenced the enemy. This ended the action and the MTB's, screening the disabled 745, proceeded back to base.

Throughout July and the first weeks of August, the coastal force flotillas operated in the approaches to Le Havre. For the 29th Flotilla it was a time of intensive action against German E-boats. The Canadian MTB's took part in running fights often against as many as eight or nine of the more heavily armed E-boats.

On July 2 the 29th suffered a loss — the RCN's first of the invasion. Boats 460 and 465 were returning from patrol when the 460 suddenly exploded and disintegrated. Ten officers and men were lost.

Another casualty occurred on the night of July 8. The boats of the 29th went close inshore near Ouistreham Canal, searching for launching sites of the "human torpedoes" which were being directed against the anchorage. As the boats moved through shallow water, the 463 struck a mine and began to settle. There was no loss of life but four men were wounded.

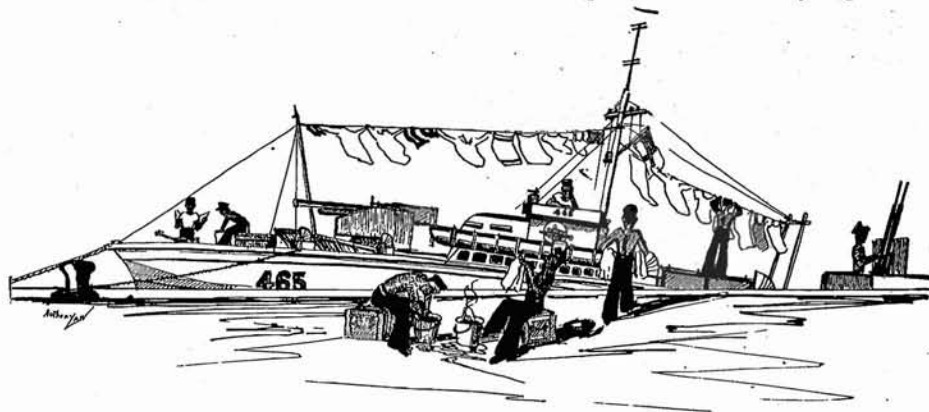
The patrols during July began to close more tightly around the approaches to Le Havre. The enemy had begun to evacuate his remaining fighting craft and cargo vessels. The Allied commanders were aware of this and stationed nightly patrols off the harbor.

On July 25, the 29th Flotilla was a little to the northward of Le Havre when radar detected an enemy convoy moving up the coast. The MTB's waited and soon recognized a convoy escorted by two minesweepers, two flak trawlers and several R-boats. The Canadian vessels attacked swiftly, breaking through the escorting screen and launching their torpedoes at the merchant ships. A sudden explosion signalled that one of the torpedoes found its mark. With that the boats of the flotilla re-assembled and returned to base.

### The Score Mounts

The 65th Flotilla, still operating out of Dartmouth, was patrolling the area along the French coast near St. Malo. On July 3, the 748, 743, 735 and 736 were off St. Malo when a series of radar echoes led them in toward the coast. Before long an enemy convoy was sighted. There were three merchantmen, with four gun coasters as escort.

The MTB's ran parallel to the enemy's course and drew slightly ahead. Then they turned to approach the convoy from the port bow. When the range closed to 800 yards, they fired torpedoes. Two heavy explosions



came from the target selected by the 748. The second merchant ship rocked and slowed suddenly as one of the 743's torpedoes found its mark. The third vessel was hit by both the 735 and 736. It blew up immediately and sank.

Though the gun coasters were getting in effective fire, the 743 closed and fired torpedoes into the merchantman which the 748 had engaged. They were well aimed and the enemy began to sink. While the 735 and 736 maintained their fire on the lone remaining merchant ship, the 748 engaged the escorts and set two of them on fire. Then the Canadian force withdrew and reformed.

It had been a satisfying night's work: Two merchant ships sunk, a third merchant ship and two escort vessels badly damaged. Boats 748 and

743 were slightly damaged and between them had six men wounded, none seriously.

The rest of July and August passed without event. The patrols continued but no promising actions occurred.

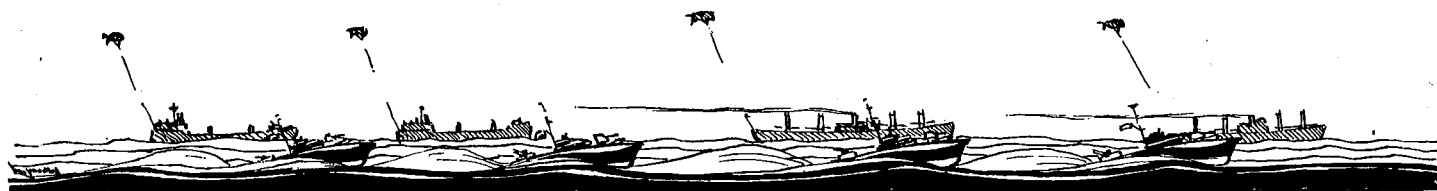
As the Allied armies began their drives along the Belgian and Netherlands fronts, the 29th and 65th Flotillas were transferred with other coastal forces to Ostend on the Belgian coast. Here they operated in support of Thames-Antwerp convoys, opposing the E-boats and the midget submarines which were making frequent forays against the Dutch ports. These duties occupied the flotillas during the fall and winter.

On February 14, 1945, several flotillas of MTB's, including the

29th, were berthed at Ostend. Suddenly fire broke out, igniting the high octane gas and causing the torpedoes to explode. A series of violent explosions lasted for seven minutes. Five boats of the 29th Flotilla and seven Royal Navy MTB's were destroyed. In all, 61 officers and men, 26 of them Canadians, lost their lives.

The Ostend fire marked the end of the 29th Flotilla as a unit. The 65th Flotilla continued its patrol duties until the end of the war in Europe. In the latter part of May, the boats of the 65th returned to Great Yarmouth to pay off.

Thus ended a new and memorable chapter in the history of the Royal Canadian Navy, one which was written in the best traditions of the Service.



## **NOAC NEWS**

### **FIRST MEETING HELD BY DEFENCE COUNCIL**

The first meeting of the newly-elected Naval Defence Conference of the Naval Officers' Association of Canada was held in Toronto on March 23.

The purpose of the conference is to concern itself with the problems of Canada's defence, and in particular the part that the Naval Forces can play in such defence.

In a statement released following the meeting, it was declared that the conference felt "the most pressing problem of Canadian defence" to be the modern submarine, that "the dangers of submarine attack on our lines of communication and of guided missile attack from submarines on this country" constituted "the greatest menace to our security."

Terming the specialized ship and aircraft carrier, working in close co-operation and supported by shore-based aircraft, to be the most potent weapon against this menace, the conference went on record as entirely endorsing government and naval policy of maintaining carrier-borne aircraft.

Members present were Captain Barry German, Ottawa, ex-officio chairman; Capt. G. A. Rotherham, Halifax, vice-chairman; Engineer

Captain A. D. M. Curry, Halifax; Cdr. D. R. McRobie, Montreal; Cdr. C. N. Mawer, Calgary; Cdr. J. A. McAvity, Toronto; Surg. Cdr. W. Graham, Toronto; Lieut.-Cdr. W. G. Curry, Windsor, Lieut.-Cdr. (L) J. Maynard, Toronto, and Lieut.-Cdr. G. O'Connell, Saint John. Capt. E. R. Brock attended as proxy for Captain J. D. Prentice, of Victoria, and also present were Cdr. E. Aggett, Lieut.-Cdr. O. Mabee and Lieut.-Cdr. Z. R. B. Lash, all of Toronto. Elected to the conference at the meeting, but not in attendance, were Capt. (S) R. A. Underhill, of Vancouver, and Capt. E. F. Noel, of Quebec City.

### **HALIFAX MEMBERS HEAR LECTURES**

Members of the Halifax Branch of the Naval Officers Association of Canada are enjoying a series of lectures and addresses on Wednesday evenings at "B" Mess, HMCS "Stadacona."

The series, which is still going strong, has included the following lectures:

"The Evolution of the Warship," by Eng. Captain A. D. M. Curry, OBE, RCN (Ret'd).

"Dakar and Libreville 1940," Captain G. A. Rotherham, DSO, RN (Ret'd).

"Two Years' Experience at Working Up Corvettes," Lieut. W. G. Pett, RN (Ret'd).

"Mine Disposal," Lieut.-Cdr. Denis O'Hagan, GM and Bar, RCN(R) (Ret'd).

"Officer Training," Cdr. R. L. Hennessy, DSC, RCN.

Informal Valentine's and St. Patrick's dances in "B" Mess brought large turn-outs of members and guests.

Captains Curry and Rotherham attended the first meeting of the Naval Defence Conference, in Toronto, as representatives of the Halifax branch.

On March 23, the NOAC hockey team took on the "Stadacona" officers at the Halifax Arena and finished on the right side of a 6-4 score.

### **TORONTO BRANCH HOLDS FIFTH ANNUAL DINNER**

The Toronto Branch of the Naval Officers' Association held its fifth annual dinner at HMCS "York" on March 24.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Capt. B. S. Custer, USN, Naval Attache to the United States Embassy in Ottawa, were guest speakers.

Others invited to the dinner included Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, Mr. D. H. Gibson, president of the Navy League of Canada, and senior officers of the Army and Air Force.

# Afloat and Ashore

## PACIFIC COAST

### HMCS "Cedarwood"

During off-duty hours in the survey vessel "Cedarwood," most of her ship's company can be found hard at work on their favorite hobbies, an activity which has become increasingly popular recently.

Credit for organizing and developing the pursuit of hobbies in the ship is due to AB J. W. Anderson, and he is kept busy filling orders for material for a variety of projects, including cushion covers, hooked rugs, knife sheaths, wallets and purses.

The ten men at present participating in the hobby group represent almost half of the ship's company.

### Mechanical Training Establishment

Since the first of the year, three classes of new entry stoker mechanics have gone through the MTE at "Naden" and indications are that "Cornwallis" will be supplying as many classes as the MTE can handle throughout the summer.

One class of armourers recently was graduated and a welding course for plumbers is now under way.

Among men drafted to "Stadacona" during the past few weeks were CPOs David L. Crowe, Edmund D. Ironside, Ralph C. McClinton, Thomas H. Chandler and William Thyne, and POs Alvin E. Farrell, Murray Minckler, Casimir J. Owsianski and William F. Lynch.

### RCN Hospital

A 46-week course for medical assistants began in the RCN Hospital at "Naden" in February. About 20 men are enrolled.

There are at present some 40 medical assistants undergoing various courses in "Naden," under the instruction of Lieut. (NS) M. Wilson and medical officers. The present senior class will graduate late in May.

Recent arrivals from "Stadacona" include Sub-Lieut. (NS) Margaret Bella and CPO G. M. Stanford. The

latter has taken over the duties of divisional CPO from CPO Martin Gardner, who is now serving in the "Ontario."

A badge designed by Ord. Sea. Ted Dalglish has been adopted by the Medical Assistants' Club as its official crest. These crests will be worn on maroon and grey cardigans which club members are purchasing.

A successful dance was held by the club in mid-April. PO S. R. Wallace was in charge of arrangements.

The Medical Block, housing the sick bay, various offices and medical assistants' living quarters, has been completely redecorated.

### HMC "PTC 724"

Three members of the ship's company were drafted to other ships and establishments recently. PO Fred Watson went to HMCS "Stadacona,"



Although in danger of losing parts of both feet, due to a gangrene infection brought on by malnutrition, Kaonana, 15-year-old Eskimo boy under treatment in the RCN Hospital at Halifax, has won the hearts of the hospital staff with his cheerfulness and courage. Naval surgeons are waiting until the boy becomes stronger before deciding whether to operate on his feet. He was brought to Halifax from River Clyde, in the Arctic, in an RCAF Lancaster. (HS-10815.)

PO Frank Pellow to "Naden," and Ldg. Sea. Victor Bielby to the "Athabaskan." CPO "Chuck" Keen was drafted temporarily to the "Ontario" during the refit of the "PTC 724."

During refit, the Fairmile spent some time in the hands of shipwrights for extensive repairs to her stern. It is due to this that the coxswain, PO Sidney Dobing, can claim the distinction of being the only man in the Navy who, when summoned by his commanding officer, entered the wardroom through the bottom of the ship.

### Communication Training Centre

A program for training Reserve and UNTD personnel in communications during the coming summer has been laid out by the staff of the CTC at "Naden" and is now beginning to swing into operation.

To aid in carrying out the training program at sea, POs James Ellerton and Trevor Reading have been drafted to the "Beacon Hill" and CPO R. Mackie to the "Athabaskan."

## ATLANTIC COAST

### Gunnery School

A total of 225 officers and men were under instruction in the Gunnery School, Halifax, up to the end of March.

Several new classes got under way in February and March. These include the third, fourth and fifth AA3 courses, which started February 27 and complete May 12, a GIs' preliminary course and a Gunnery Officer's Writers' course.

The school has a new Regulating Chief Petty Officer. He is CPO Douglas R. (Knobby) Clarke, of Sarnia, Ont., who replaces CPO Leslie R. C. Paige, of Halifax. CPO Paige, as senior Chief in "Stadacona," has taken over as president of the Chief and POs' Mess, and is in charge of the miniature firing range in the North Drill Shed. CPO Clarke was in the "Magnificent" prior to being drafted ashore.



### Navigation Direction School

Comings and goings in the ND School constitute the main news lately. CPO Allan C. Gorsline, of Halifax, formerly Regulating Chief Petty Officer, and PO George A. Carroll, of Winnipeg, departed March 2 for the United Kingdom to take a year's course to qualify for Bos'n Plot Radar Instructor. PO Frank H. Lowe, of Red Deer, Alta., has taken over the regulating duties.

Back from a five-month Plot Instructor course are POs Addison W. Burke and Willard C. Carruthers, who have joined the East Coast staff, and POs Roy E. Fitchett and Norman B. W. Hill, who now instruct in "Naden".

Lieut.-Commander R. J. Pickford joined the Junior Officers Technical and Leadership Course and his place as O-i-C was taken by Lieut. C. J. Benoit. Lieut. Peter Chance is the new senior staff officer.

### Reserve Fleet

With the commissioning of HMC Ships "Huron" and "New Liskeard", the number of ships in reserve at Halifax has been reduced to eight, the "Haida", "Iroquois", "Nootka" and "La Hullose" in "hot" reserve and the "Wallaceburg", "Lloyd George", "Eastwood" and "Greenwood" in "cold" reserve.

The "Huron" commissioned on February 28 and in April made a shakedown cruise to Bermuda. During the Bermuda run she was under the temporary command of Lieut.-Cdr. T. C. Pullen, her regular commanding officer, Lieut.-Cdr. E. T. G. Madgwick, being ill. Lieut.-Cdr. Pullen is standing by the "La Hullose", due to commission May 6. The "New Liskeard" was commissioned March 21, with her outline slightly altered due to the addition abaft the funnel of living quarters for civilian scientists.

### HMCS "St. Stephen"

When the weather ship left Halifax April 3 for Station Baker, she carried a medical officer, Surg.-Lieut. John Fitzsimmons. It is hoped that an MO on board will reduce the number of times the "St. Stephen" has to leave her station to land urgent medical cases. During her last patrol no less than nine men were taken to St. John's, Newfoundland, for hospitalization.

Among the new members of the ship's company were Commissioned Engineer T. W. Gibbons, who replaced Commissioned Engineer E. D.

Burnett in the engine room, and Lieut. J. O'C. Murray who succeeded Lieut. W. W. Waters as communications officer. Ldg. Sea. William Dunn, a former cook in the weather ship, has been drafted to "Stadacona" and two Reserve men, AB Charles Gillis, of HMCS "Brunswicker", Saint John, and PO Erwin Platts, of HMCS "Queen Charlotte", Charlottetown, have returned to their divisions.

Canasta tournaments have been added to the list of spare time activities aboard the "St. Stephen".

### RCN Hospital

The medical staff of the Atlantic Command held an enjoyable dance in "B" Mess, "Stadacona," on February 9. About 100 persons attended. Music was supplied by the "Modernaires."

Refreshments, prepared by the nursing officers, were served buffet style. — J.W.J.

### Communication School

One communicator qualifying class finished a 35-week course March 10 under the guidance of PO William D. Moyes of Victoria. Men qualifying were Ordinary Seamen Peter Baran, Hamilton; James F. Barry, Preston, Ont.; John W. Ellis, Vancouver, and

Leonard R. Wells, of Rapid City, Man.

During March there were 140 men under instruction in the Comschool. Commissioned communication officers, petty officers (second class) and seven ABCM classes made up the total. — G.C.G.

## NAVAL DIVISIONS

### HMCS "Discovery"

(Vancouver)

Lieut. Lloyd Jones and Mr. Edward MacFayden, Commissioned Gunner, instructors of the University Naval Training Division at "Discovery," were presented with silver mugs by UNTD personnel at a ceremony during March. Present at the time was Instr.-Cdr. C. H. Little, Staff Officer UNTD, from Headquarters, who was making his annual inspection.

Members of the IODE made use of the facilities of HMCS "Discovery" recently to consecrate a new junior chapter of the organization in British Columbia. It is to be named after the Vancouver Naval Division.

Lieut.-Cdr. George Manson, Lieut.-Cdr. Derry Tye and CPO Robert E. Wigmore took the division's harbor craft on its first trip of the year in



Wearing full-length rubber overalls, AB Garry Rose, of Kamsack, Sask., cleans out one of HMCS "Ontario's" torpedo tubes, following a torpedo firing exercise carried out during the West Coast spring cruise. (OC-231-2).

March. Purpose of the trip was to set up a Sea Cadet camp on Howe Sound.

Plans are now under consideration to use the two harbor craft attached to the division for week-end training cruises during the summer.

"Discovery" will enter a whaler crew in the May 24 Naval Regatta in Victoria and the men are turning out for stiff practice sessions. — *W.J.H.*

### HMCS "Chippawa"

(Winnipeg)

A number of official visitors were welcomed to "Chippawa" during March. Early in the month, two officers from the US Reserve Naval Air Base, Minneapolis, paid a visit to the establishment, beginning what is hoped will be a close liaison between "Chippawa" and Reserve units across the border.

Lieut. Don Loney, from Naval Headquarters, made an inspection of the sports facilities of the division about the same time, and on March 14 Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions, also from Headquarters, made his annual inspection.

In connection with "Chippawa's" specialization in anti-aircraft gunnery training, Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics at Headquarters, was a visitor during the early part of the month. The Director of Sea Cadets, Cdr. D. C. Elliott, made his annual inspection as the month ended.

Social activities during March included the annual mess dinner on the

10th and the St. Patrick's Day ball. The latter featured a vaudeville program put on by the various messes, including a beauty contest by the Chief and POs' mess, and a dramatization by the wardroom of the story of "Awkins' Alo". In the same vein were the prizes presented during the evening, among them a 30-foot step-ladder (won, appropriately enough, by a shipwright) and a Holstein calf. — *L.B.McI.*

### HMCS "Donnacona"

(Montreal)

The annual inspection of "Donnacona's" two University Naval Training Divisions took place on March 21. Captain H. L. Quinn, Director of Naval Reserves, and Instr.-Cdr. C. H. Little, Staff Officer UNTD, inspected the guard, following which Captain Quinn took the salute at the march past.

Cadet Peter Edward Robinson was awarded a telescope for being "the most outstanding cadet under training on the West Coast in 1949." The prize was donated by Cdr. J. C. Littler, former Reserve Training Commander, West Coast. A midshipman's dirk, donated by the gunroom of "Donnacona," went to Cadet David Henry Wood for "outstanding professional knowledge, keen interest in the Naval Service and constant and cheerful willingness to assume extra responsibility." Captain Quinn made the presentations.

Cdr. Little presented certificates to UNTD men who had been granted the status of Officer Cadets.

### Halifax Division Helps In Welfare Work

HMCS "Scotian," the Naval Division at Halifax, has placed the facilities of the Dockyard gymnasium at the disposal of social welfare workers of Halifax at certain times during the week as part of a plan to provide increased recreational facilities for various youth organizations.

On Saturday afternoons the gym is used by more than 100 members of the United Free Missions "Crimebusters' Club," and on Tuesday evenings by young members of the Colored Citizens' Association.

After the official ceremonies, parents and guests of the cadets were received by the commanding officer of HMCS "Donnacona" in the wardroom and gunroom.

During the month, Capt. Sir Robert Stirling-Hamilton, RN, paid a visit to the division. He inspected a guard of honor, walked through the establishment and gave a short informal talk to the ship's company.

### HMCS "Catarqui"

(Kingston)

Both the Chief and POs' mess and the Men's mess have been completely redecorated by the members. The latter mess boasts attractive grained-plywood walls and the addition of a circular bar.

AB Bob Yuille has been drafted after 16 months in the establishment, during which time his efforts as head of the Seamen's Mess did much to promote the keen interest which now exists.

CPO Stan Burton, PT Instructor, has been promoted to the rank of commissioned boatswain.

A recent visitor was Lieut.-Cdr. D. M. MacDonald, newly-appointed Reserve Training Commander, East Coast.

### HMCS "Star"

(Hamilton)

Nine members of the ship's company of HMCS "Star" have returned to Hamilton after spending two months in southern waters on the spring training cruise. The men served in the aircraft carrier "Magnificent."

On March 11 the University Naval Training Division of McMaster University held a dance in the Wardroom.

"Star's" officers held their annual dance on April 21 on the drill deck, which was appropriately decorated for the occasion. — *C.S.J.L.*



The well-known story of "Awkins' Alo" was enacted by members of HMCS "Chippawa's" wardroom, to the amusement of more than 500 members of the ship's company and their friends, at the Winnipeg division's St. Patrick's Day dance March 17.



A colorful ceremony marked the opening of the third session of Alberta's eleventh Legislature at Edmonton late in February. HMCS "Nonsuch" provided a Naval Reserve Guard of Honor for Lieutenant-Governor J. J. Bowlen (above), while Cdr. L. R. Hoar, commanding officer of "Nonsuch," was with the special escort which accompanied the lieutenant-governor to the legislative buildings and Lieut.-Cdr. D. M. Williamson was personal aide to His Honor. Officer of the Guard, shown behind Mr. Bowlen, is Mr. F. C. Short, Commissioned Gunner, RCN. (Alberta Govt. Photo.)

### HMCS "Nonsuch"

(Edmonton)

More than 250 couples attended a St. Patrick's Day dance at HMCS "Unicorn" on Friday, March 17. The hall was decorated with shamrocks and naval flags.

The successful affair was arranged by the chief and petty officers, with CPOs W. Mundie and L. Martin in charge.

Among special guests were Commander Lyle Hoar, commanding officer of the division, and Mrs. Hoar and Lieut. and Mrs. D. Brownlow.

### HMCS "Malahat"

(Victoria)

Fifty students from Victoria High School recently went to sea for a day as guests in the division's headquarters and training ship, HMCS "Sault Ste. Marie," for a cruise of local waters.

The ship's company, which included both reserve and permanent force personnel, carried out depth charge practice off Race Rocks in the Straits of Juan de Fuca and gave demonstrations of Oerlikon firing and minesweeping.

In addition, crew members were kept busy showing the students around the ship and answering their numerous questions. — R.A.V.J.

### HMCS "Hunter"

(Windsor)

Mahogany plaques bearing the ship's badge in bronze were presented March 6 to members of HMCS "Hunter's" team which last summer won the Cock-of-the-Walk trophy at the Great Lakes Naval Regatta at Toronto.

The presentations were made during Divisions by Cdr. W. A. Wilkinson, commanding officer. As well as the ship's badge, each team member's plaque bore his name.

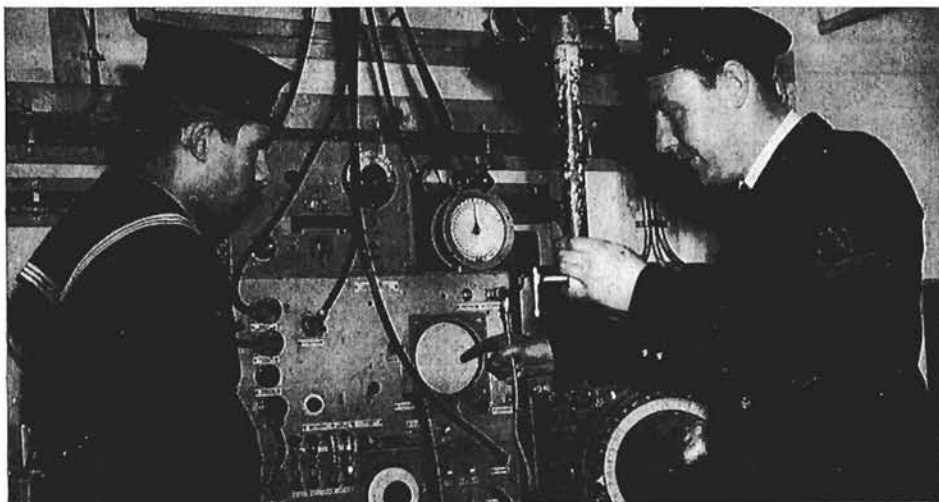
Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest of honor at the annual wardroom mess dinner. More than 100 attended the dinner, which was held in the Prince Edward Hotel. Guests included commanding officers of Windsor military units, British and American consular officials, representatives of the US services from Detroit, members of the Windsor branch of the Naval Officers' Association and associate members of the wardroom mess.

During the evening Rear-Admiral Houghton paid a visit to the chief and petty officers' mess.

### HMCS "Griffon"

(Port Arthur)

The slap of paint brushes and the ring of chipping hammers around HMCS "Griffon" heralded the opening of navigation at the Lakehead. This year, in addition to its small boats, the Port Arthur division will have a Fairmile motor launch for training afloat.



Shipping on Thunder Bay provides radar ratings at HMCS "Griffon" with "targets" for practical training in the operation of the Port Arthur division's radar equipment. Lately, the icebreaker "James Whalen" has been the only vessel in the area, but with the opening of navigation the usual heavy traffic in the bay will provide opportunity for plenty of instruction in radar technique. In the photo above PO John H. Morphet points out the horizon line as he demonstrates the use of the radar set to Ord. Sea. James G. Forneri.

Three officers who have transferred to the retired list, Lieut. (E) L. Walker, Lieut. (P) J. McLatchie and Lieut. T. Blundell, were honored recently by officers of the division at a social evening in the wardroom. Presentations were made to the retiring officers.

Among recent visitors to "Griffon" were Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions, from Headquarters, and Lieut.-Cdr. (SB) H. G. Cuthbert, Director of Music, from "Naden."

### HMCS "Prevost"

(London)

Three successful social functions were held at "Prevost" during March. The Chief and Petty Officers' Mess held its monthly dance, which was attended by approximately 200 persons, on March 4.

Next was the Seamen's dance, the proceeds of which were used to purchase equipment for the band. On the eve of St. Patrick's Day the Naval Training Division of the University of Western Ontario held a well-attended dance on the parade deck.

Several "Prevost" men are training on both coasts, a cook and a storesman at Esquimalt and a cook and three seamen at Halifax. After several tries, PO Shannon Alison finally got his QR3 course and left on the 18th for Halifax.

Refit over, the division's Fairmile, "PTC 779," is at Port Stanley, ready to assist in the summer training program on the lake.



## HMCS "Scotian"

(Halifax)

Led by the bugle band of RCSCC "Nelson," a church parade was held on March 19. The parade included the ship's company of "Scotian," University Naval Training Divisions from Dalhousie University, St. Mary's College and Nova Scotia Technical College, crew members of HMCS "Llewellyn," tender to "Scotian," and members of the "Nelson" Sea Cadet Corps.

Roman Catholic services were held in St. Mary's Cathedral and Protestant services in Fort Massey United Church. At the latter, Chaplain (P) D. M. Sinclair, of "Scotian," officiated and Scripture lessons were read by Captain W. E. S. Briggs, commanding officer of the division.

As the parade moved through downtown streets, Col. Gordon S. Kinley, mayor of Halifax, took the salute. With him at the saluting base were Capt. Briggs, Lieut.-Cdr. George Guy, commanding officer of the "Nelson" Corps, and Cdr. (E) R. F. Swain, engineer officer, Lieut.-Cdr. W. G. Allen, executive officer, and Lieut. A. T. Love, staff officer, all of "Scotian."

On his first inspection tour since taking up the appointment of Reserve Training Commander, East Coast, Lieut.-Cdr. D. M. MacDonald was a recent visitor to the division. Following his inspection of the ship's company and UNTD Cadets, he complimented those present on their good showing.

UNTD Cadets held their first Cadet Ball in the division on March 24. Guests included Capt. Briggs and Dr. A. E. Kerr, president of Dalhousie University. — A.C.R.

## HMCS "Tecumseh"

(Calgary)

Redecoration of the Chief and Petty Officers' Mess has been completed and it is the proud boast of its members that it is now one of the finest service messes in the country. To celebrate its re-opening, the chief and petty officers entertained at a reception.

Officers of the division recently were hosts to more than 100 guests at their annual mid-winter reception. The committee in charge was headed by Lieut.-Cdr. W. F. Moreland.

Among recent visitors were Cdr. J. M. Leeming, Reserve Training Commander, West Coast, and Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics at Naval Headquarters.

## THE SHUT-INS' FRIEND

*Blind, Paralyzed, Walter Callow Plans  
Ways to Make Fellow-Patients Happier*

A LARGE modern bus grinds to a halt outside the ambulance doorways of the Royal Canadian Naval Hospital in Halifax. The driver presses a lever and the rear face of the vehicle swings down to form a ramp from the bus to the hospital entrance.

Orderlies push wheelchair patients and assist others up the ramp. When all are aboard, the ramp folds back into place, and the Walter Callow Bus is off again — taking "shut-ins" away from the monotony of hospital confinement for an excursion to a baseball game, country fair, hockey match or drive in the country.

This unique bus was designed by a man who has been bedridden for 19 years and blind for nine, and who well knows the dreadful tedium which sooner or later envelops the hospital "shut-in."

In 1917 Walter Callow injured his spine in an airplane crash while serving in the Royal Flying Corps.



Walter Callow

Thirteen years later, after a courageous but losing struggle, he "went to bed." He's there still, all but his lips paralyzed, but with an unconquerable mind churning with schemes to make life brighter for his fellow-patients.

Mr. Callow perfected the bus from his room in Camp Hill Veterans Hospital in Halifax two years ago. Since then it has transported hundreds of patients on happy escapes to the out-of-doors and to entertainment other people see and enjoy.

Mr. Callow is seldom bored. He is too busy developing old ideas and thinking up new ones. When a couple of naval officers called on him recently, he outlined in detail his plans for a ramp to enable wheel chair patients to

attend local church services while the winter program for his bus had slackened off. Then he chuckled, "Can't let these people get bored — boredom will kill a man quicker than anything."

Since June of last year his bus has carried 108 passengers from the RCN hospital alone to points of interest in Nova Scotia. Last May he took Navy patients to the Apple Blossom Festival at Kentville. In June they returned to Kentville to enjoy the hospitality of the Canadian Legion and Rebekahs Lodge. Later in the month they witnessed the Miss Atlantic Pageant at the Halifax Forum, where, through Mr. Callow's efforts, a special wheelchair pavilion had been erected in 1947.

Other excursions took in the Shrine Circus, Dartmouth Natal Day and Legion entertainment at many Maritime centers.

With other hospitals, it has been the same story. The Callow bus has called at the Children's Hospital and Polio Clinic so that crippled youngsters might see again the world on the other side of the window.

Walter Callow keeps two secretaries busy looking after correspondence, arranging places for his wheelchair coach to take patients and recording his various schemes. During the war he established a cigarette bank by raffling his radio, then by giving up smoking himself and raffling the Victory bonds he bought with the money saved. Altogether, he raised thousands of dollars by pamphlets, raffles and subscriptions and was instrumental in providing more than 3,000,000 cigarettes for servicemen overseas. Not only did he provide the cigarettes, but he devised a token system which got the smokes to the boys in three months' less time.

These works were preceded by a very heavy responsibility. When he entered hospital, paralyzed, he had to put his ten-year-old daughter through school. He managed this and then sent her off to college.

The incredible courage of this man has made the going a little easier for other shut-ins. One elderly wheelchair patient said, "I still complain sometimes when I know I have to sit here for the rest of my life. But then I think of Walter, and realize how much more fortunate I am. I have my hands — and my eyes."

## REPORT FROM 'SIOUX'

*Destroyer Quickly Passes  
'Teething Trouble'  
Stage*

*The following report on HMCS "Sioux" has been contributed by her commanding officer, Cdr. D. W. Groos. It was written during the spring cruise of the West Coast squadron and forwarded from Manzanilla, Mexico.*

It all started (officially) at 1117 on a cold winter morning at Yarrows shipyards, in Esquimalt, when the pipes sounded the "Still" and for the first time in four years the White Ensign was seen to fly from the ensign staff of HMCS "Sioux."

We were then "just a ship," with a large number of modern innovations still untried. We are now a young ship, but a fine ship with a spirit which is ever on the upswing. Our braves are sharpening their arrows and their shoulders are straining at the task of making this ship one of the finest in the fleet.

The road has not been easy and we did not expect it to be, but we have done many things in the two short months that have elapsed since commissioning. Our first weeks were spent carrying out all manner of trials, in correcting mistakes, and in getting to know our ship. Then came our first sea test, a four-day habitability trial. The period chosen for this was indeed opportune, for during the four days we experienced some of the worst weather Victoria has ever known. The temperature hovered most of the time just above the zero mark, while the winds blew at gale force and the snow fell steadily and in large quantities. We weathered the storms and found the ship comfortable in this cold, bitter weather.

On return from these trials the ship remained in Esquimalt dockyard, where the installation of a large part of our operational equipment was completed. During this time many recently discovered defects were put right, and the ship started mounting the ladder of efficiency.

Our first working-up, from an operational point of view, came with a week of anti-submarine exercises in February. These were a great success and in many ways increased our spirit by confirming the rumour that we were fast becoming an efficient fighting unit.

The latter part of February was a period of alternate work and being

at immediate readiness for sea. The work accomplished was of wide scope and at the conclusion of the month we believed we had most of our troubles ironed out. Almost all of the equipment was completed and put in working order during this period.

The ship was placed in readiness for sea on several occasions when aircraft were reported in distress off the coast. This was climaxed by a quick trip northward with provisions and equipment for HMCS "Cayuga," who was at that time engaged in carrying out a search for the crew of an American aircraft who had bailed out over Princess Royal Island. The trip north was pretty well a "piece of cake," spoiled only by the fact that we were steering from the tiller flat.

The few remaining days of February were spent preparing for the cruise south. Last-minute repairs delayed the ship's departure with the result that "Ontario" and "Cayuga" left us behind when they sailed from Esquimalt on the morning of March 2. The work was rushed ahead at fever pitch and the ship started to raise

steam for 0100 on the morning of the 3rd, at which time we slipped and proceeded in pursuit of "Ontario" and "Cayuga."

We overhauled them during the early morning of March 5, just in time to start off on the exercises for the day. On March 6, after a forenoon of exercises, the group arrived in San Diego to fuel and have a run ashore. The following morning very early we sailed from San Diego for Magdalena Bay, which was reached two days and several exercises later.

During the stay at Magdalena Bay we concentrated our efforts on making the ship sparkle and vast strides were made to that end. The ship's softball team had also had a good rub-up with keen competition, and from the showing they made we foresee a spirited season ahead.

Now we are at sea again, steaming with "Cayuga" for Manzanilla, to take on fuel. "Ontario" is away in the Gulf of California and we will not see her again until we rejoin on the trip home.



HMCS "Sioux," photographed during the March cruise. (OC-211-1).

# The Navy Plays

## Navy Wins Victoria City Hockey Championship

The RCN hockey team from Esquimalt won the Victoria City hockey championship and the Cross Cup by defeating Fishermen's Co-op in a rugged five-game final series.

Playing in the six-team Victoria Commercial League, the Navy finished the regular schedule in third place. The playoffs were a different matter, however, and the sailors turned on the heat to eliminate Douglas Tire in the semi-finals, two games to one.

In the final, Navy lost the first game 6-5, won the second 8-5, lost the third 5-1, then captured the next two, 7-4 and 7-3, to take the championship. Outstanding for the well-balanced RCN squad was the goalie, PO Norman Jones.

The five-game series sold out Victoria's new Memorial Arena, the

two teams playing to a total of more than 22,000 fans.

Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, congratulated the victors in the following message:

"Congratulations to the Navy on winning the Cross Cup in the Victoria Commercial Hockey League. The playoff series produced some great hockey, fine team spirit and good sportsmanship, and the winning team earned the support and approval of the sell-out crowds of Victoria hockey fans. Well done, the players and their management."

## "Naden" Juniors Crowned City Hockey Champions

The HMCS "Naden" junior hockey team wound up a successful season by winning the Victoria City junior championship. The West Coast sailors started the season poorly, losing the first five games on their schedule, but finished with a rush to oust the

Victoria All-Stars from top place. During the latter part of the schedule, the "Naden" squad won eight and tied one in 12 games.

Individual scoring honors were shared by Ordinary Seamen Ted Audette and Neil Standley, each of whom averaged close to two goals per game.

Much credit for the team's success goes to Coach PO Harvey O'Reilly; the trainer, PO S. R. (Doc) Wallace; Ldg. Sea. Arthur Wadlow, assistant coach, and AB Louis Peressini, equipment manager.

## Dockyard Team Wins Opening Golf Tourney

The first Pacific Coast inter-ship golf tournament of the year was held at Uplands golf course February 23, with more than 50 shotmakers slogging cheerfully through a driving rain that slowed down matches but failed to dampen spirits.

A team from HMC Dockyard won the Sport Shop Trophy over four others from "Naden," "Ontario," Destroyers and Royal Roads.

Rear Admiral H. G. DeWolf and Instr. Cdr. G. L. Amyot tied for low gross honors with scores of 86, while Lieuts. (E) I. C. Martin and Mr. N. Stewardson, Commissioned Officer (SB), drew for low net with 69's. Other prize-winners were Lieut. E. G. Gigg, Mr. T. M. Kellington, CPO W. Ogilvie, Lieut.-Cdr. A. L. Wells, Mr. J. Karagianis, Comm'd. C'tng. Off'r., Cdr. (E) J. Osborn, Captain H. F. Pullen and Lieut. (E) J. O. Aitkens.

## Navy Boxer Scores in Feature Match

Ord. Sea. Ronnie Lacelle, of HMCS "Carleton", represented the Ottawa naval division at the RCAF boxing show at Trenton, Ontario, in mid-March and came home with a triumph.

Fighting against Joey Peters of the Diamond Boxing Club, Toronto, in the main event, Ord. Sea. Lacelle scored a unanimous decision on the strength of his superior ringcraft and harder punching.



In its first season in the Victoria Suburban Basketball League, the HMCS "Naden" "B" team (above) finished the regular schedule in first place and then went on to defeat the Army team in a two-game series for the Premier Tolmie Trophy. The sailors advanced into the Lower Vancouver Island playdowns and reached the finals before bowing out to the Knott & Elford quintet. Shown above, are: Front row, left to right, Lieut. H. V. Clark, Ldg. Sea. Tom Deakin, AB Arthur Dieroff, captain, and Mr. F. Lubin, Commissioned Gunner (TAS); Rear row, Lieut. H. E. Taylor, sports officer, Lieut. E. G. Gigg, Ord. Sea. Roy Jones, Ldg. Sea. John Groves, PO J. Henderson and PO Ray Irwin, coach. (E-10990.)



### **Lieut.-Cdr. McCormick Retains Squash Title**

Lieut.-Cdr. John D. McCormick, RCN(R), successfully defended his Maritime squash singles championship at HMCS "Stadacona" in a closely fought final match with Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. The match attracted a packed gallery and provided some of the most thrilling squash play seen in some time.

Lieut.-Cdr. McCormick got off to a flying start to take the first game but Admiral Mainguy came back strongly to sweep the second and third. He carried his superiority into the fourth and held a 14-6 margin, needing only one point to win the title. Then Lieut.-Cdr. McCormick began a sparkling rally which earned him 11 consecutive points to win the game. He continued his inspired play in the fifth and deciding game to win 15-6 and retain possession of the Birks trophy.

Admiral Mainguy advanced into the final by defeating Captain E. W. Finch-Noyes, while Lieut.-Cdr. McCormick took the measure of Lieut. (P) Peter Berry.

### **Communicators Leading In Bowling, Basketball**

HMC Communication School topped two separate leagues in the "Stadacona" inter-part competitions at the end of March. The Communications A team was still in first place in the bowling league, with Communications B in fourth spot. A Com-school entry led the basketball league with an undefeated and untied record.

The Instructors rifle team, coached by PO A. E. Young, was in fourth place in the league standings but the squad has been improving steadily and expects to be battling it out soon with the leaders. — G.C.G.

### **Teams In Close Race For Barracks Trophy**

Three teams were closely bunched in the race for the Cock-of-the-Barracks trophy at HMCS "Naden" as March drew to a close. The combined Band and Manual squad was still in first place but was being hard pressed by the Supply team, defending champions, and the Communications and Navigation Direction aggregation.

Soccer and swimming, which were omitted from the schedule in January and February, were revived with the advent of better weather and a full sports program was under way as the teams came down the home stretch.



Co-holders of the Lieut.-Cdr. Charles McDonald Memorial Trophy are PO Norman Jones (left) and PO Eddie Haddad, both of HMCS "Naden." The trophy, which was presented for the first time, will be awarded annually to the "individual contributing most, through his own efforts, to sports in the Pacific Command." The presentation was made by Mrs. McDonald, widow of the late Lieut.-Cdr. McDonald, on the quarterdeck of HMCS "Ontario" after a representative committee had decided to award the trophy jointly to PO Jones and PO Haddad.

PO Jones, active in all sports and a capable sports organizer, was goalkeeper for the Navy team in the Victoria Commercial Hockey League. PO Haddad has an enviable ring record of 46 wins in 48 bouts and represented Canada at the Olympic and British Empire Games.

The Lieut.-Cdr. Charles McDonald Memorial Trophy was suggested by Commodore J. C. I. Edwards, and purchased through funds contributed by officers and men throughout the Command. The trophy was designed by Mr. R. Dewhirst, Commissioned Bos'n, of the "Naden" P. & R.T. staff. (OC-208-1)

### **Forecastle Division Triumphs in "Maggie"**

The inter-divisional volleyball and deck hockey championship was decided in HMCS "Magnificent" during the course of the spring cruise, with the Forecastle Division team, captained by Ldg. Sea. John Perry, emerging triumphant.

The officers' volleyball championship went to 825 Squadron, captained by Lieut. (P) Sheldon Rowell.

Trophies were presented by Commodore K. F. Adams at Sunday Divisions March 26.

### **Motor Transport Wins Dockyard Hockey Trophy**

Motor Transport pucksters edged Yard Craft in two rough total-goal games to take the Halifax Dockyard championship and the newly instituted Transport Trophy.

Yard Craft won the first game 7-5 but were on the short end of a 6-2 score in the deciding contest. Members of the winning team were George Rose, Ronald Eisan, Robert Taylor, George Gallant, Lawrence Sydney, Joseph Ferris, Kenneth Brown, Eugene Mayo, George Little, Stanley Wambolt, Jack O'Keefe, Clyde Hogan, Arthur Burnette, William Langan (manager) and Gordon MacDonald (coach).

### **Communicators Capture "Naden" Soccer Title**

A team from the Communication Training Centre has won the "Naden" Inter-Part Soccer League championship with a record of nine wins, six draws and one loss in 16 games. CPO Ike Walters and PO Trevor Reading were the big guns of the CTC eleven.

## Ottawa, Kingston Divisions Hold Sports Tournament

HMCS "Carleton" finished on the long end of a 38-31 point total in the first of two inter-divisional sports meets with HMCS "Catarqui." The Ottawa team carried its slim lead into the return match at the Kingston division, where the first winner of the "Carleton" challenge trophy would be decided.

The two-day sports program included badminton, volleyball, boxing, basketball and deck hockey. "Catarqui" drew first blood with a win in the badminton singles but "Carleton" quickly evened it up with a doubles victory. The Ottawa reservist jumped into a lead they never relinquished as they won decisively in the volleyball game. "Catarqui's" boxers won back a few points as they scored three wins and one draw in the six-bout fight card.

In the final day's play, the honors were evenly divided, "Carleton" winning at deck hockey while "Catarqui" was victorious in the basketball game.

The "Catarqui" team was headed



HMCS "Donnacona" last month added the championship of the Westmount Inter-Service Hockey League to her list of athletic triumphs. Members of the Montreal division's team were: Front row, left to right, AB Hugh Myers, Cadet Leo Deslauriers, AB Tom Sawyer, Ldg. Sea. Jim Simpson, Ldg. Sea. Jim Stalgitis, PO Harold Webber. Rear row, CPO D'Arcy Simms, PO Bruce Mather, AB Tom Thompson, PO Jack Bates (captain), AB Warren Prudhomme, Ord. Sea. Art Breen, PO Doug Keen, Cadet Tommy Hanson and Coach Mac Parsons. (Photo by A. W. Stevens).

by Lieut. R. Windover and Mr. S. Burton, Commissioned Bos'n. In charge of the "Carleton" squad were Lieut. T. E. Connors and Lieut. D. J. Loney.

## "Donnacona" Teams Win Hockey, Hoop Titles

HMCS "Donnacona's" hockey and basketball teams both won championships as the winter sports program came to a close. The hockey squad captured the Westmouth Inter-Service Hockey League title and the Cumming and Perrault trophy.

The basketball team won the Montreal intermediate championship and went on to annex the provincial crown by downing MacDonald College and Shawinigan Falls. The Montreal Reservists then tackled the Ottawa Morrisburg Sailors in a home and home series in the Eastern Canadian semi-final, with the high-scoring Ottawa team winning 98 to 81.

## "Stadacona" Hoopsters Stage Great Finish

After a rather unimpressive showing in the Halifax City Basketball League, HMCS "Stadacona" suddenly came to life in the playoffs and came within an ace of copping the title.

Pitted against the Dalhousie Grads in the semi-finals, the sailors won in straight games 54-43 and 75-56.

Playing a powerful Dalhousie U. team in the final, "Stadacona" lost 43-42 and 43-41, each time in the closing seconds.

The "Stadacona" team was coached by Frank Baldwin, and CPO Bob Coe was playing-manager. Others on the squad included PO Leslie Hull, AB Jim Kitchen, AB John Shelton, AB Gordon Alder, AB Roy Robertson, AB Ed Healey, and AB Joseph Pattenden. Top scorer of the team and the league was AB Pattenden who ran up 95 points during the regular schedule. — J.D. McC.



Sub-Lieut. (NS) Hazel Mullin is fast earning a reputation as one of the top-flight sharpshooters in the RCN. Competing in the Halifax Garrison Indoor League, Sub-Lieut. Mullin scored a near perfect 98 in the tenth and final match to lead the RCN team to a one-point win over the Princes Louise Fusiliers (MG), enabling the Navy to capture the aggregate trophy for the season. Sub-Lieut. Mullin, who began shooting in 1947 at HMCS "Naden," has earned several marksmanship medals. This season she was a consistent high scorer, despite an arm injury. She is shown above with CPO John Abraham, who is in charge of the RCN .22 rifle team, as they examine her winning target. (HS-10260).

# The Bulletin Board

## Advancement Standings To be Published

Advancement rosters for all men whose advancement is governed by a roster will in future be published in General Orders. This will enable each man to know where he stands for advancement in relation to all other men holding the same substantive rating.

Naturally all rosters cannot be prepared at the same time, since the recommendations arrive at Naval Headquarters at staggered dates throughout the year. As soon as possible after each group of recommendations is received and checked, the roster for that group will be brought up-to-date and then printed in General Orders for the information of the men concerned.

It is hoped to have the first advancement roster ready shortly. The first rosters to be ready will probably be for the Electrical, Engine Room and Air Branches, although publication may not take place in that particular order.

## Services College Course For Cadets Extended

Commencing September 1950, the Canadian Services College course for Naval Cadets of the executive branch will be of four years' duration.

Consideration is being given to carrying out the full four years at Royal Roads as well as at Royal Military College. For the present, however, the first two years may be done at either college, but the third and fourth years will be carried out at RMC only.

Naval Cadets presently attending the services colleges will have the option of graduating after two years as midshipmen qualified for service in the RCN or RCN (Reserve), in accordance with the conditions obtaining at the time of their entry as cadets, or of graduating as acting sub-lieutenants after completing the four-year course.

On graduation, those taking the four-year course will go to sea for 16 months in RCN ships. Following this,

they will attend a nine-month technical course to qualify them for promotion to lieutenant.

## Flying Courses Planned For Air Reserves

Special flying refresher courses for air specialist officers of the Active and Retired Lists of the RCN (Reserve) will be held this summer at the RCN Air Station, Dartmouth.

Courses will be of two weeks duration and will include general flying training, formation flying and fighter tactics. Other courses lasting up to four weeks will be available to officers who wish to take additional flying training.

Courses for pilots will be held during the period from May 1 to

September 30 and training will be in Harvard and Firefly aircraft. Observers will be appointed to Firefly squadrons during May and June only, according to present plans. However, these courses will be continued should facilities be made available during the rest of the summer. Further information with respect to this matter will be promulgated at a later date.

All officers wishing to take part in the flying courses must be medically examined before leaving their respective naval divisions and each officer must carry his medical documents when reporting to the RCN Air Station.

Names and dates of availability of officers are to be forwarded to Headquarters through the appropriate naval division.

## Educational Requirements for Promotion to Commissioned Officer when the Naval Forces are not on Active Service

The educational requirements for promotion to Commissioned Officer (when not on Active Service) have been revised. The amendment is designed to produce the educational

qualification best suited to the needs of each branch. The qualifications are also more nearly similar to those existing in the Army and Air Force.

BRANCH	REQUIREMENTS	
	CIET	CHET
Executive Communicator	English	Naval History or Professional English Navigation Mathematics Physics
Supply	English Bookkeeping	Naval History Physics Professional English
Electrical Communicator (S)	English	Mathematics Physics Practical Electricity Electronics
Engineering Ordnance Constructor	English Chemistry	Mathematics Physics Mechanics and Heat
Photographic Medical	English Chemistry	Mathematics or Chemistry Physics Professional English
Regulating Band	English Mathematics	Naval History Physics Professional English



## RELATIVE RANKS NAVY, ARMY, AIR FORCE

During the last year or so, there have been major changes in the ranks and ratings of both officers and men of the RCN. Early in 1949, the new rating structure for men was introduced, while late in the year new Branch Officer ranks replaced the ranks of Warrant Officer and Commissioned Officer from Warrant Rank. These changes have been incorporated in the following revised table of relative ranks of the three services which was recently approved by the Minister of National Defence.

The retention of the rank of Warrant Officer is necessary so long as Acting Warrant Officers are serving but the rank will gradually die out. These officers were permitted to retain their rank under the change in order to retain pension rights.

Navy	Army	Air Force
1. Admiral of the Fleet	Field Marshal	Marshal of the Royal Canadian Air Force
2. Admiral	General	Air Chief Marshal
3. Vice-Admiral	Lieutenant-General	Air Marshal
4. Rear-Admiral	Major-General	Air Vice Marshal
5. Commodore	Brigadier	Air Commodore
6. Captain	Colonel	Group Captain
7. Commander	Lieutenant-Colonel	Wing Commander
8. Lieutenant-Commander	Major	Squadron-Leader
9. Lieutenant	Captain	Flight Lieutenant
10. Sub-Lieutenant and Commissioned Officer	Lieutenant	Flying Officer
11. Acting Sub-Lieutenant	Second Lieutenant	Pilot Officer
12. Warrant Officer	No equivalent	No equivalent
13. Midshipman and (but senior to) Naval Cadet	Officer Cadet	Flight Cadet
14. Chief Petty Officer 1st Class	Warrant Officer Class I	Warrant Officer Class I
15. Chief Petty Officer 2nd Class	Warrant Officer Class II	Warrant Officer Class II
16. Petty Officer 1st Class	Squadron, Battery or Company Quartermaster Sergeant and Staff Sergeant	Flight Sergeant
17. Petty Officer 2nd Class	Sergeant	Sergeant
18. Leading Seaman	Corporal and Bombardier	Corporal
19. Able Seaman Ordinary Seaman (having completed six months service and prescribed basic training), and Ordinary Seaman (new entry).	Lance Corporal Lance Bombardier, Trooper, Sapper, Signalman, Guardsmen, Rifleman, Gunner, Driver and Private	Leading Aircraftman, Aircraftman, 1st Class, and Aircraftman, 2nd Class.

(NOTE.—"Lance Corporal" and "Lance Bombardier" are not ranks, but appointments. "Leading Aircraftman," "Aircraftman 1st Class" and "Aircraftman 2nd Class" are not ranks, but classifications).

## Ships' Badges



**HMCS "Cornwallis"**

The ship's badge of HMCS "Cornwallis" shows a Cornish chough, derived from the Arms of Cornwallis, standing on land and supporting with its dexter foot, an anchor, to show its associations with the Navy; while it bears aloft in its beak the red maple leaf of Canada. The fact that the chough is standing on a green mound indicates that HMCS "Cornwallis" is a shore establishment.



**HMCS "Huron"**

The members of the Huron Tribe of North America have been known as the "Tobacco Indians". The badge of this Tribal Class destroyer depicts, therefore, a conventionalized version of the blossom of the nicotine plant (Nicotiana Tabacum).

# 'CHASING WEATHER'

*Met. Men's Forecasts Play  
Big Part in Carrier's  
Flying Program*

For a ship as large and dignified as an aircraft carrier to go steaming about the ocean in pursuit of wind and weather would seem a bit frivolous—but HMCS "Magnificent" does that very thing whenever the opportunity offers and finds it pays off in several directions.

The same applies to other carriers of other fleets. It is a common practice for them to go "chasing weather" during the course of training cruises. What this means, simply, is that they proceed to and centre themselves in ocean areas where weather conditions are most suitable for flying operations.

Experience has shown that the time taken to get to such an area is far outbalanced by the results achieved once the ship arrives there. Once in good weather, she carries on full blast with flying operations. This maximum effort leads to maximum efficiency.

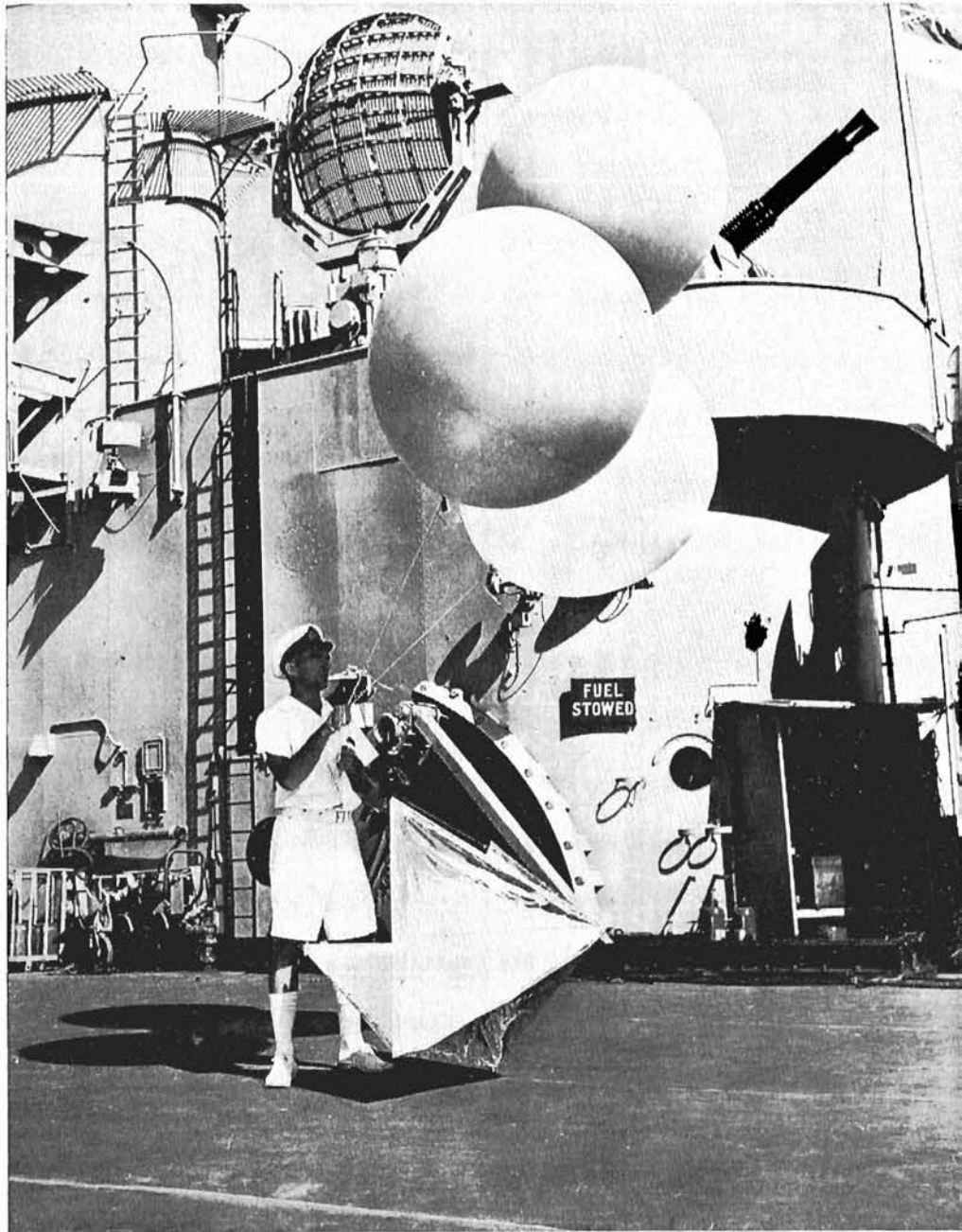
There are other factors. Manpower is conserved. By avoiding areas of unsettled weather, the ship does away with the annoying business of having men standing by at flying stations, only to see the program washed out because of a sudden storm.

Fuel is saved. So far as a carrier is concerned, weather has to include a brisk wind in order to be classed as "good." The more wind across the deck, the less speed the ship has to develop to launch and land on her aircraft. Less speed, less fuel expended.

Of course, before she can place herself in a "good weather area," a carrier has to know where to find it. That is where the meteorologists come into the picture.

In the "Magnificent" is Canada's only floating weather forecasting office. It is staffed by two meteorologists of the Department of Transport and seven meteorological observers of the RCN.

W. F. Ganong, of the Transport Department, is in charge and he is responsible for seeing that the large volume of weather data received by W/T and the observations made by his staff are converted into three forecasts and four weather maps daily.



A. H. Osborne, of Stellarton, N.S., Department of Transport meteorologist serving in HMCS "Magnificent," about to release some weather balloons from the flight deck. The kite suspended from balloons will be traced by radar and from the readings obtained will be determined the velocity and direction of the wind aloft. (Mag-1371).

The weather maps and forecasts are taken to the commanding officer, navigator, commander (air) and lieutenant-commander (operations) for individual explanation. They figure to a large degree in the planning of the flying program and frequently affect the movements of the ship herself.

On the maps are shown the areas of high and low pressure and the weather "fronts". By tracing the movements of the "fronts" and pressure areas, the forecaster can put his finger on an area where suitable flying weather can be found. If she has the time, the carrier goes there.

Prior to any flying operations, pilots and observers are given a thorough weather briefing. This includes information on the general weather situation, surface winds, upper winds, type, amount and height of cloud, visibility, temperature aloft, freezing level, and sea and swell.

When a storm appears headed in the ship's direction, the met. men notify the heads of all departments as far in advance as possible, in order that necessary precautions can be taken.

The met. staff maintains an around-the-clock schedule, plotting maps, making observations (24 a day) and preparing forecasts. In addition, the



W. F. Ganong, officer-in-charge of the "Magnificent's" weather office, gives a weather briefing to pilots and observers of the 18th Carrier Air Group prior to their taking off on an exercise. Front row, left to right, are: Lieut. (P) J. R. H. Ley, Vancouver; Lieut.-Cdr. (P) J. W. Roberts, Ottawa, commanding officer of 826 Squadron; Lieut. (P) R. A. Shimmin. Centre row: Lieut. (O) Hal Pickering, Cochrane, Ontario; Lieut. (P) D. J. Fisher, Toronto; Lieut. (O) R. D. Feagan, Windsor and Montreal. Rear row: Lieut. (P) R. O. DeNevers, Vandura, Sask.; Lieut. (P) S. E. Soward, Vancouver, and Sub-Lieut. (O) H. R. Dubinsky, Clair, Sask. (*Mag.-1321*).

ship transmits coded reports to shore at regular intervals daily, these to be used in the plotting of ocean weather maps.

The naval met. observers stand regular watches and their duties include plotting and tracing maps, doing balloon runs, plotting temperature graphs and making various observations.

The balloons are used to determine the direction and velocity of the upper wind and are traced both visually and by radar. They are big ones, colored red and white, and would be dearly prized by any youngster.

The "Magnificent's" weather office is as well equipped as any large meteorological office ashore. And, "just in case," Mr. Ganong keeps on hand a crystal ball, an old-fashioned almanac and a bottle of Bermudian shark oil.

The shark oil was presented to him during a visit to the island. It is supposed to cloud up when a storm is approaching and some even go so far as to say that it muddies first on the side nearest the storm.

But Mr. Ganong would rather rely on more scientific methods. The only time the shark oil has shown him anything was when the temperature went below freezing in Halifax. The bottle's contents froze.

## Weddings

Lieut. (P) A. T. Bice, HMCS "Bytown," to Miss Doreen Cann, of Halifax.

Lieut. (P) G. H. Marlow, Canadian Joint Air Training Centre, Rivers, to Miss Marion Anne Knox, of Miami, Manitoba.

Lieut. James Butterfield, HMCS "Micmac," to Miss Sybil Edith Elizabeth Agnew, of Kingston, Ontario.

Lieut. (L) E. M. Gummer, HMCS "Naden," to Miss Shirley Jean Mitchell, of Chester, N.S.

Sub-Lieut. J. H. Murwin, HMCS "Niobe," to Miss Joan Kilbourn Carrie, of London, England, and Montreal.

Petty Officer R. J. Burbine, HMCS "Rockcliffe," to Miss Margaret Elizabeth McAllister, of Victoria.

Leading Seaman Robert Smart, HMCS "Shearwater," to Miss Florence Madeleine Parker, of Halifax.

Able Seaman F. A. Haggarty, HMCS "Stadacona," to Miss Shirley Marilyn Mattison, of Halifax.

Able Seaman L. N. Hartley, HMCS "Naden" to Miss Marjorie Elizabeth Noye, of Victoria.

## Births

To Able Seaman Robert G. Murray, HMCS "Cedarwood," and Mrs. Murray, a daughter.

To Petty Officer Graham MacKay, HMCS "Antigonish," and Mrs. MacKay, a son.



Members of the meteorological staff in HMCS "Magnificent" pose on the carrier's flight deck. Front row, left to right, are: AB Andrew Benko, Val d'Or, P.Q.; A. H. Osborne, Stellarton, N.S., Department of Transport meteorologist; W. F. Ganong, Digby, N.S., Department of Transport meteorologist and officer-in-charge; AB L. J. McCallum, Ottawa. Rear row: AB George Murray, Vulcan, Alberta; PO Alexander McLean, Saskatoon; AB Donald V. Ball, Toronto; AB W. J. Johnson, Peterborough, and AB J. C. S. Switzer, Kingston. (*Mag.-1323*)



# Comrades in Arms

## THE CANADIAN ARMY

### Reserve Force Growing

From coast to coast hundreds of Canadian Army Reserve units, most of them bearing famous wartime names, are setting recruiting drives into high gear and striving to attain an all-time high in training proficiency. At Army Headquarters in Ottawa, officials who control the mechanism of the Reserve Force are clearing the decks for spirited action on the recruiting front, now that the Active Force has reached a state of "up to strength".

Defence Minister Brooke Claxton set the stage for more concentrated emphasis on Reserve Force recruiting and training in his report to the nation in March. He left no doubt in the minds of the public that more importance than ever before would be attached to this backbone of the Canadian Army, units of which are located in every major centre in the Dominion.

In the first six months of the year the strength of the Canadian Army Reserve Force had swelled by nearly 3,000 to an overall strength of 41,855.

The task of the Reserve Force is to give as many civilians as possible part-time training in Army methods and weapons so that, if necessary, an army can be raised quickly and with the minimum of additional training.

Members are required to turn out once or twice a week and, during the summer months, train in Army camps under the guidance of specially selected and trained Active Force instructional cadres.

Generous numbers of Reserve Force officers and men also participated in winter training at various Command winter training schools this past snowy season. It is hoped that eventually winter training will assume as much importance as does summer training now. Certainly it is hoped that personnel who cannot attend summer camps will be able to take part in the winter courses.

Although Exercise Sweetbriar was primarily an Active Force show last February, the Reserve Force played a prominent part in the successful completion of manoeuvres. Twelve officers and 110 other ranks were called out for special duty during Sweetbriar and not only contributed much in the way of valuable assistance but also gained volumes of information which they will be able to impart to fellow Reserve Force personnel.

Canada's newest province, Newfoundland, led off the recruiting program with a drive for three Reserve Force units. Regimental staffs originated the program in March and reports were extremely gratifying.

These units, the Royal Newfoundland Regiment (Royal Canadian Infantry Corps), the 166th Newfoundland Field Regiment (Royal Canadian Artillery) and the 56th Independent Field Squadron (Royal Canadian Engineers), are looking to the future with great expectations. Twice weekly parades, outdoor exercises, and tours in summer camps are expected to produce excellent turnouts of personnel. The 166th, for example, will travel all the way to Petawawa, Ont., this summer to undergo practical training with their 25-pounders.

Another important step was taken recently by the Reserve Force component of the Royal Canadian Electrical and Mechanical Engineers, when it underwent complete reorganization. The plan, aimed principally at cutting down drastically on training and administration costs, was initiated in Quebec Command and will be adopted by units in the other four Commands in the near future.

The reorganization calls for larger but fewer units. The advantages are many... the amount of training equipment required is reduced, training and instruction are simplified, units are of reasonable size and thus personnel have enhanced opportunities to gain wider technical experience and consequently better avenues for promotion. Already the move has improved recruiting and, more important, has provided recruits with higher technical skills.

Units are being located in industrial areas where suitable civilian tradesmen are available for recruitment. The new organization of the Corps is now based more directly on the industrial pattern of Canada.

## THE RCAF

### "Rockcliffe Ice Wagon"

A gleaming new RCAF North Star aircraft, specially modified by Canadair for experimental studies of aircraft icing and prevention against this hazard, took to Canadian skies in March on its year-round search for the worst weather on the continent.

The aircraft, known as the "Rockcliffe Ice Wagon", is the successor to



This summer will see many scenes like the one enacted above. These are Reserve Force gunners in the midst of a practice 25-pounder shoot on the artillery range at Petawawa, Ontario. This summer a new regiment will be welcomed at the sprawling military camp — the 166th Field Regiment from Newfoundland, making its initial appearance at a Canadian Army training camp since the colony became Canada's tenth province. (Canadian Army Photo CC-314.)



Latest version of the "Rockcliffe Ice Wagon" is this gleaming new North Star, which took to the skies in March to aid in the never-ending fight against aircraft icing. The North Star is flown by an RCAF crew from the Experimental and Proving Establishment, Rockcliffe, and carries a team of scientists from the Cold Weather Laboratory of the National Research Council. The high shark-like fin is one of the many special features of the aircraft, and is used for airborne icing research, being placed so that scientists aboard the aircraft can observe it during flight through perspex blisters, noting ice formations. (RCAF Photo PL-48497.)

half a dozen RCAF aircraft employed on this type of work since 1941. Virtually a flying laboratory, the "Ice Wagon" is manned by an RCAF crew and carries a team of scientists from the Cold Weather Laboratory of the National Research Council.

The new "Ice Wagon" is an odd-looking aircraft, equipped with a high shark-like fin set in the middle of the fuselage, and a number of strategically placed perspex observation blisters. The fin is used for experimental work in electro-thermal wing de-icing. On the inside of the aircraft, intricate equipment measures the density of clouds and their water content, determines the effect of ice on propellers, and one instrument even gives the pilot visual warning of icing conditions.

Icing conditions, dreaded by all pilots, are encountered at temperatures ranging from above freezing to 40 below zero. National Research Council personnel have pioneered in anti-icing research, and as early as 1935 Gen. A. G. L. McNaughton, then head of the council, pointed the way to electro-thermal heating as an answer to the problem. Today one of the NRC developments in general use is a special leading edge cover for propeller blades, which, when electrically heated, can rid propellers of any type of ice.

Captain of the "Ice Wagon" is F/L O. C. Brown, of Prince Albert, Sask., and co-pilot is F/L J. J. Higgins, Winnipeg. Others in the crew are: F/O D. B. King, Winnipeg; F/O J. W. Whelan, Toronto; F/S R. E. L'Abbe, Ottawa; Sgt. W. I. W. Sheppard, Toronto; Cpl. R. A.

McKay, London, Ont.; Cpl. S. M. Howes, Woodstock, Ont.; Cpl. F. E. J. Dewan, Ottawa; LAC W. C. Short, Edmonton; LAC R. K. W. Turner, Ottawa.

National Research Council personnel are headed by Donald Fraser of Ottawa, and include E. H. Bowler, J. A. Lynch, and R. C. Brown, all of Ottawa; and from the Department of Transport, K. G. Pettit of London, Ont.

#### CANADIANS THANKED FOR SEARCH EFFORTS

An expression of appreciation for the parts played by the Royal Canadian Air Force, the Royal Canadian Navy and Canadian civilians in the search for crew members of a United States Air Force B-36 lost off the north coast of British Columbia in February ("Crowsnest", April 1950) has been received by Group Captain J. A. Easton, Group Commander, 12 Group Headquarters, RCAF, in Vancouver, from Major-General Roger M. Ramey, Commanding General, Eighth Air Force, USAF, Fort Worth, Texas.

The 17-man crew of the B-36 parachuted from their aircraft over Princess Royal Island, 350 miles north of Vancouver, on the night of February 14. Ten of the men were found on the island and taken off by a fishing boat and two others were rescued by search parties from HMCS "Cayuga". The others were given up as lost only after one of the greatest air-land-sea searches in B.C. history.

Ships, aircraft and more than 400 men took part in the nine-day search.

In his letter to Group Captain Easton, Maj. Gen. Ramey stated, "... Personnel and units under your control or supervision far exceeded the standards set for search operations by international agreements. This fine display of spirit and co-operation is most gratifying."

In forwarding Maj. General Ramey's letter on to Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, Group Captain Easton stated:

"I would also like to take this opportunity of thanking the RCN for the wonderful co-operation given in the recent search for the B-36. It is indeed gratifying that in time of emergency and without warning our two Services can work so closely together in harmony to achieve a common objective."

*Gen. Vandenberg  
Thanks RCN*

In a letter to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, General Hoyt S. Vandenberg, Chief of Staff, United States Air Force, expressed appreciation for the part played by RCN personnel in the search on Princess Royal Island for survivors of a USAF B-36. General Vandenberg said:

Dear Admiral Grant:

On behalf of the United States Air Force, I wish to express to the personnel of the Royal Canadian Navy appreciation for their participation in the search for and rescue of survivors of the crew which bailed out of a B-36 aircraft over Princess Royal Island on 13 February.

Captain M. A. Medland and men of the destroyer "Cayuga" were especially helpful in co-ordinating the ground and aerial search activity and in the ground search activity on the island. The Air Force is grateful for their assistance.

I shall appreciate your conveying to all concerned our thanks for their excellent work.

Sincerely,  
Hoyt S. Vandenberg,  
Chief of Staff,  
United States Air Force.

#### Choose Your Partners!

The Reserve Fleet at Halifax has a musical aggregation of which it is quite as proud as the "Ontario" is of her pipe band and the "Magnificent" of her bugle band. Reserve Fleet has an orchestra whose sailor-musicians number among their engagements a weekly appearance at the Navy League Sea Gull Club, where they play for the popular square dances.

## THE UNWANTED NAIL

Whenever Navymen congregate, you can bet your half Wellingtons that someone will spin a "dip" about an amusing or unusual experience encountered during his wartime service. Lieut.-Cdr. Gordon H. Johnson, RCN (R), of Halifax, who commanded the corvette "Cobourg" in 1944-45, smiles when he tells his story of how a misplaced screw-nail cost a shipbuilding company several thousand dollars.

But it wasn't funny back in May '44, for that same little screw-nail delayed the "Cobourg" a number of days before she could leave the builders' yard for service on the North Atlantic.

Here's the story:

The Navy was in the act of accepting the "Cobourg" from the builders when a civilian shipwright was sent to the captain's cabin to hang a few pictures and coathooks, as a finishing touch. This well-intentioned shipwright believed the cabin should be well equipped with these fixtures and when he was finished it was.

A short time later the asdic set was switched on for a test. Nothing happened. Something had gone wrong with the electrical circuit. Tracing the trouble, the electricians found that one of the screw-nails the ship-

wright had driven into the forward bulkhead of the captain's cabin had penetrated a lead pipe on the opposite side. In the pipe were 30 vari-colored copper-wires running from the asdic cabin on the bridge to the A/S dome compartment next the keel.

Splicing was not possible, and more than 200 feet of asdic cable had to be ripped out and replaced. The cost, which was in the thousands of dollars, was borne by the shipbuilding firm. As for the shipwright . . . &%?!XÆ!

The "Cobourg" eventually joined "C-6" ocean escort group and served on the Newfie-Derry convoy run until the end of the war.

Lieut.-Cdr. Johnson, who is now employed in a chartered accountant's office in Halifax, is an Active Reserve officer at HMCS "Scotian".

When he tells his story, he produces as proof a cutaway section of the asdic cable, with the guilty screw-nail still embedded in it.

### SHIPS STAGE SPORTS AT MAGDALENA BAY

Inter-ship baseball and sailing competitions highlighted the sports program of the Pacific Coast training

ships while they were at anchor in Magdalena Bay. HMCS "Ontario" and "Cayuga" divided the honors, with the cruiser men winning the baseball contest by a 20-15 score, while the "Cayuga" boat sailed across the finish line ahead of the pack in the regatta.

A baseball team made up of classes 36 and 38 proved the pick of the "Ontario" new entry teams as they trounced the class 34 squad 27-7.

### SAILORS TOP WINNIPEG BADMINTON LEAGUE

With the schedule nearing its close, HMCS "Chippawa" was holding down top place in the Winnipeg Inter-Service Badminton League by a two-point margin.

A squad of curlers from "Chippawa" took part in an inter-service bonspiel held in mid-March, losing out in the finals in a close match.

The sports program took on an international flavor when a group of naval reservists from the USNR unit at Minneapolis visited the Winnipeg division during March for a sports meet. It is hoped that the friendly rivalry between the two neighboring establishments can be continued.

The facilities of the swimming pool are made available regularly to the Red Cross to pass out swimming instructors, and more than 20 instructors have qualified to date.



Lieut.-Cdr. G. H. Johnson, RCN(R), of Halifax, who commanded HMCS "Cobourg" in 1944-45, keeps about eight inches of punctured asdic cable from the corvette among his souvenirs. Lieut.-Cdr. Johnson is shown telling Lieut. (SB) David Darling RCN(R), and Lieut. W. B. Bailey, RCN(R), of HMCS "Scotian," the story of how an errant screw-nail meant the replacing of more than 200 feet of asdic cable and cost the ship's builders several thousand dollars. (HS-8662).

### Education Counting for Advancement

The table in KRCN giving the number of credit points awarded for educational qualifications on the advancement roster has been amended effective March 2, 1950, and is being published.

Credit points for Canadian Intermediate Educational Test and Canadian Higher Educational Test subjects will now be awarded on a "per subject" basis up to a maximum number for each certificate. This amendment eliminates the wide differences in interpretation to which the table has been subjected.

For the information of those concerned, the new table is reproduced below.

Educational Qualification	ADVANCEMENT ROSTER FOR:				
	Leading Seaman	Petty Officer 2/c	Petty Officer 1/c	Chief Petty Officer 2/c	Chief Petty Officer 1/c
CIET's per subject	1	1	½	½	—
CIET's Maximum	4	4	2	2	—
CHET's per subject	2	2	2	1	1
CHET Maximum	8	8	8	4	4
Total Max. allowed	12	12	10	6	4



## Obituary

### ENG. CAPT. T. C. PHILLIPS, RCN, RET'D.

Funeral services for Engineer Captain Thomas C. Phillips, RCN, Ret'd., a veteran of 20 years' service in the Royal Canadian Navy, were held in Ottawa on March 30. Captain Phillips died at his home in the capital on March 27.

Attending the services were Captain Phillips' three sons, Lieut.-Cdr. (E) Geoffrey Phillips, Lieut.-Cdr. (P) Raymond Phillips and Lieut. (E) (AE) Adrien Phillips, and senior officers of the Navy, including Rear Admiral (E) J. G. Knowlton, Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., Commodore W. B. Creery, Commodore (E) A. C. M. Davy, Captain (E) C. I. Hinchcliffe, Cdr. (E) J. MacGillivray, Cdr. (L) G. H. Dawson and Instr.-Cdr. C. H. Little.

Captain Phillips entered the Royal Navy in November 1915 and saw service with the North Atlantic Squadron during the First World War. He came to Canada on loan in 1917 and transferred to the RCN in June 1920. During the period between 1917 and 1933 he served at Naval Headquarters, latterly as Director of Naval Engineering.

From 1933 until his retirement in 1936 he was Manager of the Dockyard at Esquimalt. In August 1937 he accepted the position of clerk-treasurer and engineer of the Village of Rockcliffe, a suburb of Ottawa.

### LIEUT. (E) J. H. POWELL, RCN, RET'D.

Funeral services for Lieut. (E) Joseph Henry Powell, RCN, Ret'd., 54, of Mahone Bay, N.S., who died March 17 in Camp Hill Hospital, were held March 21 in Halifax. Burial took place in Fort Massey cemetery.

A veteran of 25 years' service with the Royal Canadian Navy and three years with the Royal Marines, Lieut. Powell retired in 1945 and since that time had lived at Mahone Bay.

Born in Yorkshire, Lieut. Powell served in the Royal Marines in HMS "Warspite" during the First World War. He came to Canada in 1920 and joined the RCN as a stoker, serving in the cruiser "Aurora", and the destroyers "Patriot," "Patrician," "Vancouver," "Champlain," "Skeena" and "Saguenay." He was promoted to the rank of Warrant Engineer in 1940.

### Halifax Reserve Units "Get Acquainted"

What began more than a year ago as a challenge to a rifle shoot has grown into a fast friendship between officers of HMCS "Scotian" and the Princess Louise Fusiliers (MG), Halifax reserve army unit.

From that first challenge has developed a mutual interest in the operations of the two units, which in turn has resulted in exchange visits of officers. Already plans are under way for "Scotian" officers to study army methods by attending weekend camps of the PLF, while Army officers will be taken for weekend cruises in the minesweeper HMCS "Llewellyn", tender to the division.

It is expected that similar exchange visits will take place with the Halifax Rifles, a reserve army tank regiment. The Navy officers are looking forward keenly to trying their hands at "navigating" the Army's tanks.

### EDMONTON EX-WRENS ELECT NEW OFFICERS

At a recent reorganization meeting of the Edmonton Wrens Association, plans were made to carry on with greater activity and a drive to increase membership. More than 40 ex-Wrens were present and elected the following



Captain E. W. Finch-Noyes, commanding officer of HMCS "Shearwater", carries out an inspection of the growing Sea Cadet Corps "Magnificent" in their quarters at the Naval Air Station. Above, he chats with Cadet David Carter of Dartmouth. With Captain Finch-Noyes is Sub-Lieut. R. Myers, RCSC, of Dartmouth. (DNS-2349).

executive: President, Moira McKinley; vice-president, Margaret (McQuirter) Roberts; secretary-treasurer, June Dau; library convenor, Wilma (Mahoney) Stevenson, and social convenor, Mary Laskowski.

The association plans to send one or more representatives to the Wrens' Reunion to be held in August at Toronto.

### ALBRO LAKE

(Continued from Page 10)

Accompanied by Commodore A. M. Hope, Commodore of the RCN Barracks, Rear-Admiral Mainguy inspected the men at divisions, then made a tour of the main building with the officer-in-charge, Lieut. W. F. Potter. Being a former communicator himself, Rear-Admiral Mainguy displayed keen interest in the means and methods by which the station performed its highly important role.

### DIVING 'DOGS'

(Continued from Page 11)

CPO Donald Emberley, CPO Robert Miller, PO L. V. Smith, PO Ray Pumfrey, PO Ivan Wright, PO W. Duncan, PO W. Noel, PO Sidney Wallace, PO Marc Lavoie, PO Serge Matte, PO John Plastow, PO Fred Kelly, PO John Arrowsmith, PO J. Rickard, PO Leslie Wright, PO W. J. Pritchard, PO Ray Tingley, PO Phillip Brown, PO Harry Clark, PO Joseph Threlfall, and PO Emile Fortin.

### ENTERTAINERS ENLIVEN "SCOTIAN" GATHERINGS

A special feature this season of the Sunday evening social gatherings in the wardroom of HMCS "Scotian," the Halifax Naval Division, has been the informal visits of persons and groups outstanding in local entertainment circles.

Visiting artists have included vocalists Terry Monaghan and June Grant, both "Singing Stars" candidates, and Norma Marriott, Malcolm and LeFrois, duo-pianists, and Alf Coward, pianist. Future entertainers will include the Acadian Male Quartet, who will give a program of sea chanties and songs.

### CALGARY NOAC SEES GREY CUP MOVIES

Moving pictures of the Grey Cup final between Calgary Stampeders and the Montreal Alouettes were shown at a recent monthly meeting of the Calgary Naval Officers' Association at HMCS "Tecumseh."

Coach Les Lear, of the Stampeders, was present and gave a running commentary on the pictures as they were being shown.



## Weather Ship's Work-day

During HMCS "St. Stephen's" 21-day vigils on lonely Station Baker, officers and men beat off boredom with a busy round of shipboard duty and extra-curricular activity. The photos on this page depict some of the aspects of work-day life on board the weather ship.

1. This photo was taken following an unscheduled docking at St. John's, Newfoundland, to land one of the ship's company suffering from appendicitis. The effects of the wintry seas can easily be seen in the twisted, quarterdeck stanchions and guard rails. (ST.S. 049)

2. Shipboard evolutions are a regular part of the routine at sea. Here a boat's crew is shown completing a man overboard exercise as they strap the "victim," AB Ronald Tratt, into a Neil-Robertson stretcher. Carrying out the job are, left to right, Ldg. Sea. Robert Hotchin, PO Nelson Webb and CPO A. S. Kadey. At extreme right, is Ldg. Sea. Glenn Kekewich. (ST. S. 031)

3. Good wholesome food is a "must" in the chilly climes of Davis Strait. Shown preparing a meal in the ship's galley are Ord. Sea. James Doherty and PO Wilburn Shaw. (ST. S. 037)

4. The men get plenty of chance to practice and learn their seamanship, and the result is that the ship's gear is kept in first-class shape. Here PO Cyril Campbell, left, and Ldg. Sea. Ted Boutilier point and graft a whaler's painter. (ST. S. 048)

5. Transmission of weather reports prepared by Department of Transport meteorologists on board is an important task for the men of the communications branch. At work in the W/T cabin are left to right, Ldg. Sea. W. D. Clark, Ord. Sea. Gerald Keil and AB Allan Oslie. (ST. S. 032)

When the day's work is done, and providing the seas aren't giving their ship too rough a ride, the men occupy themselves with hobbies, films, bridge, canasta and cribbage tournaments, and other sparetime activities. Some, their sights set on higher rates, take correspondence courses, and it is not unusual to see several of them sit down in the messdeck, hundreds of miles from shore, to write examinations.





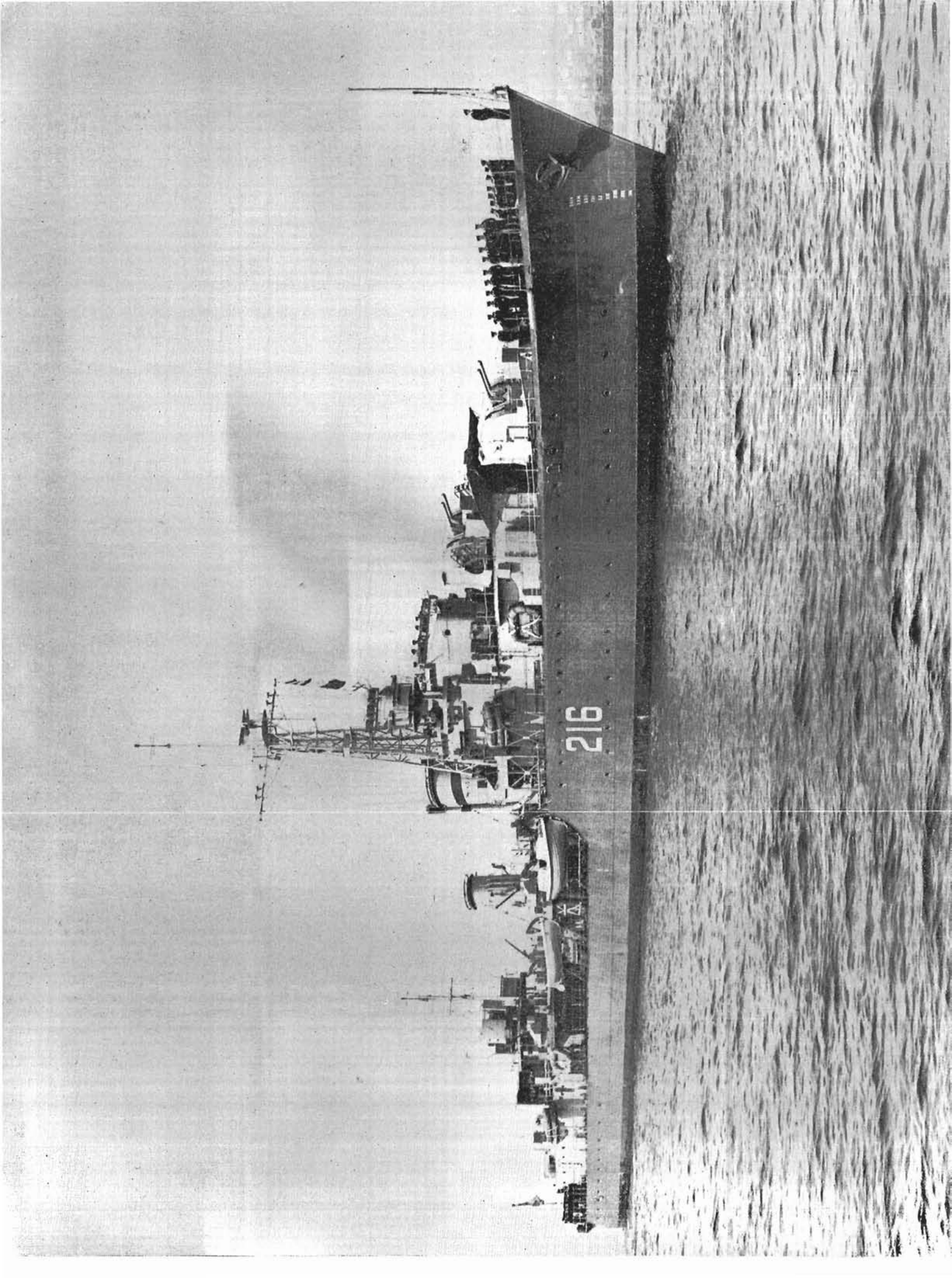


# *The* CROWSNEST



Vol. 2 No. 8

June, 1950



# The CROWSNEST

Vol. 2 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

June, 1950

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### LADY OF THE MONTH

HMCS "HURON", possessor of a fine war-time record, has returned to operational duty with the East Coast fleet, bringing to five the number of units completed under the RCN's destroyer modernization and conversion program. (HS-10584.)

★ ★ ★

In this issue will be found a complete chart of the badges recently adopted for wear by men of the Canadian naval forces. Many of the badges are of new design and, as stocks become available, will be issued to men of the RCN and RCN(R) to replace those at present in use.

The changes have been made principally because of the desirability of having a standard system of identification of rank and profession throughout the Service. Also, the reorganization of some of the older branches and the introduction of new ratings, branches, professions and trades made it necessary to re-design some of the old badges and to produce a number of new ones.

The badges are in three classifications:

**Rank Badges** denote a man's advancement in Service rank and command. (Leading Seaman, Petty Officer 2nd Class, etc.)

**Branch Badges** denote the profession or trade of any particular branch. (Gunnery, Communications, Electrical, Medical, etc.)

**Miscellaneous Badges** denote special qualifications irrespective of branch and any other distinguishing marks. (Diver, Bugler, Good Conduct Badges, etc.).

The chart has been inserted in loose form so that it can be easily removed and posted on notice-boards or kept handy for ready reference.

### SUBSCRIPTION RATE

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OTTAWA, ONT.

*Cover Photo* — The talents of the photographer and the artist were combined to produce this month's cover. The photo of HMCS "Cayuga" was taken from the "Ontario", while the scuttle which frames the Tribal class destroyer was added by the Naval Art Section at Headquarters.



# R.C.N. News Review

## Navy Helps Battle Winnipeg Flood Disaster

Though it is situated at the heart of inland Canada, more than 1,200 miles from the nearest naval base, the city of Winnipeg has always been a naval stronghold.

When the RCNVR was established in 1923, one of its first divisions was founded in Winnipeg. In the ensuing years, no division was more active, or enjoyed better relationships with the community in which it was situated and of which it was a part.

In the period 1939-45, the Winnipeg division became the third greatest source of naval manpower, 297 officers, 7,567 men and 703 Wrens — a total of 8,567 — volunteering through the recruiting office in the Manitoba capital.

The traditions established before and during the war have been perpetuated by the present naval division, HMCS "Chippawa", fortified by the hundreds of former Navy men and women living in the Winnipeg area.

This has been amply demonstrated during the Winnipeg flood crisis. Men from the division fought the

## Medical Aid Organized

When, on the night of May 5, a call went out for all members of HMCS "Chippawa" to report to the division, Surgeon Lieut.-Cdr. R. W. McNeil and Surg. Lieut. K. G. S. Davidson quietly checked in and, assisted by Sub-Lieut. (NS) S. J. Rankin, set up the sick bay for action.

Naval personnel were inoculated with TABT and inoculation stations were set up for all civilian evacuees housed in the division.

Every endeavor was made to keep a check on fatigued flood workers, naval and civilian, men and women, so that they could be withdrawn from operations until they had obtained sufficient rest.

An infants' and children's canteen was organized and babies' formulas, strained foods, diapers, etc., were dispensed to mothers. Sub-Lieut. Rankin and Mrs. C. E. Freeman, Reg. N., took charge of this project.

flood almost from its very beginning. When the situation reached the emergency stage, "Chippawa" threw the full weight of her resources into the battle.

These resources exceeded by far the

division's normal quota of men and materials. They consisted, as well, of practically all those who had ever had a naval connection — men, women and teen-aged Sea Cadets — and whatever these willing volunteers could do and provide in the way of assistance.

The Navy's contribution was augmented still further by men, equipment and material from Halifax, Esquimalt and points in between.

Stopping in Winnipeg May 7 on his way back to Ottawa from an inspection of West Coast establishments, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, paid a visit to "Chippawa". He found the division had become a major relief centre, was providing food and shelter for more than 400 men, women and children, and was carrying out a wide variety of other services.

In a signal sent to "Chippawa" on his departure, Admiral Grant said:

*"It is abundantly evident from my very brief visit to 'Chippawa' that the highest traditions of the Navy are being upheld by all hands in the current flood crisis. Please convey to all officers and men of the division, as well as ex-officers, Wrens, ratings and all others concerned, my proudest appreciation of their untiring efforts to assist their fellow Canadians."*

*"I appreciate particularly the effort made by the Navy in the early stages of the crisis, dictated by your own appreciation of the situation."*

In the early stages of the flood, Navy men undertook whatever jobs they could find — filling sandbags, reinforcing dikes, manning pumps, doing anything and everything that came to hand. Later they were given more specialized tasks, ones for which, by virtue of their training and experience, they were best fitted. Later, also, the refugees who had been receiving shelter at "Chippawa" were evacuated from Winnipeg and the division became water-rescue headquarters for the city.

The Navy's contribution was, of course, only a modest portion of an effort involving a multitude of organizations and agencies and thousands of individuals.



A boat's crew from "Chippawa", under the charge of Lieut.-Cdr. C. D. Chivers, evacuates residents of a flooded section of Kingston Crescent. This photo was taken during the early stages of the flood by Lieut. (S) R. A. B. Fee. Other flood photos on these pages taken by AB Charles Gordon. (O-1405-1.)



Ex-Wrens, members of ladies' auxiliaries attached to "Chippawa" and Red Cross workers took over the ship's galley and kept it going 24 hours of the day. Here a group of these tireless volunteer workers is shown preparing sandwiches. (O-1408-7.)

However, the fact that the Navy should have been there at all — let alone play such a prominent part — must have been a source of some amazement to those who still picture it as being a Service confined to the two extremities of Canada.

The Navy was there indeed, and was proud to be able to be of help to a city which had given it such stout support for so long.

### Shoulder to Shoulder

During the period in which HMCS "Chippawa" served as a shelter for flood evacuees, 150 women volunteers, working in three shifts, undertook to feed the 400 persons given refuge in the division, plus the naval personnel and other flood workers who were using "Chippawa" as their headquarters.

With food supplies provided by the Red Cross, these women took over "Chippawa's" galley and produced sandwiches at the rate of approximately 15,000 per day. They reached their peak on May 6 and 7, when they made more than 40,000. In addition, 40 gallons of soup were prepared and distributed every four hours.

The women workers came from the WRCNS Association, the Officers' Wives' Association and other ladies' auxiliaries attached to the division.

Said The "Crownsnest" correspondent in "Chippawa": "The Wrens have formed a nucleus that has worked long, exhausting hours, shoulder to shoulder with the men of the division. The importance of their contribution cannot be over-emphasized. Theirs has been a truly magnificent effort."

### Five Ships to Visit Europe This Fall

A five-ship task force of the Royal Canadian Navy will sail from Halifax in late August on a combined training and "showing the flag" cruise to European waters.

The cruise will last about three months, and while the complete program has yet to be finalised, it is expected that the RCN ships will visit a number of continental countries, as well as Great Britain.

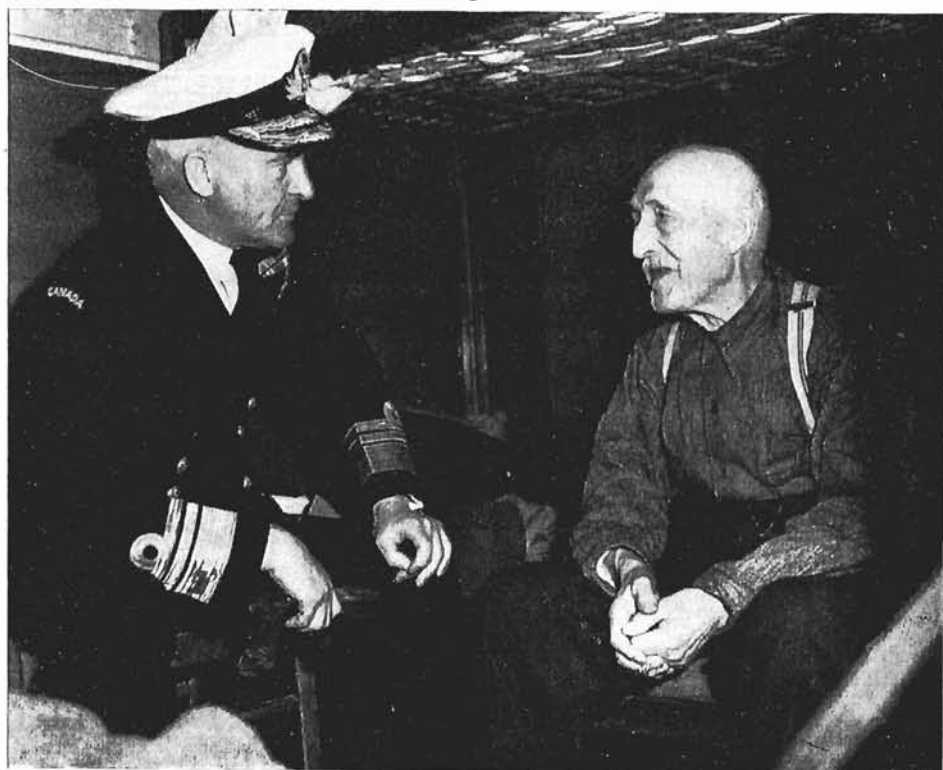
The task force will consist of the light fleet carrier "Magnificent" and the destroyers "Cayuga," "Sioux," "Huron" and "Micmac." On board the "Magnificent" will be three RCN air squadrons, 803 and 883 of the 19th Carrier Air Group and 825 of the 18th CAG.

For the Esquimalt-based "Cayuga" and "Sioux" it will actually be a five-month cruise, the 12,000 additional miles they have to travel keeping them "on the road" for two more months. They are scheduled to leave Esquimalt about the middle of July and return in mid-December.

### West Coast Ships Carry out Rescues

Two West Coast ships performed rescues on the weekend of April 29.

The destroyer "Sioux" dashed 400 miles out to sea to pick up a seriously ill seaman from a Greek freighter, reaching the vessel at 2145 on the 29th. The seaman was transferred to the destroyer by boat and the



During his visit to "Chippawa" on the night of May 7, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, spent some time chatting with evacuees, young and old, who were being housed in the division. Here he talks with William Churchill, 81-year-old pensioner from Morris, Man. (O-1408-12.)



"Sioux" headed back to Esquimalt at more than 30 knots.

An ambulance met the ship on her arrival and took the sailor to the RCN hospital, where a successful operation was performed. The man was suffering from a perforated duodenal ulcer.

Surg. Cdr. G. W. Chapman and Surg. Lieut.-Cdr. J. W. Green, of the "Naden" hospital staff, went in the "Sioux" and gave the patient medical attention during the inward voyage.

A few hours after the "Sioux" steamed into Esquimalt, the frigate "Antigonish" removed five persons from a pleasure craft which had run on the rocks off Greig Island, 20 miles north of Victoria. The "Antigonish", heading north on a training cruise, was conveniently close to the stranded craft and quickly sent away a boat to remove the passengers, who included a six year-old boy. Shortly afterward the frigate transferred them to a passing boat, which took them to Sidney, B.C.

### **Sea Training Program Gets in High Gear**

The summer sea training program got into full swing in May.

On the East Coast, 825 Squadron, flying from Dartmouth, carried out anti-submarine exercises with HMS "Astute" until May 5, then transferred to HMCS "Magnificent" for deck landing training at sea. Later in the month the "Magnificent" embarked 803 and 883 Sea Fury Squadrons for additional DLT's. The "Huron" served as the carrier's plane guard during this period. On May 29 the "Magnificent" began ASP's with the "Astute" in the Halifax area.

HMCS "Micmac" carried out exercises in the Halifax area, then went to the Bay of Fundy with the "Astute" for a period of anti-submarine practice.

The frigate "Swansea" completed docking on May 16 and engaged in a program of cadet training, along with the minesweeper "Llewellyn," in the Halifax area. The "Swansea" was scheduled to leave Halifax June 1 for a two week training cruise in the St. Lawrence.

HMCS "Portage" engaged in mine-sweeping and other training activities during May, then went alongside for last-minute preparations for her journey to the Great Lakes. She is due to sail June 5.

On the West Coast, the cruiser "Ontario" was back from her Pearl

Page four

### **'Maggie' Misses Her 'Mo'**

An exchange of signals between the "Magnificent" and "Micmac" provided a comic interlude for officers and men of the two ships during the hectic activity of combined fleet manoeuvres in the Caribbean.

On the second night of the exercises with Task Force 21, the "Magnificent" lost track temporarily of the battleship USS "Missouri." The carrier signalled her escorting destroyer:

"We don't know where the 'Mo' is no mo'!"

"Micmac" picked up the cue with Puckish delight and replied:

"Maybe there ain't no 'Mo' no mo'!"

Harbor cruise and getting ready for a series of shorter training trips in waters closer to home.

The "Ontario" was warmly welcomed in Hawaii and her ship's company brought back many pleasant memories. On the training side, the ship carried out a program of individual evolutions and exercises, then joined an 18-ship US Navy task force in a mock attack on the island of Oahu. After that she turned and headed homeward, arriving in Esquimalt May 17.

The three West Coast destroyers, "Cayuga", "Athabaskan" and "Sioux", were together for most of the month. They visited Nanoose Harbor from May 1 to 5, exercised with an American submarine from the 12th to the 15th, then went out to meet the "Ontario" and accompany her into Esquimalt.

On the 19th the destroyers set out



UNTD cadets and men from "Chippawa" carry sandbags to build up dikes at East Kildonan. (O-1408-18.)

on separate visits to Washington ports — "Cayuga" to Seattle, "Athabaskan" to Tacoma and "Sioux" to Bremerton, where they were scheduled to participate in United States Armed Forces Day celebrations May 20.

The cadet training ships, "Antigonish" and "Beacon Hill", spent most of May in the Bedwell Harbor area but were due to leave on the 29th for the first of several visits to Portland, Ore.

The minesweeper "Sault Ste. Marie", tender to the Victoria naval division, paid successive weekend visits to Ganges Harbor, Vancouver, Anacortes, Wash., and New Westminster.

### **Graduation Ceremonies Held at Royal Roads**

Twenty-eight naval cadets were among the 63 senior term cadets who graduated from the Canadian Services College, Royal Roads, on April 29. The ceremony was the first tri-service graduation ever held at Royal Roads and was attended by senior officers of the Navy, Army and Air Force and relatives and friends of the cadets.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, inspected the cadets and delivered the graduating address. Later he took the salute at the march past.

Naval cadets won two of the five special prizes. Cadet Stirling Ross, of Ottawa, was awarded the Governor General's Silver Medal for being the most efficient cadet academically during his senior term, and Cadet Frederick Crickard, of Vancouver, was presented with the Seller's Officer-of-the-Watch Telescope, awarded to the cadet confirmed Cadet Wing Commander in his senior year. Naval cadets also won three of the six first class certificates awarded to the graduates. In addition to Cadet Ross, Cadets Ian Wishart, Toronto, and Joseph Germain, Montreal, received certificates.

### **Cadets Make Annual Pilgrimage to Coasts**

The training program for cadets of the Services Colleges and the University Naval Training Divisions got under way early in May with the arrival of 136 cadets at Esquimalt and 26 at Halifax. They were the vanguard of nearly 1,000 students from universities across Canada who are expected to take training in HMC ships and establishments this summer.



# They Keep The Navy at Sea

Civilian Ancillaries Handle Bulk  
of RCN'S Shore-Side Functions

**T**HEY don't wear uniforms, don't observe naval routine and don't (with a few exceptions) go to sea, but they are as indispensable to the efficient operation of the fleet as her turbines are to a destroyer.

They are the civilian ancillaries of the Navy—the executives, scientists, engineers, architects, tradesmen, accountants, stenographers, clerks and others who, outside of training, perform the bulk of the Service's shore-side functions.

By so doing, they enable the sailor to practice his profession in his proper element and ensure that the RCN continues to be a sea-going service.

One of the larger sections of the Navy's silent civilian component is that which concerns itself with electrical engineering. The naval dockyard at Halifax, alone, has a civilian electrical staff of nearly 250 engineers, tradesmen and technicians.

They are responsible for electrical construction, for the installation and major repair of electrical equipment,

and for a certain amount of routine maintenance in HMC ships and establishments.

Because of their intimate, practical, and in many cases lengthy association with naval electrical equipment, members of the Dockyard staff are well qualified to diagnose faults and take corrective measures.

For the same reason, they have been able to produce many designs and modifications which have made that equipment more efficient.

Headed by Commander (L) W. E. Smith, Manager, Electrical Engineering, the administrative staff of the Dockyard Electrical Department consists of 16 naval officers and civilian engineers who plan and supervise the work of the department.

There are six main sections—Electronics, Shore Maintenance, Ship Fitting and Wiring, Fire Control, and Electrical Winding—each with its own assistant foreman and under the over-all charge of the senior electrical foreman. Within these main groupings

are sub-sections—gyro compass, anti-submarine maintenance, instrument repair, etc.—each having its specialist chargehand.

It is a large and complex organization, which is only to be expected when you consider the amount and complexity of the electrical equipment in the modern naval ship.

It wasn't always thus. Gordon Heffler, senior electrical foreman in the Halifax dockyard, recalls when the one and only electrical shop was housed in an unused coal shed and had a total staff of six.

That was in the early '30's. In those days, most of the electrical work on board ship was done by the Navy's Torpedo Branch, and the dockyard electricians were concerned mainly with shore facilities. The term "electronics" was little known, and the gyro compass and asdic set were regarded as the latest wonders of science. Radar had not yet put in an appearance.

In 1939 the civilian staff had grown to 24. Then came the war, and with it a heavy demand for qualified men to install, maintain and repair the flood of new electrical devices going into the ships of a rapidly expanding fleet.

Shortly after the outbreak of war, the office of MEE was instituted, under the Superintendent of the Dockyard, to control and supervise the work being done by the civilian electricians, the electrical artificers' workshop and the gyro base workshop. Later on, the responsibility for fire control electrics was taken over from the Naval Armament Depot.

When the Electrical Department was formed as a separate entity after the war, it took on additional commitments. Up until then, the Communication Branch had looked after the maintenance of radio, radar and telecommunication equipment, and the Anti-Submarine branch had taken care of the asdic.

That system worked splendidly during the war, but it became obvious that greater efficiency could be achieved with fewer men if the maintenance of all electrical equipment were carried out by professional electricians able to devote full time to the job.

In the reorganization, the responsibility for all electrical training, con-



Electrical Journeyman Dean Wood gets set to connect the mass of wiring in a newly installed junction box in HMCS "Nootka". Mr. Wood is one of a crew of 30 civilian electricians engaged in the conversion of the "Nootka". (HS-10711.)



Mr. David Millen, Commissioned Electrical Officer, RCN, and Electrical Chargehand Charles Wilson check the layout for installation of electrical circuits in HMCS "Nootka," presently undergoing armament conversion in Halifax. Mr. Millen, a member of the staff of the Manager Electrical Engineering, is electrical overseer of the "Nootka" job and Mr. Wilson is in charge of electrical conversion. (HS-10713.)

struction, installation, repair and maintenance that had previously been held by various branches was wrapped in a single package and given to the Electrical Department.

Though the department's members are both uniformed and civilian, they work as a single team, with the functions of one nicely supplementing those of the others. The naval person-



Gordon Heffler, Senior Electrical Foreman in HMC Dockyard, Halifax, has seen a spectacular advance in the electrical department since he was Dockyard electrician and had his shop in an unused coal shed. (HS-9687.)

nel serve in administrative posts at Headquarters and the bases, staff and attend the Electrical School at Halifax (see "Crownsnest", April 1949) and go to sea in ships of the RCN.

The civilians are employed mainly in the dockyards. They attend to the initial fitting, testing and major maintenance of new equipment — a highly important task — as well as routine maintenance, refits, conversions, repairs, etc.

"They are an integral part of the

Navy, even if they don't wear uniforms, and are a key factor in maintaining our ships at the peak of efficiency," says Commander Smith, Manager of Electrical Engineering at Halifax. "Except from those who are directly associated with them, they too often do not receive the recognition they deserve."

## HALIFAX JILL TARS ELECT OFFICERS

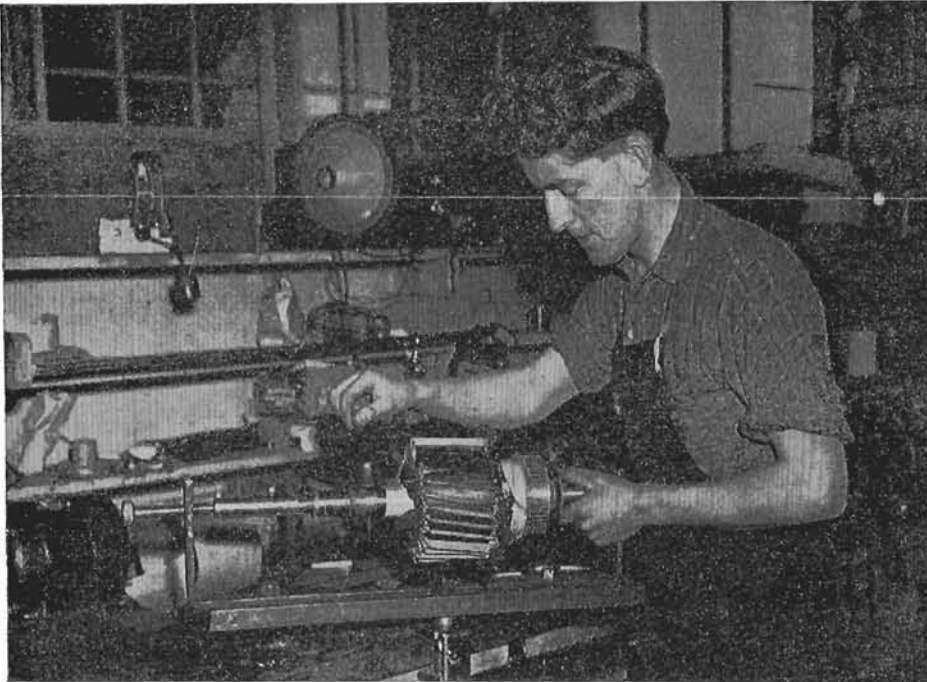
Mrs. Millie Short, wife of Chief Petty Officer Samuel Short, of HMCS "Stadacona", was elected president of the Halifax Jill Tar Club at the organization's first annual banquet in the Seagull Club, Halifax.

Other wives of Navy men serving in Atlantic Command elected to office were: Mrs. Jean Brodie, vice-president; Mrs. Barbara Anderson, secretary; Mrs. Kay Hanley, treasurer; Mrs. Irene Nash, program convener; Mrs. Peggy Norman, social convener; Mrs. Margaret Hutchings, press liaison; Mrs. Margaret Rushton, telephone convener; Mrs. Allyson Wilson, hospital convener.

The Jill Tar Club, an organization of long standing on the West Coast, did not make its appearance in Halifax until November 1948. Then Mrs. Arnold Boden, at the suggestion of Mrs. E. R. Mainguy and with the support of Mrs. Jack Lang, of Dartmouth, invited the wives of naval men to attend a meeting at HMCS "Scotian". As was outlined to those present, the club was principally of a social nature — a source of new acquaintances for wives from out of town and a form of entertainment especially desirable while husbands were at sea. A temporary executive was elected and the club got down to business in the New Year of 1949.

The club meets every Wednesday night. On the second and fourth Wednesdays of each month, the members hold a short business meeting, followed by entertainment. The first and third Wednesdays are set aside for bowling in the "Stadacona" gymnasium.

On completion of its fiscal year, the club held its first annual banquet at the Seagull Club, with Mrs. Mainguy as guest of honor. Plans for the coming year were discussed and it was decided to launch an all-out drive for new members. A warm welcome was extended to the wives of all naval men serving in the Halifax area.



Harold Pelham, armature winder, re-winds an electric motor at one of the workbenches in the electrical workshop in HMC Dockyard, Halifax. Civilian electricians service all naval electrical equipment, from office fans to the "Magnificent's" huge generators. (HS-10714.)

## 'CAYUGAS' ELECT EX-SOLDIER

*"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.)*

IF you should go aboard HMCS "Cayuga" and take a turn around the quarterdeck, chances are you'll see the destroyer's "Man of the Month" working his part-of-ship. Or, during non-working hours, have a peek in No. 7 or No. 9 mess, where you'll likely find him battling with a cup of "Cayuga special" coffee. At any rate, Leading Seaman Glenn H. Clemmets isn't hard to find; he is seldom very far from his ship.

On August 31, 1924, the Clemmets family, then living in the small town of Omeme, Ontario, was blessed with a new son. He was immediately named Glenn, but Mrs. Clemmets could well have saved herself much time and name-searching had she named him "Clem" then and there, for that is what he has been known as from his earliest school days.

Until he was 15, "Clem" was just an average Canadian school kid. He didn't win any scholarships, though he did well enough in his classes. His athletic accomplishments did not make the headlines. The only way in which he differed from other 15-year olds was in his height and build. He tipped the scales at 180 pounds, and he had the altitude to carry it.

Clem's fifteenth birthday was only three days old when the Second World War started, and he could hardly wait to get into the fight. On June 21 of the following year he showed up in an Army recruiting office.

A lieutenant, said, "Son, I'm afraid you're too young".

However, the captain in charge of recruiting spoke up. "No, we'll take him . . . How old are you?"

Crossing his fingers, Clem answered that he was 18.

"Well, young fella", said the captain, "Maybe you'd better put down 19 . . . then you can go overseas with us right away". Thus young Clemmets wound up in the Army.

He went overseas with the 34th Field Battery of the 14th Field Regiment as a regimental signaller and remained with his outfit in England until D-Day, when they landed on the beach of Normandy.

Three days after landing in France he was hit by fragmentation from an exploding mortar bomb. This put him out of action until September, when he joined up with the First Army Radar Battery at Dunkirk. He was, and still is, carrying a piece of steel from the mortar shell in the wall of his right lung. He remained on the Continent until the end of the war.

Following his return to Canada, aboard the Ile de France in June 1945, Clemmets was demobilized in Vancouver, where his family had taken up



Ldg. Sea. Glenn H. Clemmets

residence. He tried civilian life, found he preferred the service. He thought of rejoining the Army, but then decided in favor of the Navy, mainly because the idea of travelling appealed to him.

On November 1946 he signed on at HMCS "Discovery", Vancouver, as an ordinary seaman. Basic training at HMCS "Naden" was somewhat different than his earlier training in the artillery, but Clem took it all in his stride. The cruiser "Uganda" was his training ground for the rate of able seaman.

The "Rockcliffe" was his next ship and from there he went to the "Ontario" for three days before being drafted to the Gunnery Training Centre at "Naden" for a 3rd class Radar Controlman's course. After qualifying RC3 he returned to the "Ontario" for 18 months, then went to HMCS "Stadacona" for an RC2 course.

Clem believes the radar training he received in the Army helped him to get good marks in both his non-substantive courses. With crossed guns on his arm, he returned to the west coast and joined HMCS "Cayuga", his present billet. Last November he was advanced to leading seaman.

Clemmets missed the trip when the "Cayuga" ferried a party of army officers from Vancouver to Esquimalt during one of the worst blizzards in the history of the west coast, but he was up to his neck in snow during "Operation Brix", when the ship's company played a leading role in the search for missing crew members of an American bomber on Princess Royal Island.

Ldg. Sea. Clemmets was one of the rescue team which brought out Staff Sgt. Vito Tripoddi. They had to carry the stretcher through water up to their chests to get to the motor cutter, and Clem remarked at the time:

"It doesn't seem to matter what outfit I join, I can't seem to keep my feet dry!" — J.A.B.

### Sailors and Skaters Exchange Hospitalities

The entire ship's company of HMCS "Magnificent", more than 1,000 officers and men, were guests at the final show of the "Skating Sensations of 1950" in Halifax on April 15.

In return, the carrier played host the following day to Skating Star Barbara Ann Scott and the show's cast. Miss Scott and her mother, Mrs. Clyde Scott, attended Divine Service on board the "Magnificent" and walked around the ship, and later Miss Scott had lunch with Commodore and Mrs. K. F. Adams.

The other members of the ice show's company dined on board the carrier, then were shown around the ship.

Tommy Gorman, manager of the show, expressed the skaters' appreciation for the reception given them by the officers and men of the "Magnificent" in the following telegram to Defence Minister Brooke Claxton:

"Would you please accept grateful thanks of Barbara Ann, myself and entire company for wonderful reception and treatment aboard 'Magnificent'. Skaters from all parts of Canada were really thrilled with unforgettable experience."



# The Bulletin Board

## **Volunteers Required For New Aircrew Rate**

Approval has been given for the formation of an Observer's Mates branch in the Royal Canadian Navy and volunteers are required from the Aircraft Controlman branch. Anyone up to ABAC, with one year's seniority in the rate and the necessary qualifications, is eligible.

Observer's Mates, when trained, will serve as aircrew in Avenger anti-submarine aircraft. They will specialize in anti-submarine duties, which will consist principally of the operation of sonobuoys, radio communication sets and radar.

Those selected will take a qualifying course, on the successful completion of which they will receive the Observer's Mate wings. The course will be 14 weeks in length, with ten weeks spent at "Stadacona" in the Communication, Electrical and Tor-

pedo-Anti-Submarine schools, and four weeks at "Shearwater" carrying out practical training in Anson and Avenger aircraft.

The first of approximately eight courses will begin about July 1, 1950.

Risk Allowance will be paid in accordance with current regulations.

On completion of about two years aircrew duty in an operational squadron, approximately 50 per cent of these Observer's Mates will be given an opportunity to volunteer for further aircrew service, and will be qualified in more advanced aircrew duties. The remainder will return to normal Aircraft Controlman duties.

Observer's Mate qualifications will be in three stages. The Class 3 rate will correspond to the Able and Leading Rate, the Class 2 to that of Petty Officer 2nd Class and the Class 1 to Chief Petty Officer 2nd Class.

## **Regulations Regarding Allotments Explained**

Allotments are a system of assignment from the pay of an officer or man for the maintenance of his family and/or for the transaction of private business that requires a monthly payment by the individual concerned but which he may not be able to look after personally owing to his absence on service duty from the locality in which payment is made.

An officer may declare allotments not exceeding the monthly pay of his rank less any deductions such as pension deductions and income tax.

A man may declare allotments not exceeding the monthly pay for his rating and trade group pay and the amount of eight dollars. In other words, a man must draw at least eight dollars of his pay and trade group over the table as well as his Kit Upkeep Allowance. An officer or man in receipt of Marriage Allowance must allot to his wife, or if his wife is not living, to the guardian of the children, a sum of money equal to Marriage Allowance and Separated Family Allowance.

Allotments may not be declared to money lenders or other officers and men. Life insurance companies and chartered banks are not classed as money lenders in so far as allotments are concerned.

Normally no person may have more than four allotments in force at the same time.

An officer or man is not allowed to change the amount of an allotment more frequently than once in six months except when appointed or drafted to another ship or establishment, when proceeding to sea on lengthy cruises, or when any change in status occurs which affects pay and allowances, such as promotion, marriage, increase in pay, etc. In exceptional circumstances the Captain may grant permission to change allotments at other than the normal times.

An officer or man of the Royal Canadian Navy, or the Royal Canadian Navy (Reserve) when performing Special Navy Duty, may declare allotments to, or on behalf of a depen-



This is the Grumman Avenger, a standard carrier-borne anti-submarine aircraft of the US Navy soon to be adopted by the RCN for the same purpose. No. 826 Squadron of the 18th Carrier Air Group will be the first to be armed with Avengers. The aircraft will carry a crew of three — pilot, observer and observer's mate (see above). (Mag-50.)

dent or relative, to a Canadian chartered bank, trust company or other financial institution, to an insurance company for payment of policy premiums, to a medical or dental insurance society or organization and to the Receiver General of Canada for war or savings bonds or pension contributions under the Militia Pension Act.

With the approval of the Captain, allotments may be declared to tradesmen or business firms in a locality from which the allottor is absent for extended periods.

Naval Headquarters approval will be required to declare an allotment to any person or organization that is not specified above.

### **Duration of Service Outside Home Port Division Area**

The minimum of time a man may be drafted for service outside his home port division has been increased from a period of six months to a period of one year.

Previously the period of service outside the home port division area was normally a minimum of six months and a maximum of two years. The minimum of six months prevented the moving of a man's family when it could not be ascertained in advance whether the draft would exceed one year. Under these circumstances a man would be separated from his family for a prolonged period. With the increase of the minimum of service away from the home port division, a man will be entitled to move his family immediately and not have the enforced separation.

### **Responsibility Allowance**

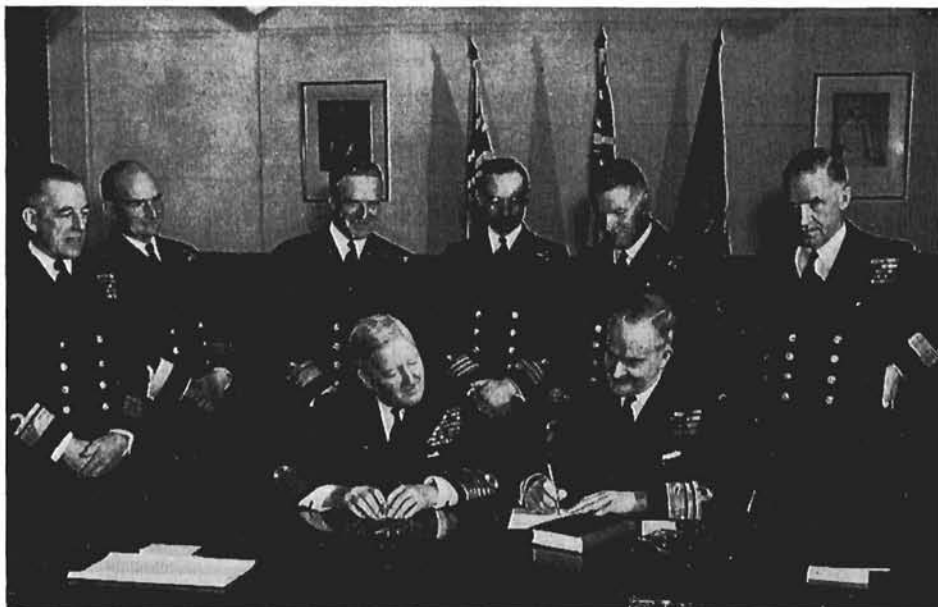
The payment of Responsibility Allowance to certain men in the

### **Navymen Prominent In Legion Activities**

Serving and former members of the RCN (Reserve) at Port Arthur have played a prominent part in building and equipping the new Canadian Legion Memorial Hall in the Lakehead city.

Secretary-manager of the Légion branch is Lieut. Norman K. Knutson, of HMCS "Griffon". John Roikko, a former member of the RCNVR, was in charge of construction, many of the builders were ex-Navy men, and the murals in the main hall were painted by ex-CPO Norman Kendall of Port Arthur.

To top off its contribution to the new hall, the Navy was well-represented in the opening day parade.



During his visit to Ottawa April 11 and 12, the First Sea Lord, Admiral-of-the-Fleet Lord Fraser of North Cape, called at Defence Headquarters for discussions with the Chiefs of Staff of the three services and to meet with members of the Naval Board. In the photograph above, Lord Fraser is shown seated, left, with Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and, left to right, standing, Rear-Admiral F. L. Houghton, Vice-Chief of the Naval Staff; Commodore C. N. Lentaigne, Assistant Chief of the Naval Staff (Air); Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Capt. (S) C. J. Dillon, Naval Secretary; Rear-Admiral W. B. Creery, Chief of Naval Personnel, and Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans). (0-1366-2.)

Engine Room Branch has been approved.

A Petty Officer 1st Class and above of the Engine Room Artificer or Motor Mechanic Branch, in possession of a Certificate of Capability of taking charge of a watch in an engine room, will be paid an allowance at the rate of \$8.00 a month.

A Chief Petty Officer 1st Class or a Chief Petty Officer 2nd Class of the Engine Room Artificer or Motor Mechanic Branch, on obtaining a Certificate of Capability of taking charge of the engines of a small ship, will be paid an additional allowance at the rate of \$8.00 a month.

Responsibility Allowance will only be paid in respect of ships in full commission allocated for service not normally performed solely in harbor.

### **Type Designations—HMC Ships**

A type designation is a group of two or more letters which indicates a certain type or class of ship.

The following type designations are used in the Royal Canadian Navy:

Light Fleet Carriers.....	CVL
Light Cruisers.....	CL
Destroyers.....	DDE
A/S Escort Vessels.....	DE
Frigates.....	PF
Fleet Minesweepers.....	AM
Tankers.....	AO

Supply Vessels.....	AKS
Ocean Tugs.....	ATA
Miscellaneous Auxiliary Vessels.....	AG
Arctic Patrol Ships (Ice-breakers)....	AGB
Motor Launch.....	PTC
Motor Minesweepers.....	AMC
Gate Vessels.....	YNG

### **Advancement of Air Artificers And Plane Technicians**

The advancement of men who have successfully completed the conversion course to Air Artificer or Plane Technician is governed by special regulations:

A Petty Officer 1st Class passed professionally for Chief Petty Officer 2nd Class and fully qualified for advancement in the Air Mechanic Branch before taking the conversion course for transfer to Air Artificer or Plane Technician will be designated Chief Petty Officer 2nd Class (NQ) on advancement.

A man who held the rating of Chief Petty Officer 2nd Class prior to taking the conversion course for transfer to Air Artificer or Plane Technician will be designated Chief Petty Officer 2nd Class (NQ) on successful completion of the conversion course.

The (NQ) notation will be removed when these men have qualified professionally for Chief Petty Officer 2nd Class in their new rating of Air Artificer or Plane Technician.



# OFFICERS *and* MEN



## **Commodore W. B. Creery Promoted to Rear-Admiral**

The promotion of Commodore Wallace B. Creery, CBE, RCN, Chief of Naval Personnel, to the rank of Rear-Admiral was announced on April 29 by Defence Minister Brooke Claxton.

Rear-Admiral Creery served at sea in both wars, and during the Second World War held a number of important staff posts ashore. He entered the Royal Naval College of Canada at Halifax in 1914 and, on graduating, saw First World War service in cruisers on the North Atlantic and in the North Sea.

Later he served in destroyers and qualified at HMS "Vernon" as a specialist torpedo officer. He was appointed torpedo officer of the RCN Barracks at Esquimalt in 1926 and remained in this post until September 1929, when he was promoted to the rank of lieutenant-commander and took command of the minesweeper "Armentieres". In 1930, serving with the Royal Navy, he was torpedo

officer and senior staff officer of the Third Destroyer Flotilla in the Mediterranean.

After a staff course at the RN Staff College, he took command of the destroyer "Champlain" in 1934. He became Director of Naval Reserves in 1936 and the following year was appointed in command of the RCN Barracks at Halifax.

He was commanding officer of the destroyer "Fraser" from August 1938 until June 1940, when she was lost off Bordeaux during the evacuation of France. He then became Commander and later Captain-in-Charge, Halifax.

Rear-Admiral Creery held the post of Chief of Staff to the Commanding Officer Atlantic Coast until April 1943, when he became Director of Operations at Headquarters. In June, 1943, he was appointed Assistant Chief of the Naval Staff, and two years later assumed command of HMCS "Prince Robert." From January 1946 until his appointment as Chief of Naval Personnel in August 1948, he was commandant of the Canadian Services College, Royal Roads.

In recognition of his services during the war, Rear-Admiral Creery was appointed Commander of the Order of the British Empire on January 1, 1946.

## **Appointment Changes Are Announced**

The following changes in appointments of RCN officers have been announced recently:

Cdr. G. M. Wadds to "Stadacona" as Officer-in-Charge of the Gunnery School and on the staff of the Flag Officer Atlantic Coast as Staff Officer (Gunnery). Formerly Deputy Director of Weapons and Tactics at Headquarters.

Lieut.-Cdr. F. B. Caldwell to Headquarters as Deputy Director of Weapons and Tactics. Formerly on staff of DWT.

Lieut.-Cdr. L. P. McCormack to Headquarters for duty with the

Director of Weapons and Tactics. Formerly Officer-in-Charge of the Gunnery School, "Stadacona," and on staff of the Flag Officer Atlantic Coast as Staff Officer (Gunnery).

Commander (E) J. S. Horam, on staff of the Chief of Naval Technical Services, Headquarters, as Principal Overseer, East Coast. Formerly Officer-in-Charge of the Mechanical Training Establishment and Engineer Officer, "Stadacona."

Lieut.-Cdr. (E) A. F. A. Abbott to "Stadacona" as Officer-in-Charge of the Mechanical Training Establishment and as Engineer Officer "Stadacona." Formerly on staff of the MTE.

Surg. Cdr. T. B. McLean to US Naval Hospital, San Diego, California, for courses. Formerly Principal Medical Officer at "Naden" and Command Medical Officer, Pacific Command.

Surg. Cdr. G. W. Chapman to "Naden" as Principal Medical Officer and on staff of the Flag Officer Pacific Coast as Command Medical Officer. Formerly on staff of the RCN Hospital, Esquimalt.

Surg. Lieut.-Cdr. R. A. G. Lane, to Washington, D.C., as Medical Liaison Officer, office of the Defence Research Member, Canadian Joint Staff. Formerly Assistant Medical Director General at Headquarters. (Retaining acting rank of Surgeon Commander).

Surg. Lieut.-Cdr. W. J. Elliot to Headquarters as Assistant Medical Director General. Formerly Principal Medical Officer of the RCN Hospital, Esquimalt. (Retaining acting rank of Surgeon Commander).

Surg. Lieut.-Cdr. J. C. Gray to "Naden" as Principal Medical Officer of the RCN Hospital, Esquimalt. Formerly on staff of the Naval Hospital, Esquimalt.

## **Large Staff Implements Reserve Training Program**

A large staff has been assembled at Esquimalt to implement this year's intensive Reserve summer training program on the West Coast.



REAR ADMIRAL W. B. CREERY.



Commander J. M. Leeming, Reserve Training Commander, has as his assistants Lieut.-Cdr. J. W. Goldby and Lieutenants Fred Little, A. E. Parsons, Ian Butters, A. W. Parker, J. W. Greene, R. B. Coupar and D. M. Keith.

The sea training staff, which will work in the training frigates "Antigonish" and "Beacon Hill," includes Lieut.-Cdr. C. P. Nixon, Sea Training Officer, Lieutenants G. M. DeRosenroll, G. C. Morris and B. L. Judd and CPOs George Bowditch and G. R. Freeman.

The following will be among the instructors ashore: CPOs Percy Boyd, E. A. (Pony) Moore, Bob McLellan, Neil Bigelow, Al Stockley, Ron Ebbelling and Vic Dovey, and POs Frank Hamilton and Nicholas Draginda.

Supply officer is Lieut. (S) G. R. Monckton, while the quartermasters, under PO Terry Whitley, are Able Seamen Stan Oram, Hugh Mutter and Austin Wright.

#### **Five RCN Officers Receive Pilot Wings**

Five officers of the RCN and 12 RCAF flight cadets received pilot wings at a graduation ceremony at the RCAF Flying Training School, Centralia, Ont., on April 21.

The wings were presented by Rear-Admiral W. B. Creery, Chief of Naval Personnel, at the invitation of Air Vice Marshal C. R. Slemmon, Air Officer Commanding Training Command. Rear-Admiral Creery was commanding officer of Royal Roads when the 12 RCAF flight cadets attended the services college.

New naval pilots are Lieutenants Brian Bell-Irving, West Vancouver; Geoffrey Hilliard, Kelowna, B.C.; Michael W. Phillips, Toronto, and Donald C. Radford, Brockville, Ont., and Sub-Lieut. H. L. Frost, Hamilton. They took the Centralia course under the arrangement whereby naval pilots are arranged to wings standard by the RCAF.

#### **"Naden" Hospital Staff Members Take Courses**

CPO H. Ward, radiographer, has returned to the RCN Hospital at Esquimalt following completion of a course in radiography at the Royal Victoria Hospital in Montreal. Sub-Lieut. (NS) Dorothy A. Sim is taking a six-month post-graduate course in operating room technique at the same hospital.

Surg. Lieut. Desmond G. Woods, with Surg. Lieut.-Cdr. V. P. L. Connolly, of "Shearwater," is taking a three-month course at the US Navy Deep Sea Diving School and the Naval Gun Factory, Washington, D.C. Mr. R. E. Groves, Commissioned Wardmaster, formerly divisional officer for personnel at RCNH, has left for the East Coast and courses at "Stadacona" and "Cornwallis".

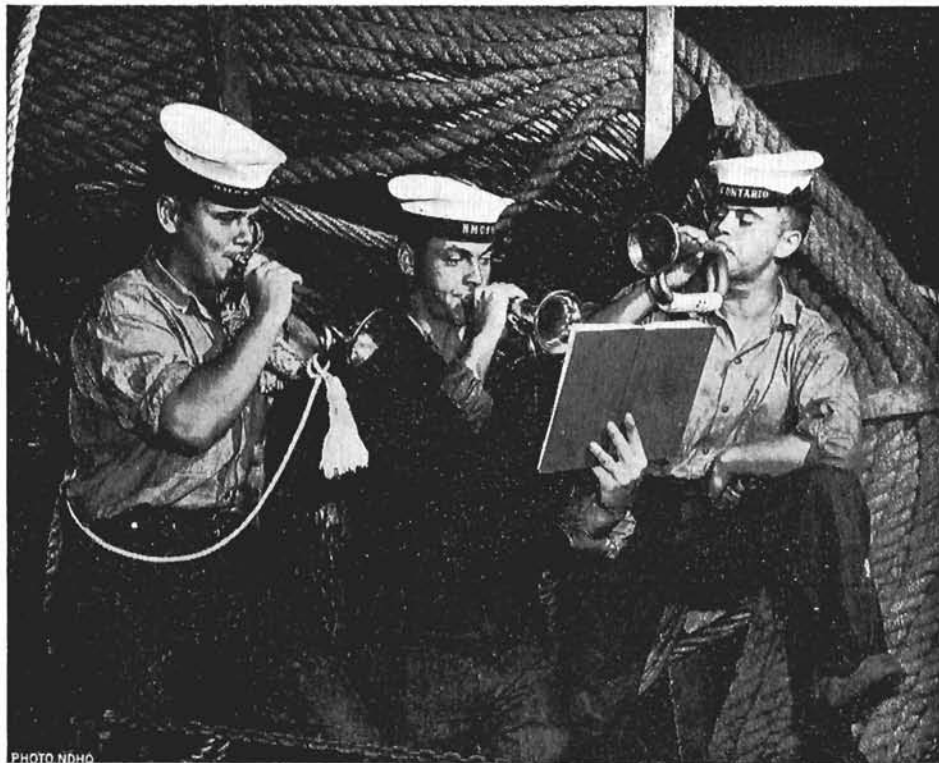
PO M. Lavoie has joined the "Cayuga" while Ldg. Sea. G. Bouchard is spending the summer in the training frigate, HMCS "Beacon Hill." — R.H.W.

During his career he has served in 16 ships and numerous shore establishments. He spent a large part of the war in destroyers and corvettes on the North Atlantic, afterwards served for ten months in the cruiser "Uganda." Prior to being drafted to "Chatham," he was serving in "Naden."

#### **Number of Changes in "Antigonish's" Crew**

Appointments and drafts to and from the frigate "Antigonish" have brought about a number of changes in the ship's company.

Lieut. (E) L. M. Evans has been



Down in the chain locker, where they will bother the least number of people, three ordinary seamen under training in HMCS "Ontario" get together to practice bugle calls. Left to right are Ordinary Seamen Robert Watkins, Fort William, James Stremick, Winnipeg, and Raymond Healey, Moose Jaw. (OC-245-1.)

#### **CPO James Wood Receives Long Service Medal**

CPO James W. Wood, of Swift Current, Sask., now on the staff of HMCS "Chatham," has been awarded the RCN Long Service and Good Conduct Medal.

Presentation was made at the Prince Rupert division by Lieut. W. J. Smith, on behalf of the commanding officer.

Born in Devonshire, England, CPO Wood came to Canada with his family at an early age and settled in Western Canada. He joined the RCN at HMCS "Naden" in 1929.

appointed to HMCS "Bytown" and will take up new duties in Montreal. Lieut. G. B. Wither, formerly in the "Sioux", is the new gunnery officer, replacing Lieut. R. Carle, now on course. Mr. B. McIntosh, Commissioned Engineer, from the "Rockcliffe," has joined as engineer officer.

CPOs Stanley Ratcliffe and Arnold Gustafson, PO Robert Roberts, Ldg. Sea. Albert Laing, AB Melvin McDonald and Ord. Sea. Frank Whitney all have been drafted to the "Rockcliffe." PO Robert Land, Ldg. Sea. Donald McKay and Ord. Sea. Jerry Devigne have gone to "Naden," while PO John Hopps has been transferred to Gloucester Naval Radio

Station and AB Jack Duff to the "Ontario."

Among the new arrivals are PO Charles McQueen, from "Unicorn," and PO Thomas Raferty, AB Donald Crosby and AB Stanley Bourquin, all from "Naden."

### **Named Executive Officer of HMCS "Discovery"**

Lieut. William H. Davidson, formerly divisional officer at HMCS "Discovery," has been appointed Executive Officer of the Vancouver naval division. He succeeds Cdr. Glen McDonald, who became commanding officer of the division on the retirement of Capt. W. R. Stacey.

During the month "Discovery" lost one of its most active officers. Mr. Edward MacFayden, Commissioned Gunner, RCN, has been appointed to HMCS "Naden" for duty in the Gunner Training Centre. Mr. MacFayden will be missed by the ship's company as it was he who usually handled arrangements for the division's social functions.

Lieut. Jack Davie, who was in HMCS "Cedarwood" last summer on her Arctic cruise and who rejoined "Discovery" in the Fall, has been promoted to the rank of lieutenant-commander.

Petty Officer Calvin J. Holmes has left the establishment for HMCS "Stadacona," Halifax, where he is taking an AA1 course.

### **CPO W. F. Krogel Promoted To Commissioned Rank**

CPO William F. Krogel, now serving in HMCS "Shearwater," has been promoted to the rank of commissioned radio officer.

Born in Grayson, Sask., in January, 1922, he joined the RCN as a boy seaman at Esquimalt in April, 1939. He transferred to the telegraphist branch at the outbreak of war and subsequently served in HMCS "Naden," at a wireless station near Ottawa, at HMCS "St. Hyacinthe," in "Stadacona" and in Vancouver.

Mr. Krogel joined the cruiser "Ontario" in December 1947 and after a year at sea returned to Halifax, where he served in "Stadacona" for more than two years before being transferred to the RCN Air Station.

### **"Hunter" Chiefs and POs Honor Two Messmates**

CPO Jack Crawford and PO Henry Blair were guests of honor at a mess dinner held recently in the chief and petty officers' mess at HMCS "Hunter."

The former will retire shortly from the Navy, while the latter has transferred to the permanent force and gone to "Naden" for training. Each man was presented by his messmates with a travelling case.

PO Keri Lewis presided at the dinner and Cdr. W. A. Wilkinson, commanding officer of "Hunter,"

was the speaker. Representatives from the four Reserve Army messes in Windsor were guests.

### **Three Staff Members Leave Training Centre**

Three staff members recently left the Torpedo Anti-Submarine Training Centre at HMCS "Naden."

CPO Richard Malin went to "Cornwallis" for the Leadership course, CPO George Bowditch was drafted to the "Cedarwood" for a short time, then to the instructing staff at the Reserve Training Establishment, and PO M. Middleton joined the "Antigonish" for instructional duties in connection with the Reserve training program.

### **Medical Assistants Finish 46-Week Course**

Eleven medical assistants recently were advanced to the rating of able seaman on successful completion of a 46-week course at HMCS "Naden," Esquimalt.

Graduates were Able Seamen G. Arnold, J. O. Bailey, T. E. Dalgleish, P. Dootson, M. Gaspé, F. Gibson, J. F. Harris, F. McCarron, R. Straughn, N. West and R. H. Whetmore.

### **Weddings**

Lieut. John D. Jellett, HMCS "Stadacona," to Miss Jean Marguerite Conrad of Halifax.  
PO Robert H. Bowack, HMCS "Antigonish," to Miss Helen Boychuk, of Lethbridge, Alta.

Ldg. Sea. John A. Frenette, HMCS "Shearwater," to Miss Eloise May Smith, of Rockingham, Ontario.

Ldg. Sea. Donald P. Raven, HMCS "Antigonish," to Miss Norma Jean Culver, of Dunnville, Ont.

Able Seaman Richard Duiven, HMCS "Bytown," to Miss Janet Anderson, of Montreal.

Ord. Sea. E. Wilfred West, HMCS "Naden," to Miss Kathleen Ferr, of Edmonton.

### **Births**

To Cdr. Glen McDonald, HMCS "Discovery," and Mrs. McDonald, a daughter.

To Lieut.-Cdr. G. A. C. Scarth, HMCS "Cornwallis," and Mrs. Scarth, a son.

To Lieut. J. Clapton, HMCS "Antigonish," and Mrs. Clapton, a daughter.

To Lieut. (S) G. E. Culham, HMCS "Naden," and Mrs. Culham, a son.

To Lieut. I. B. B. Morrow, Naval Headquarters, and Mrs. Morrow, a daughter.

To CPO Neil Bigelow, HMCS "Naden," and Mrs. Bigelow, a daughter.

To PO George Casswell, HMCS "Antigonish," and Mrs. Casswell, a daughter.

To PO A. Aylward, HMCS "Cornwallis," and Mrs. Aylward, a daughter.

To Ldg. Sea. James Russell, HMCS "Antigonish," and Mrs. Russell, a daughter.

To AB Richard Nagel, HMCS "Antigonish," and Mrs. Nagel, a son.

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



Chief petty officers and petty officers of HMCS "Stadacona" held their first annual ball March 31 in the Nova Scotian hotel, Halifax. A great success, the affair was attended by more than 500 persons. Shown at one of the tables are: Rear row, left to right, Lieut.-Cdr. P. F. X. Russell, Mrs. Edward Rigby, PO A. L. Bonner and CPO Rigby, chairman of the ball committee; front row, Mrs. W. H. Roberts, Mrs. Russell and CPO Roberts. (HS-10379.)



The commanding officer and instructors of the US Navy Supply Corps School, Bayonne, N. J., are photographed with five RCN supply officers who recently completed a nine-month course at the school. From left to right are Sub-Lieut. (S) W. E. Davis, Sub-Lieut. (S) V. F. Lambie, Lieut.-Cdr. J. S. Spore, SC, USN, Rear-Admiral C. L. Austin, SC, USN, Supply Officer in Command, Lieut.-Cdr. D. P. Reid, SC, USN, Lieut. (S) E. V. Margetts, Lieut. (S) J. F. Fricker and Lieut. (S) R. A. Darlington.

### **Senior Supply Officers In New Appointments**

Eight senior supply officers of the RCN will take up appointments in a move which involves top supply and secretariat posts on both coasts and at Naval Headquarters.

Following are the officers involved, with their new appointments:

Captain (S) R. A. Wright to "Stadacona" as Command Supply Officer and as Manager, Supply Department, HMC Dockyard, Halifax. At present Pacific Command Supply Officer and Manager, Supply Department, HMC Dockyard, Esquimalt.

Cdr. (S) C. J. Dillon to "Naden" as Command Supply Officer of the Pacific Command and as Manager, Supply Department, HMC Dockyard, Esquimalt. (Retaining acting rank of Captain (S)). At present Naval Secretary at Headquarters.

Cdr. (S) H. A. McCandless to Headquarters as Naval Secretary. (With the acting rank of Captain (S).) At present Director of Naval Pay and Accounting, at Headquarters.

Cdr. (S) T. F. T. Morland to Headquarters as Director of Naval Pay and Accounting. At present on staff of Director General of Supply and Fleet Accounting at Headquarters.

Cdr. (S) C. V. Laws to Headquarters as Director of Fleet Stores. At present Atlantic Command Supply Officer and Manager, Supply Department, HMC Dockyard, Halifax.

Cdr. (S) F. D. Elcock to Headquarters as Secretary to the Chief of the Naval Staff. At present on courses with the US Navy.

Cdr. (S) J. R. Anderson to "Naden". At present Supply Officer, HMCS "Ontario".

Lieut.-Cdr. (S) V. W. Howland to HMCS "Ontario" as Supply Officer. (Retaining acting rank of Commander (S).) At present Secretary to the Chief of the Naval Staff.

### **RCN Supply Officers Finish USN Course**

Five supply officers of the RCN completed a nine-month course at the US Navy Supply Corps School, at Bayonne, N.J., on March 31.

Graduates were Lieutenants (S) R. A. Darlington, J. F. Fricker and E. V. Margetts and Sub-Lieutenants (S) W. E. Davis and V. M. Lambie. These officers have been appointed to various ships of the RCN for sea experience.

Among those present at the graduation exercises were Rear-Admiral C. W. Fox, SC, USN, Paymaster

General of the Navy and Chief of the Bureau of Supplies and Accounts; Rear-Admiral Ernesto Araugo, Naval Attache to the Brazilian Embassy, Washington; Commodore H. N. Lay, OBE, RCN, Naval Member of the Canadian Joint Staff, Washington; Captain (S) M. A. Davidson, RCN, Director General Supply and Fleet Accounting, and Captain (S) C. J. Dillon, RCN, Naval Secretary, both from Naval Headquarters, Ottawa.

The course covered pay and cash, supply afloat and ashore, victualling, regulations, supply planning, logistics, personnel administration, public speaking, radiological defence and machine accounting.

### **CPO Fred S. Kitchen Wins "Unicorn" Award**

CPO Frederick S. Kitchen, RCN (R), of HMCS "Unicorn," was presented with the new "Unicorn" Proficiency Award during a recent ceremony at the Saskatoon naval division. The presentation was made at a regular evening parade before 200 members of the ship's company. The band was in attendance.

The large trophy was presented to the division by Robert Arn, coach of



CPO Frederick S. Kitchen (right) receives the "Unicorn" Proficiency Award from Cdr. O. K. McClocklin, commanding officer of the Saskatoon Naval division, at a ceremony on board. CPO Kitchen was adjudged the most proficient member of the seaman branch of the ship's company during the 1949-50 training year. Watching the ceremony, bottom, left to right, are Dr. W. Kinnear and Art Peberdy, of the Saskatoon Hilltop Football Club, donors of the award. (Saskatoon Star-Phoenix photo.)



the Hilltops Football Club, on behalf of the club executive. He expressed his gratitude and that of the club for the use of dressing room and shower facilities at "Unicorn" during the 1949 playing season.

The award will be made annually to the seaman chosen by a selection board as the most proficient member of the Saskatoon division. The board consists of Cdr. O. K. McClocklin, commanding officer, Lieut.-Cdr. J. R. Strachan, executive officer, Lieut. R. B. Hayward, staff officer, and Lieut. W. J. McCorkell, training officer. The trophy will remain throughout the year in the mess of the man who wins it.

CPO Kitchen, a constable on the Saskatoon police force, received a private award from Lieut. W. J. McCorkell for permanent possession.

### Leading Seaman Receives Commission

Ldg. Sea. Lloyd A. Diatchenko, of Windsor, Ont., formerly an aircraft handler serving at HMCS "Shearwater", has been promoted to the rank of acting sub-lieutenant and accepted for training as an observer.

He will be confirmed in rank on completion of observer training courses in the United Kingdom. His commission is for a seven-year period.

Sub-Lieut. Diatchenko joined the RCN as an ordinary seaman in February 1945, after spending a year in the Royal Canadian Air Force.

He has served in the destroyer "Sioux" and the aircraft carriers "Warrior" and "Magnificent", as well as in various shore establishments in Canada and the United Kingdom.

### Laval Cadets Inspected By University Rector

UNTD cadets at HMCS "Montcalm," Quebec, presented Msgr. Ferdinand Vandry, rector of Laval University, with a framed photograph of a convoy at sea when he visited the division on March 27.

Msgr. Vandry inspected a cadet Guard of Honor and made a tour of the establishment, accompanied by Captain E. F. Noel, Cdr. R. M. S. St. Laurent and Lieut.-Cdr. J. A. L. Massé. At Evening Quarters, Msgr. Vandry congratulated the cadets on their appearance and in a brief address stressed the importance and value of their naval training.

Following Quarters, the guests were officially welcomed to a reception in the gunroom by Cadet (L) D. Lachance, gunroom president.

## LOWER DECK ADVANCEMENTS

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

ALLEN, Charles L. .... LSCS1  
ANDERS, George L. .... C2AW3(NQ)

BAKER, Albert E. .... LSSM1(NQ)  
BENN, Carl E. .... LNSN1(NQ)  
BESSETTE, Joseph L. .... LSSM1  
BEVAN, William V. .... LSSW1(NQ)  
BIRCH, William A. .... C1ET4(NQ)  
BLANCHARD, Joseph E. .... LSPW2  
BLATHWAYT, William C. .... C2AW3(NQ)  
BOARD, Gordon E. .... C2T13  
BOICEY, Orville. .... P2ET3  
BONE, Benevuto. .... P2ET3  
BOWMAN, James C. .... LSSWS(NQ)  
BROWN, Alexander. .... C2SM3(NQ)  
BURGESS, Charles T. .... C1ET4  
BUTTON, William J. .... P2SW1

CARRIER, Ephrem J. .... LSPW2  
CARROLL, George A. .... C2PI3  
CATO, Robert A. .... LSSM1  
CLARKE, Burrell A. .... P1CS2  
CLEE, Orville L. .... P2AW2  
COOPER, Hector H. .... C1NS3(NQ)  
COOPER, Tracey. .... P2VS2(NQ)  
CURLEW, Walter W. .... P2ET3  
CURRIE, William R. .... LSSW1(NQ)

DARVEAU, Joseph H. .... C2GI3  
DAVIES, John D. .... C1SM3  
DRAGINDA, Nicholas. .... P1SW2(NQ)  
DRIEGA, Alexander W. .... P2AW2

ELLIS, William E. .... C1RT4(NQ)  
EMBERTON, Trevor. .... LSSM1(NQ)

EVANS, Douglas H. .... C1ER4  
FAIRFOULL, David. .... LSSM1(NQ)  
FLUSKEY, William H. .... LSSM1(NQ)  
FORTIER, Louis. .... LSAW2  
FOY, Paul R. .... LNSN1(NQ)  
FRY, George F. .... P2ET3

GAGNON, Joseph R. .... LSAW1(NQ)  
GOULD, Donald. .... LSVS2  
GOWIN, John M. .... LSSM1(NQ)  
GREEN, John D. .... LSAW1  
GUTHRIE, Thorald R. .... LSVS1(NQ)

HAGGERTY, Fred A. .... LSSM1(NQ)  
HAWKEY, Robert C. .... P2AW2  
HAYLEY, Alonzo L. .... C2AW3  
HENDERSON, Fred R. .... C2EA4  
HIBBERT, William. .... C1SM3  
HIEBERT, Edwin P. .... LSEM1  
HOLLAND, Owen M. .... LSVS1  
HORTH, Paul A. .... LNSN1(NQ)  
HUBER, John W. .... P1AW3



JARRETT, Leonard J. .... LSSW1(NQ)  
JOHNSON, Charles E. .... C1ER4

KALDESTAD, Helmer. .... C2ET4  
KANIS, Peter. .... LSSM1  
KEMPTON, James M. .... P1CS2  
KENNY, Thomas W. .... C2ER4  
KESELUK, Milton. .... C2ER4  
KIMBER, Edward A. .... LSSM1  
KING, Alan D. .... LSSM1(NQ)  
KOCHEMS, David A. .... C1ER4  
KVAMME, Glen E. .... P1GA3

LAJOIE, Joseph E. A. .... LSCO1(NQ)  
LAMBERT, Lester E. .... C1NS3  
LAMBERT, Victor F. .... P2NS2(NQ)  
LANE, John D. .... P2SW1(NQ)  
LAPOINTE, Jules. .... C2ET4  
LAW, Herbert. .... C2RT4  
LAWRENCE, William J. .... P2SW1(NQ)  
L'ITALIEN, Germain. .... LSAW1  
LOCKHART, Douglas M. .... P2SM2  
LORD, Ralph F. .... LSSM1  
LUNDGREN, Clarence G. .... C1ER4

MacDORMAND, Robert G. .... LSSM1(NQ)  
MacLEAN, Alan M. .... LSCS1(NQ)  
McINNIS, Bernard L. .... C2ET4  
McINTYRE, Harold N. .... C1ER4  
McLEOD, Malcolm A. .... C2SM3  
McMASTER, John W. .... C2ER4  
MALTBY, Clifford A. .... P2AW2  
MARCEAU, Guy. .... P2NS2  
MARCHMENT, George R. .... P2SW1(NQ)  
MARSHALL, John W. .... LSSM1(NQ)  
MARTIN, Arthur G. .... C2SM3  
MASON, Cecil. .... C1SM3  
MILAN, David T. .... C2ER4  
MISURKA, Walter. .... LSSW1  
MONDOUX, Jacques P. .... P2VS2  
MORFORD, Frederick. .... C2ER4  
MORSE, Robert L. .... LSSM1(NQ)  
MOSSOP, James B. .... LNSN1  
MYERS, John H. .... LSSM1(NQ)

NOEL, Marc A. .... LSVS1(NQ)  
NURSE, J. Eric. .... C2ER4

O'FLYNN, Harry. .... C2SM3

PATTERSON, John C. .... LSVS1(NQ)  
PATTISON, Lorne. .... LSVS2(NQ)  
PETTIGREW, William E. .... P1VS2  
PINKOS, William B. .... P1GA3

REID, Louis J. .... LSSM1(NQ)  
ROHLAND, Joseph G. Y. .... LSPW2  
ROURKE, Donald J. .... LNSN2

SAUNDERS, David E. .... P2AW2(NQ)  
SEARS, Robert J. .... LSVS1(NQ)  
SHEPHERD, Holland H. .... C1RT4(NQ)  
SLATER, James P. .... P2ET3  
SLITER, Calvin A. .... C2ER4  
STEPHENSON, Francis J. .... LSSM1(NQ)  
STEWART, William W. .... LSSM1  
SULLIVAN, Neil C. .... LNSN1  
SUTHERLAND, Donald S. .... LSSM1  
SUTHERLAND, Robert D. .... P2NS2(NQ)

TYRE, Douglas S. .... C1ER4

VAIL, Douglas D. .... LSVS2  
VAILLANCOURT, John. .... C1SW2(NQ)  
VALVIS, Jean P. .... LSSM1(NQ)

WANDLER, John. .... LSVS2  
WARSHAWSKI, Floryan A. .... LSSM1  
WATSON, Andrew P. .... LSPW1  
WELCH, John. .... P2NS2  
WHITE, Russell. .... P1CA3  
WICKSTROM, Dewain C. .... LSEM1(NQ)  
WILLIAMS, William R. .... P2ET3

## Obituary

### CHAPLAIN

**CHARLES DeW. WHITE, OBE, RCN**

Chaplain Charles DeWolfe White, OBE, RCN, 47, Command Chaplain (P) of the Atlantic Command, died in the RCN Hospital, Halifax, on April 22, following a brief illness.

Funeral services, with full naval honors, were conducted April 25 from All Saints Cathedral, and burial was in Camp Hill cemetery. Archbishop G. F. Kingston, Anglican Archbishop of Nova Scotia and Primate of all Canada, officiated.

A firing party of 24 men and a naval guard of honor led the procession from the cathedral to the cemetery. They were followed by the gun carriage bearing the flag-draped coffin and drawn by 32 men from "Stadacona". The honorary pall-bearers marched beside the gun carriage and were followed by the insignia bearer and pall-bearers.

The mourners, consisting of clergy from the three armed forces and naval officers from ships and establishments of the Atlantic Command, were next in the procession, followed by an escort of 200 men from "Stadacona", "Magnificent" and "Shearwater". Private cars brought up the rear.

Following the committal service at the graveside, the funeral firing party fired three volleys over the grave. The bugler then sounded the Last Post and the Reveille.

Honorary pallbearers were Cdr. A. G. Boulton, Cdr. R. L. Hennessy, Cdr. (P) B. S. McEwen, Cdr. (S) H. A. Black, Cdr. (E) J. S. Horem, Ord. Cdr. G. B. MacLeod, Instr. Cdr. I. F. Ritchie and Cdr. (L) J. Deane.

Pallbearers were Ordinary Seamen John C. Thomas, Bernard W. Dubois, George T. Parker, Richard V. Mallory, Joseph A. Appleyard and Francis MacArthur, all from "Stadacona".

Padre White was widely known and beloved throughout the Service. Entering the Navy in 1940, he served first in HMCS "Venture", in the Halifax dockyard. In November 1942 he went to Ottawa and became the first Protestant chaplain to serve at Headquarters. A year later he went overseas to set up a chaplain service for the RCN in the United Kingdom.

In August 1944 he was appointed to HMCS "Uganda" and remained in the cruiser throughout her period of service in the Pacific theatre. He left the "Uganda" in December 1945 to become Command Chaplain (P) at Halifax, an appointment he held until the time of his death.

Padre White was appointed an officer of the Order of the British



Final tribute was paid the late Chaplain Charles deWolfe White, OBE, RCN, Senior Protestant Chaplain of the Atlantic Command, at services held in Halifax April 25. The above photo shows part of the funeral procession which marched from All Saints' Cathedral to Camp Hill cemetery. (HS-10693.)

Empire in The King's New Year's Honors List of January 1945. The citation spoke of the marked success with which he had carried out his duties, both in Canada and overseas, and of Padre White's "great understanding of men" and his "excellent influence and great help to all those with whom he came in contact".

His services received further recognition when the degree of Bachelor of Divinity was conferred on him by The University of King's College in 1946.

A native of Kentville, N.S., Chaplain White received his early schooling there, at Summerside, P.E.I., and at King's College School, Windsor, N.S. He graduated from the University of King's College, Halifax, with a Bachelor of Arts degree in 1925, and in 1927 was ordained to the priesthood of the Church of England in Canada in Christ Church, Windsor, N.S.

Between 1927 and 1940, he served in the parishes at Arichat and Petite Riviere, N.S., was chaplain of King's College School and was rector of St. Luke's Church, Annapolis Royal, and St. George's Anglican Church, Halifax.

He is survived by his wife, the former Gladys Blackall of St. John's, Nfld., and one son, Andrew, residing at

16 Ogilvie St., Halifax; by his mother, Mrs. Ethel White, of Windsor, N.S., wife of the late Ven. Archdeacon Charles deW. White, and by five brothers and four sisters.

### LDG. SEA. FREDERICK ROLLINSON, RCN

Funeral services for Ldg. Sea. Frederick M. Rollinson, 36, of HMCS "Stadacona", who died in Halifax on April 23, were held on April 27 in Toronto. Burial took place in Mount Pleasant Cemetery.

Born in Rollinson, Alberta, Ldg. Sea. Rollinson was living in Toronto when he joined the RCN in February 1931. In the years before the war he served in the destroyers "Saguenay" and "Ottawa" and ashore at Halifax and in the United Kingdom.

In May 1942 he was drafted to the "Ottawa" for the second time and was among those rescued when the ship was torpedoed in the North Atlantic in September of that year.

Later he served in the destroyers "Iroquois" and "Qu'Appelle". In April 1946 he joined HMCS "Micmac" and the following year was injured when the ship was in collision with a freighter off Halifax.

Ldg. Sea. Rollinson was awarded the RCN Long Service and Good Conduct Medal in October 1946.

# Benevolent Fund's Annual Meeting

Grants and Loans in 1949  
Totalled more than \$110,000

**G**RANTS and loans totalling more than \$110,000 were paid out during 1949 by the Canadian Naval Service Benevolent Trust Fund, Engineer Rear-Admiral G. L. Stephens, president and board chairman, reported to the fifth annual meeting in Ottawa in April.

Of this amount, \$66,837.64 was approved in the form of grants.

During the year, 861 applications for assistance were received, the president stated, and in 648 cases financial help was given. It was pointed out that many applicants who did not receive grants or loans from the Fund were given advice and assistance which enabled them to solve their financial problems through their own resources.

Rear-Admiral Stephens noted that there had been a decrease in grants and an increase in loans during the past year. He said this was mainly due to the Fund's current policy of providing financial help where necessary but at the same time endeavoring to enable applicants to retain their self-respect and initiative by solving their problems without recourse to outside assistance.

While medical expenses were still the most common cause of financial difficulties, the president said that two other factors were becoming increasingly prominent as reasons for distress. These, he said, were indiscriminate and ill-considered purchases on the instalment plan and obtaining loans from lending institutions. He emphasized that no criticism of these facilities was intended, as both had their place in the present day business and economic structure, but he said it was obvious that there were some who did not understand all that was involved in such transactions or were led astray by the apparent ease with which instalment purchases could be made or loans obtained.

Rear-Admiral Stephens urged upon all naval and ex-naval personnel the advisability of seeking sound financial advice before taking advantage of these facilities.

The speaker stressed the continuing need for donations from the RCN. He expressed appreciation for the "Naden" Ship's Fund's recent decision to contribute one per cent of gross

sales in canteens to the Benevolent Fund, and said he hoped all ships and establishments would follow this example and the suggestions in the Mainguy report.

The president reported that a scheme for medical insurance for dependents of serving personnel had been submitted to Defence Minister Brooke Claxton and the Naval Board. Later, Rear-Admiral W. B. Creery, Chief of Naval Personnel, reported that the question of medical and dental care for serving personnel and their dependents was being studied by the three services and shortly would be the subject of a report to the

Minister.

Fund members decided to reconvene the medical sub-committee for further study of the matter.

The meeting also decided to recommend to the Naval Board that a "Naval Benevolent Fund Week" be authorized, during which special events could be arranged as a means of raising money for the Fund.

During the meeting, appreciation of the Fund's work on behalf of naval and ex-naval personnel was expressed by Defence Minister Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, both of whom addressed the members.

## REAR-ADMIRAL STEPHENS RE-ELECTED PRESIDENT

Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, Ret'd, of Ottawa, was re-elected president and chairman of the board of directors of the Canadian Naval Service Benevolent Trust Fund at the fifth annual meeting on April 17.

Directors elected or re-elected were Cdr. A. C. Bethune, OBE, RCN(R), Ret'd, Ottawa; Alan B. Coulter, OBE, Ottawa; Rear-Admiral W. B. Creery, CBE, RCN, Ottawa; Commodore P. W. Earl, CBE, RCN(R), Ret'd, Montreal; Capt. P. B. German, RCN, Ret'd, Ottawa; Cdr. (SB) P. R. Hurcomb, RCN, Ottawa; Capt. (S) Joseph Jeffery, OBE, RCN(R), Ret'd, London Ont.; Griffith Jones, BEM, ex-CPO Writer, RCN(R), Victoria; Cdr. (S) C. V. Laws, RCN, Halifax; Willard MacKenzie, Halifax; Cdr. K. S. MacLachlan, OBE, RCN(R) Ret'd, Toronto; Miss A. I. McPhee, ex-Lieut.-Cdr. (S), WRCNS, Ottawa; Lieut.-Cdr. Barry O'Brien, RCN(R), Ret'd, Ottawa; Lieut.-at-Arms W. Pember, MBE, RCN, Victoria, and R. C. Stevenson, OBE, Montreal. Mr. MacKenzie and Cdr. Hurcomb

were not present at the meeting.

Other members present, in addition to the directors, were Cdr. N. L. Pickersgill, VRD, RCN(R), Ret'd, Ottawa; Inst. Lieut.-Cdr. F. C. Hardwick, RCN(R), Ret'd, Vancouver; Rear-Admiral (S) J. O. Cossette, RCN, Ret'd, Ottawa; Cdr. F. M. Jeffery, OBE, RCN(R), Ret'd, Toronto; Captain A. W. Baker, RCN(R), Ret'd, Guelph, Ont.; Chaplain J. Whelly, RCN, Halifax; A. B. Campbell, Halifax; Miss E. Budd, ex-WRCNS, St. Stephen, N.B.; R. E. Chambers, ex-RCNVR, Victoria; R. E. Franklin, ex-RCNVR, Ottawa; Lieut. (S) Harry McClymont, RCN, Ottawa; CPO R. N. Langton, HMCS "Ontario"; CPO D. H. Nelson, "Naden"; CPO J. G. Beaulieu, "Stadacona"; CPO M. J. Keohane, "Haida"; CPO A. Graham, "Shearwater"; PO J. A. Brahan, "Cayuga"; CPO B. R. Faulks, Reserve Fleet, West Coast; PO S. J. Fairbairn, "Magnificent"; and CPO H. C. Adams, "Huron".

Also in attendance were the following observers: Chaplain B. A. Silcox, RCN(R), "Hunter", Windsor; Mrs. G. Huffman, "York", Toronto; CPO C. R. Jeary, RCN(R), "Donnacona", Montreal; Mr. Paul E. Fecteau, Warrant Writer Officer, RCN, Ret'd, secretary, Western Claims Committee; CPO H. Leitch, RCN(R), "Star", Hamilton; Cdr. A. F. Pickard, OBE, RCN, Naval Headquarters; CPO A. Dicks, "Cornwallis", and Mr. G. A. Ball, assistant secretary-treasurer of the Fund.

In his report to the meeting, Rear-Admiral Stephens paid tribute to the work of Lieut. McClymont, whose appointment as secretary-treasurer will terminate shortly. He announced that the board of directors had elected Lieut. McClymont to membership in the Fund.

### Mark of Distinction

An officer joining HMCS "Huron" for passage to Bermuda arrived on board in plain clothes. The ship's company was expecting the new Captain to join that day and the following conversation was overheard:

FIRST MAN:—"That's the new Captain."

SECOND MAN:—"Oh, no, that isn't the new Captain. I know what he looks like."

FIRST MAN:—"He must be the new Captain. He's got golf clubs."



# CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

## Statement of Revenue and Expenditure For the Year Ended 31st December 1949

### REVENUE

Interest on bonds.....	25,147.80	
Less:—Portion of premium on purchases amortized during the year.....	1,430.72	
	<u>23,717.08</u>	
Interest accrued on War Savings Certificates.....	2.55	
Bank interest.....	2.20	
		<u>23,721.83</u>

### EXPENDITURE

Grants.....	66,837.64	
Administration expense —		
Salaries.....	6,722.50	
Travelling.....	1,047.56	
Office.....	508.19	
Insurance.....	33.00	
Professional fees.....	500.00	
Miscellaneous.....	204.74	9,015.99
Provision for doubtful loans.....	<u>10,132.93</u>	85,986.56

EXCESS OF EXPENDITURE OVER REVENUE FOR THE YEAR.....\$ 62,264.73

## Statement of Revenue Deficit For the Year Ended 31st December 1949

BALANCE — 31st December 1948.....	159,561.94
Excess of expenditure over revenue for the year ended 31st December 1949.....	<u>62,264.73</u>
BALANCE — 31st December 1949	<u>\$ 221,826.67</u>

## Statement of Capital Surplus For the Year Ended 31st December 1949

BALANCE — 31st December 1948.....		1,058,354.92
Donations received.....	46,850.58	
Profit on sale of investments.....	<u>950.63</u>	47,801.21
		<u>\$ 1,106,156.13</u>

## Balance Sheet as at 31st December 1949

### A S S E T S

#### CURRENT ASSETS:—

Cash.....	28,620.40	
Loans Receivable.....	41,530.05	
Less:— Reserve for Doubtful loans.....	<u>16,612.01</u>	24,918.04
Unexpired Insurance.....	<u>25.75</u>	53,564.19

#### INVESTMENTS:—

Dominion of Canada bonds — at par value and accrued interest.....	824,940.00	
Unamortized portion of premium on bonds purchased.....	9,696.84	
(Quoted market value \$847,236)	<u>834,636.84</u>	
War Savings Certificates — at present redeemable value.....	<u>70.50</u>	834,707.34
		<u>\$ 888,271.53</u>

### L I A B I L I T I E S

#### CURRENT LIABILITIES:—

Grants payable.....	3,446.55	
Accounts payable and accrued expense.....	<u>495.52</u>	3,942.07

#### CAPITAL SURPLUS AND REVENUE DEFICIT

Capital surplus — as per attached statement.....	1,106,156.13	
Less:— Revenue deficit as per attached statement.....	<u>221,826.67</u>	884,329.46

#### CONTINGENT LIABILITY

In respect of loans made by Royal Canadian Air Force Benevolent Fund for which Canadian Naval Service Benevolent Trust Fund has assumed liability for \$1,137 in the event of non-payment by the borrowers.		<u>\$ 888,271.53</u>
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## 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 1949, and we 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 1949.

We report that, in our opinion, the above balance sheet and the accompanying statements of capital surplus, revenue deficit and revenue and expenditure 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 1949 and the results of the 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, 25th March 1950.

# Operation 'Fiesta'

*'Cayuga' Chief and Petty  
Officers Play Hosts  
To Villagers*

**F**OR the petty officers of HMCS "Cayuga," the highlight of the spring cruise to Mexican waters was "Operation Fiesta," a carefully planned invasion of the little village of Magdalena, on the shores of Magdalena Bay.

At Zero Hour, 1800, on the 16th of March, the destroyer's petty officers effected their landing unopposed. In double-quick time they achieved their objective—and in doing so established a beach-head in the hearts of the villagers that would remain Canadian territory for a long time to come.

The invasion idea was first broached by Petty Officer Carl Peterson and Chief Petty Officer R. V. Mielen, after they had returned on board from a visit to the village.

Their messmates gave wholehearted support to the scheme and it was decided to stage a full-scale party, open to all the villagers, but especially for the children.

The shipwright, Petty Officer William Raines, found enough spare lumber to make a couple of swings and a teeter-totter.

The chief cook, Petty Officer Stan James, took charge of the catering. Ice cream, cookies, candy, fruit and lime juice were on the refreshment menu.

A "show," featuring musical movie shorts and a number of Latin American recordings, was to be the feature of the evening. It was arranged that the ship's motion picture projector be landed for the purpose and get its power from a generator in the settlement's wireless station.

The "invaders" set up headquarters in an abandoned whale factory and issued a blanket invitation to the village through the Port Customs Officer, who acted as interpreter.

The whole population turned out for the occasion, and though they did not speak the same language as the "Cayugas," the villagers left no doubt as to how much they enjoyed themselves.

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Two days later, when the three RCN ships, "Ontario," "Cayuga" and "Sioux," sailed from Magdalena Bay, they left behind them many new-

found friends, and a small playground with a name plate bearing the words: "HMCS CAYUGA 1950."

— J.A.B.



Two petty officers from HMCS "Cayuga", Alex Matte (left) and James Pitt, pose with a group of young guests during "Operation Fiesta". In the photo may be seen the swing and teeter-totter made on board the "Cayuga" and presented to the youngsters.



It has become the custom for Roman Catholic chaplains from RCN ships visiting Magdalena Bay, Mexico, to conduct services ashore for the residents of the little settlement there. Here Padre Ronald MacLean says mass in a room in the Captain of the Port's home. One man walked 15 miles to attend the service. During the stay in Magdalena Bay, Father MacLean also christened, on board the "Ontario", the infant daughter of a Mexican naval officer stationed at Puerto Cortez, about 20 miles from the Canadian ships' anchorage. Several small gifts were presented to the child, among them a 1939 Canadian silver dollar, as mementoes of the occasion. (OC-220-1).

# Afloat and Ashore

## ATLANTIC COAST

### HMCS "Micmac"

A christening held in the wardroom on Sunday, April 23, marked the first ceremony of this kind aboard the ship since re-commissioning. No future prospects for the RCN were discovered, however, since both of the babies were girls.

With Chaplain (P) H. R. Pike officiating, Margaret Jean Brodie, infant daughter of CPO Charles A. Brodie and Mrs. Brodie, and Janet Elizabeth Lea, daughter of CPO Richard Lea and Mrs. Lea, were christened in true naval style, with the destroyer's bell serving as the font. Their names are the first to be inscribed on the "Micmac's" bell, as one previous christening held aboard the ship during her first commission was not recorded in this manner.

Being very sports-minded, the ship is once again in the thick of the athletic world. In the Atlantic Command boxing tournament, the destroyer was represented by a team handled by PO Victor Dougherty. The "Micmac's" boxers included Ord. Sea. Joe Shorey, Ord. Sea. Jim Calnan, Ord. Sea. Arthur Skinner, AB Clarence Skidmore, AB Phil Parker and Ord. Sea. Joe Gould.

The ship's company is looking forward with lots of enthusiasm to the prospect of long leave which is due to start early in July.—A.B.

### HMCS "Cornwallis"

The transfer of the officers' divisional course to "Cornwallis" on May 1 has broadened the establishment's already wide field of training. In addition to the divisional course and the usual new entry training, there are now two chief and petty officers' leadership courses in full swing.

All the remaining houses on "Cornwallis Heights" have been completed and most of the staff members with families are settled in their new homes.

The "Cornwallis" choir, under the direction of Cdr. P. D. Budge, Executive Officer, assisted by Instr.-Lieut. W. A. Edge, occupies a prom-

inent place in the daily life of the big training base. In addition to its activities in "Cornwallis", the choir is much in demand for appearances at various functions in adjacent communities.

Lieut. (NS) Mary Russell, formerly matron of the RCN Hospital at "Cornwallis", was honored at a party given by the medical staff prior to her departure for new duties in "Stadacona".

### Communication School

CR 32 class, instructed by CPO George McCue, won the Comschool's newly-instituted "Cock-o'-the-Walk" trophy for ABCM qualifying classes. The trophy was presented by Lieut. H. A. Porter, officer-in-charge, at a ceremony witnessed by the entire personnel of the school.

Classes are awarded points weekly for classroom cleanliness, deportment, appearance and dress of men at daily and weekly divisions, etc.

Now that the weather is warmer, more interest is being taken in flag hoisting. In May, the Matheson Flag Hoisting Trophy went up for competition, carrying on a tradition started during the war years in St. Hyacinthe

when the Communication School was located there.

A farewell party for CPO and Mrs. Duncan MacFarlane was held by the staff officers and instructors of the Communication school on April 21 in the chief and petty officers' mess at HMCS "Stadacona."

The guests of honor were presented with a table lighter set.

CPO and Mrs. MacFarlane left Halifax recently for the West Coast, where they will settle after CPO MacFarlane retires from the Navy in the near future.—G.C.G.

## PACIFIC COAST

### HMCS "Athabaskan"

Following a month's trials and work-ups, what had previously been a dirty, cantankerous heap of metal became ready to take her place in the all-out summer training program.

During full power trials, members of the local press were aboard and saw the ship reach a speed she had never before attained.

The ship's company recently enjoyed the privilege of transporting members of the National Defence



Nine television sets were installed by RCA-Victor in HMC Ships "Magnificent", "Micmac" and "Swansea" for the duration of their visit to New York City in April. Here a group of men in one of the "Magnificent's" messes watch a showing of the ships' arrival. (Mag-1575.)



College from Vancouver to Victoria. During the passage these gentlemen took a keen interest in the "Athabaskan" and inspected the ship from stem to stern. Control centres proved highly interesting to the travellers and crew members were kept busy answering numerous questions.

### RCN Hospital, HMCS "Naden"

The annual inspection by Surg. Capt. Archie McCallum, Medical Director General, took place recently and went off without a hitch. Captain McCallum inspected the medical facilities and staff of the RCNH and also a number of ships of the Pacific Command.

Under the captaincy of PO R. Pumfrey, the Medical branch bowling team took top honors in the West Coast Bowling League. Team members were POs F. Kelly and W. Pritchard, Able Seamen L. Rushton and J. Harris and Ord. Sea. T. Terpenning.

### Mechanical Training Establishment

The large number of classes now under instruction in the MTE has necessitated an increase in the instructing staff. Recent arrivals include CPOs Claude Mancor, Harry O'Flynn and Arthur Martin.

Although the winter sports program ended with the MTE in fourth place, the staff was fairly well pleased with the results, considering the small number of men then under instruction and the drafts which kept the establishment's personnel constantly changing.

Enthusiasm has now swung to baseball, softball and swimming and it is hoped that personnel now available will be able to place the MTE nearer the top during the summer schedule. — E.E.J.

### TAS Training Centre

Thirty-one members of the National Defence College, Kingston, inspected the TASTC during a tour of west coast military installations in April. While at the TAS school, the visitors watched A/S exercises on the attack teacher and saw a tactical "game" carried out.

With the coming of summer and the arrival of UNTD and Reserve personnel for annual training, the tempo of instruction at the TASTC has increased. Three classes, consisting of about 20 men, wound up their training for TD3 non-substantive ratings early in May, leaving the staff free to concentrate on UNTD and Reserve personnel.



"How's that for a set of teeth?" asks Captain Jay Turner, RCDC, of Toronto, dental officer in HMCS "Ontario", as he shows the jawbone of a shark to a patient, AB Lorne Baker, of Winnipeg. The souvenir was presented to Capt. Turner by a native in Amortajado Bay, Mexico. (OC-233-1.)

### HMCS "Antigonish"

With refit, trials and work-ups over and a short trip to Nodales Channel completed, the "Antigonish" is now well into the Reserve summer training program.

The hard-working frigate and her sister-ship, the "Beacon Hill", will provide the major portion of the training at sea for Cadets and Reserve personnel. The two ships are scheduled to make a number of cruises throughout the summer, visiting ports in the United States, on Vancouver Island and the B.C. Mainland.

### CPOs' Mess, HMCS "Naden"

Recent alterations and additions have added considerably to the utility of the chief petty officers' mess at HMCS "Naden" and also have increased the general comfort and well-being of members "living in."

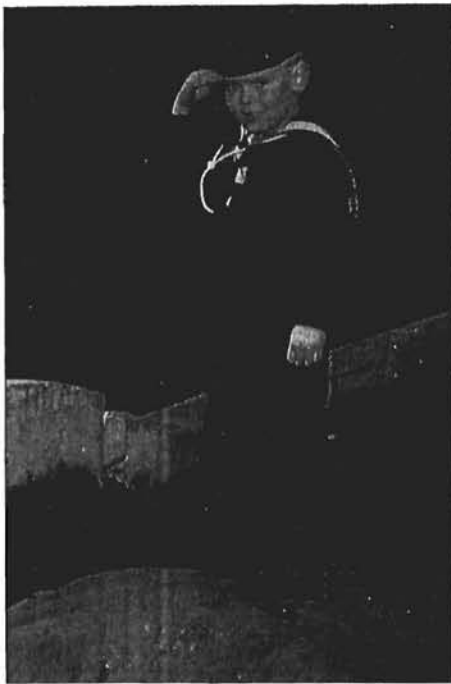
Perhaps the most interesting addition is the television set, purchased and installed by mess members. One of the difficulties which has marred reception to date has been the aerial. So far it has blown down three times. However, CPOs E. J. Perkins and W. M. Montgomery have finally reached agreement on heights and angles and no further trouble is anticipated.



A landmark at HMCS "Naden," familiar to thousands of sailors and ex-sailors, has disappeared. Howe Block, once situated virtually in the centre of the Esquimalt barracks, has given way to the wrecker's bar and the bulldozer's blade.

Built in 1940, Howe Block was used throughout the war, and in the ensuing years, as barracks accommodation quarters, and it would be hard to find more than a few east or west coasters who have not spent some time in the block. A year ago it was declared unsuitable for accommodation and had since been used by the RCN Yacht Club and the "Naden" Hobby Shop.

Two of the wings had been dismantled when this photo was taken from a rock near the Communications Training Centre, at the rear of Howe Block. (E-11108).



Five-year-old Donald Curry, son of Chief Petty Officer Donald Curry, of HMCS "Magnificent," was on hand with a snappy salute to welcome his father's ship when the carrier arrived in Halifax. (HS-10463.)

Another noteworthy addition is the "Blue Room," complete with automatic record player. It occupies the space formerly used as a billiard room.

With CPO E. Jourdin as caller and CPO Dunc Kennedy as master of ceremonies, the recently-inaugurated bingo nights have been a great success and are well-patronized by mess members and friends.

The monthly summer dances are once again under way and will be a regular feature until the cold weather comes again.

### Gunnery Training Centre

After a short lull, business at the GTC is picking up. The fifth AA3 course, now underway, is only the beginning of a steady increase in non-sub courses between now and the end of the year. In addition, considerable instruction of UNTD and Reserve personnel will be undertaken by the centre during the summer.

In a recent RC3 class, two men made the excellent marks of 89.4 per cent. The two "super-scholars" were Able Seamen John D. Buchanan and Joseph O'Brien.

Two staff instructors, CPO David E. Graves and PO Adam Cochrane, are scheduled to begin Gunnery Instructor courses in October. CPO

Bruce Colegrave, formerly of the GTC, has relieved his brother, CPO Dennis Colegrave, as GI in the destroyer "Sioux". The latter left the ship last month to qualify for the rank of commissioned gunner.

A Pacific Command Rifle Association team recently won a five dollar prize at a DCRA .22 shoot at Heal's Range, near Victoria. The score was 475 out of a possible 500.

### Reserve Training Establishment

Once again the Reserve Training Establishment at Esquimalt is echoing to the sound of marching feet and the shouted orders of instructors as hundreds of University Naval Training Division and Reserve personnel start out on their summer training programs.

A well-planned, intensive schedule of instruction has been laid down that will keep both instructors and "students" fully occupied, at sea and ashore, for the remainder of the summer.

## NAVAL DIVISIONS

### HMCS "Donnacona"

(Montreal)

On April 12 the division was honored by a short informal visit from the First Sea Lord, Admiral of the Fleet Lord Fraser of North Cape. Lord Fraser and his staff had been entertained at dinner by the Montreal Branch of the Navy League of Canada prior to visiting "Donnacona".

The Ex-Wrens' Association took over the wardroom on April 13 for its final meeting of the season. Doreen Day, Canadian fashion expert, gave an informal and entertaining talk on current fashion trends.

April 15 saw another successful dance in the seamen's mess. The next day the mess was turned over to the children of the ship's company for a showing of movies and cartoons.

Captain H. L. Quinn, Director of Naval Reserves, and Cdr. W. A. Childs, Deputy DNR, made their annual inspection of the division on



A processional cross, made from the wood of two famous ships, the immortal HMS "Victory" and HMS "Implacable", was presented to All Saints Cathedral, Halifax, on April 9. The cross was made at the Royal Navy Dockyard, Portsmouth, and presented by Portsmouth Cathedral to the Cathedral Church of Halifax as a symbol of friendship between the churches of the two great naval ports.

The presentation was made by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, representing Admiral of the Fleet Sir Algernon Willis, Commander-in-Chief at Portsmouth, whose flag is borne in HMS "Victory". Most Rev. G. F. Kingston, Archbishop of Nova Scotia and Primate of all Canada, accepted the cross on behalf of the cathedral.

The cross was borne into the cathedral by the late Chaplain Charles deW. White, Senior Protestant of the Atlantic Command (centre, with hands folded). (HS-10327.)



The quarterdeck of HMCS "Star", in Hamilton, was the scene of a christening ceremony on Easter Sunday when seven babies were christened by the Padre, Rev. Callum Thompson. Shown here in the arms of their mothers are, left to right, Gregory William, son of Lieut. (E) and Mrs. C. B. Thomason; Timothy Charles, son of Lieut. and Mrs. John Burman; Ronald Philip Edward, son of Lieut. (L) and Mrs. H. C. Tilbury; James Robert Dale, son of Sub-Lieut. and Mrs. James H. Parker; Nancy Ellen, daughter of Lieut. (P) and Mrs. Donald J. Sheppard; Judith Ann, daughter of Cdr. and Mrs. S. F. Ross; and Janice Elizabeth Ruth, daughter of Lieut. (L) and Mrs. Robt. G. Wilson.

April 10. Following his inspection of the guard of honor and the march past Captain Quinn presented the Long Service and Good Conduct Medal to CPO George Vallee. Trophies won by the division in basketball and hockey also were presented at this time.

Commander P. A. Langlois, commanding officer, represented "Donnacona" at the annual Ypres Day parade on April 23. — *R.F.D.S.*

### HMCS "Discovery"

(Vancouver)

USS "Guavina," of the American submarine fleet based at Pearl Harbor, visited Vancouver from April 11 to 14. Her skipper, Commander W. E. Norrington, his officers and men, were entertained at "Discovery," while in return, the division's ship's company was shown over the sub, which had recently been converted into an under-water freighter.

Two other visitors during the month were the "Sault Ste. Marie," depot and headquarters ship for HMCS "Malahat," the Victoria naval division, and the destroyer "Sioux," which made the trip from Esquimalt to embark Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

Admiral Grant stopped over in Vancouver on his return and visited "Discovery" on May 5. — *W. J. H.*

### HMCS "Star"

(Hamilton)

The establishment's first radar set has been put into operation by the radar staff. Since its installation, few ships have entered or left the harbor without coming under the close scrutiny of "Star's" radar ratings.



Captain W. R. Stacey, DSC, RCN(R), Ret'd., makes a final walk around HMCS "Discovery" with Cdr. Glen McDonald, RCN(R), his successor as commanding officer of the Vancouver naval division.

The annual wardroom ball was held April 21 on the drill deck. The large number of guests included former naval officers from all parts of the Niagara district.

Preliminary arrangements already are well under way for the Great Lakes Naval Regatta, to be held at "Star" over the Labor Day weekend.

### HMCS "Chippawa"

(Winnipeg)

The first Church Parade of the year was held by the division on April 23. The parade also marked the public debut of the new drum and bugle band and of Admiral, the Great Dane. On the same day Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, paid a visit to the division.

Late in March, "Chippawa" entertained 13 officers and men from the US Naval Reserve Air Station, Wold Field, Minneapolis. The visitors flew up in their own aircraft and after a round of sightseeing and other entertainment took part in a sports program in the evening.

The first of a number of Spring social activities took place on April 1 when the officers' wives held a well-attended tea. At the same time the wives of the chief and petty officers met and decided to form an auxiliary



to the chief and POs' mess. The final social function of the month was a tea, held by the Ex-Wrens' Association in aid of their social services.

April saw the final parade of the term for the University Naval Training Division. Following their examinations, the cadets re-assembled at the division for appointment to the two coasts for summer training.

Then came the flood, and all other activities ceased as "Chippawa" went on what was virtually a wartime operational basis. — *L.B.McI.*

### HMCS "Carleton" (Ottawa)

A "major engineering project" has been completed at HMCS "Carleton" with the kind assistance of a bulldozer and personnel from the Royal Canadian Engineers. While Dow's Lake was drained for the winter a deep channel was cut in the lake bed in front of the boat shed and a substantial jetty completed. The deeper water and the new jetty will provide accommodation for anything up to a 46-foot harbor craft.

The success of this venture has been due to two weeks' hard work by the RCN staff and a few members of the Division's University Naval Training Division. The major portion of the work consisted of breaking rocks by hand with sledge hammers and the staff now considers it can "take on all comers."

### HMCS "Griffon" (Port Arthur)

Paint brushes, mops and brooms were manned with a will early in May in preparation for the visit of Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, on May 8.

At the request of the Port Arthur YMCA, Lieut. (L) E. R. Hamilton, of "Griffon", presented the prize to the outstanding student in the YMCA radio school. The award was a radio-man's tool kit. In an address to the class, Lieut. Hamilton outlined the importance of radio in naval communications.

In what they claim to be the record time of seven hours, the permanent staff members of HMCS "Griffon" painted a basketball court, volleyball court and three badminton courts on the newly-laid drill deck at the Port Arthur division.

The staff has now turned its attention to the tennis courts, which are badly in need of new lines and repairs to the nets.

Not overlooking the more active side of sports, the permanent staff has formed a softball team under the direction of AB Bill Kellerman.

### HMCS "Queen" (Regina)

Social functions highlighted the past month in "Queen".

PO Robert Pennington, who has been drafted to the East Coast, and Mrs. Pennington, were guests of honor at a farewell party held in the chief and petty officers' mess. His shipmates presented PO Pennington with an electric kettle. Welcomed at the party was PO Harry Clarke, who

On the more serious side, installation of a twin four-inch HA/LA gun mounting was completed in mid-April. To install the mounting it was necessary to dismantle one wall of the frame building which serves as a gun battery. — *C.E.B.*

### HMCS "York" (Toronto)

The "Annie Oakleys" of the division are sharpening up their shooting eyes for forthcoming rifle competitions. A scheme for determining the best shots in the establishment has been worked out and it is expected that the



"Standeasy", former mascot of HMCS "Magnificent", is introduced to Barbara Ann Scott by Chaplain R. M. Ward during Miss Scott's visit to the carrier. "Standeasy" now makes his headquarters ashore but never fails to visit Father Ward when the "Magnificent" is in port.

has taken over PO Pennington's former duties in the division.

A well-attended home cooking auction by the ladies' auxiliary to the chief and petty officers' mess, and a social for about 30 children of the chiefs and petty officers, were other successful events. The latter featured films, cartoons and refreshments.

The division's hockey team was entertained in the seamen's mess after winding up its season. The team finished on top in league play but was edged out in the playoffs by a strong RCMP squad.

.22 range will be a busy place for the next few weeks.

Work on the division's boats, in preparation for the summer training program, has been under way for some time. First to receive attention were the dinghies, which have been completely re-rigged.

Highlight of recent training in the engineroom department was a visit by the steam class to the boiler room and power plant of the Robert Simpson Company.

Employees of the A. V. Roe aircraft company were entertained recently by

the chief and petty officers of the division in the latters' mess. Earlier in the month, a mess dinner was held by the wardroom officers and drew a record turnout. — *F.A.H.*

### HMCS "Prevost"

(London)

Annual refit of the division's Fairmile, harbor craft and small boats is nearing completion and plans are being made for an intensive summer training program on the lake.

Combined exercises with Army and Air Force units, to be held in the Port Stanley area, also are being planned, with "Prevost's" ship's company and training craft scheduled to play a prominent part in these tri-service manoeuvres. — *J.A.P.*

### HMCS "Hunter"

(Windsor)

The Fairmile motor launch, "PTC 762", allocated to the division last Fall, was put into the water in April by McQueen Marine Limited at Amherstburg, where the vessel had been stored for the winter. Shortly afterwards, with a mixed RCN and RCN(R) crew, she paid a courtesy visit to the United States Coast Guard Station on Belle Isle.

The ship's company, determined to hold the Cock-of-the-Walk trophy won at the Great Lakes Naval Regatta last year, already has started work on training this year's team.

The seamen's mess was outfitted during the month with new furniture, and it is hoped that the facilities will be further augmented in the near future by a television set. This will mean that each mess at "Hunter" will be equipped with a TV set, supplied by the mess members themselves.

An interesting event during the month was the showing of the Carling Conservation Club wild life film in the new cinema. — *R.M.P.*

### HMCS "Tecumseh"

(Calgary)

Installation of a buzzer and voice training room has helped to bring interest in communication training to a new high at the division, while a recently-acquired supply of power tools has augmented training facilities in the engine room branch. A small machine shop is now in the process of construction.

A welfare organization has been

### A Proud Possession

A scale model of the first HMCS "Athabaskan" has been presented to her successor by HMCS "Discovery", the Vancouver Naval Division. The model was presented to the destroyer on a recent Vancouver visit.

Built by a member of the crew of the original "Athabaskan", who was subsequently lost with his ship, the model will be given a complete "refit" by her new owners before being placed in a conspicuous position in the destroyer.

formed and several meetings have been held at which service conditions and welfare of the ship's company, both Reserve and permanent force, have been discussed.

Square dancing recently has become extremely popular in Calgary, and "Tecumseh's" wardroom, not to be outdone, held a practice session with Captain Reginald Jackson, command-

### Retirements

#### Lieut.\* Frederick Freeman

Age: 47  
Address: 2425 Heron Street, Victoria.  
Joined: September 1920, as a Boy Seaman.  
Served In: HMS "Excellent", "Hood" and "Victory"; HMCS "Guelph", "Aurora", "Patriot", "Naden", "Stadacona", "Patrician", "Vancouver", "Skeena", "St. Laurent", "Prince Robert", "Cornwallis", "Peregrine" and "Naden".  
Awards: Long Service and Good Conduct Medal, December 1935.  
Retired: May 9, 1950.

#### Chief Petty Officer John W. F. Hill

Rating: C2 (NQ)  
Age: 38  
Address: 250 Linden Avenue, Victoria.  
Joined: May 1930, as an Ordinary Seaman.  
Served In: HMS "Osprey", "Victory" and "Ferre"; HMCS "Naden", "Skeena", "Vancouver", "Fraser", "Ottawa", "Prince Robert", "Prince David", "Givenchy", "Stadacona", "Cornwallis", "Niobe", "Warrior", RCN Air Station, Dartmouth, and "Chip-pawa".  
Retired: May 18, 1950.

#### Petty Officer Henry A. Dovey

Rating: P1SM3  
Age: 40  
Address: 1536 Edgeware Road, Victoria, B.C.  
Joined: May 1930, as a Stoker, second class.  
Served In: HMS "Nabob"; HMCS "Naden", "Vancouver", "Skeena", "Fraser", "Restigouche", "Stadacona", "Pictou", "Hochelaga II", "Nipigon", "Ville de Quebec", "Niobe", "Peregrine", "Micmac", "New Waterford", "Givenchy", "Uganda" and "Antigonish".  
Awards: Long Service and Good Conduct Medal, November 1945.  
Retired: May 17, 1950.

ing officer, and Mrs. Jackson, acting as instructors. The lessons provided an enjoyable, if somewhat exhausting, evening.

The chief and petty officers have inaugurated a monthly dance as a means of raising funds to furnish their new canteen.

Cdr. (SB) E. F. B. Watt, of the Directorate of Naval Intelligence, at Headquarters, and Lieut.-Col. D. M. Cameron, commanding officer of the Princess Patricia's Canadian Light Infantry, were guests speakers at two recent meetings of the Calgary Branch of the Naval Officers' Association, held in HMCS "Tecumseh". Lieut.-Col. Cameron spoke on "Exercise Sweetbriar", in which the Princess Pats had played a prominent part.

### HMCS "Malahat"

(Victoria)

Main topic of conversation among members of the ship's company of HMCS "Malahat" these days is the forthcoming cruise to California in the division's headquarters and training ship, the "Sault Ste. Marie."

The Algerine escort vessel will sail from her Esquimalt base on June 30 and will visit San Diego, San Pedro and San Francisco before returning to Esquimalt July 16. During the cruise, the ship will be under the command of Lieut. A. R. Heater, with Cdr. Ronald Jackson, commanding officer of "Malahat", as Senior Reserve Officer Present Afloat.

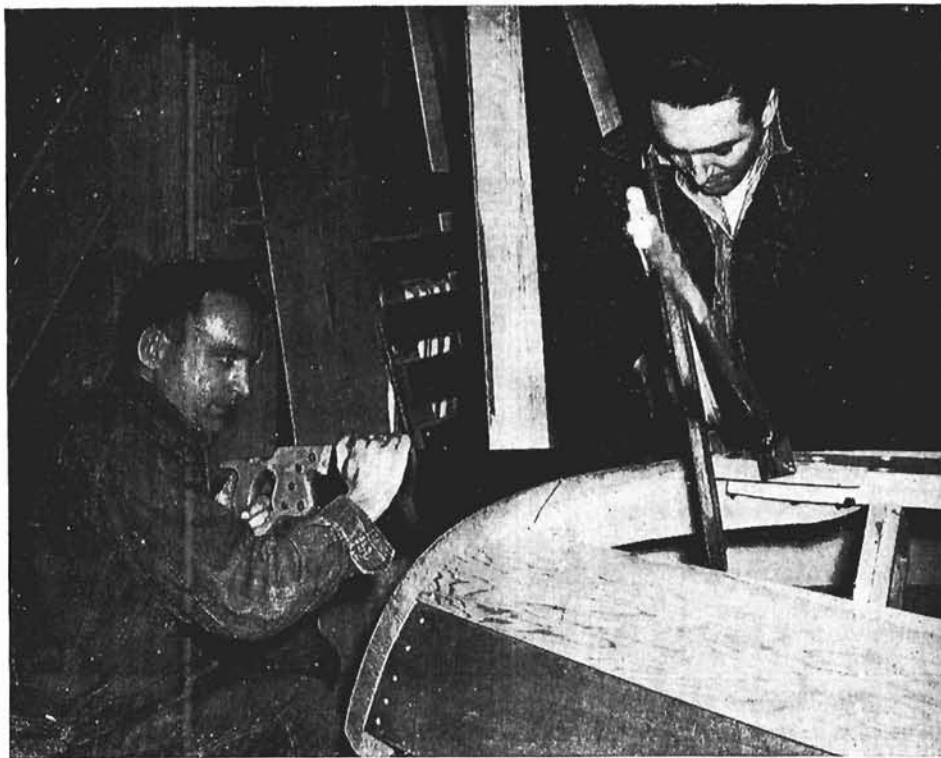
Practical training in seamanship; gunnery, minesweeping and other phases of naval activity will be carried out.

Other cruises will be made by the "Sault Ste. Marie" during the summer to ports on the Island, the B.C. Mainland and in Washington. — *R.A.V.J.*

### Victoria College UNTD

The final drill of the 1949-50 training term was held by members of the Victoria College UNTD on board the minesweeper "Sault Ste. Marie", tender to the Victoria naval division, HMCS "Malahat".

Earlier in the month, the Commanding Officer UNTD, Lieut.-Cdr. W. L. Ostler, was a guest at the Victoria College annual awards banquet, at which he gave a short address to the faculty and students and presented first year cadets with their certificates of commission.



Chief Petty Officers Peter Cox (left) and Bill Peakman set in place the garboard stake of one of the Snipe class yachts being built by the RCN Yacht Club at Esquimalt. Neither had previous experience at boat building before joining the club. (E-11086.)

## Their Own Boats

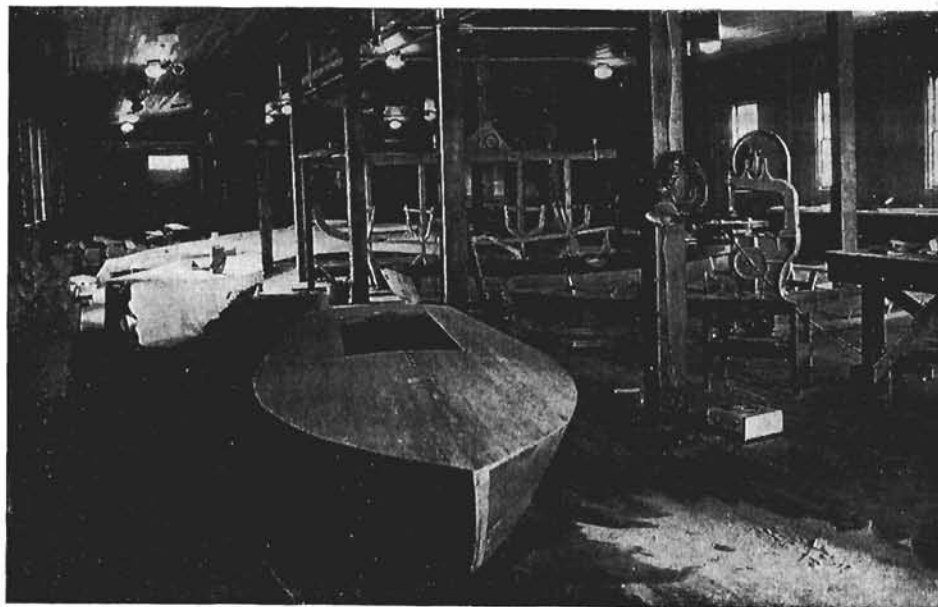
*RCN Yacht Club Members See  
Fruits of Winter's Work*

Great things have been accomplished by the Royal Canadian Navy Yacht Club, at Esquimalt, in the seven months it has been in existence.

When the club was organized last fall, it was decided to launch a co-operative boat building program that would enable interested members to construct their own boats at a minimum of cost. Snipe Class boats were chosen, and last October the first three jigs were set up in Howe Block. The club was fortunate in being able to buy necessary fittings and a large supply of seasoned lumber from a local builder who was closing his business.

An assembly line system was set up and soon Howe Block was resounding to hammers and saws in the dog-watches and evenings as expert and amateur pooled their knowledge and muscle. Lieut. F. H. Moist and Mr. A. E. Downs, Commissioned Shipwright, both experienced boat-builders, were especially helpful, and it wasn't long before the novices

found that this was not such a "black art" after all.



Snipe class boats in various stages of construction in the RCN Yacht Club's new shop on the jetty at "Naden". When the boats are near completion, lots are drawn to determine ownership and the owners finish off their boats before putting them in the water. (E-11088.)

Unfortunately, nature intervened in December, an unprecedented cold snap halting the building program for about six weeks. The builders found it impossible to wield their tools while wearing about 16 sweaters in the unheated block.

Early in March the club had to vacate Howe Block, as it was being demolished, but managed to get space in one of the Department of Transport's building on the Government Jetty at "Naden". Here the jigs were again set up and the work progressed apace. To date, eleven hulls, masts and rudders have been completed.

Early in April the second annual general meeting was held and the following officers were elected:

*Honorary Commodore —*  
Rear Admiral H. G. DeWolf  
*Vice-Commodore —*  
Chief Petty Officer P. S. Cox  
*Fleet Captain —* Lieut.-Cdr. J. C. Annesley  
*Treasurer —* Lieut.-Cdr. (S) P. H. Sinclair  
*Secretary —* Lieut. W. S. Blandy

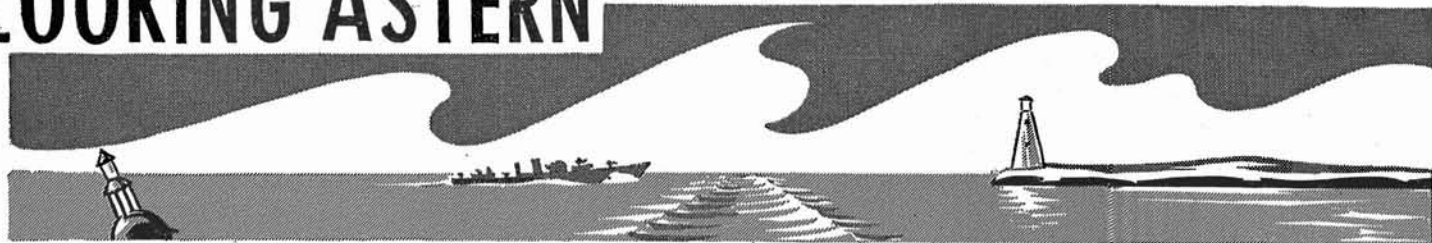
The draw for the first eight boats was also made at this meeting, to enable the owners to put the finishing touches to them in time for the opening of the Victoria Yacht Club racing season. Racing and mooring facilities were kindly volunteered by the Royal Victoria Yacht Club.

The first eight to own their own boats were Lieut.-Cdr. Annesley, Lieut.-Cdr. Sinclair, Lieut. Moist, Chaplain G. L. Gillard, CPO Alec Ross, PO J. A. Stoddard, PO H. Balcome, and PO M. A. Desaulniers

*(Continued on Page 32)*



# LOOKING ASTERN



## A LESSON IN TEAMWORK

BY midsummer of 1942 there was increasing evidence that the "little ships" of the Royal Canadian Navy had become a potent anti-submarine force. Within a five-week period, July 24 to August 29, RCN units sank four U-boats and were credited additionally with one probable and one probably damaged.

HMCS "St. Croix" (destroyer) bagged the first; HMC Ships "Skeena" (destroyer) and "Wetaskiwin" (corvette) combined in sinking the next, then the "Assiniboine" (destroyer) and "Oakville" (corvette) each sent a U-boat to the bottom. HMCS "Sackville" (corvette) carried out two attacks, both on the same day, which received ratings as "probably sunk" and "probably damaged."

The months of hard experience, of concentrated training, of constant striving for efficiency, were showing their results.

The sinking executed by the "Skeena" (Lieut.-Cdr. K. L. Dyer, RCN) and "Wetaskiwin" (Lieut.-Cdr. G. S. Windeyer, RCN) was a classic of its kind, with teamwork and understanding the dominant features.

The two ships were members of Task Unit 24.1.13, which also included HMC Ships "Saguenay", "Louisburg", "Galt" and "Sackville". The group was escorting westbound ON 115, having joined the convoy on July 25.

The first three days were without event. But D/F transmissions on the 28th and 29th warned the escort that

the convoy was being shadowed. At 1400 on the 30th the "Skeena", zig-zagging at visibility distance on the starboard beam of the convoy, sighted a U-boat on the surface. She gave chase but the U-boat dived while the destroyer was still some distance away. The "Skeena" carried out two depth charge attacks, then lost contact.

Soon afterward, when the "Skeena" had returned to her station, homing signals were picked up. These continued throughout the night and indicated that a U-boat was running parallel to the convoy's course.

At 0636 on July 31, the "Skeena", 10 miles out from the convoy, sighted a surfaced submarine. She closed the position. The U-boat made off on the surface at 22 knots and five minutes later submerged. When she arrived in the diving area, the "Skeena" began a "box search", dropping depth charges at each corner. By this manoeuvre she hoped to force the enemy to reveal himself more clearly by a decided movement.

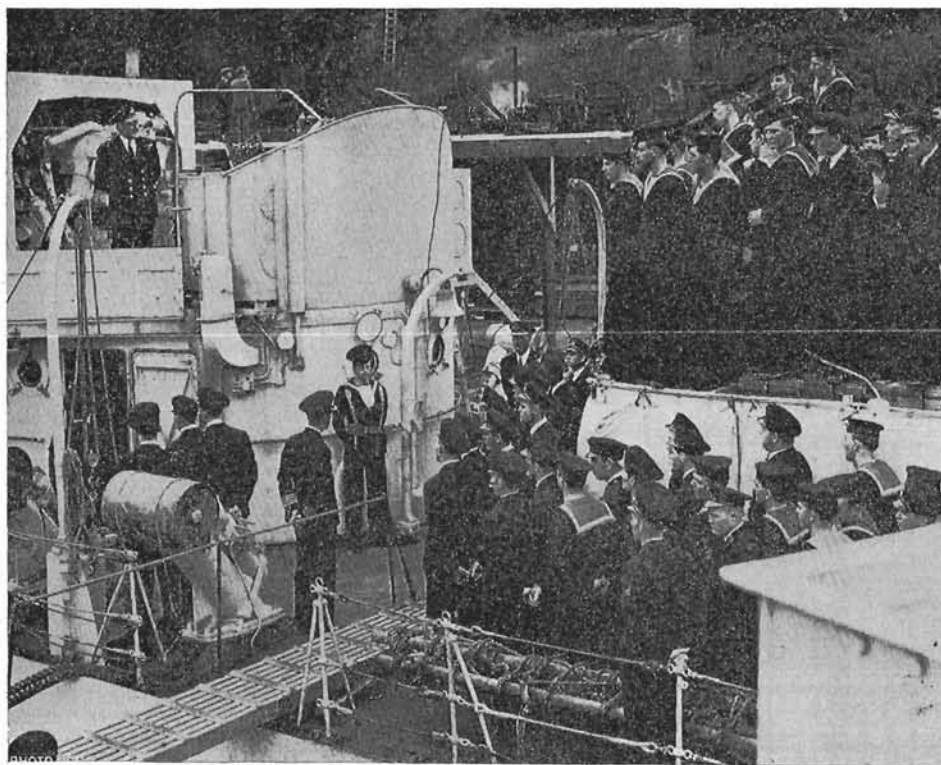
"Skeena" sent a request for assistance to "Wetaskiwin". The signal read, "Revelations, Verse 1". On the bridge of the "Wetaskiwin" the ever-present Bible translated the message into the following:

*"And I stood upon the sand of the sea and saw a beast rise up out of the sea, having seven heads and ten horns, and upon his horns ten crowns, and upon his head the name of blasphemy".*

From the corvette came the reply, Acts 16, Verse 9" which revealed itself as:

*"And a vision appeared to Paul in the night; there stood a man of Macedonia and prayed him saying, come over into Macedonia and help us."*

At 0705 the "Skeena" gained a solid contact and carried out three attacks with 10-charge patterns. When the "Wetaskiwin" arrived on the scene at 0800, the "Skeena" had momentarily lost contact. The "Wetas-



Commodore L. W. Murray, upper left, Flag Officer Newfoundland Force, (now a retired Rear-Admiral), congratulates the officers and men of the "Skeena" and "Wetaskiwin" following their successful U-boat action. Present also are members of the staff of FONF and Captain (now Rear-Admiral) E. R. Mainguy, centre background, who held the post of Captain D, Newfoundland. (NF-697.)

kiwin" regained contact and fired a pattern at 0856 and twice again during the ensuing hour. The submarine had by this time been bombarded with 60 depth charges, but there was no visible evidence of damage.

Contact was lost a little after 1000, but was regained an hour later by the "Wetaskiwin". She carried out two attacks and was rewarded with the appearance of oil on the surface. At 1118 the two ships combined to deliver what proved to be the final attack of the action.

With the "Wetaskiwin" acting as director, the "Skeena" dropped a five-charge pattern with various depth settings. Three minutes later two underwater explosions were heard, one heavy and one light. Contact was regained almost immediately and the "Wetaskiwin" prepared to attack with the "Skeena" directing. This attack was broken off, however, as the two ships were coming too close together.

They circled around to come in again but obtained only woolly echoes. As they passed over the area of the original attack, the ships noticed oil, floating wreckage and pieces of human flesh covering the surface of the water. Both ships lowered boats to collect exhibits, then proceeded directly to St. John's as the convoy was now some distance away. The position of the "Skeena" and "Wetaskiwin" success was 700 miles east-north-east of St. John's.

A record of the messages passed between the two ships has been preserved. It tells, more graphically than any other form of account, the story of how two Canadian ships coolly, skilfully, and with determination, hunted down and destroyed their U-boat.

WETASKIWIN—You direct hunt. Give me my station and course.  
SKEENA —Take station on my port beam; one mile, course 228°.  
SKEENA —Turn 180° to port together.  
SKEENA —Course 070°.  
SKEENA —I am over my last contact. Now start square search from here.  
WETASKIWIN—Contact bearing 260°, 1900 yards.  
WETASKIWIN—Contact is firm.  
WETASKIWIN—Contact bearing 280°, 600 yards.  
SKEENA —Contact bearing 040°, 800 yards.  
SKEENA —Contact bearing 070°, 1400 yards.  
SKEENA —Non sub.  
(Skeena had been led astray by a false echo)  
WETASKIWIN—Contact bearing 200°, 1300 yards.  
WETASKIWIN—Attacking.  
(Wetaskiwin dropped a pattern of depth charges)  
WETASKIWIN—Lost contact at 600 yards.

WETASKIWIN—By my plot you are over sub.  
WETASKIWIN—Contact bearing 210°, 1900 yards.  
SKEENA —Contact bearing 345°, 1600 yards.  
SKEENA —Attacking. Please keep to port.  
(Skeena dropped a pattern of depth charges)  
WETASKIWIN—Confirmed right spot.  
WETASKIWIN—Contact bearing 300°, 1000 yards.  
WETASKIWIN—Attacking.  
(Wetaskiwin dropped a pattern of depth charges)  
WETASKIWIN—Lost contact.  
SKEENA —Echo bearing 120°, 700 yards.  
WETASKIWIN—O.K. Let me do an attack now.  
SKEENA —Unable to gain contact.  
WETASKIWIN—I will try to help you by directing.  
SKEENA —Attacking.  
(Skeena dropped a pattern of depth charges)  
WETASKIWIN—Excellent.  
SKEENA —Did you hear that underwater explosion?  
WETASKIWIN—Yes. Definitely.  
SKEENA —Your turn.  
WETASKIWIN—Plenty of wreckage over this way.  
SKEENA —(General Signal) U-boat considered sunk by HMCS "Wetaskiwin" and HMCS "Skeena". Floating wreckage and human remains recovered.

## 'DERRY DUNKING

The other day a friend asked me if I remembered 'Derry. Who wouldn't remember the long approach up the picturesque Foyle with its neighborly banks and the thousand shades of green? Or who could forget the friendly greetings of the folks who lived in the big white house on the hill, the one with the flag post . . . the one on the Eire side of the river? One wondered just what Eire meant to do. Because the people used to be so friendly, waving the flags in welcome to us. And predominant among the flags was the Union Jack.

But I had a special reason to remember 'Derry. My first trip there in the "Sally" occurred in the Fall of 1942. We went up the river to the new American base, and it was dark before we got tied up alongside the "Bones." We had had a slow and a rough crossing. Everyone wanted to get ashore. Those who were duty sought out subs. To avoid that possibility, I hurried to get bathed, cleaned into shore-going clothes and then stepped off.

"How do I get out of the yard? How do I get off the jetty?" I asked the sentry on the jetty.

"Just go along to the T and turn right, that will take you into the

centre of the base. Then turn left into the town." It seemed easy.

So, in pitch darkness, I started out. After going some 30 feet I was aware of something big and black looming in front of me. I shied to one side and kept moving. But curiosity got the better of me. Still walking, I turned to investigate the big black object.

Then something hit me on the shins. I found myself sailing through the air. Then there was a splash. I was plunging into wet, cold water. In a panic I arched up and clawed for the surface. It seemed to take minutes to get there, too.

How easy it was to see now. The jetty was some 10-15 feet back of me. I swam to it somehow. Five minutes later I had controlled my fright and regained my breath. Meanwhile I hung onto a dirty, greasy piling.

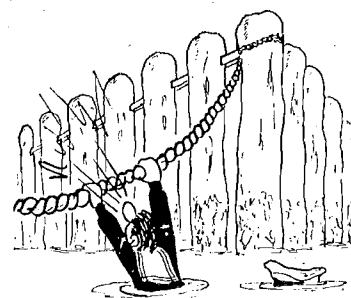
"Assiniboine!" . . . "Sentry!"  
. . . "Assiniboine messdeck!" . . .  
"Stokers' mess!" . . . "Assiniboine!"

My cries rang out in the night. But no one came to my assistance. Finally I managed to crawl, slowly and painfully, up the wet, dirty, greasy piling. Then I reached the head-rope and hung on. Later, when some wind had found its way into my lungs, I swung along the wire rope and on to the jetty.

Can you picture the sorry spectacle that trickled its way back to the "St. Laurent"? Can you imagine my everything, including wallet and watch, going into the bathtub? Can you imagine my relief at having missed being swept down-river with the eight-knot tide-waters?

The very next morning another one of our lads, returning blithely from a night of conquest, walked off the adjoining jetty. Some American sailors pulled him out. And a few days later another chap found himself in the river. He was so big that he had to be hauled out with the torpedo winch.

Yes, I remember Londonderry! —  
F.S.





# The Navy Plays



## "Cornwallis" Decides Indoor Sports Winners

Final competitions in bowling, boxing and hockey brought the indoor sports program at "Cornwallis" to a close.

"Haida" Division ended the season in top place in the New Entry Bowling League, while the Hospital Staff paced the inter-part circuit.

In the final inter-divisional boxing tournament, "Skeena" Division took top honors by defeating "Sioux." There was activity in other boxing competitions, too. AB Douglas Roe, Ord. Sea. Raymond Shanks and Ord. Sea. Gaston Bruneau represented "Cornwallis" at a boxing show staged at the RCAF Station, Greenwood, and all three were victorious.

"Saguenay" Division won the inter-part hockey championship by taking the measure of the Chief and Petty Officers' team in the best-of-three final. The new entry pucksters won

the first game 4-3 and dropped the second by a 5-4 count. The pace began to tell on the Chiefs and POs in the deciding game and their younger opponents rang up two quick tallies in the final five minutes of the contest to win by a 7 to 5 score.

The inter-part hockey loop drew 10 entries from ship's company departments and new entry divisions. "Saguenay" Division wound up in top place in the first division of the league and "Algonquin" took the honors in the second division. "Algonquin" division was drafted before the play-offs began, however, and the second place Chiefs and POs moved into the playdowns with "Saguenay".

The ship's hockey team showed the results of regular practice as they chalked up three wins in exhibition play. The "Cornwallis" tars trounced Greenwood Flyers 6-2 and followed up by defeating HMCS "Shearwater" 6-5 and the "Stadacona" TAS School 5 to 3.

## "Naden" Teams Battling For Barracks Trophy

With less than a month of competition to go, several teams were still in the running for the Cock of the Barracks trophy at HMCS "Naden."

Cross-country runs, .22 rifle shooting, soccer and bayonet fencing were the principal activities during April, with the newly-introduced bayonet fencing proving an interesting diversion from the usual run of sports. Eight-man teams participated in a knockout series, in which Supply and Band and Manual fought their way to the finals. In the deciding matches, Supply emerged victorious.

The Supply School "B" and "A" teams finished first and second in a two-mile cross-country race, with 178 and 148 points, respectively. Band and Manual runners placed first and second individually but a small entry held the team's score to 105, good enough only for fifth position.

Supply School "B" scored again, this time in a knockout squash tournament, with Band and Manual the runner-up.

## Kingston Defeats Ottawa In Inter-Divisional Sports

HMCS "Cataragui," Kingston, swept every event but one in the second of two inter-divisional sports meets with HMCS "Carleton," Ottawa, to become the first winner of the newly-donated Carleton trophy.

The Kingston sailors overcame a seven-point Ottawa lead, compiled in the first meet, to win the home and home series by a decisive margin. "Cataragui" athletes posted victories in both singles and doubles in badminton, swept the volleyball series in two straight games, defeated Ottawa 37-34 in basketball and won all but one bout on the boxing card. "Carleton" eked out a triumph in deck hockey after an exciting overtime period.

Lieut. T. E. Connors and Lieut. D. J. Loney were in charge of the "Carleton" delegation and Lieut. Roy Windover and Mr. S. Burton, Commissioned Bos'n, headed the Kingston teams.



HMCS "Stadacona" defeated HMCS "Shearwater" in the annual challenge boxing tournament held at the air station gymnasium. A large and enthusiastic gathering saw the "Stadacona" boxers wrest the C. E. Hand Trophy from the naval airmen. Members of the victorious team were: Front row, left to right, AB Joe LeBlanc, Ldg. Sea. William Merriman, and AB Fred Eggleton; rear row, left to right, AB Kenneth McElroy (trainer), AB Charles Milks, Ord. Sea. Finlay Butler and Ord. Sea. Stephen MacNeil. (HS-10181.)



## Armed Forces Eliminated In Hockey Semi-Finals

The hockey season ended for the Halifax Armed Services team when they dropped three straight games to Bagotville Allies in a best-of-five Eastern Canada intermediate semi-final series. The Quebec champions proved too much for the Halifax aggregation as they scored decisive 5-3, 11-1 and 10-6 victories at Chicoutimi and Jonquiere, Quebec.

Despite the setback, the Armed Services team enjoyed an outstanding season. Unable to obtain a franchise in the Halifax city league, they campaigned with success in a number of exhibition games with Nova Scotia and Newfoundland teams. In playoff encounters the servicemen bowled over all opposition as they scored 10 consecutive victories to cop the Maritime championship. They were undefeated in the play-downs until their meeting with Bagotville.

## Newfoundland Sailor Stars in Victoria Race

Newfoundland came to the fore in Victoria marathon circles when Ord. Sea. Merrill Reid, of Buchans, Newfoundland, pushed Cliff Salmond, former Olympic runner and British Empire Games champion, to the limit in the annual Canadian Legion 10-mile classic.



classic.

Reid, a "dark horse" entry, finished a creditable third after a real battle with Salmond and Dr. F. W. Lowffler, the 1949 winner.

The sailor stayed right up with the two favorites for the first eight miles, but then their superior experience began to tell and they gradually pulled ahead. To win the race, Salmond had to set a new record of 54 minutes and 10 seconds.

Ord. Sea. Reid, a recent graduate from "Cornwallis," is now taking sea training in HMCS "Ontario."

## London Sailors Lose In Garrison Hockey Final

HMCS "Prevost" won its way into the finals of the London Garrison Hockey League but lost out to the Army Falcons in a two-game total-point series. The soldiers defeated the

"Prevost" squad 16-13 to win the championship plaque.

The naval division's rifle team closed out the season in last place in the Garrison Rifle League. The sailors were 300 points behind the sharp-shooting Army team which copped the championship. Following the final match, a get-together was held at "Prevost" and the members of the winning team were presented with individual silver ash trays.



The Atlantic Command Badminton Club wound up an active and successful season with a two-day tournament in the "Stadacona" gymnasium. Shown here is a group of the players who took part. Front row, left to right, Lieut. D. A. Robertson, PO A. L. Sexsmith, Mrs. Margaret Korning, Sub-Lieut. (NS) Blaikie Smith, Mrs. Joan Wilks, Lieut. Ross Stuart and Ldg Sea. I. C. Lattimer. Rear row; CPO R. W. Bright, CPO Clifford Freeman, Mrs. Hedly Ivany, Mrs. Robert Greene, Miss Betty Bowers, Mrs. Barbara Jackson and Lieut. Del Gibson. (HS-10367.)

## East Coast Badminton Club Concludes Season

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

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

## Headquarters Badminton Club Ends Fine Season

The Naval Headquarters Badminton Club enjoyed another successful season in 1949-50. Courts were made available at HMCS "Carleton" on Wednesdays and Sundays and a large number of naval and ex-naval personnel turned out. In addition to its own tournaments, the club played matches with other badminton clubs in Ottawa.

The club committee for 1949-50 consisted of Captain (S) C. J. Dillon, Captain H. L. Quinn, Cdr. (S) S. A. Clemens, Lieut.-Cdr. G. M. Rooke and Lieut. (S) T. C. Treherne.

## "Cayugas" Win HQ Bowling League Title

A team named after the senior ship of the West Coast destroyer division, HMCS "Cayuga", won the Naval Headquarters Bowling League championship for 1949-50.

William Warwick, team captain, was presented with the McCallum trophy, donated by Surgeon Captain Archie McCallum, at a banquet on May 17. In return, Lieut.-Cdr. (SB)

W. J. Simpkin, president of the league, presented Captain McCallum with a scroll making him honorary president of the league.

Other members of the winning team were Joseph Vincent, Miss Betty Skiffington, Miss M. E. Chalifour and Miss Dorothy Cook.

## TAS School Captures "Stadacona" Hockey Title

Torpedo Anti-Submarine School won the HMCS "Stadacona" inter-part hockey championship by defeating Admiralty House in a closely-fought best-of-three final series. It was the second major inter-part triumph within a year for the TAS School athletes, who last summer copped the inter-part softball title.

The TAS team scored a 1-0 victory in the opener of the hockey finals but dropped the second contest by a 4-3 score. In the third and deciding game they proved too much for the stewards as they racked up a decisive 5 to 1 win.

It was the end of a successful season for the TAS men, who scored 18 wins in 20 league and exhibition games. Coach of the squad was AB James Hardy.

## Commodore Davy Heads Sailing Club

Commodore (E) A. C. M. Davy was elected chairman of the Naval Headquarters Sailing Club at the first meeting of the 1950 season.

Other officers elected were: Lieut. (S) E. S. Lloyd, secretary treasurer, and Captain H. L. Quinn, Cdr. (S) T. F. T. Morland, Cdr. A. F. Pickard,

Lieut.-Cdr. (P) I. P. Godfrey, Cdr. W. A. Childs, Lieut. Ian Morrow, Lieut. D. C. Rutherford and Lt. (L) R. P. Gaylard, committee members.

Capt. (L) W. H. G. Roger, the retiring chairman, announced that Mrs. W. J. Kingsmill had donated the ship's bell of the corvette HMCS "Bittersweet," which her husband, the late Lieut.-Cdr. W. J. Kingsmill, commanded, to be used as an annual

trophy for races held by the club. In addition, the Naval Headquarters Sports Association has donated \$45.00 for the purchase of additional trophies for the coming season.

During the spring months, members of the retiring executive engaged in erecting a new club jetty at HMCS "Carleton," on Dow's Lake. The jetty, which will give accommodation to eight boats, is now in the final stages of completion.

## "Star" Officers Bow To "York" In Softball

Officers of HMCS "Star" played host to a team from HMCS "York," Toronto, in an inter-divisional indoor softball game. The visitors showed too much class for the Hamilton squad and scored a convincing 20-14 victory. Lieut.-Cdr. T. A. Welch captained the winning "York" team, while Sub-Lieut. J. A. Parker was the captain of the "Star" nine.

## Hoop Tourney Held On "Griffon" Courts

HMCS "Griffon" was the scene of a YMCA international basketball tournament in April. The Port Arthur naval division had basketball courts laid out on its new drill deck and saw teams from Duluth, Minnesota, Brandon, Manitoba, Port Arthur and Fort William compete for the championship, with Duluth the ultimate winner. A large crowd, which included government and civic officials, witnessed the matches.

## Navy, RCAF Marksmen Hold Rifle Competition

A rifle team from the RCAF's No. 5 Supply Depot, Moncton, scored a one-point victory over a team from the RCN Rifle Club, Halifax, in the first match of a home-and-home total-point competition.

Members of the Navy team were CPO Ellis Parker, CPO John Abraham, PO Alvin Underhill, PO Brian Seager and PO George Lauder.

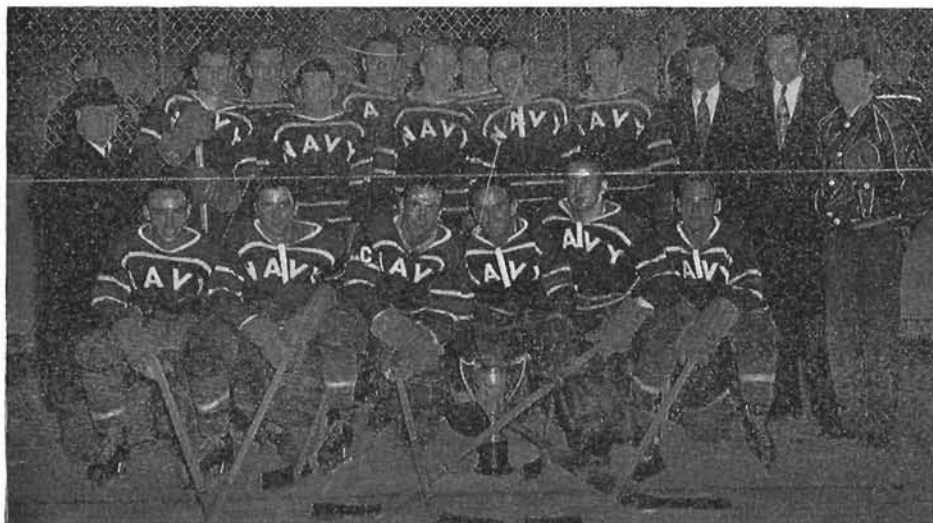
## "Chippawa" Finishes Third In Badminton League

HMCS "Chippawa" finished in third place in the Winnipeg Inter-Service Badminton League. After holding down first spot for most of the season, the Navy team was overtaken toward the close of the schedule and saw the RCMP wind up in the No. 1 position.

A friendly bowling match was played with members of the Minneapolis USNR unit who visited Winnipeg recently. The Americans won the ten-pin event, while "Chippawa" scored in five-pin competition.



Torpedo Anti-Submarine School (above) won the "Stadacona" inter-part hockey championship by defeating Admiralty House Stewards 5-1 in the deciding game of a best of three series. Front row, left to right are, AB Donald LaVerne, Braeside, Ont.; AB Rowan Carroll, Ottawa; PO Donald Newman, Halifax; CPO John Rowland, Dartmouth; AB Donald McElroy, Montreal. Rear row, PO Hollis Coffill, Halifax; Ldg. Sea. Roy Schaefer, Halifax; PO Joseph Coles, Winsloe, P.E.I.; Ord. Sea. Kendall Glendenning, Delhi, Ont.; CPO Jack Jackson, Dartmouth; AB William Schwab, Grimsby, Ont., and AB E. F. Robertson, Hunter River, P.E.I. Missing from the photo are PO Ralph Kierstead, Tuft's Cove; AB Thomas Douglas, Peterborough; CPO Sidney Crossley, Victoria; AB Cyril Meade (equipment) Halifax, and CPO John Lipton (manager), Halifax. (HS-10365.)



This is the Navy hockey team that pulled the surprise of the season by winning the Victoria City championship playoffs after finishing in third place in the six-team Commercial League. Shown above with the Cross Cup, emblem of the city title, are: Front row, left to right, Ldg. Sea. Ivan Wood, Ord. Sea. Hal Lewis, ex-Ldg. Sea. Steve Harris (captain), PO Norman Jones, Ldg. Sea. Douglas Johnson and Ord. Sea. John Neve. Rear row, Lieut. H. E. Taylor, physical and recreational training officer of HMCS "Naden"; Ldg. Sea. Cliff Coulter, Ord. Sea. Delmar Brown, AB Harvey Mitchell, Ord. Sea. Ted Audette, Ord. Sea. Neil Standley, Lieut. George McMorris, Ldg. Sea. Roy Bird, PO Archie McLean, Instr. Lieut.-Cdr. G. L. Connor, coach Lieut. (S) R. D. Fulton, manager, and PO Vic Smith, trainer. (E-11145.)



## CANADA'S ARMED FORCES: 1950

### *Defence Minister Outlines Country's Role in North Atlantic Agreement*

The state of the country's armed forces and the role that Canada is to play under the North Atlantic Treaty were outlined by Defence Minister Brooke Claxton in a report to the nation, carried over a coast-to-coast radio network on April 25. The following is the text of Mr. Claxton's address:

All of us want prosperity, peace and security, and the prosperity, peace and security we seek is threatened only by one force, and that is the Soviet Union and its satellites. Their attitude makes it necessary for us to spend twenty times as much as before the war on our national defence.

We know that a nation of thirteen millions, occupying three and a half million square miles of territory, cannot defend itself alone; there is no nation which can provide for its own security entirely by its own efforts. We therefore took an active part in promoting the North Atlantic Treaty under which the United States, the United Kingdom and ten other countries have agreed to combine to deter aggression and, if necessary, to defeat an aggressor.

Our aim is to work with other nations to deter aggression, and, if necessary, to defend our country and to defeat any enemy that may attack us — Deter, defend or defeat, that was the way it was put by Defence Secretary Johnson of the United States at The Hague meeting of the North Atlantic Treaty nations.

The North Atlantic nations have made good progress with planning and programs and now are moving to the next and more difficult stage of translating plans and programs into action. Fortunately for us, that should not require any major changes in our plans because the role for us in joint plans corresponds closely with the one we had already plotted for ourselves.

Let me state again the broad objectives of our defence policy.

At sea we have to defend our coasts and provide the anti-submarine and minesweeping forces to enable our ships to travel across the North Atlantic or wherever else they may be required.

At home we should have the force — a highly mobile, largely airborne brigade group and the aircraft — to deal with an attack on the scale and of the kind that might be made.

We must have the organization, trained officers and all-round capacity to produce much bigger forces to be used where necessary to assist in defeating the enemy just as far away from Canada as possible.

This year we are asking Parliament to vote \$425 million on defence — on the Navy, Army and Air Force, on men, construction, equipment, on research, development. That means \$31.50 for each man, woman and child in Canada, nearly 18 per cent of the national budget and nearly 3 per cent of the national income. At current rates of exchange, Canada is spending on defence more per capita than the other nations in the British Commonwealth except the United Kingdom, and more than the other nations in the North Atlantic Treaty organization, except the United Kingdom and the United States.

Because this is a big operation, I have felt that the Canadian people should have all possible information about what we are doing, and accordingly, both in and out of Parliament, more information has been given on defence than ever before, and I believe more than is being given in most other countries. But no one can give all the information to you without giving it as well to a possible enemy, and it doesn't make sense to be spending \$425 million for security and then to be giving part of it away to the only possible aggressor.

I propose to give as full a report as time permits on what we are doing.

In the Navy, Army and Air Force we have today over 48,000 full-time active officers and men, another 48,000 in the reserve forces and about 23,000 civilians mostly working in dockyards, etc., or a total of about 120,000 engaged full time and part time on our defence.

Recruiting for the active force has been entirely satisfactory. We have been getting men of the quality and at the rate we want. All three services will soon be enlisting only to fill vacancies caused by ordinary retirements and discharges. So long as we



Prizes and First Class Certificates were presented to the graduating class at Royal Roads April 29 by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. Here Admiral Grant presents the Captain's Cup to Cadet Herbert C. Pitts (Army), of Castlegar, B.C. The cup is awarded to the senior term cadet showing the most outstanding athletic ability and sportsmanship. In the background are Major R. W. Ross, of the college staff, and Group Captain J. B. Millward, commandant of Royal Roads. (E-11234.)



have sufficient trained officers and tradesmen, there would be more delay caused by the time taken to provide equipment than by the time taken to train men.

But we do want more men for the reserve forces, particularly the Army. Young men who can do so should spare some time for Canada. What better thing can anyone do than serve his country?

As for officer training, we have nearly 6,000 training today to standards equivalent to a year's practical work and a university degree. In proportion to population we have more men training to such standards than, I believe, has any other country.

In the field of equipment, we have developed an all-weather two-engine jet fighter, the CF-100, and its tests show that it is probably the leading aircraft of its type in the world, several years ahead of any other country. We have placed an order for the production of this aircraft.

Good progress is being made on the manufacture of the F86, under license from the United States. This is the fastest single-seater fighter in production.

For the Navy we have ordered eight new vessels, three of them anti-submarine escort vessels of a totally new type. This ship is, we believe, well in advance of any comparable vessel.

We also have on order large quantities of radar and wireless equipment.

Just consider some of the costs of defence equipment. One of our F86's will cost more than \$400,000, without armament; the new anti-submarine escort vessels about \$8,000,000 each; the latest 5.25 inch anti-aircraft gun, equipped and installed, \$600,000; a permanent radar station about \$2,000,000; a modern airfield with buildings and equipment about \$15,000,000; a tank \$300,000 or \$400,000, and so on. We can only spend each dollar once, either on equipment or buildings or personnel. Each man taken on for the Navy, Army or Air Force costs at least \$2,600 a year.

National security, like social security, has to be paid for by all of us. With a budget of \$2,300,000,000, about \$1,200,000,000 must be used to meet debt charges, social security payments and other amounts fixed by statute and not within the control of any government. \$1,100,000,000 is left to meet all expenses of the federal government. Of this about 40 per cent goes to defence, leaving 60 per cent to cover all the other items.

We are prepared to spend that because the Canadian people realize the necessity of taking steps to look after their own defence in co-operation with the other eleven nations under the North Atlantic Treaty.

It is being brought home to us day by day that to preserve our freedom we peoples of the democratic free nations must be prepared to devote to defence some of the resources we would rather use to promote human welfare and provide greater social security.

In international as in national affairs we do not get something for nothing. We must work and pay for what we get; we must work and pay the price for our security. The Russians' attitude leaves us without a choice. In the present state of the world, defence expenditures are the necessary premiums for national security.

Sometimes it is refreshing to have a glimpse of our country through the eyes of others. In recent months I have had to make two visits to Europe for the North Atlantic meetings. They gave me opportunities to see how Canada is regarded by the other nations. I can tell you that in the eyes of others no country stands higher than does Canada.

Why is this so? Canada stands high because of the service of our armed forces, because of the assistance we gave other nations during and since the war, because of the able way we have been represented, because of the objective and helpful attitude we have taken, because of the reputation and character of our people, our representatives and our young sailors, soldiers and airmen.

I have just returned from a highly interesting two days spent with the President of the United States, members of his Cabinet, the American Chiefs of Staff and other high ranking officers at Fort Benning, Georgia, and Eglin Field, Florida.

These visits confirmed what I have just said about the respect in which our country is held by other nations.

They also showed that progress is being made in our collective defence. The United States exercises gave an impressive demonstration of the immense power of our great neighbor.

If these collective efforts do result in our obtaining more security, then there will be a temptation for all countries to relax their efforts. Two wars have shown that eternal vigilance and sustained endurance are the price of freedom and security.

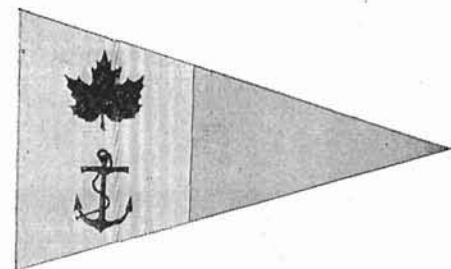
## THEIR OWN BOATS

(Continued from Page 25)

and PO H. Grace, who will be joint owners.

The next group of boats, seven in all, will be drawn for shortly.

The Royal Canadian Navy Yacht Club has now received its Snipe Fleet charter and special thanks are due to Mr. Crosby, founder of the Snipe Class boat, for his helpful assistance to the RCNYC. — W.S.B.



The official Burgee of the Royal Canadian Navy Yacht Club. The colors are: Fly — Royal Blue; Hoist — White; Anchor — Gold; Maple Leaf — Rust Red.

## NAVAL OFFICERS ACTIVE IN SPORTING CAR CLUB

The Nova Scotia Sporting Car Club, which took root last year in the Halifax area, at the instigation of a few enthusiastic naval officers, started off its 1950 season with a scavenger hunt on April 22.

Starting point of the search for a lengthy list of items was the Halifax Commons and the carloads — close to 100 naval officers and civilians — finished up at the Seabright Hotel for sandwiches and refreshments.

The executive committee of the club is headed by Lieut. P. C. Berry, chairman, and includes Surg. Lieut. R. F. Plumer, secretary-treasurer, Lieut. O. J. A. Cavanagh, Lieut. H. F. Carter, Dr. W. M. D. Robertson, Mr. John Kilpatrick and Lieut. Col. R. B. Murray. Honorary vice-president is Cdr. F. W. T. Lucas, RCN.

The humble prayers of two great sailors were made the subject of a presentation by Defence Minister Brooke Claxton to second year graduates of the Canadian Services Colleges, some of whom would be leaving to embark upon their careers in the Navy, at graduating ceremonies April 28. At Royal Roads, the presentation was made by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, on behalf of Mr. Claxton, and at Royal Military College by Air Marshal W. A. Curtis, Chief of the Air Staff.



## CANADIAN SERVICES COLLEGES

### TWO PRAYERS AT SEA

Prayer of Admiral Sir Francis Drake on entering Cadiz Harbour, April 19, 1587

"O Lord God, when thou givest thy servants to endeavour any great matter, grant us also to know that it is not the beginning, but the continuing of the same until it be thoroughly finished, which yieldeth the true glory; through him that for the finishing of thy work laid down his life, our Redeemer, Jesus Christ, Amen."

Prayer of Admiral Nelson on the morning of the Battle of Trafalgar, October 21, 1805

"May the Great God whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in anyone tarnish it; and may humanity after victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may His blessing light upon my endeavours for serving my country faithfully To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen."

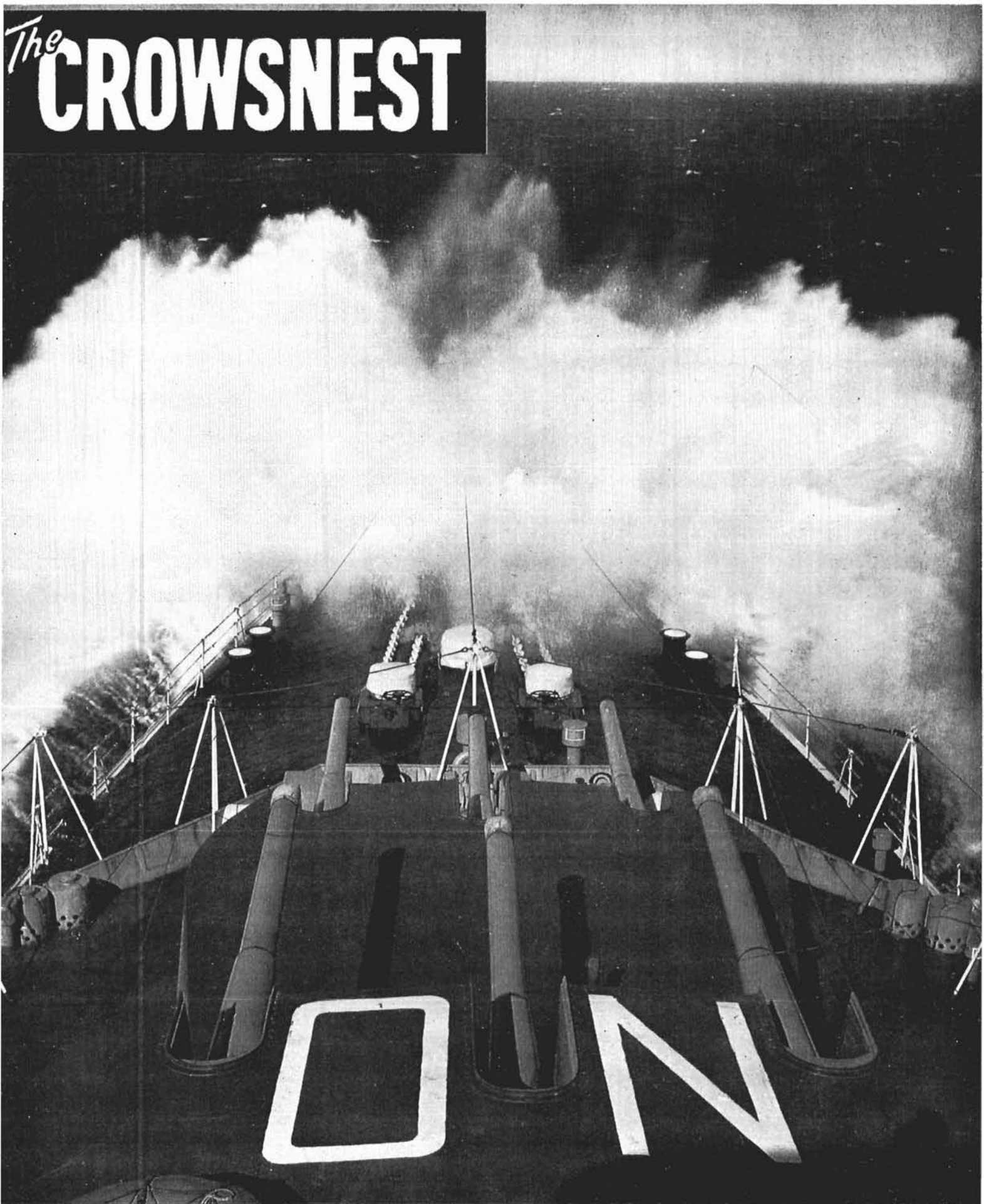
\* \* \*

Presented to the Graduates of Second Year Classes  
At Royal Military College and Royal Roads  
By Honourable Brooke Claxton,  
Minister of National Defence  
President, Canadian Services Colleges.



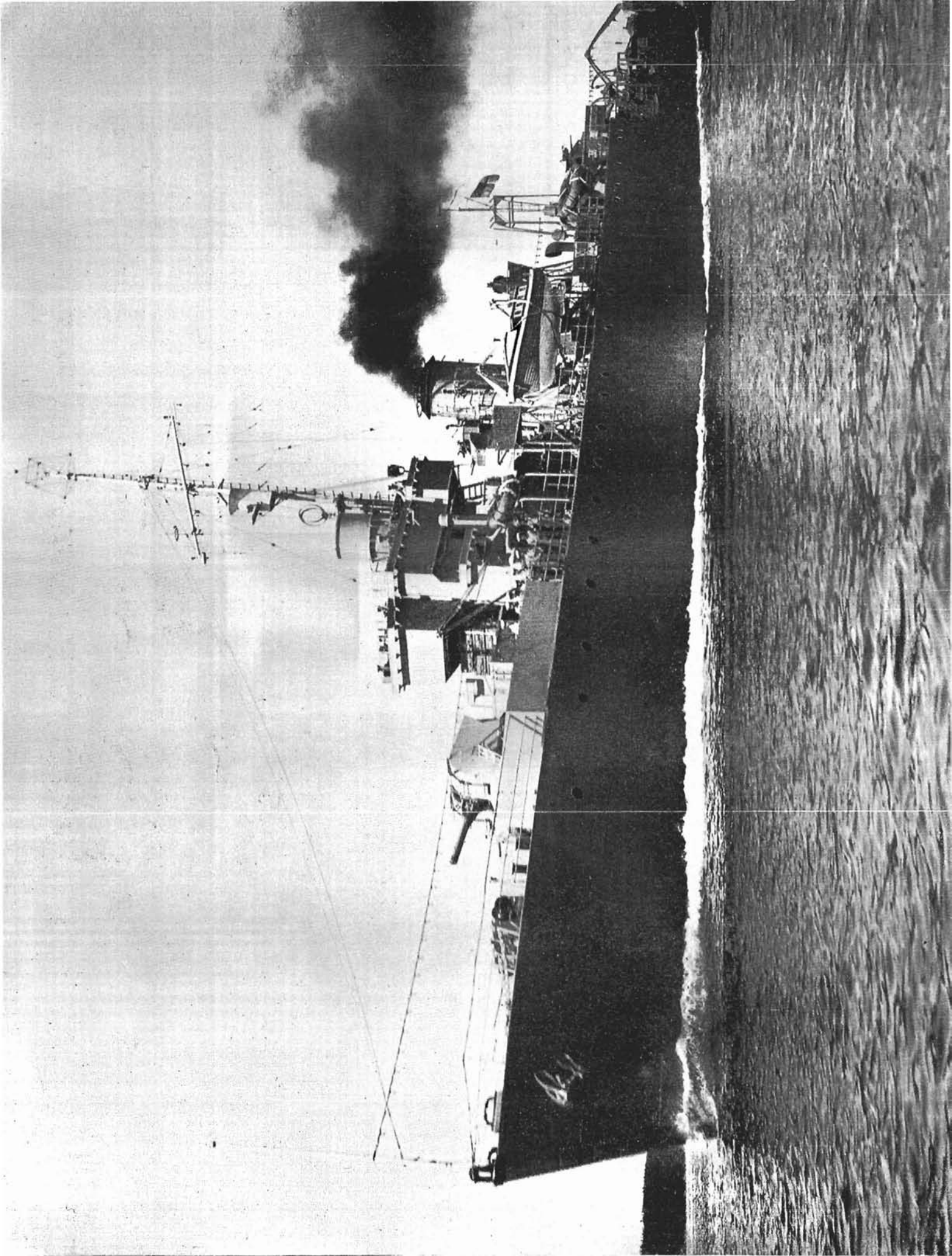


# *The* CROWSNEST



Vol. 2 No. 9

July, 1950



# The CROWSNEST

Vol. 2 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

July, 1950

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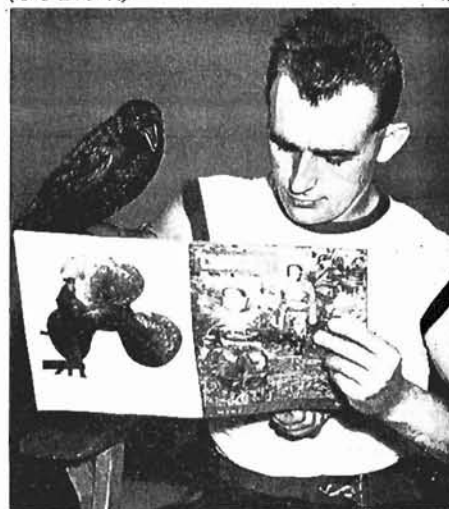
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### LADY OF THE MONTH

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



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



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

The Editors

Page one

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

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



# R.C.N. News Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Senior Appointment Changes Announced**

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

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

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

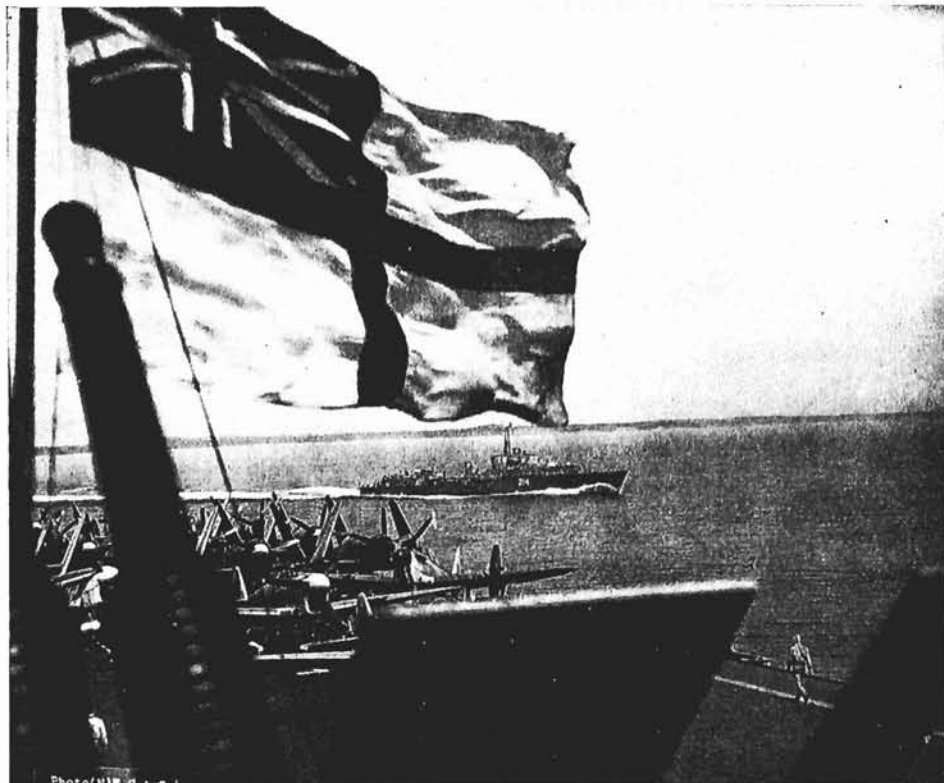
New Chief of Naval Personnel will be Captain James C. Hibbard, currently taking advanced staff courses. He will be promoted to the acting rank of commodore when he assumes the appointment of CNP on August 5.

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

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

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

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



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

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

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

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

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

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

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

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

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

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



# OPERATION REDRAMP

✓ by L. B. McL.

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

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

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

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

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

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

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

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

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

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

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

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

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

## From 18 to 700

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

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



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

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

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



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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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



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

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

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

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

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# NO HOUSING PROBLEMS HERE

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

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

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

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

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

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



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

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

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

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

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

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

## "Cornwallis's" Birthday

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

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

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

## 'DISCOVERY' CHOOSES 'DOC' MYLES

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

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

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

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

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

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

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

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

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

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



CPO RONALD A. MYLES

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

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

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

"Naden."

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

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

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

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

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

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

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

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

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

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

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# OFFICERS *and* MEN



## **New Appointments Are Announced**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **UNTD COs Hold First Conference**

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Five serving and former Admirals of the Royal Canadian Navy were photographed together during graduation ceremonies at the Canadian Services College, Royal Roads, on April 29. Left to right are Rear-Admiral V. G. Brodeur, CB, CBE, RCN, Ret'd; Vice-Admiral H. T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast; Admiral P. W. Nelles, CB, LLD, RCN, Ret'd., and Rear-Admiral H. G. DeWolf, CBE, DSO, DSC, RCN, Flag Officer Pacific Coast. (Photo by courtesy of Bill Halkett, Victoria Daily Times.)

### **Weddings**

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

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

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

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

### **Births**

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

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

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

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

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

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

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

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

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

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

## PREP SCHOOL GRADUATES FIRST CLASS

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

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

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

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

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

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

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



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

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

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



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

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

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

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

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

## Pacific Command Commended

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

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

# LOWER DECK ADVANCEMENTS

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

ALLEN, Norman J.....LSMO1

BALL, Donald.....LSMO2  
BALL, Francis G.....LSSM1(NQ)  
BALL, Wendelin J.....PIAN3(NQ)  
BELL, Albert E.....LSCM1  
BELL, Gordon E.....LSAN2(NQ)  
BENNETT, Albert.....P2CO3  
BERAKOS, Peter F.....P1ER4  
BERMAN, John A.....P2MA2(NQ)  
BONNER, Leonard R.....LSSM1  
BOUTCHER, Raymond E.....LSCM1(NQ)  
BOYLE, James.....C1ET4(NQ)  
BREAKELL, Robert G.....P2LA3(NQ)  
BRIENEN, Bernard H.....LSSM1(NQ)  
BRUER, Gerald C.....LSCM1(NQ)  
BRYDGES, Wallis K.....LSAAS(NQ)  
BUCKLAND, John R. E.....P1TA3  
BULMER, Peter E.....P2VS2  
BURROUGHSFORD, Bruce L.....P2LA2

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

DALE, Donald A.....LSCM1  
DALE, Percy H.....LSSM1(NQ)  
DENNIS, Ronald G.....LSCM1  
DINNEY, Ronald C.....LSFM1(NQ)  
DUNCAN, Edward G.....LSCM1(NQ)  
DUKE, John H.....LSAL2  
DYMCHUK, George.....LSC02(NQ)

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

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

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

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

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

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

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

McKENZIE, Ian D.....C2ER4  
McMILLAN, Harry T.....PICK2  
MANN, Reginald W.....LSCM1(NQ)  
MARQUIS, Henri P.....LSC01(NQ)  
MARTIN, Russell M.....LSAAS(NQ)  
MITCHELL, George W.....LSAL2(NQ)  
MOHNS, Boyd.....LSTD1  
MOORE, Charles L.....LSAAS(NQ)  
MORGETROYD, James.....P1GA3  
MORRISON, John C.....P2SM3  
MOSLIN, Edward S.....P2SW1  
MOSS, Cameron.....C2AT4(NQ)  
MURRAY, Robert G.....LSAAS(NQ)

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

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

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

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

SANDERSON, William G.....P1TA3  
SEEDHOUSE, Stanley E.....LSSM1  
SHAW, Gilbert H.....LSAAS(NQ)  
STEINBURG, Noel.....P1ER4  
STENSRUD, Wallace M.....LSPT1  
STEVENS, Bernard.....PICK2(NQ)  
SWINDALL, Ronald N.....LSVS1(NQ)

TATE, Herbert H.....C2CM3  
TAYLOR, Walter E.....LSRPS(NQ)  
TEEPELL, Clarence L.....P2MA2(NQ)  
TEMPLETON, Alan.....LSC01(NQ)  
THOMAS, David.....C2SL2

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

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

YOUNG, Thomas J.....LSSM1

## TAS Training Centre Graduates TD3 Class

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

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

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

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



Shown above with their instructors are the members of the fourth chief and petty officers leadership course to be completed at HMCS "Cornwallis." Front row, left to right, are: PO J. H. Jones, PO J. Goucher, PO R. L. Johnson, (Instructor), Cd. Bos'n H. J. Andrews, (Instructor), Lieut.-Cdr. J. C. O'Brien, (Officer-in-Charge), CPO C. Hancock, (Instructor), PO F. E. Mason, PO G. A. Baker.

Centre row: PO E. S. Shepard, PO R. C. Sallis, PO S. Case, CPO F. A. Jones, PO I. W. Turner, CPO F. Dennis, CPO A. P. Allen, PO N. Ellison, PO W. F. Lynch, PO B. A. Clarke.  
Rear row: CPO A. C. Geizer, PO W. T. Lockhart, PO D. K. Hayward, CPO R. S. Johnson, PO R. E. Utley, CPO R. Fraser, PO R. R. Peel, PO C. Decandido, PO D. R. Ingram. (DB872-1)



# Conditional Advancement

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

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

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

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

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

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

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

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

This balance is actually achieved in three different ways:

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

By voluntary change of home port division, and

By conditional advancement.

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

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

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

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

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

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

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

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

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

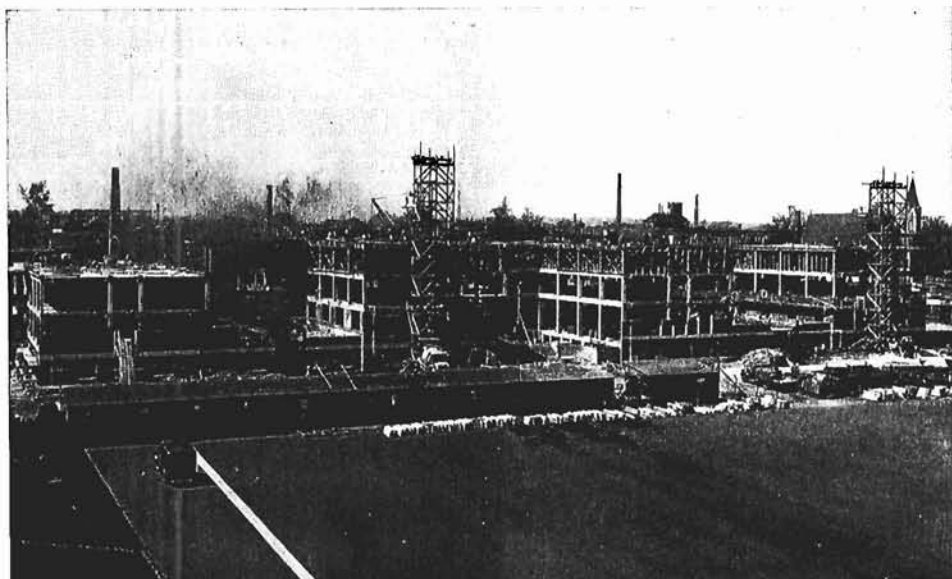
Financially, it would appear as though the advancement would be of little or no benefit to them. However, the conditions which result in men being credited with difference of pay are only temporary. As each advancement is made and the number of fully qualified men increases, the number of those getting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

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

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

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

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



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

## NEW BARRACKS 'LAUNCHED'

*Rear-Admiral Taylor Performs  
Ceremony at 'Stadacona'*

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

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

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

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

In keeping with ancient custom, a

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

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

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

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

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

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



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

# Afloat and Ashore

## PACIFIC COAST

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

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

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

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

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

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

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

equipment in actual operation.

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

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

## Gunnery Training Centre

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

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

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

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

## HMCS "Rockcliffe"

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

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

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



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



## HMCS "Athabaskan"

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

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

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

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

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

## HMCS "Cedarwood"

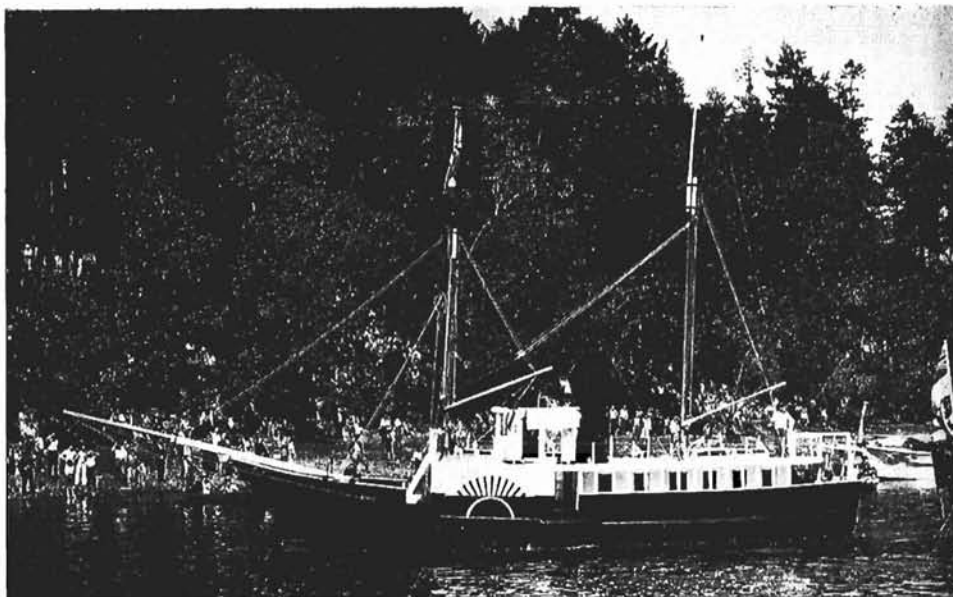
HMCS "Cedarwood" is now back on her oceanographic duties and crew members are displaying souvenirs and mementoes of her latest cruise to Phillips Arm. Fishing was one of the main off-duty pastimes and catches included everything up to a 40-pound skate.

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

## HMC "PTC 724"

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

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

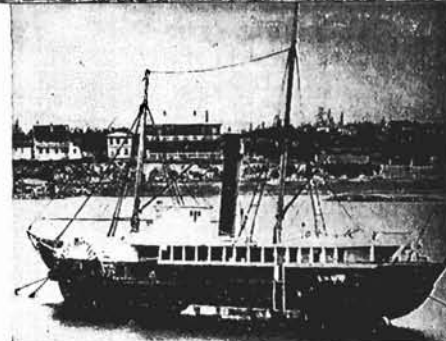


A scale model of the Hudson's Bay Company's old freighter, the S.S. "Beaver," won for HMCS "Ontario" first prize in the fancy boat contest at the regatta on Gorge Inlet, Victoria, on Victoria Day.

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

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

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



and her 53 years of service came to an end.

A house flag donated by the HBC helped to add a touch of realism to the scale model built and manned by the crew of the cruiser, (E-11503 and 11561.)

## Communications Training Centre

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

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

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

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

## HMCS "Sioux"

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

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

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

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

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

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

## ATLANTIC COAST

### Chief and Petty Officers' Mess

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

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

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

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

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

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

### HMCS "Portage"

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

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

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

### Albro Lake Radio Station

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

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

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

### Damage Control School

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

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



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



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

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

### HMCS "New Liskeard"

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

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

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

## NAVAL DIVISIONS

### HMCS "Unicorn"

(Saskatoon)

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

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

### HMCS "Star"

(Hamilton)

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

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

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

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



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

### HMCS "Scotian"

(Halifax)

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

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

### HMCS "Donnacona"

(Montreal)

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

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

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

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

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





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

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



### HMCS "Discovery" (Vancouver)

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

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

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

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

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

### HMCS "Hunter" (Windsor)

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

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

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

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

### HMCS "Catarqui" (Kingston)

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

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

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

### HMCS "Prevost"

(London)

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

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

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

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

#### "Unicorn" Seamen Rescue Woman From River

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

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

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

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

### HMCS "Carleton"

(Ottawa)

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

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

### NOAC News

#### DOMINION COUNCIL MEETS IN B.C.

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

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

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

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

#### LAKEHEAD NOAC MAKES DONATIONS

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

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

### HMCS "Tecumseh"

(Calgary)

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

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

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

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

#### BRUNSWICKER BRANCH HOLDS ANNUAL MEETING

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

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

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

#### DAVID HUNTER ELECTED CALGARY NOAC PRESIDENT

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

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

# LOOKING ASTERN



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

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

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

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

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

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

off shore. Then suddenly the plans were temporarily changed.

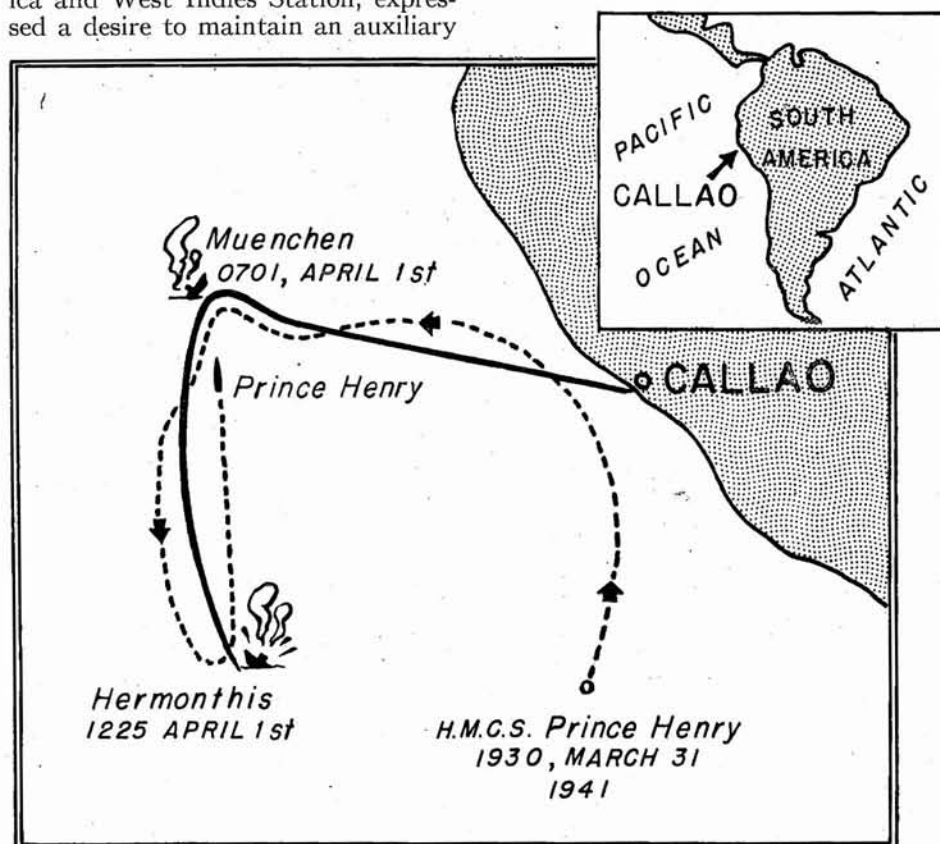
The "Diomedé" had been diverted to Costa Rica, where an Italian ship was showing signs of activity, and the "Prince Henry" was instructed to rendezvous with the "Diomedé" off the coast of the Central American republic. She left the Callao patrol, which had been without incident, met the British cruiser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

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

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

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

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





Shortly afterwards came word that the Germans had left.

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

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

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

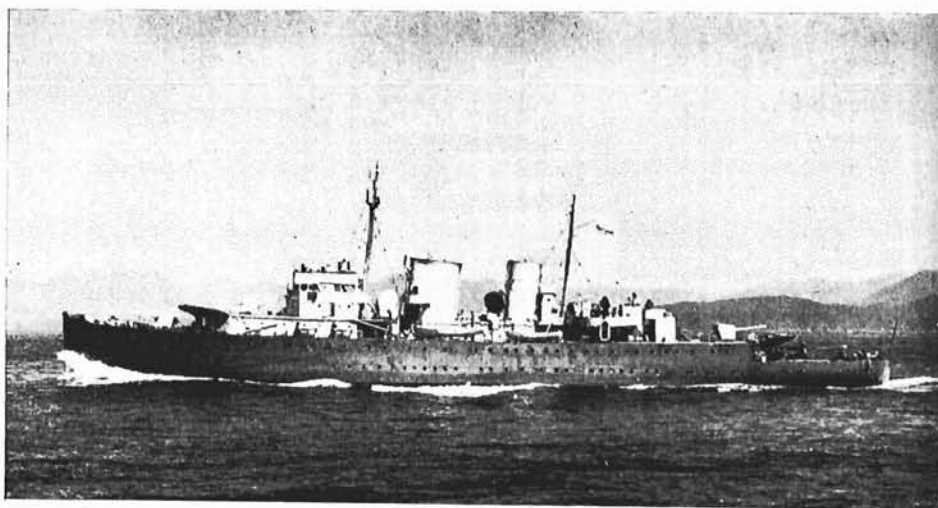
At 0730 the "Prince Henry" passed close to the burning merchantman and identified it as the "Muenchen". By this time the fire was so well advanced that salvage was out of the question, so the cruiser departed immediately to hunt for the "Hermonthis". The search was begun to southward.

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

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

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

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



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

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

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

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

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

Casna, Peru, where they were arrested.

### International Trade

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

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

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

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

# SHE KNEW BETTER DAYS

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

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

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

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

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

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

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

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

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

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

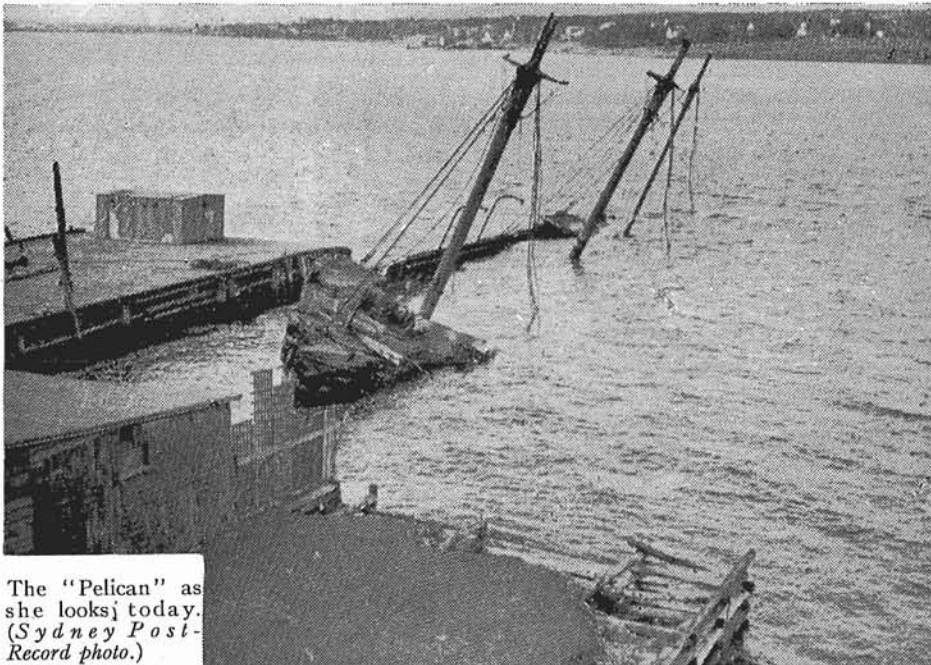
This led to a dispute over salvage claims and lengthy proceedings in Admiralty Court.

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

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

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

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



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

the jetty and eliminate a waterfront "eyesore".

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

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

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

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

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

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

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

# The Bulletin Board

## Half Yearly Return of Assessments

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

## New Nomenclature for Branch Officers

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

## Travelling Allowances, Officers and Men

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

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

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

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

When travelling or when necessarily detained en route for a period

## The Official Naval Tie



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

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

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

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

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

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

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

## Overseas Flights with the RCAF

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

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

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

## Branch Officers' Retirement Age

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





# The Navy Plays



## Thrilling Finish Marks "Naden" Sports Competition

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

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

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

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

## "Stadacona" Boxers Win McDonald Memorial Trophy

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

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

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

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

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

### Heavyweight

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



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

### Light-heavyweight

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

### Middleweight

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

### Welterweight

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

### Lightweight

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

### Featherweight

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

### Bantamweight

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

### Flyweight

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

## West Coast Athletes Guests at Function

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

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

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

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

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

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

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

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

### **"Naden" Captures Third Straight Soccer Title**

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

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



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

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

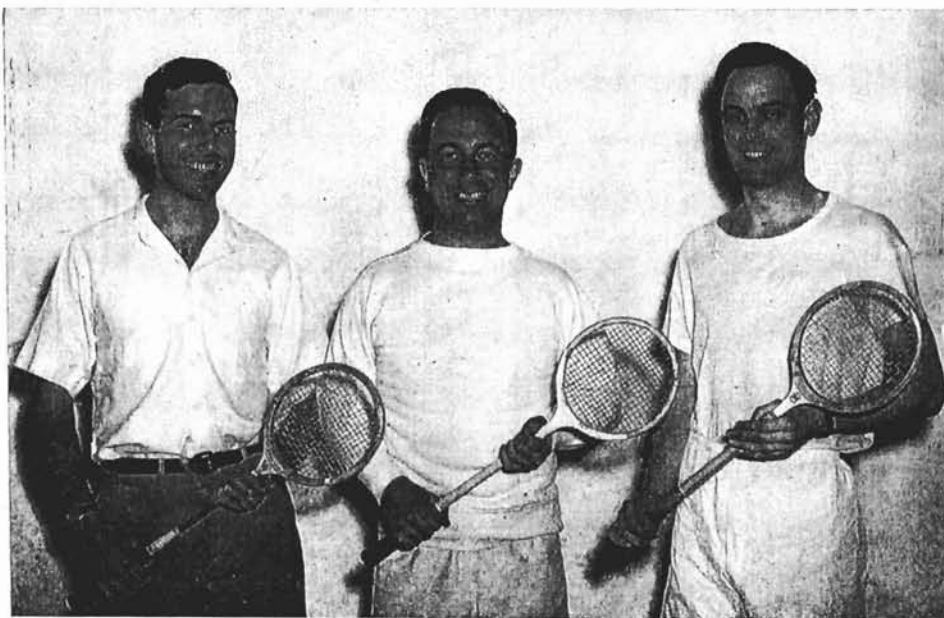
"Naden's" Senior B softball team got off to a flying start in defence of the Victoria City Softball League championship. The sailors, who boast the hardest hitting team in the loop, won their first four games. CPO Ches Padgett has been the big gun for "Naden," clouting four home runs in four games. Another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

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

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

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

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



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



## Supply School Athletes Vie for New Trophy

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

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

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

## "Stad" Trackmen Compete In Invitation Meet

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

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

## Rifle Shooting Club Formed at "Discovery"

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

## HQ Bowling League Prizes are Presented

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



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

the Naval Headquarters Junior Bowling League May 17.

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

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

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

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

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

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

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

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

## East Coast Badminton Club Holds Closing Tourney

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

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

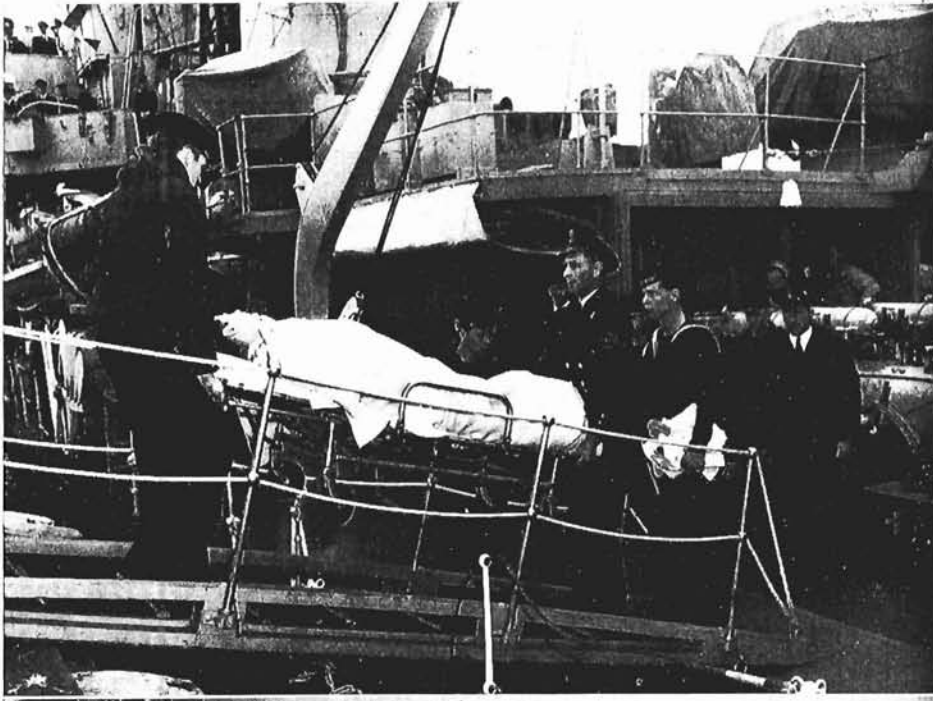
## Electrical Officers Win Bowling Playoffs

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

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

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





## Obituary

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

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

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

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

## LETTER TO THE EDITOR

Sir:

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

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

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

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

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

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

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

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

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

# Comrades in Arms

## THE CANADIAN ARMY

### *Canadian Officers Training Corps*

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

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

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

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

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

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

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

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

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

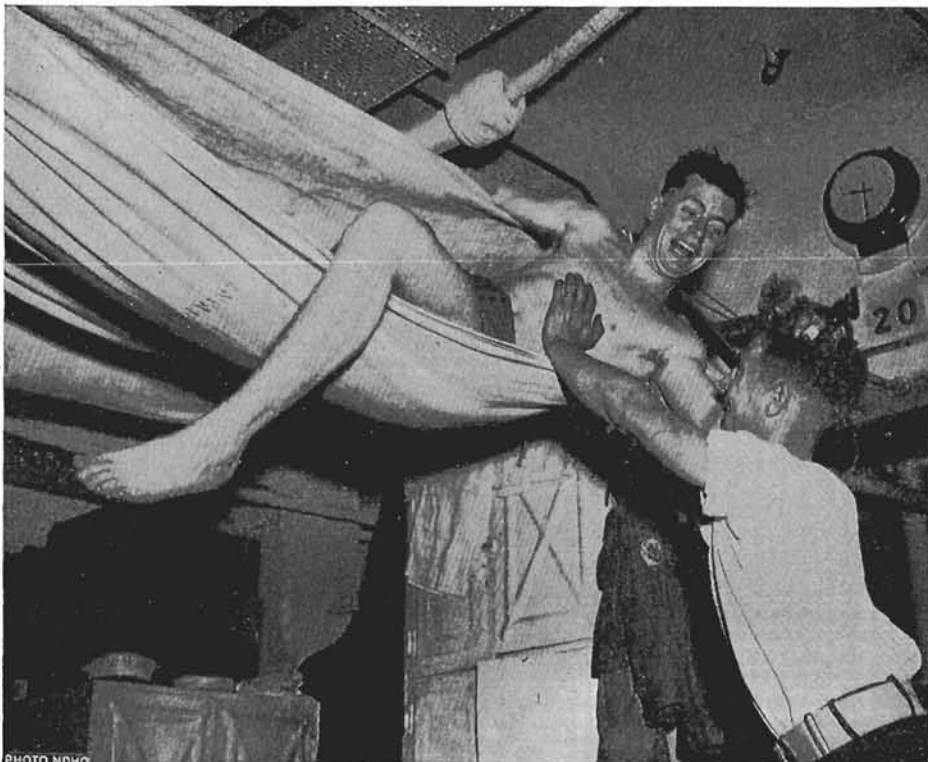
## RCAF STAFF COURSE STUDIES NAVAL WARFARE

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

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

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

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



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

# WHO WORKS THE HARDEST?

*Job Analysis Program Seeking  
Full Details of Service Trades*

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

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

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

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

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

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

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

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

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

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

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

## EDUCATION POINTS FOR ADVANCEMENT

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

## OPERATION REDRAMP (Continued from Page 7)

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

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

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

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

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

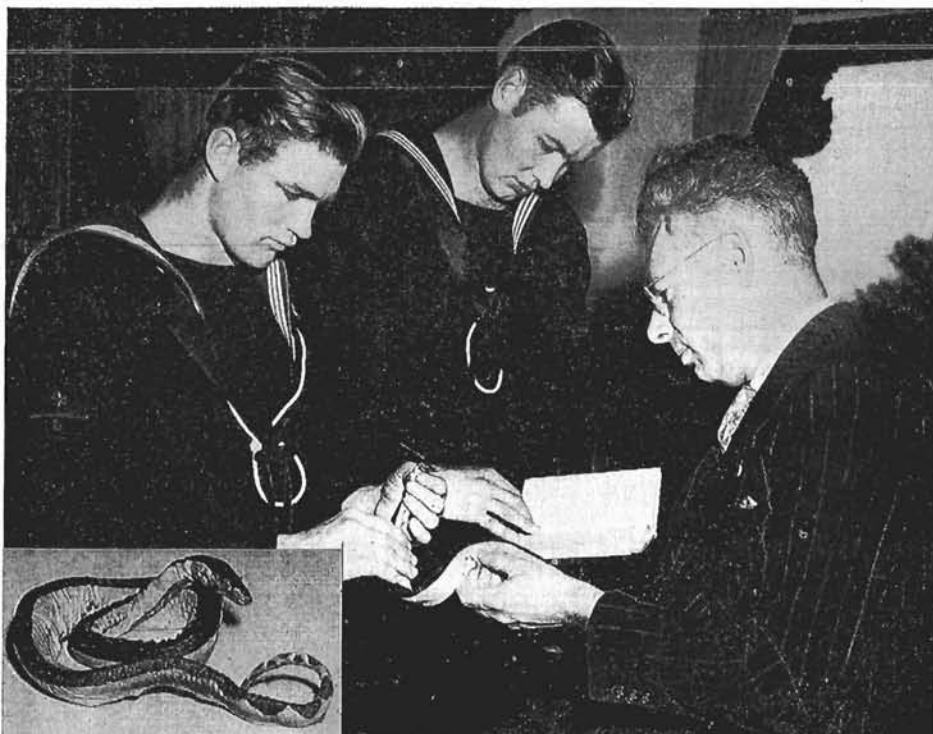
## GATE VESSEL'S KEEL LAID AT LAUZON

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

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

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





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

## POISONOUS PASSENGER

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

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

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

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

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

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

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

## Retirements

### Chief Petty Officer Luther S. Bayer

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

### Petty Officer R. Robert B. Farley

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

## MAN OF THE MONTH

(Continued from page 9)

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

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

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

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

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

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

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

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

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

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



