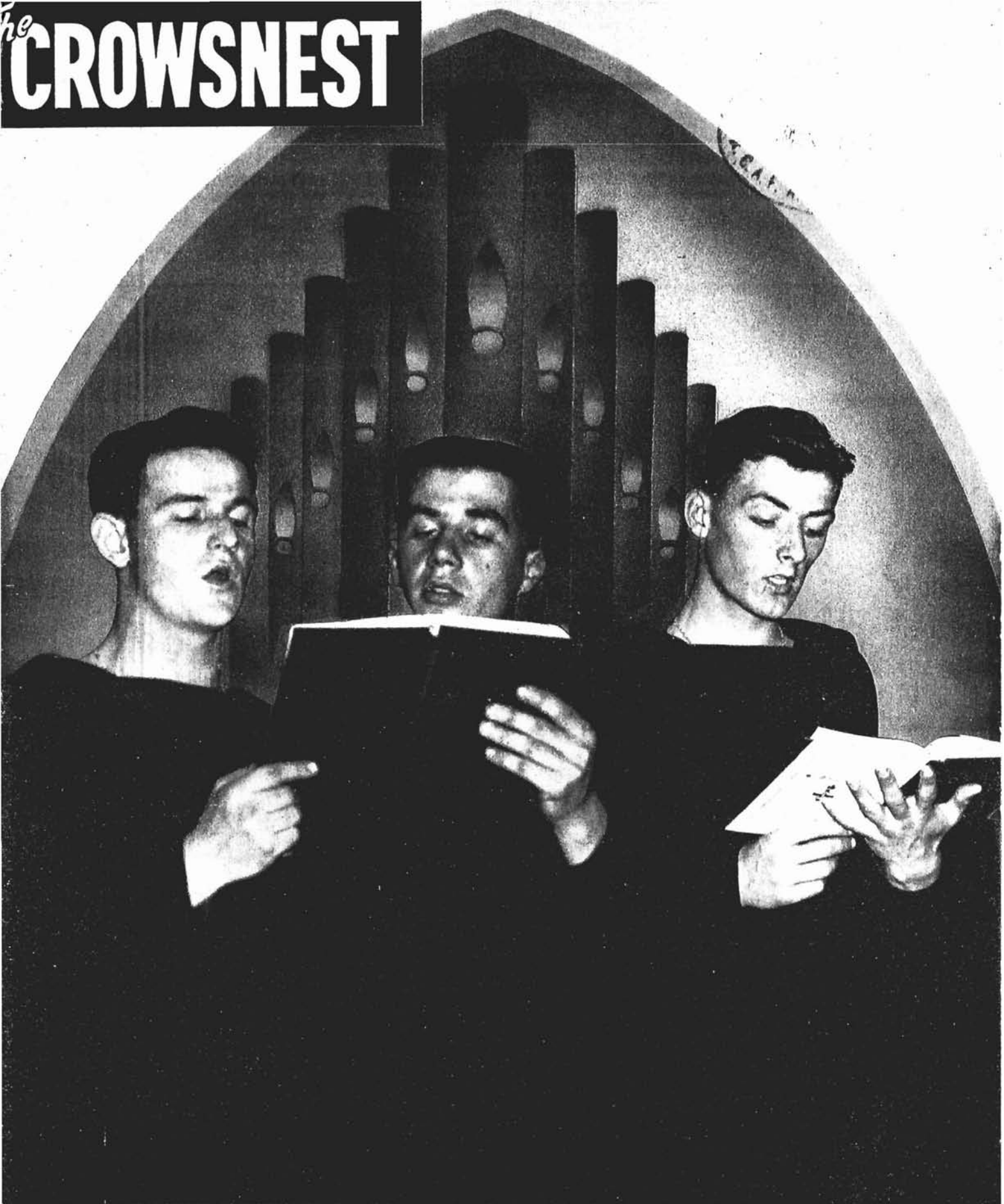


the CROWSNEST



Vol. 3 No. 3

January, 1951



A Message to the Fleet

We can look back on 1950 with considerable pride. The Navy has increased in size and efficiency and the activity of our ships has surpassed that of any previous year since the war.

The Government has approved an increase in strength for the Navy to a total of 13,440. Every effort has been made to reach this figure at the earliest date compatible with the maintenance of a high standard of efficiency. On the sea, as you are well aware, HMCS "Cayuga", "Athabaskan" and "Sioux" have been in the Korean theatre with the United Nations forces since July, 1950, and, both from my own observations and the reports which have been received from allied commanders, it is clear that they have established for themselves an enviable record.

HMCS "Nootka" left Halifax recently to join the United Nations forces in Korea, and to relieve HMCS "Sioux", who will return to Esquimalt towards the end of January.

In other waters, HMCS "Magnificent", "Micmac" and "Huron" completed on November 27 a three-month training cruise which included visits to North Atlantic Pact nations. Here, too, reports received from many sources in Europe indicate that these ships have established an enviable reputation for themselves and the Royal Canadian Navy in all countries visited.

The events of 1950 have served to bring into clearer focus the purpose and value of a Navy. We of the RCN have a two-fold mission. In the first instance, it is our duty to secure and maintain the traditional freedom of the seas which serve as highways of commerce to thousands of merchant ships of all nations. It is our duty to be prepared to meet any threat to the freedom of the seas, and in our case we shall concentrate on the threat which is offered by the submarine. Proficiency in anti-submarine warfare is our major role.

A second aspect of our duty which is sometimes not so clearly understood, but is well-illustrated by the success of the European cruise, is to act as ambassadors for Canada on each occasion our ships visit a foreign port, for it is not only the efficiency of the Navy that is judged by our conduct on these occasions, but the Canadian way of life. Today this last function has assumed an even greater importance in our endeavours to secure the solidarity of western civilization and the free nations of the world.

During the latter part of 1950 the Navy's recruiting program was stepped up to meet the new increase in our complement. The result of this increase in recruiting will be felt both in the fleet and shore establishments during the early part of 1951. The tempo of training young men in our ships must increase. This applies with equal force to officers and men of the Royal Canadian Navy (Reserve) on whom we so greatly depend in an emergency.

It is essential to the security of our country that we, together with other members of the United Nations, in striving for peace be prepared to meet any eventuality. The aims and duties of the Navy are clearly laid before us. They demand acceptance of responsibilities, and a measure of self-sacrifice on the part of all. Only in this way can we attain a strength in keeping with world events.

In conclusion I wish all officers and men of the Royal Canadian Navy the compliments of the season and a happy commission in the New Year.

A stylized, handwritten signature in dark ink, likely belonging to H. T. W. Grant.

(H. T. W. Grant)
Vice-Admiral RCN

The CROWSNEST

Vol. 3 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

January, 1951

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TO ALL OUR READERS,
NEAR AND FAR,
WE EXTEND

Season's Greetings
and
Very Best Wishes
For a Happy and
Successful 1951

THE EDITORS



Cover Photo — The three carolling sailors are members of the 120-man choir at HMCS "Cornwallis". They are, left to right, Ordinary Seamen George Grant, Kingston, Ont.; Douglas Cooper, Sudbury, Ont., and Gary Layton, Camrose, Alta. Like nearly all other members of the choir, they are new entries who are taking their initial naval training at "Cornwallis". For a photo of the entire choir, see page 14.

The cover combines the talents of an artist and a photographer, Lieut. (SB) J. G. Kempster, of the Naval Photographic Section, Ottawa, having created a new setting for a photo taken by Able Seaman Larry Hughes. The organ mouth-openings are not in their correct position but have been so placed for the sake of effect — poetic license, as it were.

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THE YEAR IN REVIEW

As 1950 drew to a close, the Royal Canadian Navy was able to look back on a record of having done more, and accomplished more, than in any other year since the Second World War.

The planning, the training, the building that had been going on since 1945 showed tangible results in 1950. The outstanding single example was provided at the year's half-way mark, when the RCN, at almost a moment's notice, sent to sea three destroyers ready to operate on a wartime footing.

Towards the latter part of June, HMC Ships "Cayuga," "Sioux" and "Athabaskan" were alongside at Esquimalt, preparing for a training cruise that would take them around to Halifax, and thence to Europe.

Suddenly, on June 30, they received orders to get ready for service in a theatre of war. Five days later they sailed for Pearl Harbor. By the end of the month they were at a naval base in Japan.

Since then the three ships have served with the United Nations fleet in Korean waters, performing all assignments given them with efficiency and despatch. The most notable of these was the Chinnampo

operation early in December. A United Nations destroyer force, under Canadian command, covered the withdrawal by sea of thousands of wounded, non-essential military personnel and civilians from the Korean west coast port, then destroyed important installations in the city with gunfire. The whole operation, though extremely hazardous, was completely successful.

The year produced other evidence of progress. The most extensive cruise ever undertaken by the RCN — the Canadian Special Service Squadron's combined training and goodwill mission to Europe — proved to be an outstanding success from every point of view.

Other cruises throughout the year added to this record and contributed their full share towards providing officers and men with the sea-going experience that is the basis of an efficient fighting navy.

On a number of occasions Canadian ships worked and trained with those of other fleets. This became routine practice for the three destroyers in Korean waters, but there were frequent opportunities, also, for other RCN ships to exercise with units of

friendly navies.

The year was one of expansion. By the end of December the strength of the Service was well over the 10,000 mark, with 13,440 the ultimate target. The active fleet was larger by five ships, including three destroyers, than it was on December 31, 1949.

Canadian shipyards had contracts for additional anti-submarine escorts, minesweepers and gate vessels, bringing the total number of ships on order for the RCN to more than two dozen.

The following is a review of the year, giving some of the highlights of each month:

January

HMCS "Sioux," with a "new look" to her interior, commissioned January 18 at Esquimalt . . . Bound for California, the "Cayuga" sailed on the 23rd on a two-week training cruise . . . East Coast ships exercised in Bermuda waters, the "Swansea" doing anti-submarine practice and the newly-commissioned "Micmac" working up . . . Later she joined the "Magnificent" to serve as plane guard during deck landing training for the 18th Carrier Air Group . . . HMCS "Haida" became depot ship for the Reserve Fleet at Halifax, relieving "La Hullose."

February

Headquarters announced that the fleet would be divided into operational and training forces. In the former would be, initially, the "Magnificent," "Micmac" and "Huron" on the East Coast and "Cayuga" and "Sioux" on the West. The "Ontario," "Antigonish" and "Beacon Hill" would form the Pacific training fleet, while the "Swansea," "La Hullose" and "Portage" would serve as training ships on the Atlantic side.

The "Magnificent" and "Micmac" left Halifax on a two-month spring training cruise to the Caribbean . . . The "Swansea" sailed independently for Nassau, Bahamas . . . HMCS "Huron" commissioned at Halifax on the 21st, drawing most of her crew from the "Haida" . . . Between February 14 and 22, HMCS "Cayuga" directed the land search on Princess Royal Island, in northern B.C., for seven missing members of the crew of



A French naval guard of honor salutes Rear-Admiral E. R. Mainguy at l'Arc de Triomphe in Paris October 26 when he placed a wreath at the tomb of the Unknown Soldier on behalf of the Canadian Special Service Squadron. (Agence Intercontinentale Photo).

a USAF B-36. Search parties from the destroyer rescued two. The others, never found, were believed to have parachuted in the sea.

March

Spring cruises were under way on both coasts . . . The "Magnificent" and "Micmac" carried out extensive exercises in the Caribbean with ships, aircraft and submarines of the USN and RN . . . The "Ontario," "Cayuga" and "Sioux" sailed in company from Esquimalt on a one-month training trip to Mexican waters.

April

Homeward bound from spring exercises, the "Maggie" and "Micmac" were joined off New York by the "Swansea" and the three ships entered New York for a five-day visit . . . During the Caribbean exercises, 825 and 826 squadrons of the 18th Carrier Air Group logged 550 hours in the air and 365 deck landings . . . Out west, the "Ontario," "Sioux" and "Cayuga" returned from their southern cruise . . . After a fast turnaround, the "Ontario" left on the 18th for Pearl Harbor to give 200 new entries their first taste of life at sea . . . The "Athabaskan" completed refit and began trials and work-ups . . . The "Beacon Hill" was commissioned April 15.

The Minister of National Defence announced the purchase of a large number of Grumman Avengers from the U.S. Government for employment by the RCN as anti-submarine aircraft. . . The Chief of the Naval Staff made a tour of inspection of West Coast ships and shore establishments and three western naval divisions . . . HM Submarine "Astute" reached Halifax April 10 for a three-month loan period . . . Admiral of the Fleet, Lord Fraser of North Cape, the First Sea Lord, visited Ottawa for two days and conferred with Canadian government and service officials . . . Navy teams copped two Victoria hockey championships and the Halifax Armed Forces Team, with a large proportion of Navy men, won the Maritime intermediate hockey championship . . .

In Winnipeg, the Red River loosed its disastrous offensive and naval personnel from HMCS "Chippawa" joined the fight against the flood . . . The "Sioux" dashed 400 miles out to sea to pick up a seriously ill seaman from a Greek freighter and rush him back to the naval hospital in Esquimalt . . . That same day the "Antigonish" removed five persons from a



When HMCS "Ontario" parted from the "Cayuga," "Sioux" and "Athabaskan" after accompanying them for two days on the voyage to Pearl Harbor, the cruiser's ship's company massed along the guard rails and on the gun turrets to cheer the destroyers on their way. As each destroyer passed, she received three rousing cheers from the "Ontario." (OC-311-4).

pleasure boat that had foundered on some rocks off Greig Island, 20 miles north of Victoria . . . The first tri-service graduation ceremony was held at the Canadian Services College, Royal Roads, on April 29. Out of the 63 graduating, 28 were Naval Cadets.

May

The Winnipeg flood had become a major catastrophe . . . The Navy contributed to the struggle by despatching personnel, flood-fighting equipment and other supplies by rail and air from both coasts and from the naval divisions. "Chippawa's" ship's company, RCN(R) and RCN, was joined by members of the NOAC, Wren Association and

Navy League, by retired officers, emergency list men and others. At the height of operations there were nearly 700 persons on the division's books, plus about 200 civilians either working in the division or under naval administration in the area . . . The keel was laid at Lauzon, Quebec, of the first trawler-type gate vessel laid down in the current naval ship-building program.

June

Vice-Admiral Grant completed his annual inspection of ships and establishments in the Atlantic Command . . . Originally scheduled to join the Canadian Special Service Squadron, the "Cayuga," "Athabaskan" and



Bon Voyage

Welcome Home

Halifax said bon voyage November 25 to HMCS "Nootka" as she set forth on the long journey to Pearl Harbor and points west. Two days later the old seaport welcomed the Canadian Special Service Squadron home from its European cruise. These photos depict the departure and arrival.

(1) AB Cyril Murphy and his bride of the day before made their good-bye endure to the last possible moment as the "Nootka" edged away from her berth. (HS-13019).

(2) Friends and relatives watch from the jetty as the "Nootka" gets under way. (HS-13020).

(3) High winds made docking a tricky business for the "Magnificent," "Huron" and "Micmac" but they gave the hundreds who had gathered to greet them a demonstration of fine shiphandling as they came alongside. (HS-13021).

(4) The honeymoon of PO Earle Gillis and his bride Shirley was delayed three months by the European cruise. Married a few hours before the "Magnificent" sailed in August, they began their honeymoon when the squadron returned. (HS-13022).

(5) It was a big day for the children. Lieut. (P) Douglas Peacock gets a welcome from son Jerry and daughter Judith at the "Magnificent's" gangway. (HS-13032).



Mail for "Nootka"

Mail for personnel in HMCS "Nootka," Tribal class destroyer now serving under United Nations command in the Pacific, is being forwarded by way of the Pacific air lift in the same way in which the three Canadian ships that have been in the Korean theatre for the past five months have received theirs.

Mail going to the "Nootka" should be addressed as follows:

Rank, Name, Official Number,
HMCS "Nootka,"
c/o Fleet Mail Office,
HMC Dockyard,
Esquimalt, Victoria,
B.C.

"Sioux" received last minute orders to proceed as soon as possible to Pearl Harbor, where, if needed, they would be placed at the disposal of the United Nations... HMCS "New Liskeard" and five US research vessels carried out "Operation Cabot," a multiple-ship survey of the Gulf Stream... The first Avengers to be delivered to the RCN arrived at HMCS "Shearwater"... Richard W. Underhill, Vancouver, was elected President of the Naval Officers' Association of Canada at the annual general meeting in Vancouver.

July

The "Cayuga," "Sioux" and "Athabaskan" sailed July 5 for Pearl Harbor and, under United Nations command, continued on to Japan, arriving July 29... On both coasts, training ships covered many sea miles, steaming as far south as San Diego and as far north as Davis Strait... On July 3 HMCS "St. Stephen" completed her last vigil on Station "Baker" as a North Atlantic weather ship. Two weeks later she sailed from Halifax for Esquimalt to be turned over on arrival to the Department of Transport.

August

The Canadian destroyer division commenced operational duty in Korean waters. The "Cayuga," "Sioux" and "Athabaskan" were assigned to blockade and patrol on the Korean west coast after an initial period on convoy duty. During the month they carried out several bombardments of Communist positions and made landings on enemy-held islands.

On August 22 the Minister of National Defence and the Chief of the Naval Staff announced that the

naval shipbuilding program was being speeded up and expanded. More A/S escorts, minesweepers and gate vessels were to be ordered; the destroyer modernization and conversion task would be broadened to include all destroyers then in reserve... For the second time in 1950 a Royal Navy submarine, this time HMS "Andrew," was loaned to the RCN for A/S training with ships and aircraft.

Defence Minister Claxton announced in the House of Commons that the Navy's manpower ceiling had been raised from 9,600 to 13,440... This meant stepping up the recruiting rate to 300 per month... The Canadian Special Service Squadron, consisting of the "Magnificent" "Huron" and "Micmac," sailed from Halifax August 23 for a three-month training cruise to Europe... HMCS "Nootka" re-commissioned August 29 at Halifax.

September

On the Korean front, the "Cayuga," "Sioux" and "Athabaskan" participated in the UN landing operation at Inchon... The Canadian Special Service Squadron arrived September 1 at Londonderry. For the next two weeks the ships carried out an

intensive anti-submarine training program. From Derry they went to Rosyth, Scotland, and then to Oslo, Norway...

Training ships on both coasts wound up their busiest summer on record... HMCS "Donnacona" Montreal, won the cock-of-the-walk trophy at the annual Great Lakes Naval Regatta held at HMCS "Star," Hamilton, over the Labor Day weekend... The introduction of the new Quartermaster branch was announced by Headquarters... The training cruiser "Ontario" was taken in hand for refit which would include an increase in accommodation for junior officers under training and modernization of armament... The "Portage" returned to Halifax from her annual summer training cruise on the Great Lakes.

October

The three destroyers in Korean waters were carrying out new duties. The "Cayuga" and "Sioux" were with a Commonwealth Fleet off the West Coast of Korea and the "Athabaskan" was attached to the 7th Fleet operating off the East Coast... Ships of the Special Service Squadron called at seven ports—

(Continued on Page 32)



Ldg. Sea. Bruce Bottomley, of Medicine Hat, Alta., nearest camera, and PO Bill Steele, of Calgary, examine the remnants of a whaler that had been smashed by heavy seas during HMCS "Sioux's" passage through the China Sea to Hong Kong in November. (CA-298).

'The Nelson Touch'

*Extracts from an Address Given by
Defence Minister Brooke Claxton
To Cadets of the Canadian
Services College, Royal Roads,
November 14.*

The capacity for leadership is a compound of many qualities — physical, mental, moral. It is partly given at birth, it can be acquired, it is certainly cultivated with use.

The lives of great men are the greatest inspiration to leadership and the main source of our knowledge as to what leadership is, how it works and how it can be developed.

Among our great men it is hard to find one who above all others so concentrated in himself the qualities of leadership and who achieved such singular military success as Admiral Nelson.

It therefore occurred to me that today we should look at some of the experiences and attributes of this extraordinary man. I believe that in them and in what in his country came to be known as "The Nelson Touch" will be found the kernel, the true meaning, of leadership and its highest practice.

It is surprising that when the Mainguy Commission issued its report, this constructive work was on several occasions criticized as if the Commission had been critical of "The Nelson Touch" or of Nelson himself. There was nothing in the report to justify that assertion. The report referred to a feeling on the part of some officers and men in the Navy that there was too much of an attitude that "what was good enough for the time of Nelson was good enough today." Why, Nelson had similar views himself. He was utterly ruthless in dealing with outmoded ideas, outmoded tactics, outmoded standards of conduct or conditions of living. The report itself never even mentioned "The Nelson Touch" and it is utterly inconceivable that three men so steeped in the life of the sea and in the Naval tradition as Admiral Mainguy, L. W. Brockington and Louis Audette should have had anything but admiration for the greatest sailor ever produced.

... Nelson's relations with officers and men were an essential ingredient of his amazing success as an admiral. In them every

young officer must learn the first step towards becoming a good officer. Above everything else, the quality of any service depends on the professional keenness, the efficiency, the character and the general bearing of its officers.

... "The Nelson Touch" was not a simple thing. It was not even a sum in addition, or the piling-up of many qualities; it was a dynamic, living and balanced complex of qualities working in alert harmony with each other.

On September 15, 1805, Nelson set sail from Portsmouth in the "Victory," and with his reinforcements, went to command the fleet then stationed off Cadiz under Admiral Collingwood.

In England there was fear of invasion. Napoleon Bonaparte, "Boney," just across the Channel, was something more than a bogey-man to frighten the children at night. The French fleet was at Cadiz. The British public had less confidence in their Navy when Nelson was not in

active command. If the British Navy were defeated in the Atlantic, the Channel invasion might take place. It was like the football crowd in the closing dangerous minutes shouting "Send in — —," some man who somehow represented to them the spirit of victory.

Nelson's embarkation was the scene of wild enthusiasm; armed guards could hardly restrain the cheering crowds as he boarded his ship. He must have felt, "How can I let such people down?" And so the confident cheers of the crowd added to his own strength.

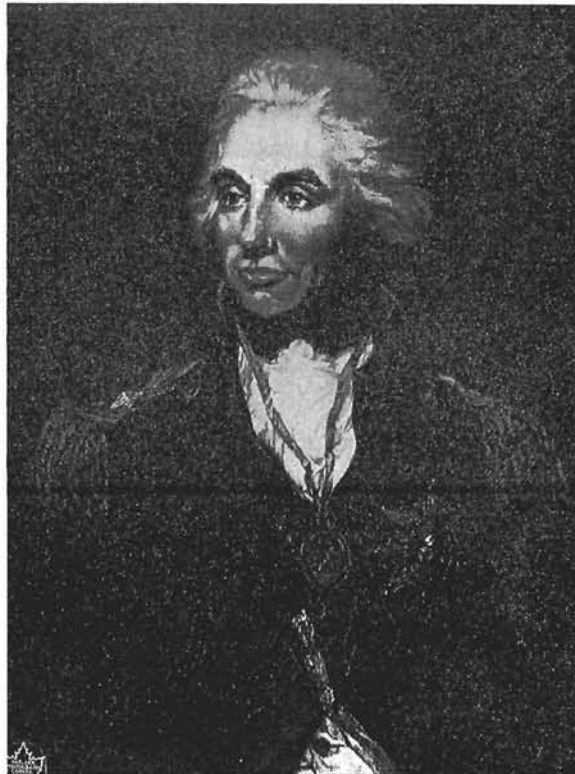
That strength would soon be tested. The combined fleets of Spain and France under Admiral Villeneuve were expected soon to expose themselves.

Nelson's arrival at the fleet was heralded by no salutes from Collingwood's guns, as he had sent a frigate ahead with a message that protocol was to be sacrificed to secrecy. Greeted with affection by his cap-

tains, he proceeded to outline a simple, flexible plan for breaking the line of an enemy superior in force. It seems so simple; they were to concentrate on one part of the enemy's formation at a time, so as to close with that part and destroy it. They were not to go on following a standard pattern of naval action, which was to pass by the enemy line in single file and then give one blow and away, like a line of knights on horseback.

The traditional line-ahead encounter of opposing fleets was a sort of march past of the two columns, like the closing of a slide-rule. The Nelson tactic was to break the enemy's formation, to strike directly across in two or three concentrated spear-head attacks against the single line of the enemy fleet.

Thus, though outnumbered, the British fleet would have a superior concentration of power at each point when and where their ships came into contact with the enemy's line. Once this was done,



he placed his faith in getting as many as possible of his ships right alongside the ships of the enemy. In close action, he had infinite confidence in the superior skill of his British seamen. The way to do it was to get the ships in a position where the quality of the British sailors would tell.

It was this plan — new, exciting, inspiring — which the great Admiral himself referred to as “The Nelson Touch.”

The anxious days leading up to the battle were not too full of great matters for Nelson to forget his men. A despatch vessel had just set sail for England bearing, as well as official mail, letters from the crews to their families. Nelson discovered that one of his petty officers had been so busy with the mail bags that he had forgotten to mail his own letter. Horatio, Viscount Nelson, Duke of Bronte and Baron Nelson of the Nile, Knight of the Most Honourable Order of the Bath, Commander-in-Chief of His Majesty's Mediterranean Fleet, caused a signal to be sent the despatch vessel to return — for that one letter.

These examples light up for us the meaning of something of what Nelson meant, and of what we mean, by “The Nelson Touch.” “The Nelson Touch” was a compound of courage, skill and humanity seldom if ever equalled in the long story of the sea. The skill was the result of hard work, long preparation and understanding of his job and of his men.

His genius as a leader and as a naval tactician was like all genius, a mixture of great insight with the infinite capacity for taking pains — inspiration and perspiration.

What Nelson had adds to the very essence of leadership distilled in the fire of his own unremitting devotion to duty and his determination to win.

His officers trusted him, his men adored him, the enemy feared him. The name of Nelson had become synonymous with Victory.

Like so many other great naval and military leaders, his greatest triumphs came when he was relatively young. He was only 47 when he was wounded for the fifth and final time on the deck of the “Victory” at Trafalgar.

Think of that battle, that scene!

A few days before, he had written the letter about “The Nelson Touch.”

The morning of the Battle of Trafalgar he wrote the great prayer which is one of the imperishable documents in England's record:

“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.

Then he prepared the signal, the touch of purple, which sailors and soldiers and simple people like ourselves love because it sends cheer through our hearts.

“ENGLAND EXPECTS EVERY MAN
WILL DO HIS DUTY.”

Then he led the attack.

Some of his officers were concerned because Nelson's decorations made him a mark for sharpshooters. While they were afraid to suggest that he conceal his rank, they did manage to obtain his consent for a moment that the second ship in his column should pass him and lead into the enemy. The signal was made but the “Téméraire” was never allowed to pass. Nelson refused to slacken the “Victory's” pace, and sharply rebuked a midshipman who had taken in a small sail in order to reset it.

He had often before had a premonition of death before entering battle, but the premonition lay heavy on his mind this day. When the sharpshooter's bullet struck Nelson, he was carried below decks, where he lived just long enough to hear that victory had been won.

Nelson's technique of naval warfare was revolutionary at that time. What it depended on was the utmost personal loyalty among the officers and seamen: loyalty to England, to Nelson and to each other.

Let us examine, for a moment, how that loyalty came into existence, was brought into existence, rather.

In order that any kind of confidence may grow between men, there has to be first a breaking down of distrust and petty rivalry. The seeds of trust, loyalty and confidence must be planted and cultivated to grow and expand. Confidence must be based on understanding, and understanding must be based on knowledge.

For Nelson, as for any good leader, this meant personal contact, explanation and discussion. The first fleet of which Nelson was in command was that which destroyed Napoleon's ships at Aboukir Bay in Egypt. During the long search which preceded this encounter, it was Nelson's custom,

whenever he could, to summon his captains on board the “Vanguard” and explain to them his own ideas of the different and best modes of attack, considering every possible situation in which the enemy might be found.

In this way, when action came, Nelson could depend on his captains to carry out his ideas without detailed signals, as it seemed by instinct. Instinct is much the same thing as habit, and habit comes from training.

Thus was our modern idea of “briefing,” of securing understanding and co-operation through intelligent anticipation and proper response, shown to us in its full value a hundred and fifty years ago. It made concentrated action in the face of any situation so nearly instinctive that, this assured, individual initiative and intelligence would and could show their full scope.

... It is not an exaggeration to say that Nelson transformed the English Navy during his lifetime. This was produced by his work at sea, for he never held a shore appointment.

In the earliest records we have of Nelson's behavior, the attitudes and qualities that marked his later successes are already evident.

His formal academic education was not very great, as he first went to sea at the age of twelve.

But the great strategist, the great tactician that was to be, did not neglect, even when he was fourteen years old, the practical and detailed knowledge without which the greatest genius must run aground in the process of making his ideas *work*.

At the battle of Cape St. Vincent, Nelson risked his whole career and the reputation of his commanding officer, Sir John Jervis, by breaking the orthodox line formation, against orders given. He won the battle for England, an earldom for his chief, and a knighthood for himself.

The naval historian, Captain Grenfell, RN, points out that the next time for a British ship to break line formation was in May 1941, when HMS “Rodney” broke formation in the action against the “Bismarck.”

At the Battle of Copenhagen on April 2, 1801, Nelson was under the command of Vice-Admiral Sir Hyde Parker. They had sailed to encounter the Danish fleet in harbor at Copenhagen. Parker, his division not yet engaged with the enemy, saw Nelson's ships meeting more resistance than had been bargained for. He signalled Nelson to leave off action.

Nelson, on board the “Elephant,” acknowledged receipt of the signal but

did not repeat it to his own ships. An officer had asked him what the signal No. 39 meant.

"Why, to leave off action," Nelson replied. "Leave off action!" he repeated, then added with a shrug of his shoulders, "Now damn me if I do."

He turned to Captain Foley. "You know, Foley, I have only one eye. I have a right to be blind sometimes." Then, putting a glass to his blind eye, "I really do not see the signal."

Nelson's failure sometimes to obey instructions was never in his own interest, never through slackness, never through a desire to avoid action . . . and *never unsuccessful*.

The kind of disobedience Nelson practised would have been unnecessary under Nelson's kind of leadership, which gave scope to initiative. That was also the "Nelson Touch."

In all his actions we are continually brought back to the man's integrity as a person. If this was the direct cause of the devotion of his captains, it was even more directly the source of the order and enthusiasm maintained on the lower deck.

Nelson was once put in command of a ship whose crew had the reputation of being unruly and mutinous. Within a week of sailing a note was found written by one of the crew on behalf

of the rest in which they pledged their devotion to their new captain.

When he was about to quit Naples to go home on leave, his bargemen, who had served under him for many years, sent him a note begging permission to accompany and serve him. Nelson's determination to find no fault in his ships and their crews, along with his consideration for the men, was exceptional at the time.

Conditions in the Navy were not a bed of roses for an admiral of the fleet, let alone an ordinary seaman. Food was usually of a quality that would revolt any landsman — there were no refrigerators and voyages were long. Nelson's men never saw him fail in devotion although often racked with fevers caught in tropical cruises, troubled and handicapped by wounds that would have retired most fighting men, and submitting himself to the rigors of long voyages, or exposing himself with eagerness whenever battle offered.

The amount of sickness in Nelson's fleet was surprisingly small, particularly for his time. The causes of scurvy were beginning to be known, and whenever possible he saw that the men's diet was supplemented with fresh foods. He took care to have fiddlers on board (a substitute for

physical instructors), and the men did physical jerks in the happy form of the hornpipe.

What was, then, "The Nelson Touch?"

"The Nelson Touch" was an infinite attention to detail in preparation of plans and fitting of equipment; it was constant care for the welfare of his men; the admission of officers and men into his confidence so as to make a team which could play without signals; it was the obdurate refusal to be hide-bound by out-of-date tactics; and it was the courage and the "will to win" that remains today the most fundamental military quality.

This and lots more was "The Nelson Touch," and this is just what we want to see in the services of Canada. I believe it's there and will continue to be there in ever-increasing measure.

THE SILENT SERVICE

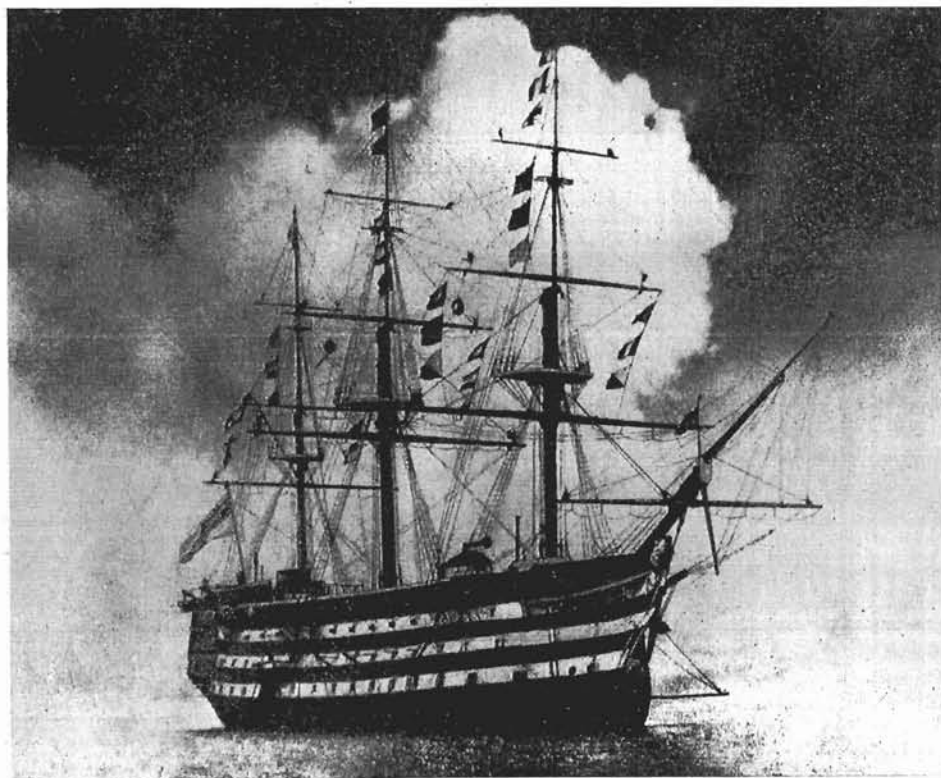
○ your blood runs red within you
And you're tops upon your toes,
When the scent of battle lingers
Like a touch upon your nose;
And you're ready made for duty
And you're fighting do or die—
When the Navy has your number
And the Navy is your cry!

○ your salt is in your breathing
And you rest against the sea,
When the ship you serve is sacred
Like your days of victory;
And the iron and steel of silence
Grip you round about the throat—
When the Navy has your number
And it's number one afloat!

○ your love cries for the ocean
And the service that you give,
When you're smart and trim and proper
Like a man who wants to live;
And you're busy in the morning
And you're singing in the night—
When the Navy has your number
And the Navy is your right!

○ your base is at Esquimalt
And you know your way around,
When you think of Juan de Fuca
Like you think of Puget Sound;
And you symbolise your Country
And your heart is beating true—
When the Navy has your number
And it's number one to you!

by Alan Leslie Greig



HMS "VICTORY"

This photo was taken in Portsmouth harbor on Trafalgar Day, 1919, by the present Medical Director General of the RCN, Surgeon Captain A. McCallum. Nelson's famous signal flies from his flagship's halliards. Visible, also, are the laurel wreaths of victory.

Proud 'Pops'

*Electrical School Staff
'Adopts' Fatherless
Greek Boy of 11*

Dear Foster Parents,

I got the money and parcel you sent me and thank you very much. We were all delighted when we saw the parcel. So I started immediately writing this letter to you to thank you with all my heart. The parcel contained a shirt, a pair of slacks, powdered milk, powdered egg and a soap. I pray God to keep you always well and happy.

I go to school. From the first grade till the fourth I always got "A's." This year both my mother and I were ill and so I missed school. I didn't get my report card yet.

The weather here is very hot. What is it like over there? I wish I had a letter from you saying all your news and if you are all keeping well. You are the only people we have in the world to help us. Your kindness made us very happy. We shall always be grateful to you.

Everyone at home thanks you very much and sends their kindest regards and best wishes.

*With much love and kisses,
Your loving son,
John Chourpoulidis.*

The foster parents to whom this letter was addressed are a group of officers and men of the Royal Canadian Navy, staff members of HMC Electrical School, in Halifax.

Under the Foster Parents Plan for War Children, they had adopted an 11-year-old, fatherless Greek boy, and the letter, as translated above, was the first they had received from him.

The "papas" didn't advertise what they had done but the story leaked out when they asked the Naval Photographic Section in Halifax to make copies of the original letter and of a picture of the boy.

It turned out that the proposal to adopt a child was first made at a staff meeting in the Electrical School last June. The only argument against the plan was that charity might better begin at home. But after some enquiry and discussion it was agreed that the amount of money the staff could

afford to contribute to the project would not go one-tenth as far toward procuring real happiness in Canada as it would in some less fortunate country.

Lieut.-Cdr. J. A. M. Lynch and CPO H. O. Baker were designated as an investigating committee to produce recommendations as to what course should be followed. The chaplain staff in "Stadacona" was consulted and was most enthusiastic.

It was decided to adopt a Greek boy and the first contribution was forwarded to the Montreal office of the



JOHN CHOURPOULIDIS

Foster Parents Plan. This organization was formed in 1937 by a British war correspondent to care for children orphaned or distressed as a result of war. It does individual relief only.

Those subscribing to the plan are put in touch with a particular child and become his "foster parents." Their contributions assist in his, or her, support and a channel is provided, as well, for despatching personal gifts. Correspondence is, of course, encouraged.

John, the Electrical School's adopted son, is 11 years old, has brown hair and brown eyes, is 46 inches tall and weighs 55 pounds. He is very intelligent but has been so sickly that he has missed a great deal of school.

His father was killed three years ago in the explosion of a land mine while travelling to a training camp, whither he had been sent when called up by the Nationalist army. Because he died in an accident and not in the line of duty, his widow does not receive a pension.

In addition to John, there is another boy, four years of age. Their mother has tried to support them by working as a cleaning woman. Her health has limited the amount of work she can do and until recently she has had to try to maintain her family on the equivalent of approximately \$4 a month. (In the town where she lives, a spool of thread costs 40 cents).

No one will claim that the family is now well off, but John's foster parents hope that they have been able, at least, to save them from poverty and help them to live a reasonably comfortable existence.

As a special Christmas treat, a huge parcel was made up and forwarded to John from the Electrical School.

Hardly a week goes by without some staff member writing the boy a letter. Communications are slow in Greece and as yet only the one letter has been received in reply. However, his Canadian foster parents are hoping that soon they will hear that food, clothing, medicine and encouragement are having their effect, and that John has regained his health, returned to school and is leading his class. — J.M.L.



OFFICERS *and* MEN



Four are Awarded US Legion of Merit

Two officers and two men of the Royal Canadian Navy have been awarded the United States Legion of Merit for their part in the rescue on November 19, 1949, of 18 crew members of a US Air Force B-29 which had crashed into the sea off Bermuda three days earlier. (See "Crowsnest," December 1949).

"For exceptionally meritorious conduct in the performance of outstanding service," Surgeon Captain Eric H. Lee and Lieut.-Cdr. Edward T. G. Madgwick have been awarded the Legion of Merit in the degree of Officer. Chief Petty Officer William H. Roberts and Petty Officer James E. Callighen have been awarded the Legion of Merit in the degree of Legionnaire.

The citation for the award to Surg. Capt. Lee, now Command Medical Officer of the Atlantic Com-

mand, reads, in part: "Surgeon Captain Lee, having been transferred by boat from 'Magnificent' to 'Haida' in treacherous seas, administered to the needs of the exhausted and suffering survivors in an efficient and humane manner. His conduct was a credit to the high standards of both the Naval Service and the medical profession ..."

Lieut.-Cdr. Madgwick, commanding officer of the "Haida" at the time of the rescue and now in command of HMCS "Huron", received the award for "exhibiting the finest type of seamanship, manoeuvred his ship expertly, and permitting his ship's whaler to be dispatched to bring the survivors alongside 'Haida'. His excellent seamanship, his initiative and command under difficult sea conditions successfully completed one of the most extensive sea searches in the history of the Western Atlantic ..."

Now serving in HMCS "Stadacona," CPO Roberts directed the

lowering of the "Haida's" seaboard and the operations of the rescue crew when the survivors were brought alongside. His citation commended "his leadership and energy in directing his men (which) contributed greatly to the success and efficiency" of the rescue.

Petty Officer Callighen, now in HMCS "Nootka," was coxswain of the "Haida's" seaboard. He has been honored for "outstanding initiative and coolness (in taking) his whaler through heavy seas, (taking) in tow the survivors' boat and bringing them alongside 'Haida'."

Change of Command in Hamilton Division

After guiding the fortunes of HMCS "Star" in Hamilton for over four years, Cdr. Samuel F. Ross, RCN(R), retired and turned over command of the division November 28 to Lieut.-Cdr. George H. Parke, RCN(R).

Lieut.-Cdr. Parke, executive officer of "Star" since September 1948, entered the RCNVR in 1941 as a probationary sub-lieutenant. He trained at what was then HMCS "Royal Roads" and served in various appointments ashore until January 1944, when he was appointed to the corvette HMCS "Dawson." He later served in the corvette "Shediac" and took a specialized gunnery course at "Cornwallis." Demobilized in October 1945, Lieut.-Cdr. Parke entered the RCN(R), active list, at "Star" in July 1946.

Cdr. Ross entered the RCNVR in December 1940 with the rank of probationary sub lieutenant. After initial training, he served in the "Ingonish," "Sans Peur" and "Bellechase" on the West Coast. He then took a gunnery course at "Cornwallis," following which he was appointed to the destroyer "Algonquin."

He later returned to the West Coast as the officer-in-charge of the Gunnery School in "Naden". He was demobilized in 1945 and re-entered



During the Special Service Squadron's return voyage to Canada, members of the "Magnificent's" ship's company staged a variety show entitled "Ambassadors All" that proved to be a smash hit. One of the highlights was a hillbilly act staged by the "Slim and Pappy" troupe and climaxed when Rear-Admiral E. R. Mainguy joined in with his banjo. On stage with the admiral are, left to right: PO Kenneth Busch, Regina; AB Thomas Nickerson, Barrington, N.S.; AB Donald Kindy, Niagara Falls; AB Clarence Christian, Prospect, N. S.; Ldg. Sea. George Fletcher, Halifax and Toronto, and AB Colin Murray, Chatham, Ont. (MAG-2619).

the active list of the RCN(R) in May 1946 in the rank of lieutenant-commander, taking command of "Star" late in the month. His promotion to commander was confirmed on January 1, 1948.

Appointment Changes Are Announced

The following appointment changes have recently been announced by Naval Headquarters, Ottawa:

Captain H. S. Rayner to Naval Headquarters as Secretary to the Chiefs of Staff Committee, with the acting rank of Commodore while holding the appointment. From Imperial Defence College in the United Kingdom.

Cdr. (P) J. C. Reed to HMCS "Stadacona" on the staff of Canflag-lant as Staff Officer (Air). Formerly Executive Officer, HMCS "Naden".

Cdr. Angus G. Boulton, Executive Officer of HMCS "Magnificent", and Cdr. Howard L. Quinn, Director of Naval Reserves, will exchange appointments early in January.

Cdr. J. A. Charles, to HMCS "Stadacona" as Officer-in-Charge of the Communication School. From a staff course in the United Kingdom.

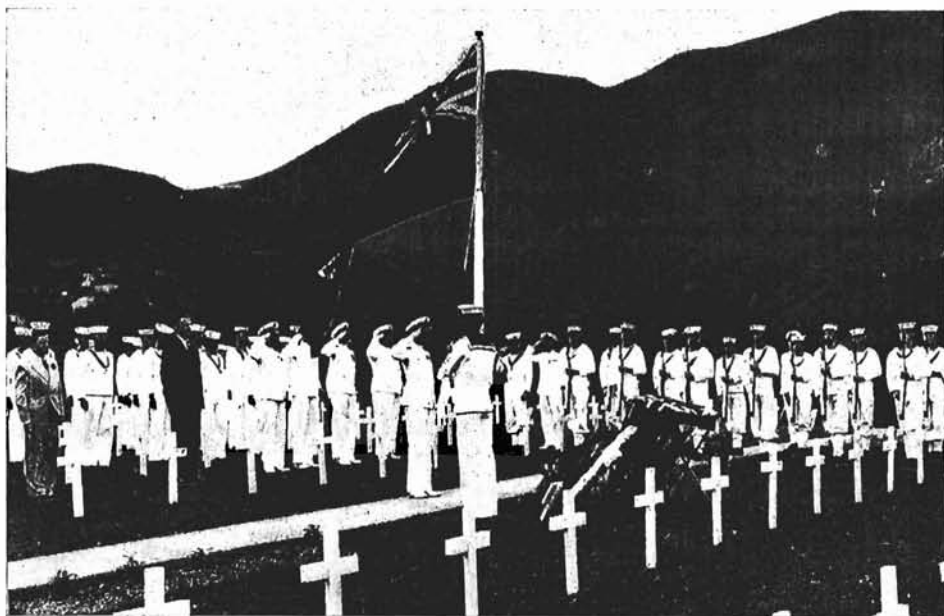
Lieut. Cdr. Kenneth Birtwistle to Naval Headquarters on the staff of the Director of Naval Intelligence as Staff Officer (Intelligence). Formerly First Lieut.-Cdr. in HMCS "Magnificent".

Lieut. Cdr. Dunn Lantier to HMCS "Magnificent" as First Lieut.-Cdr. Formerly on the staff of the Director of Naval Plans and Operations at Naval Headquarters.

Lieut. Cdr. L. B. Jenson to HMCS "Stadacona" as First Lieut.-Cdr. Formerly at Headquarters on the staff of the Director of Naval Organization.

RCN, RCN(R) Officers Taking TAS Course

A three-month officers' torpedo anti-submarine course got under way



On Remembrance Day officers and men from HMC Ships "Cayuga" and "Athabaskan" and members of the Canadian colony in Hong Kong held a memorial ceremony at Sai Wan military cemetery, where 281 Canadian Army personnel who lost their lives in the defence of Hong Kong are buried. (CA-290)

in the TAS School, Halifax, on November 1. Eight of the 15 officers taking the course are RCN, the balance RCN(R).

Officers of the RCN(R) are: Lieut.-Cdr. Ralph Newstead, Lieut.-Cdr. R. W. Cline, Lieut.-Cdr. J. M. Kenny, Lieut.-Cdr. D. M. MacLennan, Lieut. M. F. Proud, Lieut. (P) T. J. Thomas and Lieut. D. A. Cameron.

RCN officers are Lieut. D. A. Crump, Lieut. D. J. Kennedy, Lieut. D. K. Gamblin, Lieut. T. B. L. Hebbert, Lieut. (P) J. R. H. Ley, Lieut. D. C. Edwards, Lieut. Lenn Speight and Lieut. C. R. Manifold.

Two CPOs Promoted to A/Commissioned Bos'n

Chief Petty Officers Dawson B. Lawrence, of Drumheller, Alta., and Alfred R. Corner, of Redvers, Sask.,

and Victoria, were promoted recently to the rank of Acting Commissioned Boatswain, RCN, following the completion of qualifying courses in the United Kingdom.

CPO Lawrence entered the RCN as a boy seaman in July 1940. After basic training in "Naden", he was drafted to the auxiliary cruiser "Prince Henry". Later he served in various shore establishments, in the frigate "Orkney" and the corvettes "Algoma", "Calgary" and "Mata-pedia".

Since the war he has served in HMCS "Tecumseh", Calgary, in the survey vessel "Ekholi", on the training staff of HMCS "Cornwallis" and in other shore establishments.

CPO Corner started his naval career in June 1939 as a boy seaman. His first ship was the destroyer HMCS "Skeena", in which he served for 18 months. He then spent a year in the converted yacht "Renard" and saw further wartime sea service in the destroyer "Columbia" and the frigate "Sussexvale". Since the war he has served in various shore establishments and in the cruiser "Ontario".

Three Men Praised for Quick Action

Two petty officers and a leading seaman were commended by the Executive Officer of HMCS "Stadacona" in his daily memorandum for quick thinking and prompt action in connection with an accident on November 14.

He'll Have You Know He's Plain John Doe

"What's in a name?" is no mere phrase to be tossed off lightly by one member of HMCS "Cayuga's" ship's company. He is Petty Officer John Doe, of Calgary and Victoria, a radio technician serving on board the destroyer.

"I am just plain John Doe", he says, "— not even a middle initial". And that is where his trouble lies. He has had many a brush with naval authorities who do a quick double-take when he says he is "John Doe".

One incident which is typical of the complications he's faced occurred when he reported to the ship's office of a shore establishment to sign his re-engagement form. The supply officer tossed him the forms and told him to "fill these out and put your John Doe on the dotted line". PO John Doe followed the instructions to the letter. He handed the completed forms back to the officer, who read them, frowned darkly and began a dissertation on what is and is not funny.

Just as he was well launched into his speech, Doe quietly produced a copy of his birth certificate. The lecture ended.

Says Doe: "I learned long ago to carry either my birth certificate or I.D. card with me at all times".

Ord. Sea. Cyril Buck, of St. John's, Newfoundland, a member of the main guard, severed the arteries in his wrist when a window he was cleaning broke. Ldg. Sea. James Hurdle immediately phoned for an ambulance, while Petty Officers George Southern and Arthur Hannaford applied a tourniquet which prevented excessive loss of blood.

Within eight minutes after the accident Ord. Sea. Buck was in the RCN Hospital. He was later released, none the worse for an experience which might have had fatal results if it were not for the prompt, effective action taken by his shipmates.

CPO Holland Shepherd on Retirement Leave

CPO Holland H. (Shep) Shepherd, of Mimico, Ont., a member of the RCN for 22½ years, went on retirement leave November 29. "Shep" was Regulating Chief at the Electrical School and was chosen by his shipmates for recognition as Man of the Month in the April 1950 issue of The

"Crow'snest."

His many friends on the Atlantic coast will still see him around as he is due to join the Naval Research Establishment in "Stadacona" as a civilian technician in January.

CPO Roy Harnett, of Dartmouth, another "old boy" at the school, will take over as Regulator.

Ordinary Seamen Qualify as Medical Assistants

Twelve ordinary seamen recently completed a medical assistant's course in the RCN Hospital at Esquimalt. Those qualifying were: Leslie Oland, Jesse Battle, David Robinson, Ernest Danylyshyn, Gordon Keat and Russell Volker, all Esquimalt port division, and A. Bennett, R. Perry, M. Wilson, T. Leonard, M. Miner and W. Marchand, all Halifax division. The latter group made the journey to the East Coast in HMCS "Crescent."

Another similar course is under way in the hospital and will complete late in February.

WEDDINGS

Lieut. (S) John B. Tucker, HMCS "Naden," to Miss Josephine Ferger, Dallas, Texas.

Lieut. (E) John E. Dumbrille, HMCS "Shearwater," to Miss Doris Irene Cooke, Toronto.

Lieut. Glen M. Derosenroll, Canadian Services College, to Miss Margery Edlin d'Easum, Victoria.

Sub Lieut. Richard Ratcliffe, HMCS "Nootka," to Miss Mary Patricia Greenhill, Victoria.

Petty Officer E. Ross Brock, HMCS "Cataraqui," to Miss Audrey V. Blomeley, Kingston.

Ldg. Sea. Roy W. Reid, HMCS "Cornwallis," to Miss Jean Pratt, Halifax.

Able Seaman Fred Paquette, HMCS Bytown, to Miss Willa Mayotte, Ottawa.

BIRTHS

To Captain A. H. G. Storrs, National Defence College, Kingston, and Mrs. Storrs, a son.

To Lieut.-Cdr. Leonard D. Saunders, HMCS "York" and Mrs. Saunders, a son.

To Instructor Lieut.-Cdr. Emilien Boule, HMCS "Cornwallis," and Mrs. Boule, a son.

To Lieut. A. B. C. German, HMCS "Stadacona," and Mrs. German, a son.

To Chief Petty Officer Reginald H. Player, HMCS "Cornwallis," and Mrs. Player, a daughter.

To Ldg. Sea. Bernard H. Brinen, HMCS "Stadacona," and Mrs. Brinen, a son.

To Ldg. Sea. Glen A. Dean, HMCS "Stadacona," and Mrs. Dean, a daughter.

To Ldg. Sea. Harold E. Ross, HMCS "Swansea," and Mrs. Ross, a son.

To Able Seaman Jesse Battle, HMCS "Naden," and Mrs. Battle, a son.

To Able Seaman Andre ("Hoagy") Carmichael, HMCS "Stadacona," and Mrs. Carmichael, a son.

To Able Seaman Robert F. A. Macdonald, HMCS "Swansea," and Mrs. Macdonald, a son.

Seven Men Complete Radar Plot Course

Seven members of the seaman branch completed a course in the Navigation Direction School, Halifax, on November 10 which qualified them as radar plotters third class. They were: Petty Officer Colin McDougall, Montague, P.E.I.; Able Seamen Joe Shorey, Cornwall, Ont.; Lawrence Richard, Chatham, N.B.; Guy Dorion, Montreal; Kenneth Spence, Springhill, N.S., and Lawrence Ross, Windsor, Ont., and Ord. Sea. Jacques Carriere, Hull, P.Q.

Communication School Trophy to CR38 Class

CR 38 class, under the charge of Petty Officer Len (Old Man) Murray, won the Cock of the Walk trophy in the most recent competition held in the Communication School, Halifax.

The trophy, awarded to the class



There is an air of nostalgia to this photo, not only in its setting, but in the expressions on the faces of the men appearing in it. Many readers will be reminded of wartime days—and nights—when off watch hours were lightened by musical sessions in the messdeck.

But this photo was not taken seven or eight years ago. It was taken this year, in a ship engaged in wartime operations. It shows a group of men in the dining-recreation space in HMCS "Sioux," one of three RCN destroyers serving in the Korean theatre. (CA-302)

Busy Bandsmen

"We can match that," said the bandsmen of HMCS "Naden" on reading in the November "Crow'snest" of the strenuous program followed by the RCN band at Halifax.

Whereupon the west coast instrumentalists produced a schedule which showed that not so long ago they, too, had put in a period of extra heavy music making.

Between August 16 and 18 the "Naden" band was in Penticton, B.C., for the annual Peach Festival, playing in parades and concerts that occupied them morning, afternoon and evening.

From Penticton they went directly to Saskatoon, where from the 21st to the 24th the band played eight concerts, appearing at the convention of the Canadian Federation of Mayors, at the DVA hospital and at the sanatorium.

Between performances the band held practices and cleaned and polished gear, leaving the members little time on their own.

under training which gets top marks for conduct, parade efficiency, classroom cleanliness and personal neatness, was presented by Cdr. J. C. Littler, executive officer of "Stadacona," on November 16.

The trophy had been won in the preceding month by CR36, under CPO Charles Bourgeois. It was presented on that occasion by Cdr. M. G. Stirling, Director of Naval Communications.

Four Complete Course In Diesel Maintenance

Four members of the engine room branch recently completed an I.C.E. diesel maintenance course in the Mechanical Training Establishment at Halifax. The class also took two weeks' training in damage control and firefighting. Its members were CPO C. H. Johnson, Halifax; CPO J. W. Dean, Ottawa; CPO John P. Howell, Halifax, and PO Leslie Tonge, Dartmouth.

Shearwater Players Win New Acclaim

Acclaimed as their best effort, "The Shop at Sly Corner" was staged by the Shearwater Players in the air station gymnasium November 16, 17 and 18.

The play, directed by Robert Dalley, is set in a London jewellery store and runs the gamut of thievery, murder, blackmail, romance, comedy and suicide.

The Halifax Mail Star wrote, "So well-balanced is the cast that it would be difficult to pick out an outstanding performance."

The cast included Ron Marwood as



Members of the eleventh Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis" are shown above. Front row, left to right: CPOs R. D. Taylor, G. S. Girard, J. A. Cocks, C. G. Waite, A. Sharp, R. W. Bright, G. H. Halladay and C. W. Sismey.

Second row: POs R. M. Heath, F. G. Kennett, D. R. MacMartin, J. D. Bell, D. L. Gorton, S. E. Keast, C. W. S. Wheatley and D. A. Simpson.

Rear row: POs A. T. Gasper, C. T. Hutchingame, G. V. Carr, M. V. Johnson, N. O'Neil, W. M. Bennett, R. P. Bodington and J. I. Smith. (DB-964-1).

the scheming jeweler; Sybil Hibbert, his charming daughter; Douglas Cooke, jewel thief; Robert Carl, jeweller's assistant; Peter Bailey, Scotland Yard inspector; Peter Britton, doctor; Stella Murphy, charwoman; Margaret Maxwell, jeweler's sister; Rita Bailey, daughter's girl friend, and John Young, new shop assistant.

Backstage operations were handled by R. W. MacCutcheon, production and stage manager; Bebe Eversfield, Barbara Hudson, Ruth Britton, Margaret and Dorothy Dunn, Christina Marwood, Jack and Elsie Young and Sybil Hibbert.

CARRIER'S CURIOUS CARGO

The European cruise was not finished for HMCS "Magnificent" until two small chairs she had picked up along the way were delivered to Mrs. Nelson Smith of Summerside, P.E.I.

Commodore K. F. Adams, commanding officer of the carrier, promised while the ship was at Portsmouth to take back to Canada a toy rocker for Mrs. Smith's children. Mrs. Ethel B. Jones of Devon, Yatton (near Bristol), read of the Canadians' visit to Portsmouth and decided it would be a good opportunity to send a small hand-made rocking chair to Prince Edward Island for her grand-

children. Accordingly, she wrote Commodore Adams, stating her request.

Commodore Adams readily agreed, and ordinarily the story would have ended there. However, when Mrs. Jones arrived on board with her parcel for delivery she was met by Commodore Adams, invited to lunch, and later shown through the ship from stem to stern.

In the captain's cabin Mrs. Jones presented the commodore with an ivory-bound Anglican prayer book which was printed 100 years ago. Mrs. Jones revealed a further Canadian tie-up when she mentioned that her husband, who had made the toy chair, had carved 27 years ago the Speaker's chair which stands in the Canadian House of Commons.

The chair story was carried in British and later in Canadian papers. By the time the Canadian Special Service Squadron reached Bermuda a second chair was ready for delivery to Mrs. Smith and her children.

A cedarwood craftsman had read about the chair from Portsmouth and thought it fitting a Bermuda product be added to the collection. The second one consisted of a small straight back chair made of Bermudian cedar.

Upon arrival at Halifax November 27, Commodore Adams turned the two chairs over to Naval Stores for shipment to HMCS "Queen Charlotte," the naval division in Charlottetown, where the chairs were subsequently presented to Mrs. Smith in plenty of time for Christmas.

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.

BECKETT, William G. P2RA3
 BELL, George B. LSCM1
 BENNETT, William M. P1CS3
 BERNIER, Joseph C.O. LSCS1
 BOUCHARD, Germain. P2MA2
 BOYD, Percy A. C2G13
 BRAHAN, James A. P1LR1
 BRISDON, John H. P2ET3
 BROOKE, Eric. C2RT4
 BULPIN, William H. C1ET4
 BURGESS, Arthur A. LSEM1
 BURKE, Albert D. C2ET4
 BURKMAR, Richard L. C2ET4

 CAMPBELL, Kenneth A. C1ET4
 CAMPBELL, Roger E. LSAA1
 CAMPHAUG, Lawrence R. LSAF1
 CASSWELL, George W. P1TD1
 COSBY, Donald E. LSCM1

 DESCHENES, Rene. LSCM1
 DIXON, William D. C2TI3
 DUNCAN, Robert H. LSEM1

 ENGLISH, James W. P1CM3

 FARNDAL, Clarence E. P1RC1
 FERGUSON, John A. C1ET4
 FISHER, Joseph A. LSAA5
 FORWARD, Michael B. P2ET3

HARNETT, Roy A. J. C1ET4
 HAYWARD, Ronald E. LSAA5
 HINDLE, Frank H. P2CM2
 HODGE, Osbert A. LSEM1
 HODGKINS, Frederick W. P2CM2
 HOGAN, Francis P. P2ET3
 HOILAND, Irvin. LSEM1
 HOOKE, Russell I. P2TD1
 HUFF, Warren B. LSCM1
 HUGHES, George E. C2ET4

 JENKINS, Cyril F. C2ET4
 JONES, Harry E. P1ER4

 KAISER, William B. C2SM3
 KENNY, James L. LSEM1
 KURTS, David A. P2RP1

 LAURIE, Laughlin C. LSCS1
 LAYCHUK, Raymond. LSR1
 LEADER, Donald R. LSCM1
 LEAFLOOR, Frederick A. LSCM1
 LEGUE, Robert A. LSEM1
 LITTLE, Chester G. C2RT4
 LOVE, Morley R. LSCS1

 MacDONALD, Robert L. C2RT4
 MacINTYRE, Thomas. C1CV3
 McCUE, George A. C1CV3
 McGOVERN, William D. LSEM1
 McMULLEN, James E. LSMO1
 MANLEY, Richard P. C2ET4
 MARKLINGER, Carman F. LSEM1
 MATTACHUK, Peter. P1ER4
 MEADOWS, Robert E. P1CM3
 MEADS, John L. C2CM3
 MILLER, Robert C. LSEM1
 MOYES, William D. C2CM3

MYTRUK, Victor. P1RT4
 NELSON, Walter R. P2ET3
 NETHERTON, Fred C. C1ET4
 NORBURY, Douglas J. LSEM1

O'HALLORAN, John J. P2CS3
 OFFER, Harold C. P2ET3
 OJA, Elgin B. LSEM1
 OWER, William N. P2AF2

PALMER, Robert T.W. P1CM3
 PARTRIDGE, Ernest J. P2AA1
 PAULSEN, Earl F. P2TD1
 POLISCHUK, Frederick C. C2PH3
 PRICE, Jack A. LSAL1

RATHGABER, Rudolph O. LSAA1
 ROACH, Gordon J. P2CM2
 ROBERTSON, Robert. LSAA5
 ROUSELL, Leonard J. C2TD2
 RUXTON, James J. P2MA2

SANDERSON, Richard D. LSCS1
 SARTAIN, Frederick T. C1ET4
 SKIBA, Stanley A. LSTDS
 SMITH, George V. P1LR2
 SMITH, George W. P1CM3
 SMITH, William R. P2LR1
 SMYTH, A. James. P2CM2
 STASIUK, Harry. LSCS1

TAYLOR, Arthur S. P2ET3
 TAYLOR, William S. C1ET4
 TERLSON, Donald R. LSEM1
 THACKERAY, Bruce A. LSRPS
 THICKETT, Albert V. C1ET4
 THOMPSON, Reginald F. C2CM3
 THOMPSON, William. P1CM3
 TRAVIS, William A. P1SE2(NQ)
 TUDOR, Maurice M. C1ET4

VOSE, Reginald W. C2P13

WARING, Donald W. C1CW3
 WATSON, Rowland. C1RT4
 WESTELL, John R. LSCS1
 WESTERBERT, Arnold R. C2LA4
 WILKINS, Ronald H. LSAA5
 WILLIAMS, Noel F. P2CM2
 WILSON, John C. P2CS3
 WILSON, Keith G. LSCM1

YOUNG, Gordon A. LSEM1

SAILOR SONGSTERS

Just about everyone likes to sing, and at HMCS "Cornwallis" are 120 sailors who enthusiastically devote a lot of their off-duty time to exercising their vocal chords. They are the members of the "Cornwallis" choir, a musical aggregation whose fame and popularity are steadily spreading. Founded by Chaplain Harry Plougman shortly after "Cornwallis" re-opened in 1949, the choir has grown to its present size from a humble beginning of 20 new entry seamen. Membership is voluntary and is drawn almost entirely from new entries. Although the turnover is necessarily considerable, the choir has consistently maintained a high standard of excellent. Its present director is Cdr. P. D. Budge, executive officer of the establishment. (DB-978-1).



Veteran Sailor Honored

*Petty Officer A. E. Edwards
Has Seen Sea Service in Two
World Wars*

("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.)

A MAN who has been in one kind of uniform or another for most of the past 40 years has been chosen by the Chief and Petty Officers' Mess of HMCS "York," Toronto, as Man of the Month for January.

He is Petty Officer Alfred John Edwards, a veteran of two world wars, sailor, airman, and, at present, on the recruiting staff at the Toronto naval division.

Born in Birmingham, England, PO Edwards came to Canada with his family at an early age and settled in Toronto. His first uniform was that of the then newly established Boy Scouts of Canada, which he joined at the age of ten. He soon became one of the organization's youngest troop leaders.

However, as far back as he can remember he yearned to become a sailor and on January 12, 1917, at the age of 17, enlisted in the Royal Canadian Navy Overseas Division as an ordinary seaman.

During the next two years he served in a number of Royal Navy ships, mainly on convoy escort duty and minesweeping. Edwards had several narrow escapes from death or serious injury during this period. He was in HMS "City of Selby" when a torpedo narrowly missed the ship and carried away her log line, and was serving aboard HMS "Kinaldie" when the ship struck a mine. He was on his way up from the engine room and suffered minor injuries when the concussion knocked him off the ladder and on to the deck below.

In August 1917 he was in HMS "Pembroke," the RN Barracks at Chatham, when an aerial bomb struck, killing 150 men.

Edwards was demobilized in 1919 from HMCS "Niobe," but the following year saw him back in uniform. He enlisted in the new Canadian Air Force and, as a rigger, was stationed at Camp

Borden, Ontario. During his term at the air station, he witnessed speed trials of the Curtis JN4, better known as the "Jenny." He recalls the astonishment of everyone present when the aircraft, aided by a strong tail wind, attained the then unheard-of speed of 85 miles per hour.

In 1925, a slashed defence budget reduced the air force to reserve status, and Edwards changed back to Navy blue, entering the Royal Canadian Naval Volunteer Reserve at Toronto as an able seaman. At the same time he took up civilian employment with a rubber company.

During the next few years he acquired additional duties, serving as instructor to the Sea Scouts and the Temeraire Corps of the Sea Cadets. His own 25-foot yawl, the "Iron

Duke," made many trips to points on Lake Ontario, most of the time with Sea Scouts or Cadets as crew.

He completed his engagement before the outbreak of the Second World War but re-enlisted in March 1941 and served in the Toronto naval division as an instructor in communications. Early in 1943 he was drafted to "Cornwallis," then expanding into the Commonwealth's largest naval training establishment. There he served as an instructor both ashore in the training schools and at sea in the converted yachts "Beaver" and "Ambler," then tenders to "Cornwallis."

Returning to "York" in July 1945, he was demobilized the following month in the rank of petty officer.

Not content to remain out of uniform long, however, Edwards re-entered the Reserve early in 1948, and at present is employed on Special Naval Duty as assistant to the recruiting officer at "York."

PO Edwards' hobby embraces anything to do with boats or sailing. Recently he was coxswain of the winning whaler in the Rochester, N.Y., Regatta and his boat took second place in the dinghy sailing race at the Great Lakes Naval Regatta at Hamilton over the Labor Day week-end.

Married in 1923, PO and Mrs. Edwards have one son, Frank, who also served in the Navy during the Second World War. — P.N.



PETTY OFFICER A. E. EDWARDS

'Chippawa' Assists 'Peg Swim Scheme

The Junior Chamber of Commerce of Winnipeg again is sponsoring a series of swimming lessons for children seven to 14 years of age, with the Navy co-operating in the program by making available the swimming pool at HMCS "Chippawa," the Winnipeg Naval Division.

Mayor Garnet Coulter is an active supporter of the plan, which is under the direction of Carl Pederson, Jaycee president; John McWilliams, vice-president; George Yates, water safety committee chairman; Herb Irvine, sports representative, and Lieut. Jim Hyman, staff officer of "Chippawa."

LOOKING ASTERN



Christmas Story: 1942

THIS is a story of Christmas time, but it is not a happy one. It occurred eight years ago and, except by the participants, has been largely forgotten, thrust into obscurity by the succession of great events that filled the following years.

It is a story of ships and sailors. For some of them there was not to be another Christmas. For the others it was a Christmas completely bereft of the spirit, the joy and good cheer that one usually associates with the Yuletide season. The only bells they heard were those calling them to action stations; the only lights they saw were the rockets and flames from torpedoed merchant ships, the arching tracers from machine-guns, or the pitiful, fading flashes from lifeboats and rafts.

ON December 19, 1942, the 47 ships of Convoy ONS 154 formed up in the North Channel and set course for North America. "ONS" indicated a slow convoy—one that made, at best, a plodding $6\frac{1}{2}$ knots. This one took 24 days to reach New York—and when it got there, it consisted of but 34 ships. The others had been sunk in one of the worst maulings suffered by a North Atlantic convoy in the war.

The escort was hastily assembled and under strength. There had not even been time for a conference of commanding officers before sailing. The senior officer was in the destroyer HMCS "St. Laurent". Other ships in the all-Canadian group were the corvettes "Kenogami", "Battleford", "Chilliwack", "Shediac" and "Napanee".

On sailing day, bad news reached the senior officer. The destroyer HMS "Burwell", which was to have completed the escort, had broken down and could not sail. This left one destroyer and five corvettes, a meagre force with which to contend with the wolf-packs prowling in mid-Atlantic. The size and composition of the group precluded any possibility of seeking and destroying the enemy. The destroyer, although superior in speed

and manoeuvrability, would have to stay fairly close to the convoy to direct operations; the corvettes were not fast enough to carry out offensive strikes against U-boats.

On the first day out, the "St. Laurent's" asdic went out of action. The ship's staff were able to effect repairs on board but it seemed an omen of worse things to come.

Two days later, an aircraft was sighted a couple of miles away from the convoy. It was not identified and showed no interest in the ships. But there was a suspicion that it might be a snooper, which would radio to patrolling U-boats the size, position and course of the convoy.

Ahead of the U-boats came bad weather. Shortly after midnight on the 22nd, a gale broke with true North Atlantic ferocity. The ships scattered, and escorts and merchantmen concentrated each on saving his own skin. The "St. Laurent's" report of proceedings notes: "0215 — Hove to and lost touch with convoy". Late in the afternoon she found the main body again and through most of the next day the group scurried back and forth rounding up the wandering ships. A Coastal Command Sunderland assisted in tracking down stragglers and guiding them back to the convoy.

With all hands accounted for, the ranks were closed and the 47 ships slogged on through dirty weather for two days, making good only four knots. On the afternoon of the 25th, while the "St. Laurent" was attempting to fuel from a tanker, Admiralty warned that U-boats, then 100 miles away, were believed to be steering for the convoy. Next day the effort to refuel the escorts, whose tanks had been drained by their sheep-dog work, was continued.

(Fuelling of escorts from tankers in convoy was in the experimental, "bow and arrow" stage at this time. Both lacked experience, but the principal source of grief was the lack of proper equipment. It was only a matter of months, however, before escorts and

oilers had the know-how and the tools to carry out the job quickly and efficiently.)

That evening the pack struck. The "Shediac", stationed on the convoy's port bow, got a radar contact at 2105 and went to investigate. Five minutes later a submarine was sighted on the surface. The corvette closed at full speed and fired starshell, at which the boat dived.

Twenty minutes later the "Shediac" established asdic contact and got set for a deliberate attack. She delivered her depth charges at 2144, but the killer had dived in under the screen and the "Shediac" was hindered by the lead ships of the convoy. The "Napanee" followed up the hunt on the starboard column but got no results.

Next the "St. Laurent" gained an H/F D/F contact seven miles off the convoy's port bow. She detached at high speed but lost contact and rejoined. In the meantime, the wolf pack was assembling. Five or six were in the area, and more were to come. (Admiralty later estimated that at the height of the battle 20 submarines were storming the convoy.)

At 0205 on the 27th, the "Empire Union" was torpedoed. Almost simultaneously, the "King Edward" was hit, and sank like a stone. By 0400 two more ships were struck.

The "St. Laurent" and her corvettes hunted desperately but an effective show of strength was impossible: The strength simply was not there. The best they could do was defend the convoy as stoutly as their small numbers and limited speed would permit.

The raiders, with a score of four, drew away to talk over the night's work, plan tomorrow's assault and rendezvous with their approaching friends. Throughout the balance of the night, convoy and escort waited tensely for attacks which did not materialize.

That day, after counting ships, casualties and survivors, the escort vessels braced themselves for the on-

slaughters they knew that darkness inevitably would bring. The "Chilli-wack", dangerously low on fuel, dropped astern with a tanker to oil. For most of the day the crews of the two ships struggled to get the job finished.

At 2040 the oiler, "Scottish Heather", was torpedoed and went down. "Chilli-wack" signalled, "I have 100 tons of oil fuel and many grey hairs". But there were no more attacks that night (the 27th.)

The next day Admiralty reported three or four subs stalking the convoy and six more on their way to join. Two fleet destroyers, HM Ships "Milne" and "Meteor", were ordered to reinforce the escort. But they wouldn't arrive for another 36 hours. There was still the night of the 28th to get through.

The wolf pack shadowed all day. Two of the escorts dropped astern with another tanker, one to fuel, the other to screen. "St. Laurent" ordered the "Fidelity", a special service ship, to launch her aircraft in an attempt to keep the U-boats down. Unluckily, the plane crashed because of the bad visibility.

While the destroyer was rescuing the two crewmen, the balloon went up. The "Battleford" reported four U-boats approaching in line ahead on the surface. The "Fidelity" reported a contact in the opposite direction.

Chaos broke out and the battle was on. "Napanee's" report of proceedings described it like this:

"2005 — Convoy was attacked apparently from all directions simultaneously . . . Almost all the ships in the convoy were indicating U-boats within the convoy by firing tracers at them . . . The scene resembled a holocaust. All ships appeared to be firing snowflakes, and tracers criss-crossed in all directions, escorts firing star-shell. The sea was dotted with lights from boats and rafts, and two burning wrecks which had hauled out to starboard helped the illumination . . ."

"St. Laurent's" report says:

"During this incident (an attack on a surfaced U-boat) three ships went up in the starboard column . . . The convoy seemed full of U-boats firing white tracer and merchant ships replying with pink tracer. Several more ships went up, including the Commodore. Suddenly all was quiet" . . . and nine ships had been sunk.

The enemy retired once again, presumably to catch his breath, report his successes by signal and reload torpedo tubes. All the ships of the escort were dangerously low on fuel. The "Napanee" spent most of the day

fuelling from a tanker but had the same difficulty as the other ships had experienced earlier.

The remainder of the escort searched and made the odd contact but the U-boats were playing it safe and kept out of the way. The two destroyer reinforcements joined the convoy that night and shortly afterward the "Milne" narrowly escaped four torpedoes fired at her.

Otherwise the night passed without serious incident. At 0200 the "Battleford" and "Shediac", so low in fuel there was a danger of their becoming immobilized, had to break off and make for Ponta Delgada in the Azores. At noon the next day, the

was only a matter of hours away.

But that night, the enemy, unbelievably, did not strike.

The desperate struggle was over and the surviving members of the convoy steamed on to port. The Western local escort took over and the "St. Laurent", "Kenogami", "Chilli-wack" and "Napanee" proceeded to St. John's, Newfoundland.

To the authorities it remains a mystery why the pack did not reassemble and attack on the night of the 30th, when the escort strength was at a deplorable low and its stamina was all but gone. It is likely that if they had, the number of ships sunk would



"PASSING," a wartime painting by Cdr. Harold Beament, depicts a torpedoed ship's survivors whose hopes of rescue by the dimly silhouetted destroyer are fast fading. Often, when convoys were under attack, it was impossible for the hard-pressed escorts to stop to pick up survivors. They were too busy attempting to assure the safety of other ships.

"Milne" and "Meteor", both nearly out of fuel, departed as well.

This left the "St. Laurent" and three corvettes holding the fort. The Senior Officer later reported: " . . . At this stage I considered we were done for . . . and that tonight would see our final carving." He thus ordered two of the merchantmen to proceed independently and escape if they saw a good opportunity. As he saw it, that was the only way of salvaging anything from a convoy whose doom

have depended only upon their supplies of torpedoes and the accuracy with which they fired them.

Nevertheless, 34 ships reached their destinations. The Battle of the Atlantic continued and, incidentally, got worse before it got better.

But for many of those men who were involved in Convoy ONS 154, that Christmas interval, eight years ago, when they stared defeat in the face, must have been the darkest point of the war.

Afloat and Ashore

ATLANTIC COAST

Mechanical Training Establishment

Main topic in the MTE at Halifax during November was the hockey team. Under the management of the sports officer, Cd. Engineer Alfred C. Wildsmith, the squad was grimly practicing in preparation for its opening encounter in the inter-part league.

The pucksters held three practices, one paid for by the team, one paid for by the Navy and another sponsored by contributions from MTE personnel. Ldg. Sea. Roy (Dicky) Bird and PO Jack Osmond, captain and co-captain, were handling the coaching until a regular mentor could be installed.

In bowling, the MTE has four teams entered in inter-part competition.

Deer hunting was a favorite fall sport. Successful nimrods were CPO Norman Brumm, CPO Lloyd Lawson

and the "Old Broom," CPO Jan MacKenzie.

Four MTE staff members represented the establishment at the funeral November 21 of CPO Arthur Dickson's father.

Drafts included "The Old Broom" to Reserve Fleet and CPO John Lehman to the "Nootka."

Torpedo Anti-Submarine School

Lieut.-Cdr. W. S. T. McCully, formerly commanding officer of HMCS "Antigonish," has taken over as officer-in-charge of the TAS School.

"S" and "T" classes of TD3's were at sea, sub-chasing off Bermuda in the "Swansea," in late November. Their instructors were CPO John Jackson and PO Fred Barteaux.

PO Joe (Tug) Wilson and CPO Doug Dixon were drafted to the "Nootka," the latter as Chief TAS Instructor. PO J. E. Featherby transferred to the regulating staff at "Stadacona."

Electrical School

For the second year in a row, the Electrical School was made responsible for handling the Christmas parties held in "Stadacona" for Halifax orphans and for children of naval personnel serving in the establishment. Lieut.-Cdr. Ralph Hind was in charge.

Cd. Electrical Officer E. R. (Daisy) Bell has been appointed to the staff of the Manager Electrical Engineering in the dockyard, and Cd. (L) Officer Eric Carey, late of MEE, has taken over the former's duties as divisional officer of the school.

Lieut. (L) Mervin Dunscombe has been appointed via leave to the "Magnificent" and has been relieved by Lieut.-Cdr. (L) P. S. Bray.

Ord. Sea. Robert Turner is back on course after several bouts in RCN Hospital as a result of torn knee tendons. PO Bill Murray, of VE1HO amateur radio station fame, is hale and hearty again after a hospital session with tonsil trouble.

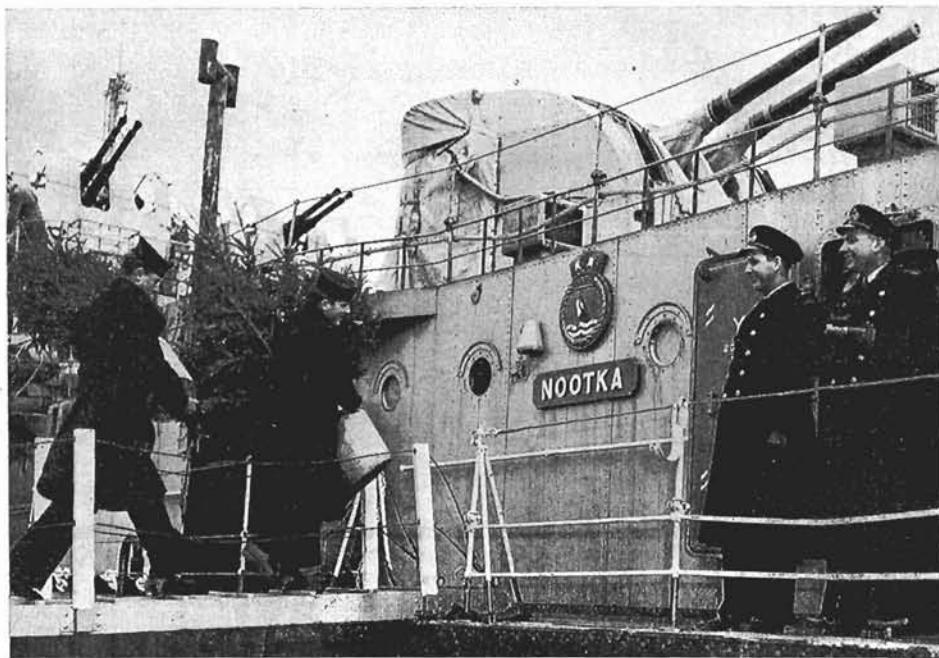
The Electrical Empire ("Stadacona" outpost) is *very* parade-conscious these days. Lieut.-Cdr. R. M. Battles, senior staff officer, is thinking of applying for a small "g" after being parade commander of "Stadacona" troops on Remembrance Day. Lieut.-Cdr. Hind was parade 2 i/c.

Eight sub-lieutenants joined in November for courses. They were L. G. Holtby, J. G. R. Hutcheson, J. W. Elson, P. R. Munro, G. G. Crosswell, S. G. Snider, H. W. Smith and J. L. Cohrs.

Cdr. (L) John Deane, officer-in-charge of the school, spent the latter part of the year touring Canada to look into instruction being given electrical cadets in the divisions and universities.

HMCS Swansea

In November the "Swansea" made a training cruise to Bermuda, where exercises were carried out with HM Submarine "Andrew." While at Bermuda the ship's company took advantage of the balmy weather to enjoy some sightseeing, cycling and swimming.



When HMCS "Nootka" left Halifax November 25 for Pearl Harbor, she carried with her some potted Christmas trees to present to the mayor of Honolulu on behalf of Mayor Gordon S. Kinley of Halifax. Here the trees go on board the "Nootka". Left to right are AB Earl Conrad, Lockport, N.S.; Ord. Sea. Reg Garland, Woodstock, Ont., Commissioned Gunner A. A. Butchart, Halifax, and Lieut. Dave Pearce, Toronto. Unfortunately, the trees failed to survive the voyage. (HS-13016).

On the passage down from Halifax, the "Swansea" was in company with the "New Liskeard," "Portage" and "Andrew" and the four ships exercised en route. The "New Liskeard" and "Portage" returned to Halifax after spending the weekend in Hamilton.

The journey back to Halifax was made in company with the "Magnificent," "Huron" and "Micmac" who were on the last lap of their voyage home after a three-month cruise to European waters.

Dan Cupid has been busy recently and four members of the ship's company, Lieut. J. A. Farquhar, PO A. V. Hughes, AB R. Smith and AB W. Edwards, have been stung by his arrows.

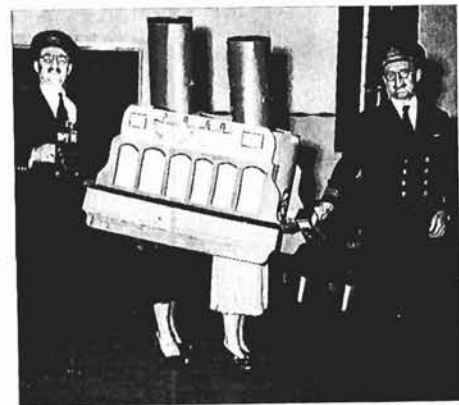
In closing we say a "Happy New Year" from "Swansea" to all our Comrades in Arms wherever they may be.

HMCS "Shearwater"

Hallowe'en was fittingly observed at "Shearwater" with dances, music, goblins and witches and all the fantasy which the occasion allows to vivid imaginations.

In the officers' mess the annual ball was probably the most successful of its kind ever held. Decorations were of a high order, and the guests themselves contributed interesting and clever items to the program.

Prizes for the most original costumes went to Mrs. E. W. Finch-Noyes and Mrs. D. W. Bruce. Each wore identical garbs with an overdress which, when they stood side by side, joined and became the Dartmouth Ferry. Other prize winners included Mrs. A. B. Fraser-Harris, Miss Dorothea Foster, Lieut. R. L. McKay and Lieut.-Cdr. R. I. W. Goddard. Judges were Mayor Claude Morris of Dart-



Mrs. D. W. Bruce and Mrs. E. W. Finch-Noyes, in their prize-winning costume. Ticket-takers are their husbands, Lieut.-Cdr. Bruce and Captain Finch-Noyes. (DNS-2580).



Training fills most of the life of seamen taking the new entry course in "Cornwallis", but there's time for fun too. Here Ord. Sea. C. L. Viger, of Montreal, has a soft drink during an intermission at the "Sioux" division dance November 8 with Freda Ring, of Clementsport, N.S., the base librarian. (DB-970-4).

mouth, Lieut.-Cdr.(E) C. G. H. Daniel and Lieut. B. Dawbarn.

Entertainment included an original song number by ten young women, wives of officers on the station. Clad in identical dresses, each sang an original verse, followed by a number by Lieut. W. A. McPherson.

In the Chief and POs' lounge, 250 guests were present at another dance. PO Dennis Shaw was an accomplished master of ceremonies and a buffet supper was served under the direction of Mr. and Mrs. Pat MacNamara.

CPO James H. (Gus) Gower, part of whose costume consisted of a barrel, and Miss Ruth Casey were prize winners.

Members of the mess entertainment committee responsible for the highly successful event were CPO Donald Hullah, CPO Charles (Chuck) Hynes, PO Denny Shaw, and PO Hugh Watson.

The spirit of Hallowe'en was also evident at "Shearwater" School. Pupils of the junior grades enjoyed a party, and students in Grades 7, 8 and 9 were entertained at a dance to which their parents were invited.

Navigation Direction School

The first course for men of the new Quartermaster branch embarked November 6 in the ND School. Seven petty officers second class are undergoing studies to qualify as QM2s. Their course includes navigation,

boatwork, "square bashing," administration, seamanship, victualling and communications.

Those taking the course are Petty Officers R. A. Carlson, Henry William, Doug Sykes, Evan D. Pollock, Gerald Guile, Charlie Stevenson and Leonard Girling. Course divisional officer is Lieut. Trevor Jones.

Otherwise, the school maintained its normal tempo during November. One class of RP3's completed November 10 and the Junior Officers Technical Course got under way. Due to modifications in school models, training exercises were pretty much at a standstill but it is hoped activities will be back in full swing in early 1951.

Once again the ND School and Gunnery School have combined their talents to produce a hockey team for the RCN Interpart league.

Communication School

Four CR classes, totalling 80 men, were under way in the Comschool in November. The second class of shore communicators completed training in the school and went on to one of the navy's shore radio stations for the second section of the course.

A qualifying and conversion course for C2CM3 gets under way January 15, with those attending the course being selected as per roster for C2, rather than seniority of rate, as was previously the practice.

Lieut. A. M. Cupples, formerly senior staff officer, has been appointed to Headquarters.

The ranks of the bachelors were reduced by one in November when Petty Officer Al Bonner, the "Crow-nest's" first Man of the Month, was married in Montreal. — G.C.G.

Gunnery School

Activity was at a low ebb in the Gunnery School during November. Classes being conducted included a preliminary course for gunnery instructors, courses for AA1 and AA3 and the gunnery phase of the Junior Officers' Technical Course. On the square, the long TAS officers had parade training each forenoon. The 10th class of AA3's finished on November 10.

PO Stan Bingham was drafted to HMCS "La Hulioise" early in November.

HMCS "Portage"

HMCS "Portage" travelled to Bermuda in November for anti-submarine exercises with the "Swansea" and "New Liskeard" and HM Submarine "Andrew".

The group arrived in Hamilton at noon on Remembrance Day in time to see a parade to the Cenotaph. Although stores were closed, the ship's company took full advantage of the warm sun and white sandy beaches.

The exercises in Bermuda waters were brief but brisk, the "Portage" and "New Liskeard" returning to Halifax on November 15.

The ship's hockey team was defeated 6-3 by a squad from the destroyer "Nootka" just prior to sailing for Bermuda.

PACIFIC COAST

A total of nearly 1,600 children were guests of honor at the annual children's Christmas parties sponsored by the officers and men of ships and establishments in the Pacific Command.

The parties were held on three consecutive days, December 19, 20 and 21. On the 19th, about 500 youngsters shrieked with joy at HMCS "Ontario's" party. On the 20th, "Naden" played host to nearly 700, and on the 21st more than 400 children of personnel serving in the frigates, auxiliary vessels and the destroyers in the Korean area

whooped it up. All parties were held in the drill hall in "Naden".

This year's parties featured new and novel entertainment, plus the usual refreshments, ice cream, candies, nuts and other goodies.

The main attraction was, as usual, a gent named Santa Claus, but this year he didn't arrive in the usual manner. During the course of the party a number of Santa Claus pictures were shown on a paper screen. At one point a huge view of Santa was projected on the screen and from the darkened back of the stage the real Santa came bursting right through the screen to the immense delight of the small fry. For the remainder of the party the kiddies wandered up to see him at will. The highlight, of course, was Santa Claus passing out his presents, one for each child.

The children's parties were organized under the chairmanship of CPO Bert Nelson, assisted by a number of small committees. Funds were provided from the canteens and by personal subscription.

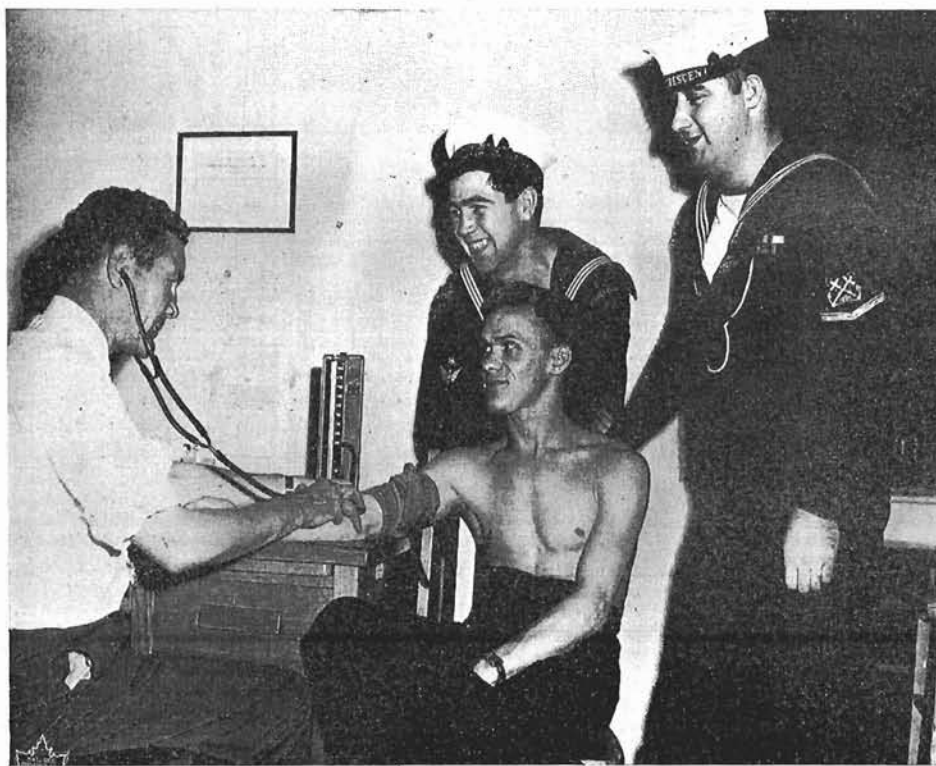
A signal from the three destroyers in the Far East late in November requested that children of personnel serving in the destroyers be included in the parties and said that the financial cost would be borne by the ships. A reply from the Pacific Command stated simply: "Sorry to hear you can't be with us, but glad of the opportunity to play Santa Claus. The Command will bear the cost".

RCN Cookery School

While other ships and establishments across Canada threw open their gangways on Navy Day to show the public their facilities for training in naval warfare, the RCN Cookery School in HMCS "Naden" opened its instructional galleys for the benefit of connoisseurs of good food.

Ladies, of course, were predominant among the large number of visitors who toured the school. Commissioned Cookery Officer H. S. Paterson, who was in charge of Navy Day arrangements in the Cookery School, was assisted by the staff of cookery instructors in presenting displays to illustrate the various phases of instruction. Men under instruction spent the day as guides.

The electric galley and CPO Paul Garipey's demonstration of how to turn out a perfectly baked custard proved a drawing card to the lady visitors. In the butcher shop PO William Ona conducted a meat



"We just happened to be walking by and saw the signs asking for blood, so we decided to come in and give some," said these three Canadian sailors from HMCS "Crescent" to a surprised Dr. Robert Austin in the San Diego, Calif., Community Blood Bank. The trio made their donations during the destroyer's call at San Diego en route from Esquimalt to Halifax. Seated is Ldg. Sea. Edward Leppard, Medicine Hat, Alta; standing are AB Walter Wheeler, left, and PO W. J. Shaw, both of Halifax.

cutting demonstration supplemented by blackboard diagrams and illustrated charts. And in the pastry line CPO Neil McLeod, the school's bakery instructor, proudly displayed an array of fancy cakes and cookies.

To complete the tour, visitors were shown through the general mess galley and cafeteria and were served refreshments in the latter, with PO Raymond Barringer, who is in charge of the general mess galley, acting as host. — *G.B.*

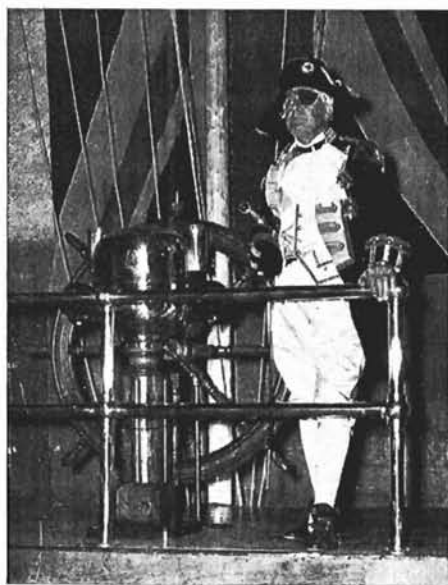
NAVAL DIVISIONS

HMCS "Hunter"

(Windsor)

The auditorium of Westminster Military Hospital at London, Ont., echoed to the quick beat of Dixieland jazz and the fiddle-led-rhythm of western hoedowns Sunday, November 12, as a concert party from HMCS "Hunter", Windsor, entertained hospitalized veterans.

The trip to Westminster was organized by the entertainment committee of "Hunter's" chief and petty officers' mess and a committee composed of PO Roy Rickeard, chairman, PO Les Suddick and CPO Frank McGowan laid on the arrangements. Mr. Tom Crowley, an associate member of the mess, acted as an advisor in obtaining talent and assisted in booking the show.



Shown above is Lieut. John Pegg in the role of Nelson at the Trafalgar Ball sponsored by the Winnipeg Branch of the Naval Officers' Association. Fifteen rounds from the saluting gun were fired in his honor and his health was drunk during the ceremony. (*Charach photo*).



Veterans at Westminster Military Hospital, London, Ont., voted a variety show staged Nov. 12 under the sponsorship of HMCS "Hunter", Windsor, the finest they had ever seen. The show was the brain child of the "Hunter" chief and petty officers' mess, who took a troupe of professional entertainers from Detroit and Windsor to the hospital to entertain the veterans. The committee which arranged the affair is shown above. Left to right are CPO Frank McGowan, PO Roy Rickeard, Tom Crowley, an associate member of the mess who assisted in booking the talent for the show, and PO Les Suddick.

Professional performers from Detroit and Windsor provided the entertainment. They included Johnny ("Scat") Davis, master of ceremonies, the Gino Thomas Quartet, the Sons of the Saddle, the Dixieland Five and the Hank Trivison Trio.

Cdr. W. A. Wilkinson, commanding officer of "Hunter," accompanied the party and acknowledged the thanks of the veterans. The concert was voted the best ever produced at the hospital. Also accompanying the party were Leading Seamen William Bear and John Hogarth, representing the seamen's mess, and CPO Gordon Meston, president of the chief and petty officers' mess.

Individual trophies won by members of "Hunter's" Great Lakes Naval Regatta team at Hamilton over the Labor Day weekend were presented by Cdr. Wilkinson at evening quarters on November 6. — *R.M.P.*

HMCS "Chippawa"

(Winnipeg)

"Chippawa" this year staged a children's Christmas party that was bigger and better than ever. Besides the usual treats, there were merry-go-rounds, boat rides in the swimming pool, Shetland ponies and a miniature train.

On November 24 the UNTD's were hosts at the annual Tri-Service Cadet Ball and were given use of the entire ship for the occasion. Another successful social event was the Wren As-

sociation's annual Sadie Hawkins dance.

Representing the Chief of Naval Staff and the commanding officer of "Chippawa," the Staff Officer, Lieut. E. J. Hyman, attended meetings of the Red Cross Disaster Institute November 23 and 24, at which time the role of the Armed Services in the Manitoba flood and other emergencies was discussed.

The sympathy of the ship's company was extended to Able Seaman W. Rowan and Able Seaman S. Snelling, whose fathers passed away during the month. — *L.B.McI.*

HMCS "Donnacona"

(Montreal)

The annual children's Christmas party, highlight of the Yuletide season in "Donnacona," was held December 19. As in past years, it was an outstanding success, with the credit going chiefly to the Ladies' Auxiliary, headed by Mrs. J. C. Lattimer, which did a great deal of hard work, and to the members of the ship's company who pitched in and made sure that the youngsters had fun.

"Donnacona's" band was twice honored during November. For the Remembrance Day parade on November 11, the band was chosen from among all those in the Montreal district to play the anthems and lead the entire parade for the march past. Later the band was invited to play in the Santa Claus parade on November 25. — *R.F.D.S.*



The first recruits to be sworn in at HMCS "Malahat's" new recruiting office in downtown Victoria are shown taking the oath before Lieut. W. H. Waters, staff officer of the division and Recruiting Officer West Coast. Left to right are CPO Fred W. Wenden; Alfred Egerton, Oliver, B.C.; Robert Blake, Victoria; Arthur Gould, Victoria, and Lieut. Waters. (E-12708).

HMCS "Malahat" (Victoria)

Defence Minister Brooke Claxton, inspecting west coast military installations, walked around the mine-sweeper "Sault Ste. Marie," headquarters and training ship for "Malahat," on November 13. Later Mr. Claxton spoke briefly to the officers of the division.

The "Sault Ste. Marie" travelled on November 11 to Vancouver where, at the invitation of HMCS "Discovery," members of the Victoria naval division, UNTD Cadets and Sea Cadets took part in Remembrance Day ceremonies in the mainland city.

Capt. Ronald Jackson, commanding officer of "Malahat," officially opened the division's new downtown recruiting office in the Belmont Building on November 13. The central location of the office is expected to assist materially in the drive for recruits for the RCN (Reserve) in Victoria.

Prior to their departure from Victoria to take up new duties elsewhere, Lieut. A. O. Grav, former staff officer of "Malahat," and Lieut. (E) J. I. Knowles, engineer officer of the "Sault Ste. Marie," were honored at a mess dinner. Lieut. Grav has been appointed to "Cornwallis," while Lieut. Knowles has gone to Vancouver, where he will be on the staff of the overseer of new construction there.

Two rifle teams, of five members each, are training diligently on "Naden's" indoor rifle range, kindly made available to the division each Wednesday night.

HMCS "Montcalm" (Quebec City)

The division's band, reorganized under the direction of Lieut. Will Brodrique, led a large turnout of reserves and UNTDs in the Remembrance Day parade November 12. It was the first time in quite a few

years that a naval band had been on parade in Quebec City.

"Moncalm" has entered a hockey team in the Quebec junior "B" circuit. The first game ended in defeat but the squad showed a lot of promise and is expected to be a real contender before the season is finished.

On the social side, the chief and petty officers held a largely attended dance on Hallowe'en and followed up with similar affairs the first week in November and again on December 3. The music for all three was provided by the naval orchestra, conducted by Lieut. Brodrique.

Indoor rifle practice has been organized and was enlivened during the week prior to Christmas by a turkey shoot. — B.C.H.

HMCS "Star" (Hamilton)

When hurricane winds struck the head of Lake Ontario on November 25 and mountainous waves washed away lake shore cottages from Van Wagners beach on the outskirts of Hamilton, some 50 officers and men from "Star" were among the first to respond to the call for volunteer rescue crews. These men filled and placed sand bags on temporary dikes, rigged lifelines and helped out in various other ways.

In the midst of the rescue operations, the navy men received a call to return to the division. Three Fairmiles which had been turned over to a Hamilton yard for winter storage had broken their lines in the storm. The "721" was found to be lying across the mouth of the ferry slip, her bow hard against the bow of the pleasure steamer "Hamiltonian", her

STOWAWAY OR KIDNAP VICTIM ?

The discovery of a stowaway on board HMCS "Nootka" following her departure from Halifax November 25 led to the following exchange of messages:

To: SUPYARD Halifax
Unclassified — Routine

From: NOOTKA

Regret have one stowaway P2 (Dog) Standy. Intend to retain on board for mascot duties unless instructed to transfer to "Dundalk."

251750Z

To: NOOTKA
Unclassified — Routine

From: SUPYARD Hfx.

Re your 251750Z as P2SM2 Dog (Standy) is now on PNO East Coast Staff and therefore AWOL, request transfer to "Dundalk" if convenient.
261620Z

P2SM2 (Dog) Standy returned to Halifax via "Dundalk" at 021900Z, cleared customs with a couple of shakes of his tail and reported at home at 1915Z.

Next day he was inspecting conversion of ships in the Reserve Fleet.

No punishment was meted out. His master, Cdr. (E) J. S. Horam, accepted Standy's excuse that he was "kidnapped."

Late King of Sweden Honored by RCN

The following letter was forwarded to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, from His Excellency Per Wijkman, Swedish Minister to Canada, on November 20:

"Dear Vice-Admiral Grant,

May I express to you and ask you to convey to the Service under your command the deep appreciation of the tribute paid to His Late Majesty King Gustaf V by the Royal Canadian Navy.

I would also like to thank you for the attendance of representatives from the Royal Canadian Navy at the Memorial Service for His Late Majesty in Saint Andrew's Church of Ottawa on November the 9th.

By Royal Command,
Per Wijkman,
Swedish Minister to Canada."

On the day of the late King's funeral, colors were half-masted in all ships and shore establishments of the RCN and the Swedish ensign or national flag were worn at the dip.

On the same day the Chief of the Naval Staff and other senior officers from Naval Headquarters attended a Memorial Service for King Gustaf.

the direction of CPO Wilfred Franklin, the committee in charge of the affair was making plans for a bigger and better party than ever before. In 1949, more than 200 children were present when the Navy played Santa Claus.

CPO Len Rutherford led the "York" cribbage team to victory over the Toronto Scottish Rifles. The 15-man Navy team included Commissioned Bos'n Lou Gold and CPO Les Mowry.

The Chief and Petty Officers' Mess presented an engraved cigarette lighter to CPO Lester Bell at a farewell party in his honor recently. CPO Bell has taken up new duties in HMCS "Stadacona," Halifax, after two years in "York."

The Men's Mess held its third annual Sadie Hawkins' Day dance on November 18. Ex-CPO Granville Sutcliffe and his orchestra supplied the music and the "rig of the day" was straw hats and dungarees.

UNTD Cadets from "Catarqui," Kingston, who were in Toronto November 11 for the Queen's-Varsity football game, were entertained in the wardroom at "York" by members of the local UNTD. Cadet R. W. W. Fraser was in charge of arrangements.

Plans are under way for the Annual Cadet Ball, to be held February 16.

Sub-Lieutenants William Ogden, Spence (Leechi) Lyons and Peter Newman were promoted recently to that rank from cadet.—P.N.

HMCS "Catarqui" (Kingston)

Lieut. Peter M. Cornell, recently appointed executive officer of the Kingston division, has undertaken the task of reorganizing the training system in "Catarqui." One of his first moves was to arrange visits to local manufacturing and industrial plants for personnel training for engine room duties.

All the division's water craft have been hauled out for the winter after a successful season of training on the lake.

When the fall university term opened, a recruiting drive for the University Naval Training Division got under way. The campaign produced twice as many applications as there were vacancies to be filled in the first year ranks.

Lieut.-Cdr. Leslie E. Crout joined in October as staff officer, UNTD.

stern against the bow of the "706." When operations were finally completed, it was discovered that the "721" had a broken stem and had two holes aft which flooded the wardroom and tiller flat. Forward she was watertight. The "706" had a hole in the bow, well above the water line.

The craft had been lying in the most sheltered place in the bay. If they had been at their regular moorings at "Star," damage would have been much more extensive.

Though the storm call went out on a Saturday night, there still was a good response from all sections of the Naval Reserve in Hamilton as well as from the UNTD at Guelph.

The annual children's Christmas party was held at "Star" on the afternoon of December 17. The party was arranged by the women's auxiliary, who raised funds by means of dances and teas. Every child received a gift from Santa Claus and after St. Nick had said good-bye, the kiddies turned their attention to candies, ice cream and other treats provided by the auxiliary.—C.S.J.L.

HMCS "York" (Toronto)

Throughout most of December the main activity in "York" centered around plans for the annual "Christmas Tree" children's party. Under



Halloween dances held in various naval establishments last fall were distinguished by the variety and originality of the costumes worn by those attending. In the upper photo are the prize-winners at the dance held in the chief and petty officers' mess at "Cornwallis." In front, left to right, are Mrs. O. G. Fox, Mrs. Rene Dodds and Mrs. Ruth Guthrie. Standing are PO Benny Grant, CPO Sam (Santa) Short and PO Jack Quinn. (DB-965-1).

'MICMAC' MARKS ANNIVERSARY

*Destroyer Completes First Year
Of Her Second Commission*

HMCS "Micmac" observed on November 16 the first anniversary of her second commission.

A look back through her log books and records showed that the year, while yielding little that could be termed spectacular, was certainly not without event. Furthermore, it was a year in which much was accomplished in the main line of endeavor — the development of an efficient fighting unit of the fleet.

In the 12 months since commissioning, the "Micmac" spent 173 days at sea, steamed 28,675.6 miles and consumed 7,075.33 tons of oil fuel. Her sea time was occupied by numerous training excursions in East Coast waters and two long cruises which between them lasted more than five months.

The first 54 days after commissioning were spent fitting out and manning, with the "Micmac's" ship's company coming mainly from her sister-ship "Nootka," who was going into refit at the time.

The necessary preliminaries over, the "Micmac" put to sea for a "shake-down" cruise to Bermuda. As with any newly-commissioned craft, there was a great deal to be done, but by the time the work-up was completed the "Micmacs" felt their ship was ready and able to take her place

in the fleet.

In February the ship sailed with the "Magnificent" on the spring cruise to the Caribbean, and in the two months that followed acquired invaluable practical training and experience in exercises and full-scale fleet manoeuvres with ships, submarines and aircraft of the USN and RN.

But what will be remembered after the exercises, however interesting, have faded from mind was the time ashore in Havana and Guantanamo; in Charleston, (where a five-star general toasted "our dear friends who come from north of the Northerners"), and in New York.

Five days after returning to Halifax from the spring cruise, the "Micmac" began gunnery trials with aircraft from "Shearwater". Then she served as plane guard to the "Magnificent," practiced with the submarine "Astute," and made trips to sea with various training classes.

The last four months of the "Micmac's" year included a leave period, a dickie refit and the three-month cruise of the Special Service Squadron.

The "Micmac's" standard-bearers distinguished themselves on the athletic front. Last winter the destroyer's team won the second division championship of the Inter-Ship

Hockey League at Halifax. During work-ups at Bermuda the ship's boxing team held the Bermuda ABA team to a draw, the soccer team gave the British cruiser "Glasgow's" XI a real tussle before losing 4-1, and in an inter-part softball series, with half the ship's company taking part, the stokers came through with an unbeaten record.

At Charleston, during the spring cruise, the "Micmac" split with The Citadel military academy, winning at softball but dropping a hard fought basketball game. The destroyer then displayed her real prowess by beating the "Magnificent" 3-2 in soccer and trimming a US Army team in a night softball game.

Softball was the principal sport played during the summer and of 18 games scheduled only four were lost. Unfortunately, two of these came at the wrong time, being playoff games with the "Maggie."

A few more figures relating to the "Micmac's" year may be of interest. For instance, she received 6,427 pieces of correspondence, while her ship's company wrote on 1,439 pounds of stationery with 18 quarts of ink and 742 feet of pencil. Of the 14 officers and 202 men who commissioned the ship, only six officers and 70 men remained. During the year a total of 28 officers and 375 men served in the ship, representing a turnover of 86.6 per cent.

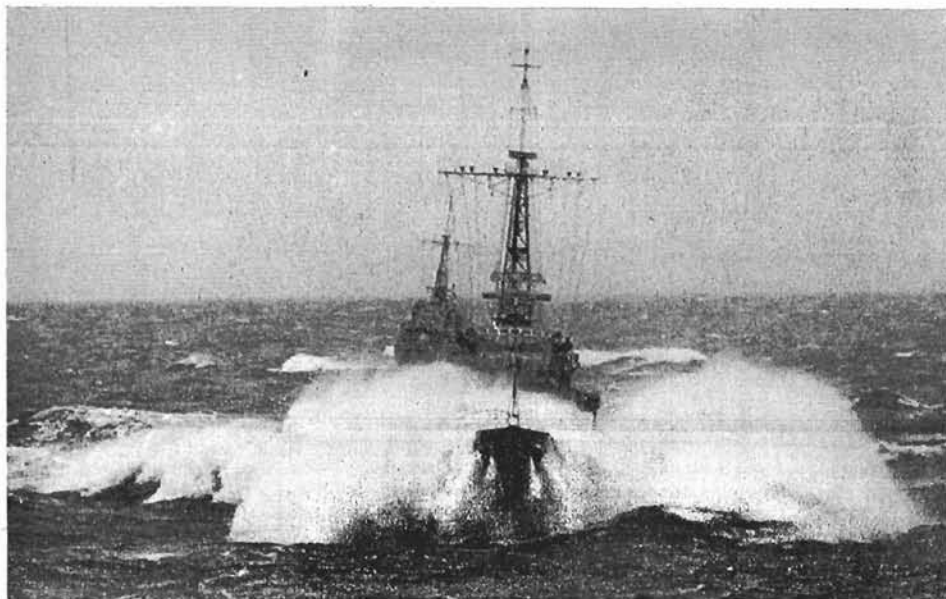
The "Micmac", incidentally, holds the distinction of being the first destroyer ever built in Canada. She was launched at Halifax Shipyards in September 1943 and was commissioned two years later.

One man, Chief Petty Officer Alex Burns, of Hamilton, Ont., has been with the ship every day she has been at sea since she was first commissioned more than five years ago.

TAKE PART IN CEREMONY

Two members of the ship's company of HMCS "Bytown," depot ship for naval personnel serving at Headquarters, were in the foreground in Remembrance Day ceremonies at the National War Memorial in Ottawa.

Ldg. Sea. Lionel Boule was one of the armed sentries at the Cenotaph and AB Peter Butler laid a wreath on behalf of the Chief of the Naval Staff



Ships of the Canadian Special Service Squadron found the North Sea far from peaceful while en route from Copenhagen, Denmark, to Amsterdam and Rotterdam, Holland. Here the "Huron" raises a cloud of spray as she ploughs into a heavy sea. Following close astern of her is the "Micmac". (MAG-2339)

A New Year's Message

From the President of the Canadian
Naval Service Benevolent
Trust Fund

On behalf of the Canadian Naval Service Benevolent Trust Fund, I wish all members of the RCN, RCN(R), and all ex-service personnel a very happy 1951. None of us knows what will happen during the coming year, either in international affairs or in our own personal affairs. I can assure you, however, that the Fund will continue "to relieve the distress and promote the well-being of members and former members of the Naval Forces of Canada and their dependents" during the year 1951. That is definite. I wish it were possible to give reasonable assurance that the Fund would continue to do so in all the years to come. That, however, is not possible under present conditions.

The reason no such assurance can be given is simple. Expenditures for relief of distress alone exceed income from donations and interest on capital. Capital, therefore, has to be used to meet the difference.

Here are some facts for the first ten months of 1950.

Expenditures —	
Paid in Grants.....	\$53,155.67
Administration Costs.....	8,353.65
Total Expenditures.....	\$61,509.32
Income —	
Interest on capital.....	\$22,117.80
Donations.....	4,966.59
Total Income.....	\$27,084.39
Loss.....	\$34,424.93

In addition to the above, during the same period \$44,889.27 was loaned, free of interest, for assistance. What is the answer to this problem? *Simply More Donations.* Where from? Surely it is only reasonable to expect that the major portion should come directly or indirectly from those who are, and will be, eligible to receive the benefits of the Fund in the future — the RCN, and RCN(R) personnel of today and tomorrow.

It must be remembered that the present capital came mainly from various sources connected with the Second World War and that those who have joined the Naval Forces of Canada since then have contributed relatively little to the Fund. Yet they and all who join in the future are eligible for assistance. It is anticipated that the capital derived from the war will, under present circumstances, be

sufficient to meet the lifetime needs of those who served then, but what of the future needs of those who have joined since and will join in the future? Can they guarantee — either officers or men — that they will not meet misfortune and need the assistance of the Fund either during their service or after? Of course they cannot, and the records of the Fund during the past three years prove it over and over again.

There is another important fact that must not be overlooked. Whereas today there are some 110,000 persons eligible by service under the Fund's charter, it is estimated this number will increase to 150,000 in the next few years, due to new entries and turnover in the RCN and RCN(R).

These matters are brought to your attention at this time as it is believed the Fund will never be in a stronger position than shortly, when all the prize money has been added to the capital. If the Fund is to be saved from slow extinction, now is the time

to act.

It is estimated that when all the prize money has been received, the approximate invested capital will be \$2,500,000 yielding about \$70,000 interest. Even with this interest it is anticipated there will be a substantial deficiency each year unless donations are largely increased. In fact, for the next few years, at least, donations should exceed the difference between expenditures and interest in order to build up reserve capital against the increasing number of eligibles.


Do you want the Fund to go on? If so, now is the time to provide proper financial support for it while the capital you have inherited is at its peak.

May I say, with all respect and humility, that we, the officials elected to administer the Fund, have no personal axe to grind in this matter.

We give our time and services freely and voluntarily in your interests and have but one objective: to serve you through the Fund. The Fund is for your benefit and if you want it to continue its work, there is no alternative but to support it financially.

Do you realize that if donations from RCN and RCN(R) sources were equivalent to only 25 cents per head per month, there should be little difficulty in perpetuating the Fund?

I suggest 1951 and succeeding years can be made happier for all service and ex-service personnel by giving this matter the consideration it deserves, and by everyone doing his share to ensure the Fund will always be able to fulfil its purpose for the benefit of members and ex-members of the Naval Forces of Canada.



(G. L. STEPHENS),
Engineer Rear-Admiral, RCN, Ret'd.,
President, Canadian Naval Service
Benevolent Trust Fund

"Cayuga's" A/A Gunners Out-Shoot Cruiser's

The anti-aircraft guns' crews of HMCS "Cayuga" earned a pat on the back from the British cruiser "Kenya" during a patrol the two ships conducted off the west coast of Korea.

The captains of the two ships began a competition "to keep the guns' crews on their toes." Each day one ship or the other would fire, without warning, a smoke burst from her main armament.

The A/A gunners would know neither the time nor the ship, but as soon as the burst was spotted it was their job to move into action and fire a short volley at the fast-disappearing target. It was a drill that required both speed and accuracy — and four times out of six the Canadian gunners beat their opposite numbers in the RN cruiser.

When the ships arrived in port, the commanding officer of the "Kenya" congratulated the "Cayuga's" A/A crews, saying it was the first time his ship had been out-shot so consistently in these competitions.



The Navy Plays



"Stadacona" Wins Fourth Straight Football Title

For the fourth year in a row, "Stadacona" captured the Halifax Canadian Football League championship, downing "Shearwater" 26-19 in an all-Navy sudden death final November 25.

Twenty points in the second quarter, 13 of them by CPO Ed McSweeney, decided the issue.

It was the greatest game of McSweeney's football career, a climax to a season in which he won the Duffus Trophy, awarded to the outstanding player over the league schedule. For his performance in the final, he was named "star of the game."

"Shearwater" scored a single in the first quarter but the Halifax Navy men loosed a powerful second quarter running attack which sewed up the game and the championship.

The game was logged as one of the best of the season. Later the Commander of "Stadacona" waxed eloquently in his daily memorandum, saying, "Well done for not only winning a game but for also setting a good example as to how a game should be played."

"Stadacona" hit a drastic slump halfway through the season and was subjected to a 33-5 drubbing October 9 by the "Shearwater" squad. They licked their wounds, rested and changed coaches, and went through the balance of the season without a loss.

Lieut. (E) Frank Hindle, of HMCS "Portage," repaired the Navy machine and piloted it to victory. He has been player or coach for four years.

"Stad" had a smooth, experienced squad with a number of players who were veterans of other championship seasons. Injuries to key men and other factors weakened the team at one stage but they rallied to regain first place and get a bye into the final.

The two other league entries, Wanderers Athletic Association and Dalhousie University, fought hard and had good support, but were light and fairly short on experience. Dal was eliminated on the season's play and "Shearwater" dumped Wanderers 17-7 in a sudden death playoff semi-final.

Hockey, Badminton Under Way at "Queen"

With the spotlight now on winter sports, the hockey team at HMCS "Queen," Regina, is rapidly rounding into shape and should give a good account of itself during the coming season.

The Reserve Badminton Club is flourishing and its Saturday afternoon sessions are well attended.

Rifle shooting is enjoying steady popularity with some 10 to 15 men turning out regularly.

Keen Competition in Squash Tourney

Keen competition has featured the squash ladder tournament currently under way in HMCS "Stadacona," Halifax. Lieut. Herbert H. Smith was leading the "A" section as of late November, while Lieut. (L) Ralph Fisher was on the top rung in the "B" group.



CPO Ed McSweeney, outstanding "Stadacona" halfback, finished the football season at Halifax in a blaze of glory as he led the "Stad" team to victory in the championship game with "Shearwater," McSweeney earlier was awarded the Duffus Trophy for having been selected as the Halifax Canadian Football League's outstanding player. (HS-9252)

Hockey Holds Spotlight in "Cornwallis" Sports

Hockey is in full swing at HMCS "Cornwallis," with the ship's squad playing outside teams and an 18-team inter-part loop in operation in the base. "Cornwallis" scored a 10-1 triumph over a fighting squad from HMCS "Nootka" in its first exhibition contest.

The soccer season closed with the base team travelling to Greenwood to post a 2-1 victory over the RCAF in a closely fought game. In the inter-part league, the officers took the championship for the second year in a row, going through the season with a record of 15 wins, one draw and no losses. In a game with the Digby Rural High School, "Sioux" Division came out on the long end of a 3-0 score.

The "Cornwallis" basketball team broke even in its first four games, defeating RCAF Greenwood 55-45 and Annapolis 29-21, but dropping a pair of games to the smooth working Axemen from Acadia University 51-38 and 34-26.

In the recent inter-division boxing meet, "Restigouche" defeated "Sioux" to take possession of the J. J. Jackman Trophy.

The forthcoming Maritime Boxing Championships have caught the eye of the keener boxers and regular training sessions are being conducted by PO A1 Aylward of Biggar, Sask.

"L" School Boasts Fine Hockey Record

Electrical School's entry in the Halifax Inter-Command Hockey League took to the ice this season with snappy new sweaters, crests and stockings paid for by means of raffles held in the school. More than \$100 was raised.

Although competition in the league is expected to be keener than ever this year, the "L" school has high hopes of maintaining its fine hockey record. For three successive years the Electricians have reached the finals of the league playoffs and on one occasion copped the championship.

Defending Champs Win First Hockey Test

TAS School successfully opened defence of the Atlantic Command inter-part hockey crown when they defeated Communications School 6-3 in the opening game of the league schedule at Dalhousie University Memorial Rink November 20.

"Scotian" clipped "Stadacona" Manual 5-2 in the bottom half of the double feature.

Lieut. Bob Greene, Atlantic Command sports officer, dropped the puck for the opening face-off, officially setting the league in motion.

On November 18 a pick-up team from "Stadacona," piloted by CPO Arthur Saxby, beat "Cornwallis" 7-3 on the latter team's ice. In the "Stad" lineup were several players from last year's Armed Forces intermediates.

Operations Limit Sports in "Cayuga"

The sports program on board HMCS "Cayuga" during the past weeks has run from softball to fish derbies to cribbage tournaments.

Although operational activity has necessarily limited the schedule, the softball and basketball squads have played a number of games. In softball, the "Cayuga" team tangled with the USS "Jason" and USS "Mansfield"



Lieut. Bob Greene, Atlantic Command sports officer, drops the puck to start the Command Interpart Hockey League at Dalhousie University Memorial Rink. In the opener, TAS beat Comschool 6-3. Players are Ldg. Sea. Don Laverne, TAS, left, and Ord. Sea. Clyde E. Thompson. Referees are CPO Stan Rhodes and CPO Robert Henry. (HS-12975).



HMCS "York's" softball team had a fine record last season, winning the Toronto Softball League Greenwood Park intermediate B championship and the East End Toronto intermediate B title. In the playoff for the city championship, "York" was defeated by the West End representatives 13-12. Members of the team were: Front row, left to right, AB J. C. Crilly, PO F. L. Neundorf and AB S. H. Hodgman. Standing, AB Peter Buchan (captain), Ldg. Sea. M. K. Rochford, PO F. A. Caselton, Ord. Sea. L. I. Chapelle, Ord. Sea. G. H. Farley and Ord. Sea. C. F. Sturch. Absent is PO B. T. Anderson.

at a South Japan naval base, winning one and losing one. The "Jason" team beat the Canadians 8 to 3, while "Cayuga" came back to cop the match against "Mansfield" by an 8-2 count.

During the visit of the RCN destroyers to Hong Kong, the "Cayuga" played an exhibition match against a local team and inflicted a 17 to 4 trouncing. The pitching of CPO Chester Padgett and PO Denny Mann proved too much for the Hong Kong softballers.

The basketball team, under PO Stan James, has won one and lost three. Their lone victory came over the "Athabaskan" by a 45-27 score.

On board the ship there have been cribbage tournaments, won by AB Don Paull and AB Bill Patterson, and a fish derby held during a make and mend in Inchon harbor. But the fish just weren't biting and nobody reported even a nibble.

Bridge and chess tournaments and rifle and pistol competitions are currently being run. — G.H.

"York" Wins First Game in Garrison Baseball

HMCS "York's" representatives won their first game in the Toronto Garrison Officers' Indoor Softball League by defeating the officers of the Royal Canadian Electrical and Mechanical Engineers 26-10. Sub-Lieut. (L) David Bate was captain of the Navy entry.

Big guns of the navy attack were Surg.-Lieut. George Trusler and Lieut.-Cdr. John (Tiger) Turner, who collected five and four hits, respectively. The excellent pitching of Lieut.-Cdr. Ralph Flitton also played a large part in the victory. — P.N.

"Chippawa" Competing in Inter-Service Sports

HMCS "Chippawa," the Winnipeg naval division, is represented in inter-service hockey, curling and badminton leagues in the Manitoba capital this winter.

Within the division, there is a ten-pin bowling league which has produced keen competition among the teams entered by various departments.

More Boats A-Building

West Coast Yacht Club Elects Padre Gillard Commodore, Plans Busy Winter

Chaplain G. L. Gillard was elected Commodore of the RCN Yacht Club (West Coast) at the recent annual meeting. Other officers elected were: Vice-Commodore, Cdr. James S. Davis; Fleet Captain, Lieut. Harold Moist; Treasurer, Lieut.-Cdr. (S) Peter H. Sinclair, and Secretary, CPO Neil McLeod.

The retiring Commodore, Cdr. J. C. Reed, reviewed the past season and listed some of the club's achievements and activities in its first year of existence.

The season was officially opened on May 13 with a sail-past the Commodore of the Royal Victoria Yacht Club, with which the RCNYC is affiliated, at Cadboro Bay. The RCNYC was represented by four Snipe class sail boats, which were

rushed to completion for the occasion.

Two more Snipes followed early in June and were soon competing in the RVYC Wednesday evening and Saturday afternoon series of races. A separate "make and mend" series was run by the RCNYC on Thursday afternoons.

The first big regatta of the season was the Pacific International held in Vancouver early in July. Small boats, such as the Snipes, were based at the Kitsilano Yacht Club, while the "C" Class boats and above were at the Royal Vancouver Yacht Club, Jericho Beach. Eight RCNYC Snipes and two newly acquired Sailorettes ("C class yachts) participated in this regatta.

The RCNYC held its first regatta in Esquimalt Harbor in midsummer, followed by a dance in the wardroom. Prizes were awarded aboard HMCS "Ontario," lending an added incentive to the occasion, and a buffet luncheon was served. The boats returned to Cadboro Bay in mid-August to take part in the RVYC regatta.

The final affair of the season was at Genoa Bay (Cowichan Bay) in September and was thoroughly enjoyed by all RCNYC members able to attend.

Throughout the season the

club had 12 active boatbuilding members and 55 sailing members. It is anticipated there will be more next season, when additional boats will be available.

It is interesting to note that more than half of the original boatbuilding members had little or no experience in building this type of craft, or indeed in building any. Nor had many of them sailed Snipes or "C" class yachts before.

Another eight Snipes are in the planning stage for the coming winter months. Experience gained last winter will do much to help speed up the current program and it is hoped sufficient volunteer assistance will ensure the success of the project. Two nights a week are being set aside for boatbuilding.

The opportunity is there for all West Coasters desiring to own their own sailing boat at very reasonable expense. The pride of craftsmanship which comes from lending a hand in the construction of your own boat is recompense in itself.

CVD Instructors Lead Bowling Loop

Central Victualling Depot and Instructor Officers were tied for first place in the "Stadacona" Inter-Part Bowling League at the end of the fourth week of play. Each team had 15 points.

Electrical "B" was setting the pace in the Mixed League, followed by Captain's Office.

In the Services "A" loop, MCD held the top spot, while Civilian Plumbers were leading in the "B" section.

"Donnacona" Unbeaten in Indoor Baseball

The ship's company team representing HMCS "Donnacona" in the Montreal Indoor Baseball League got off to a flying start this winter and was unbeaten as the loop entered the December portion of its schedule.

The officers' team was not so successful, but enthusiasm was high and there were indications that an improved showing could be expected before long.



During his visit to the West Coast, Defence Minister Brooke Claxton showed great interest in the work of the RCN Yacht Club when he toured HMCS "Naden" and had the opportunity to see Snipes under construction. Here Mr. Claxton is shown examining one of the sailboats. With him are Cdr. J. C. Reed, right, Commodore of the RCNYC, and Lieut. Harold Moist, one of the active boatbuilding members.

LETTERS TO THE EDITOR

Lively Veterans' Group

Sir:

The Main Brace Naval Veterans Association of Canada was founded on November 14, 1945, and is made up mainly of Canadian naval veterans of World War Two, with some ex-Royal Navy personnel.

It consists of four branches: Saint John Branch No. 1, Moncton Branch No. 2, Halifax Branch No. 3 and Dalhousie Branch No. 4. The senior branch, Saint John, is composed of 199 members, occupying club rooms at 13 Dock Street. Frequently we entertain the ships' companies of visiting RN, RCN and USN ships in this port.

Two of our members, Mr. Everett Morrow and Mr. Robert Squires, are survivors of HMS "Jervis Bay", which was sunk on November 5, 1940,

while defending a convoy in The Battle of the Atlantic.

As you know, this was one of the outstanding naval engagements of World War Two. HMS "Jervis Bay", an armed merchant cruiser commanded by Capt. Fogarty Fegen, RN, by engaging a German pocket battleship, enabled 36 ships of her convoy to escape. For his heroic action, Capt. Fegen was posthumously awarded the Victoria Cross.

Among the ship's company of the "Jervis Bay" were RCN, RCNR and RCNVR personnel. As Saint John was her last port of call, a memorial was erected in this city in honor of her officers and men.

This year the MBNVA of Canada, Saint John Branch, held their fourth annual memorial service to honor the memory of Capt. Fegen, his officers

Two Captains Brock In Same Task Force

Two naval captains, both named Brock and both Canadians, have been in command of ships operating in the same area off the Korean west coast. To add slightly more to the confusion, the two officers, who are distant cousins, both once lived in Vancouver.

One is Captain Jeffry V. Brock, DSC, RCN, commanding officer of HMCS "Cayuga" and commander of the Canadian destroyer division serving in the Far East. Originally from Winnipeg, Captain Brock was residing in Vancouver when he went on active service with the RCNVR in 1939.

The other is Captain Patrick W. Brock, RN, commanding officer of the cruiser HMS "Kenya". Born in Vancouver, Captain Brock attended the old Royal Naval College of Canada and, on graduating in 1920, entered the Royal Navy as a midshipman. He is believed to be the only graduate of the college to have done so.

and men. Due to the inclement weather the service was held in the drill hall in HMCS "Brunswick".

A highlight of the service was the presentation by the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, to the Saint John Branch of the last photo taken of Capt. Fegen. It was accepted on behalf of the club by the president, Mr. D. J. Hanley.

Personnel of HMCS "Brunswick," headed by Capt. C. H. Bonnycastle, the commanding officer, also took part in the ceremony, as well as prominent civic officials.

Sincerely,
George A. VanTassel
Chairman, "Jervis Bay"
Memorial Committee.

Mail Service Praised

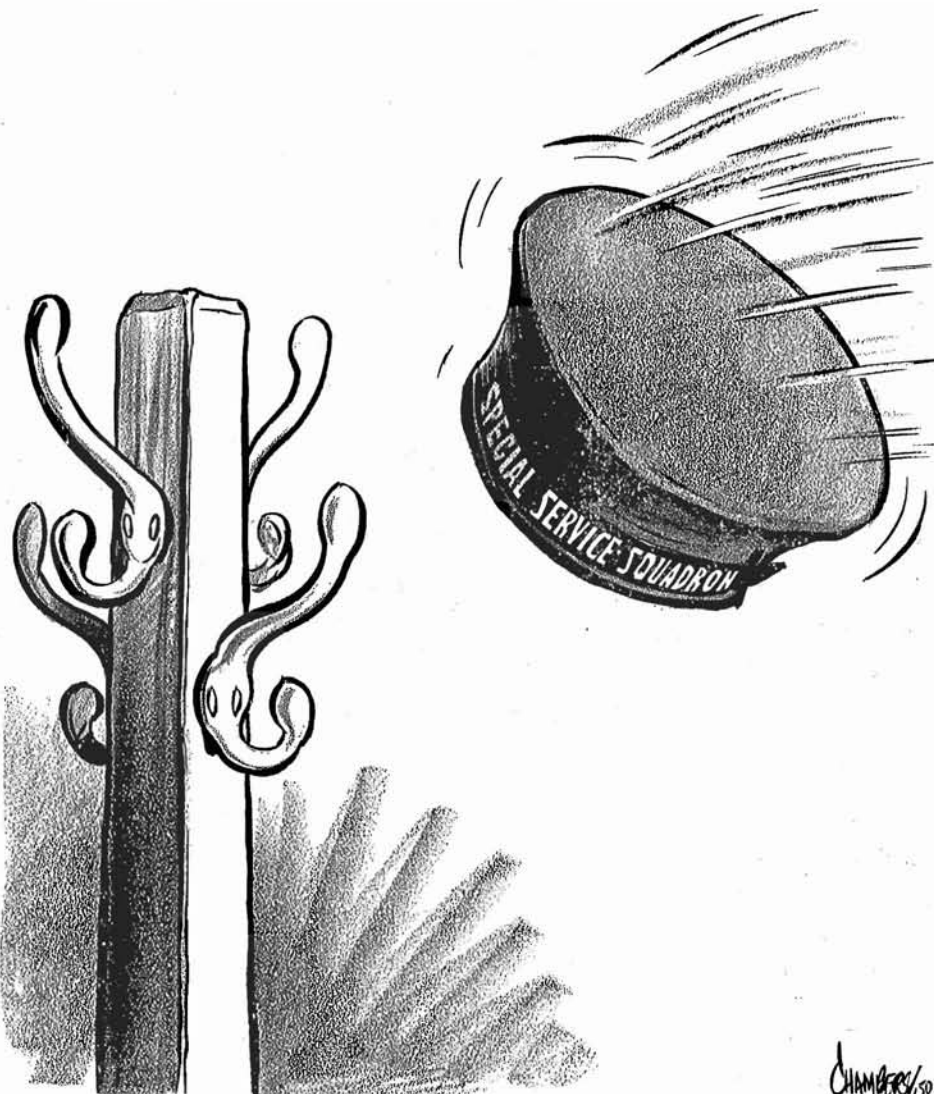
Tufts Cove,
Halifax County, N.S.

Dear Sirs:

Having thoroughly perused your December issue, with particular emphasis on the articles dealing with the Special Service Squadron's European Cruise, might I offer one criticism. Nowhere did I find any mention of the absolutely marvellous mail service — both to and from the Squadron — throughout the entire trip. Personally my husband and I feel that a very special "Thank you" should be extended to whoever was responsible.

Regardless of where the ships were, there was the mail, whether addressed to that port or not. A better morale booster for either the men away or the women at home would be hard to find.

Sincerely yours,
(Mrs.) Elizabeth Kaldestad.



"I'M HOME, MOM!"

Robert Chambers in the Halifax Mail-Star

Advancement Rosters

*From Your Roster You Can
Gauge Your Chances
Of Getting Ahead*

Advancement rosters posted from time to time on notice boards in ships and establishments enable men whose names appear thereon to:

(a) Know exactly where they stand on the advancement ladder in relation to all other men holding the same substantive rating, and

(b) Estimate the number of points they need in order to get to the top of their respective rosters, and thus improve their chances of advancement.

Every man who has one year's seniority in the rank of able seaman or above has his name on the advancement roster for the next higher rating. (Some able seamen may appear on two rosters according to a sliding scale which had to be introduced when the new rating structure was created).

These rosters are adjusted and re-published every six months. The considerable work involved is spread over the whole year, different rosters being adjusted and published in different months, on dates promulgated in the regulations.

Opposite each man's name on the roster are printed the points he has acquired. These are compiled on the basis of his educational standing, courses he has passed which entitle him to points, and his half-yearly recommendations for advancement. Recommendation points accumulate from report to report until he is advanced, when the process starts all over again.

If a man has all the qualifications for advancement—time in present rating, educational standard, sea time, etc.,—his name is underlined on the roster.

The roster for Halifax Port Division men is made up in the RCN Depot in "Stadacona," and that for Esquimalt Port Division men in the RCN Depot in "Naden." The two depots compute the points, adding in all new achievements since the last roster was published, plus the latest recommendation points. When these are completed they are sent to Naval Headquarters.

In Headquarters, the two are combined into a single list, which is published in Naval Orders. At the

same time, the advancement authority to promote men from this single list to vacancies in complement is issued to the depots. The advancements, normal and conditional, are then arranged by the depots as soon as possible.

The names of men offered advancement are taken from the rosters strictly in the order of the underlined names.

There is nothing confidential about any part of the roster or advancement systems. Information as to requirements for advancement and the number of points granted for educational and professional courses can be obtained from your divisional officer. He will also be able to tell you the number of points you were granted at the time of your last recommendation for advancement.

Thus, you need have no doubt at any time as to your status and what you can do about improving your position. Having found the target, the marksmanship is up to you. See you score a bull's-eye, that you get name underlined and up at the head of the list.

SUBMARINES

*The deckhand saw the submarines,
And told the engineer,
Who fought his way to win'nard
As he growled, "Tis mighty queer
I know the Pass, maguoddy
An' I know the Fundy tide,
But I never saw no submarines
With tails that's ten foot wide."*

*The cook got all excited, like,
And burnt the Sunday grub,
As he shrieked from out the galley,
"Look-see, now, there's a sub."
Said the mate (who chawed terbaccer)
Spittin lazily ta lee,
"We're a hunnerd mile from Halifax,
What's more, the Ocean's free."*

*The lads that manned the trawler
Saw a long, black shape—quite
near 'em,
The skip, he called the whole crew aft,
Where everyone might hear 'm.
Sez he, "When you're ashore, boys,
Don't tell no bloomin' lies.
No nation builds no submarines
With fins . . . and goo-goo eyes."*

by Herman Lordly

NOAC BRANCHES ELECT OFFICERS

REGINA

T. S. Cook was elected president of the Regina Branch of the Naval Officers' Association of Canada at the annual meeting held recently. He succeeds Morris McPhee.

Warren Petersmeyer, formerly of the United States Navy, was named vice-president and W. D. Ebbels was chosen secretary-treasurer.

Elected to the executive were Horace West, F. W. Hammill, John Wallace and C. E. Bell. Lieut.(S) R. W. Hughes, RCN(R), was appointed to the executive as a representative of HMCS "Queen," the Regina naval division.

HAMILTON

A. W. Baker, of Guelph, was elected president of the Hamilton Branch of the Naval Officers' Association of Canada at the annual meeting held in HMCS "Star," the Hamilton naval division.

Other officers elected were Colin S. Glassco, vice-president; J. A. Wright, secretary, and W. H. Adamson, treasurer. The executive committee will consist of P. C. Metherell, E. A. Colquhoun, R. Williams and A. Beardmore.

OTTAWA

President F. W. B. Doherty and the entire executive of the Ottawa Branch of the Naval Officers' Association of Canada were re-elected at the annual meeting of the group recently.

Executive members are John H. McDonald, honorary president; J. A. Blais, vice-president; H. B. Scully, secretary, and C. A. Gray, treasurer.

MONTREAL NAVAL VETS RE-ELECT STANLEY GLASS

Stanley Glass was re-elected president of the Canadian Naval Branch, Canadian Legion, Montreal, at a recent meeting.

Other officers elected were George Hayward, first vice-president; John Cartledge, second vice-president; John L. Jones, treasurer; William Murphy, E. G. Gurman, F. E. Shackleton, Robert Laing, M. S. Russell, W. A. Matthews and Evelyn Patterson, members of the executive committee.

THREE MEN FIND NAVY TO BE 'FRIEND IN NEED'

There are three men who can testify, on the basis of recent personal experience, that the Navy's ability to move swiftly and efficiently extends beyond the realm of sea warfare, and into that of personal welfare.

Each of the three was far from home when word was received that misfortune had struck in his family back in Canada. Without wasting a moment, the Service made arrangements, in two cases elaborate ones, to rush the men home. On the spot details were handled by officers in their ships, while from Headquarters came approval for transportation in each instance to be provided at Service expense, in accordance with the regulations.

Ldg. Sea. Robert Hodgson, of Kirkland Lake and Collingwood, Ont., serving in the "Micmac," was notified of the serious illness of his son as the destroyer was en route from Antwerp to Cherbourg. His return to Canada was immediately authorized, but he had no ready cash, official papers or reservations.

The money and leave authorizations were ready before the ship reached Cherbourg. On arrival, Lieut.-Cdr. D. L. Macknight, executive officer of the "Micmac," learned that the "Queen Mary" was lying in the outer harbor and was leaving in an hour for New York. The company office, however, advised that the passenger list was full and that, in any case, it would be impossible to accommodate another passenger at such short notice.

Lieut.-Cdr. Macknight didn't stop to argue, but dispatched Hodgson to the "Queen Mary" in the ship's motor cutter. Delayed by engine trouble, the small boat reached the liner with only seconds to spare. Once aboard, the task of convincing the ship's officers that they should find room for Hodgson was undertaken. Finally, they agreed that the compassionate grounds made a difference and said they would accommodate him.

Very similar was the case of Ldg. Sea. Gordon E. Taylor, of Niagara Falls, Ont., and Dartmouth, an armourer serving with the 19th Carrier Air Group in the "Magnificent." He received word that his young son was seriously ill in Toronto and that his presence was advisable.

The fact that the ship was at sea



Ord. Sea. Robert Elvidge, of Ladner, B.C., left, and Ord. Sea. Joe Adamson, of Sudbury, stand on the quarterdeck of HMCS "Athabaskan," from where Elvidge was swept overboard by a heavy sea during the destroyer's passage from Sasebo, Japan, to Hong Kong. Ten minutes later Adamson grabbed Elvidge by the belt and hauled him on board after a wave had lifted the latter to deck height. (CA-265).

off the Azores made little difference. The supply officer came up with the necessary funds, the "Magnificent's" captain, Commodore K. F. Adams, provided the seaman with a letter over his signature to assist him in getting passage and the air department readied an aircraft to fly him to the Azores. International red tape was sliced as passports were arranged and clearances obtained.

Then, a few hours after receipt of the message, the "Magnificent" turned into the wind and a Firefly aircraft, with Taylor in the rear seat, took off for the Azores. Once there, the United States Military Air Transport Service promised that Ldg. Sea. Taylor would leave on a plane then loading, even if some of its cargo had to be left behind. It was a quick flip to Newfoundland. There, Taylor caught another plane which put him down in Toronto, where his son was under treatment in the Hospital for Sick Children.

On the other side of the world, Chief Petty Officer Charles N. Stroud, of Watrous, Sask., serving in the destroyer "Athabaskan," then in Hong Kong, was notified that his son was in a critical condition in Victoria. Although air passage home was immediately approved there was none available for at least 24 hours. In the meantime, word was received that the boy had died.

While CPO Stroud was flying home across the Pacific, his shipmates back in the "Athabaskan" were busy. Between them they subscribed \$20 for a wreath and \$100 for funeral and other expenses.

Book Review

WAVY NAVY
By Some Who Served

This book, now in its second edition, is full of stimulating yarns of the RNVRs in the Second World War. The six poems and 24 prose contributions in the collection of writings by members of the RNVR are varied in style and treatment, yet all are imbued with the same quality and spirit.

Discomfort, sudden death and the pathos of men uprooted from their settled lives find an inevitable place here, but so do the compensating human gifts of humor and comradeship, beauty glimpsed in strange situations, and the kindness of men who live dangerously. Submariners and mine sweepers, crews of MTBs, servants of carriers, destroyers and battleships, all tell their stories of violent action and hazardous exploits, of curious events and rare sights, or of gay encounters and cheerful adventures.

Sometimes the tales are in the nature of experiences vividly reported, and sometimes set in fictional form, but in all of them — intensely individualistic though each may be — there is evidence of the imagination stirred into creative life by the impact of great occasions.

While all are written by RNVRs, they deal with events and circumstances familiar to many Canadians, who will have no difficulty recalling experiences similar to those described in "Wavy Navy."

The profits of the sale of the book go toward a very good cause, The King George's Fund For Sailors and the charitable activities of the RNVR Club, in London.

A copy of "WAVY NAVY" may be obtained from Commander C. H. Tross Youle, Secretary to the RNVR Officers' Association, at 38 Hill Street, London W1, England at a cost of 12s 6d. — A.C.L.

STUDY PUBLIC SPEAKING

A public speaking course of 12 weeks duration got under way in HMCS "Stadacona" October 24, with Willard MacKenzie as session director.

Classes are held each Thursday evening and, in succeeding phases, cover breathing, enunciation, articulation and appearance. Short talks are given by individual members of the classes, with Mr. MacKenzie supplying constructive criticism of each speech and speaker.

CDR. CHARLES TASCHEREAU BEARD, RCN, RET'D.

Cdr. Charles Taschereau Beard, RCN, Ret'd., 59, who died November 21 in Victoria, was buried with full naval honors in the naval cemetery at Esquimalt on November 25.

Cdr. Beard was Coalition member for Esquimalt in the British Columbia Legislature at the time of his death. He was serving his second term.

Born in Ottawa and educated at Ottawa College and Ashbury College, he entered the two-year old Royal Canadian Navy in 1910. He obtained his early training in ships and establishments of the Royal Navy and served throughout the First World War with the RN.

Cdr. Beard returned to Canada late in 1920 as commanding officer of the destroyer "Patriot," and later commanded HMCS "Naden," the RCN Barracks at Esquimalt. In 1925 he returned to the U.K. for service with the Royal Navy.

In February 1928, he came back to Canada and was appointed in command of the destroyer "Champlain."

For the next eight years Cdr. Beard served mainly at Headquarters, holding at various times the posts of Director of Naval Reserves and Director of Naval Operations and Training. In 1936, he was appointed commanding officer of "Naden" for the second time, holding in addition, the appointment of Commander of the Dockyard.

Cdr. Beard retired on pension in April 1939 but re-entered the Service on the outbreak of the Second World War. He was appointed to HMCS "Stadacona," Halifax, but returned to the West Coast in April 1940 to commission, as commanding officer, the auxiliary cruiser "Prince Robert". Later that year the "Prince Robert" captured the valuable German motor ship "Weser," which was attempting to escape from a Mexican port. For his part in this action he was Mentioned in Despatches on January 1, 1943.

Cdr. Beard retired from the Service in January, 1941.

The funeral service was held in St. Andrew's Cathedral, Victoria, following which the funeral cortege formed in HMCS "Naden." Headed by a firing party, guard and band; flanked by six chief petty officers serving as pallbearers, and followed by the honorary pallbearers and two parties of officers and men, the gun carriage bearing the casket was drawn by hand to the cemetery.



On board HMCS "Athabaskan" is a "buzz sheet" on which rumors breezed about the ship are noted. During one week there were 12 different "buzzes", all allegedly authentic but none guaranteed, about the ship's activities, new rates of pay and progress of the Korean fighting. Here PO Ronald Emerson, of Lethbridge, jots down the latest. (CA-174).

THE YEAR IN REVIEW

(Continued from Page 5)

Göteborg, Copenhagen, Amsterdam, Rotterdam, Antwerp, Portsmouth and Cherbourg—within 22 days... The destroyers under the UN flag in Korea raised their score of mines destroyed to 18. Vice-Admiral Grant, visited the three destroyers and travelled with them on a voyage from Sasebo to Inchon... Navy Day was observed on October 7 and Battle of the Atlantic Sunday on October 8...

November

The Special Service Squadron completed the continental phase of its training cruise with visits to Lisbon and Gibraltar. Following a strenuous exercise period with the British Home Fleet, the ships sailed westward for Bermuda. There the "Magnificent," "Huron" and "Micmac" were joined

Honorary pallbearers were Rear-Admiral V. G. Brodeur, RCN, Ret'd; Vice-Admiral H. E. Reid, RCN, Ret'd; W. T. Straith, B.C. Minister of Education; Andrew Motherwell, Dr. Eric Boak, Norman Yarrow, J. C. Thow and Captain Eustace Brock, RCN(R), Ret'd.

In attendance at the graveside were Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, and Commodore G. R. Miles, Commodore of the RCN Barracks, Esquimalt.

by the frigates "La Hullose" and "Swansea" and the five ships arrived at Halifax November 27.

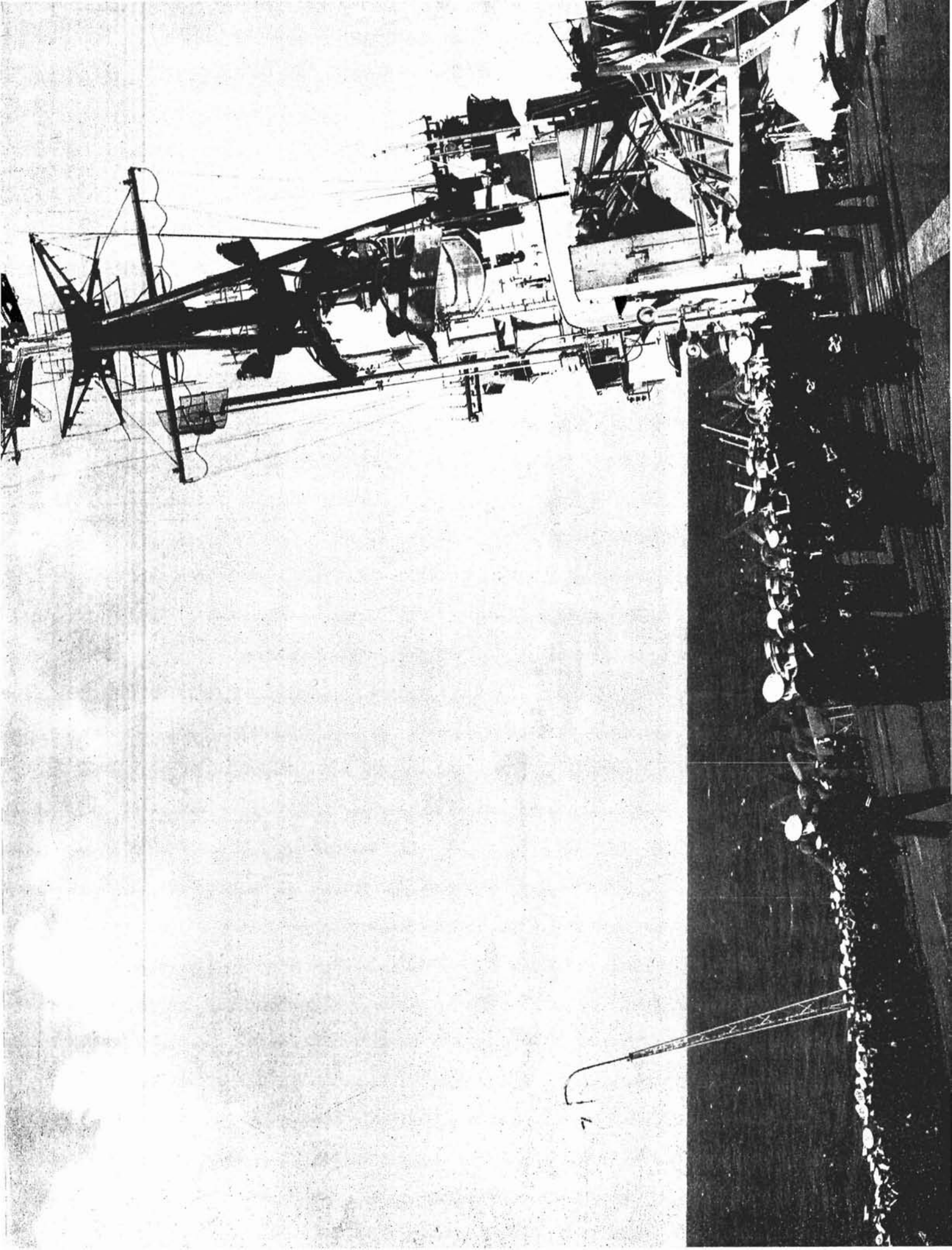
The destroyers in the Far East paid a semi-operational visit to Hong Kong and on their way encountered the worst weather they had experienced since leaving Esquimalt in July... The first of five gate-vessels being built for the RCN was launched at Lauzon November 22... Two days later Mrs. H. T. W. Grant, wife of the Chief of the Naval Staff, officiated at a keel-laying ceremony in Montreal for the first of the new A/S escorts... A joint RCN-RCAF Maritime Warfare School was officially opened at HMCS "Stadacona"... The "Crescent" left Esquimalt for Halifax on the 6th... HMCS "Nootka" sailed from Halifax on the 25th for Pearl Harbor, with Korea her ultimate destination.

December

The RCN suffered its first casualty in Korea when Able Seaman Vincent Liska, serving in the "Cayuga", was drowned accidentally... The three destroyers engaged in their most notable operation of the Korean campaign... Along with three other UN destroyers, they covered the withdrawal of wounded and non-essential military personnel and thousands of civilians from Chinampo, communist-threatened west coast port... When the withdrawal was completed, the "Cayuga" and two other destroyers blasted important installations in the city.

Back home, as ships and establishments celebrated Christmas in the traditional manner, thoughts turned to those who were observing their Christmas in a distant theatre of war... and at Esquimalt, wives and children of the absent destroyer men were special guests at a Christmas party in "Naden."

The Canadian Special Service Squadron observed Remembrance Day at sea in November while en route from Gibraltar to Bermuda. As the photo opposite illustrates, those who attended the service on the "Magnificent's" rolling flight deck had quite a struggle keeping perpendicular. Heavy seas and strong winds combined forces to roll the carrier from side to side, and at times she almost dipped her sponsons in the waves. Meanwhile Chaplain Gower Stone carried on with the service and officers and men assumed the "at ease" position in order to keep their balance. The photo was taken in the middle of one of the milder rolls. (MAG-2566)

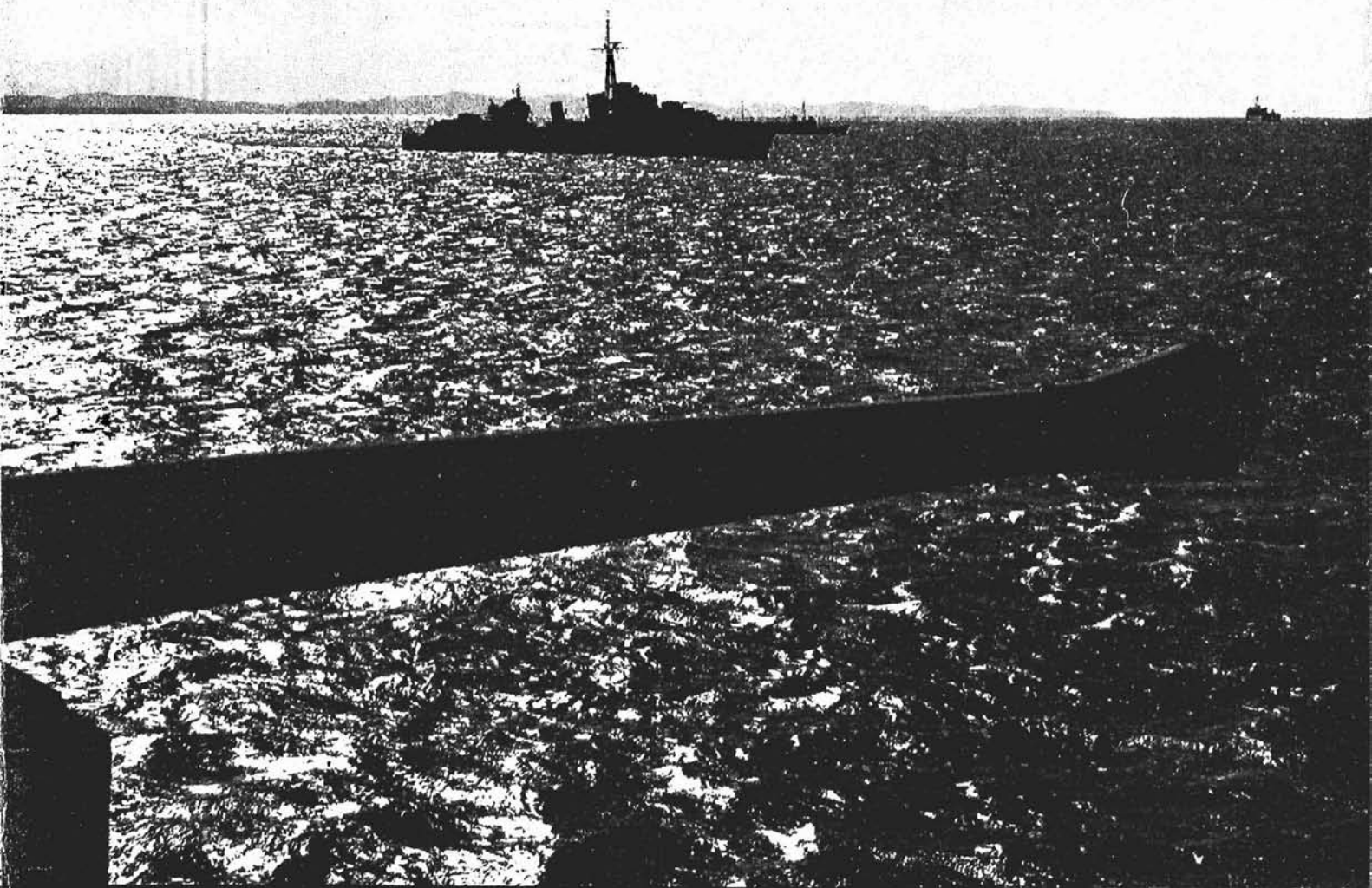




The CROWSNEST

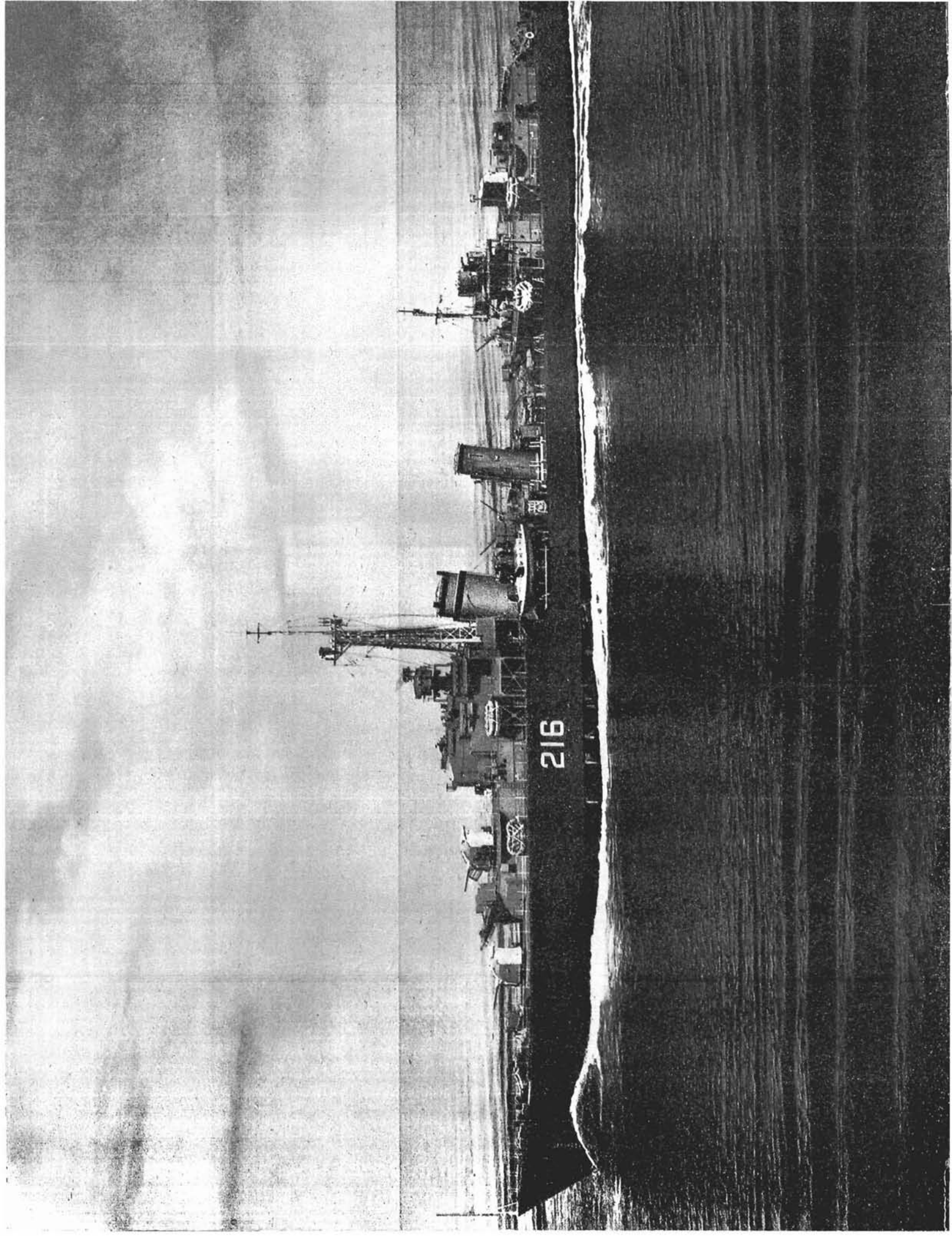
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Vol. 3 No. 4

February, 1951



The CROWSNEST

Vol. 3 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1951

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Cover Photo — Dawn on the West Coast of Korea is the title of this picture showing a United Nations naval force engaged in the ceaseless vigil for enemy movements by sea. The central figure is HMCS "Cayuga," whose commanding officer, Captain J. V. Brock, was in command of this particular force. The photo was taken from HMCS "Athabaskan." (CA-323).

LADY OF THE MONTH

HMCS "HURON," from point of service the veteran of the RCN destroyers now in commission, is on her way from Halifax to the Far East, where she is scheduled to relieve HMCS "Cayuga" in the Korean theatre. First commissioned in July 1943, the "Huron" saw wartime duty off the coast of Norway and on the North Russian convoy route, and distinguished herself in actions in the English Channel. Paid off into reserve after the war, she was later refitted and re-armed preparatory to her being re-commissioned last February. The "Huron" left Halifax January 22 and is due in the Far East early in March. (DNS-3242).

* * *

Negative numbers of RCN photographs reproduced in The "Crowsnest" 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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THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

R.C.N. News Review

"Sioux" Coming Home, "Huron" Westward Bound

The change-over of Canadian destroyers serving under United Nations command in the Korean theatre began on January 14, when HMCS "Nootka" arrived at a UN naval base in South Japan to relieve HMCS "Sioux."

The "Sioux" didn't waste any time, but sailed that same day for home. She arrives at Esquimalt February 4, seven months less one day from the date she left there in company with the "Cayuga" and "Athabaskan" for Pearl Harbor and points west.

On the same day the "Sioux" reaches Esquimalt, another destroyer, the "Huron," will be steaming toward San Pedro, California, her last North American stop before she heads across the Pacific. The "Huron" is due in the Far East early in March, at which time she will relieve the "Cayuga."

The "Athabaskan," last of the three originals to remain in Korean

waters, is scheduled to be replaced in late April by a ship yet to be nominated.

Destroyers Complete Sixth Month Under UN Command

On January 12 the "Cayuga," "Sioux" and "Athabaskan" completed their sixth month under the UN flag. The occasion found them at their base in Japan, in port together for the first time in nearly two months.

It was, in fact, the first time the "Cayuga" had been alongside since November 20. From then until January 9 she had been continuously on patrol on the west coast of Korea, setting what was believed to be a record—50 straight days at sea—for destroyers in the UN fleet. Not far behind was the "Sioux," with 44 days to her credit. The "Athabaskan" broke her spell on patrol at 33 days when she went to port for minor repairs.

A summary of the three destroyers' activities showed that they had steamed a total of more than 105,000 miles since leaving Esquimalt last July, while their days at sea had averaged slightly more than 20 per month.

Mostly their work consisted of long and tedious sessions of patrol and blockade. But there were more eventful moments: The Inchon landings in September . . . bombardments of enemy positions along the west coast . . . landings on islands in enemy-held territory . . . the stormy November voyage to Hong Kong . . . the withdrawals from Chinnampo and Inchon. There was also the matter of mine destruction, the three ships among them disposing of 18.

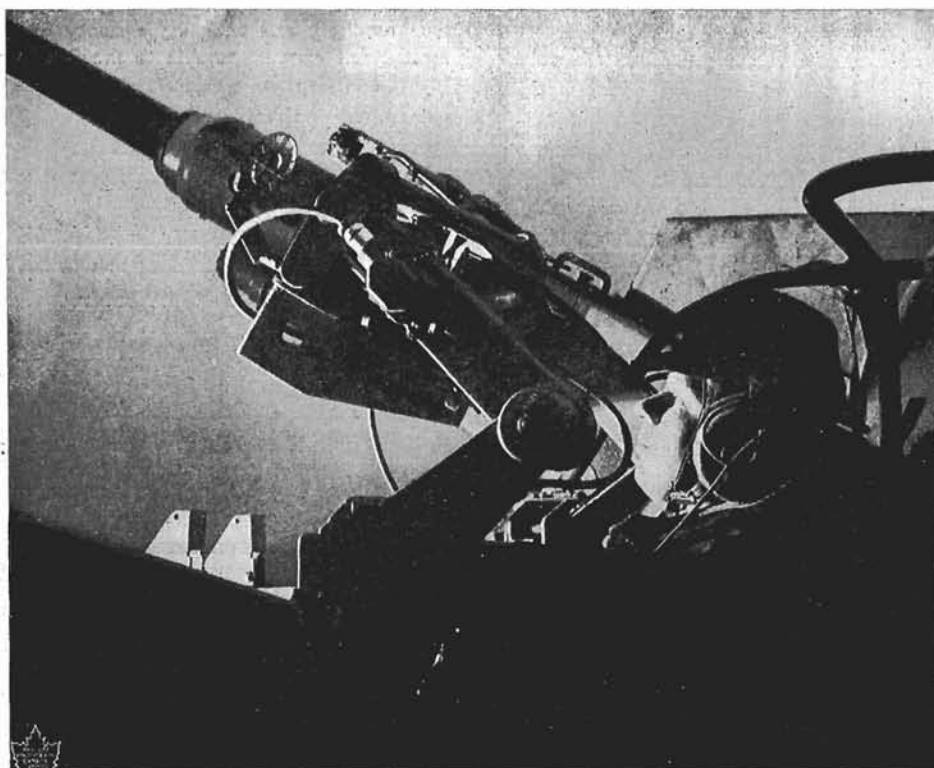
"Ontario" Making Long Cruise to Antipodes

In late February HMCS "Ontario" will sail from Esquimalt on an extended training cruise to Australia and New Zealand. On the invitation of Prime Minister R. G. Menzies of Australia, the "Ontario" will take part early in April in combined exercises with units of the Royal Australian Navy.

On her way to Australia, the cruiser will call at Pearl Harbor and at two islands in the South Pacific. Following the exercise periods, she will make a series of visits to Australian and New Zealand cities before beginning her return journey to Canada. She is scheduled to arrive back at Esquimalt June 7 from the first peacetime cruise ever made by a Canadian warship to the Antipodes.

January Busy Month for Ships of RCN

For the fleet, January was one of the most active months on record. Destroyers held the spotlight, with the "Nootka" completing her long journey to the Far East, the "Huron" starting hers, the "Sioux" heading homeward, and the "Cayuga" and "Athabaskan" going into port for a well-earned rest before returning to the war zone. A sixth destroyer, the "Micmac," sailed from Halifax in company with the "Huron" and was



Flames from burning oil tanks, supply dumps, warehouses and other installations light the face of Ldg. Sea. James Tyre, of Vancouver, as he stands by his 40mm gun on board HMCS "Cayuga" in the harbor of Chinnampo. (CA-320).



This is what the anchorage at Inchon looked like in mid-December to a party of Canadian sailors from HMCS "Cayuga" who landed on the bomb and shell-scarred island of Wolmi Do in search of Christmas trees. The West Korean port is now in Communist hands. (CA-352).

to go as far as the Canal Zone with her.

There were other busy units. Two West Coast frigates, the "Beacon Hill" and "Antigonish," were away for four weeks on a training cruise to Acapulco, Mexico.

"Well Done"

As HMCS "Sioux" began her homeward voyage from the Far East there arrived on board a message of the kind to make the hearts of her ship's company, and of their fellow-Canadians, swell with pride.

It was from Vice-Admiral Charles T. Joy, USN, Commander of United Nations Naval Forces in the Far East, and said:

"We will miss the gallant 'Sioux' when she departs from the United Nations naval forces that have been so strongly united by the bonds of comradeship and single purpose. The performance of the 'Sioux' in the Far East has shown you are an effective fighting unit and has brought the highest credit to the naval forces of your country. To the captain, officers and men I extend congratulations and a hearty well done."

Vice-Admiral Joy, USN."

In his reply, Cdr. Paul D. Taylor, commanding officer of the "Sioux," said:

"Thank you for your message. It has been our privilege and our pride to serve as a unit of the United Nations naval forces under your command."

On the East Coast, HMCS "Portage" exercised for a week with US Navy minesweepers off Yorktown, Va., then sailed to Havana, Cuba, for a four-day visit before turning homeward.

The Halifax-based frigates, "La Hullose" and "Swansea," went on shorter trips, the former to New York (for the second time in a month) and the latter to Bermuda.

Avengers Going to Sea for Flying Training

Avenger anti-submarine aircraft of the RCN will go to sea in HMCS "Magnificent" early in February for the first time since they were acquired last year from the US government.

Since their arrival in Canada the Avengers have been ashore for modifications to fit them for their specialized anti-submarine duties and for training purposes.

The carrier will sail from Halifax February 5 for some seven weeks of flying training and exercises, mostly in the Bermuda area. HMCS "Crescent" will serve as plane guard for the "Magnificent" and the "Micmac," returning from her trip to the Canal Zone, will join company at Bermuda to take part in the exercises.

Embarked in the "Magnificent" will be the 18th Carrier Air Group, which was recently re-formed to include one squadron of Avengers (826) and one squadron of Sea Fury fighters (883).

Special Leave Approved for Korean Campaigners

By authority of the Chief of the Naval Staff, officers and men serving in the RCN Special Force in Korean waters may be granted 14 days' special leave on return to Canada. This is over and above regular annual leave and may be taken in conjunction with annual leave when personnel can be spared.

In addition, transportation to and from home will be provided at Service expense.



In contrast to the two preceding photographs is this one of a group of children taking part in a Nativity play at "Cornwallis." They are children of naval personnel serving at the establishment and the play, presented in the new Protestant church at "Cornwallis," was the highlight of the Christmas season. With adoring angels on either side are Mary and Joseph, acted by Sue and Mary Lou Ross. (DB-995-2).

The photo is reproduced here because we believe it depicts one of the reasons why Canadian sailors are serving alongside those of other United Nations navies in far-off Korean waters.

The Chinnampo Affair

by A. J. P.

Though It Bred A Few Gray Hairs,
Canadian-Commanded Withdrawal
Was Completely Successful

WITH THE CANADIAN DESTROYERS IN KOREAN WATERS—On the afternoon of Monday, December 4, the Canadian destroyers "Cayuga," "Sioux" and "Athabaskan" were on blockade duty, with other United Nations warships, off the northwest coast of Korea. Ashore, UN land forces were falling back before the mass of Communist armies and the warships' main concern was to prevent any amphibious movement of Red troops southward.

Suddenly there arrived a priority signal diverting the ships to a position further south. They were ordered to proceed to the mouth of the Taedong river, which serves the west coast port of Chinnampo. There they were to stand by to give whatever assistance was required during an emergency withdrawal from the city.

Chinnampo had been a supply centre for the US Eighth Army.

But with the army pulling up its stakes, Chinnampo was of no further use. Rather than transport them over the congested roads to the south, it was decided to evacuate the army's wounded, the supply centre's personnel and loyal Korean civilians by sea.

The attack transports and LST's which were to embark the evacuees entered Chinnampo on the 4th. The warships arrived in the approaches in the late afternoon and began fuelling from an oiler.

Darkness had descended and some ships were still taking on fuel when an emergency signal was received from the commander of the transports. He reported the situation in the city as extremely grave and said destroyers were urgently needed to give gunfire support and protect the withdrawal against enemy attack.

Senior officer of the naval force was Captain Jeffry V. Brock, of Winnipeg and Vancouver, commanding officer of the "Cayuga" and commander of the Canadian Destroyer Division.

Besides the "Cayuga," the destroyers were HMC Ships "Sioux" and "Athabaskan," HM Australian Ships "Warramunga" and "Bataan," and the USS "Forrest Royal."

Captain Brock immediately called a conference of the destroyer captains and staff officers and plans were made for the passage into Chinnampo.

It was going to be a gamble. Between the warships and the city lay 40 miles of tortuous navigation through a shallow swept channel that was bordered by minefields, shifting mudbanks and treacherous shoals, and in many places was only a quarter of a mile wide.

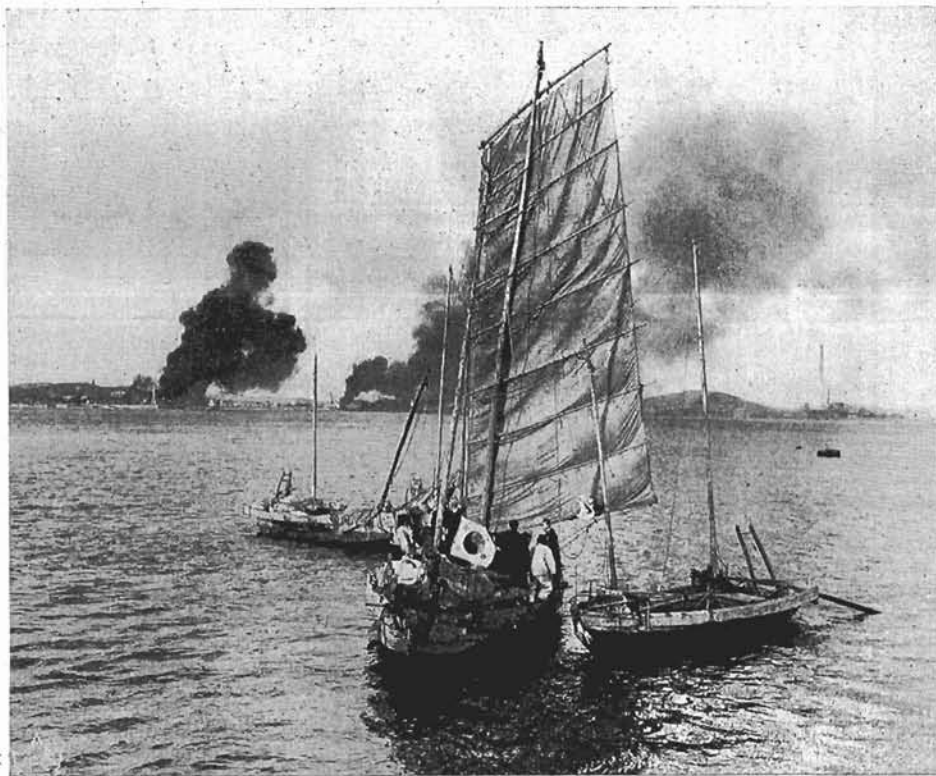
The scimitar-shaped route was difficult enough by daylight; on a moonless night, with winds and strong tides adding to the hazards, the odds swung heavily against the destroyers. But, in view of the circumstances, there was no hesitation about taking what was, in popular military terms, "a calculated risk."

Led by the "Cayuga," the six destroyers began the trip at midnight. They were not long under way when the "Warramunga" reported she had run aground on a mudbank.

Half an hour later, as the ships probed their way through the pitch black night at ten knots, the "Sioux" nosed into the mud. She backed off, but in doing so fouled an unlighted buoy and got the cable wrapped around one of her screws.

The other four carried on, sweating it out as they negotiated one ticklish spot after another. In the "Cayuga" the navigating officer, Lieut. Andrew Collier, intently watched the radar scan, swiftly plotted fixes on his chart and passed a continuous flow of information from the plot room to Captain Brock on the bridge. Extra lookouts on the bridge and on "B" gun deck peered through the darkness, eyes and senses alert for possible dangers.

When the four ships nosed into the



Military and other installations on the Chinnampo waterfront go up in smoke, while in the foreground a junk loaded with Korean refugees heads away from the Communist-threatened city. UN destroyers under Canadian command covered the withdrawal of more than 8,500 military personnel and civilians from the port, then turned their guns on military targets ashore. (CA-316).

harbor at 4 o'clock in the morning, a sigh of relief went up from all hands. But the job was just beginning. The crews were closed up to their action stations, prepared for enemy activity, but relaxed later on receipt of reports that the Reds were not yet in the area.

However, Pyongyang, less than 30 miles away, had fallen and the enemy could not be far.

In the meantime, the "Sioux" and "Warramunga" had returned to the anchorage in the approaches and reported only slight damage. Both were fit for operational duty and were understandably disappointed at having missed the big show.

In Chinnampo, Captain Brock and officers of his staff boarded the senior ship of the attack transports, then went ashore to meet the army commander and organize the withdrawal operation.

They were told, "We're all set but need naval gunfire to hold off the enemy and destroy equipment and port facilities the 'Comms' might find useful."

After selecting targets for the destroyers' guns, the Canadians returned to the "Cayuga" for a conference of the commanding officers.

Each was given a particular assignment. Targets were allocated the "Cayuga," "Bataan" and "Forrest Royal" and the "Athabaskan" was despatched downstream to establish a defended anchorage for the destroyers. Captain Brock decided that, if the job in Chinnampo was completed at night, he would anchor the destroyers rather than risk a second night passage of the channel.

Throughout the day, landing craft and smaller boats shuttled back and forth between the transports and the shore, ferrying evacuees to the ships. LSTs were loaded to the gunwales with vehicles and equipment. Thousands of Korean civilians lined the beaches, their belongings strapped to their backs. At low tide, some waded knee-deep through mud to board junks.

A US army lieutenant added a note of tension to the scene when he reported on boarding the "Cayuga" that guerilla activity was starting ashore: "There's occasional sniper shooting uptown."

By 5 o'clock all the transports and LSTs had been loaded and sailed out of the harbor. In the former were more than 7,000 wounded, non-essential military personnel and Korean refugees. Hundreds of other Koreans fled in junks, fishing vessels and other small craft, under cover of the warships' guns.

It was time, now, for the destroyers

to go into action. The "Cayuga" took on oil tanks, freight cars and port facilities, the "Bataan" and "Forrest Royal" turned their guns on marshalling yards, ammunition and stores dumps, factories and warehouses.

The "Cayuga" opened up in impressive fashion, hitting an oil tank with her first salvo. It burst into flames. During the next 40 minutes the three ships hurled nearly 800 shells into the city. All salvos fell within the waterfront area where the targets were concentrated. The residential section, set further back among the hills, was untouched.

Many motor fishing vessels and junks that served as the only homes of Korean families were spared. "Although these vessels may prove useful

to the enemy," Captain Brock said later, "the gallantry of their rightful owners, who refused to leave, was sufficient defence to ensure their safety."

Within an hour the waterfront was a mass of flames, and burning oil and wreckage, carried by the river current, were spreading over the harbor.

With all the transports gone and demolition completed, the destroyers steamed out of Chinnampo in semi-darkness and made their way to the defended anchorage. There the "Athabaskan," taking no chances, had shot up gun emplacements overlooking the area.

At daybreak on Wednesday, the 6th, the warships weighed anchored and headed down-river. On their way



This dramatic photo shows dense columns of smoke rising from oil tanks, supply dumps and other targets blasted by UN destroyers following the Chinnampo withdrawal. (CA-314).

ONE FOR THE BOOK

"That's something for the Mariner's Manual," said a US Navy officer.

He was referring to a feat of navigation performed by a UN destroyer force, under Canadian command, during the Chinnampo withdrawal early in December. His sentiments were shared by officers in other ships of the UN fleet operating off the west coast of Korea. In their opinion, the enterprise was a classic of its kind.

Much of the credit for the successful navigation of the treacherous 40-mile passage into Chinnampo went to Lieut. Andrew Collier, of Salmon Arm, B.C., navigating officer of HMCS "Cayuga."

The operation was under the command of Captain J. V. Brock, in the "Cayuga," and his ship led the way, through inky darkness, into Chinnampo.

During the four-hour trip, Lieut. Collier obtained 132 fixes, nearly all by radar, and passed a running stream of information to Captain Brock on the bridge. This information was passed, in turn, to the ships following astern.

Lieut. Collier did not realize until later that he had made so many fixes — an average of better than one every two minutes.

Said Petty Officer Ray Graham, of Regina, one of the members of the plot room team, as he erased the markings and put the chart back in its folio: "It's a shame to do this — this should be put in a glass case and preserved for posterity."

they collected various craft that either had grounded during the night or were still poking through the channel.

Luck was with them. Hardly had the last vessel cleared the estuary when a blinding snowstorm struck, cutting visibility to less than 200 yards. The ships anchored for two hours to sit out the storm.

Then the transports and LSTs shaped course southward under escort. The remainder of the warships formed up and returned to their blockade

and patrol duties.

A cryptic signal from Captain Brock to UN authorities told the story in three words:

"Withdrawal successfully completed."

In reply there came from Vice-Admiral Charles T. Joy, Commander Naval Forces Far East, the following message:

"Expeditious manner in which ships performed assignment in Chinnampo operation just completed deserves highest praise and commendation in



Lieut. Andrew Collier, of Salmon Arm, B.C., navigating officer of the "Cayuga," is shown with the chart on which he marked 132 fixes during the four-hour night passage to Chinnampo. The channel starts near his left elbow and, following a rough semi-circle, ends beyond his right hand. (CA-334).



AB Eric Udle, of St. John's, Nfld., watches a plane from HMS "Theseus" pass overhead as he stands his aircraft lookout watch on board HMCS "Cayuga" in the harbor of Chinnampo. Military stores and installations in the abandoned port city burn in the background. (CA-326).

performance of duty. We are very proud indeed of all hands who took part."

"BLONDES"

Now AB "Mike" O'Malley
Of the "Athabaskan's" crew,
(Or maybe the "Cayuga's")
Or was it, now, the "Sioux?")
Had "signed up for duration"
For Mike was mighty fond
Of sloe-eyed Oriental girls,
Provided — they were blonde.

Mike searched in every harbor,
Combed the docks at every port,
And he saw a heap o' ladies,
But they just weren't Michael's sort.
Yes! At thought of blonde or red-head
The heart of Michael leaps.
(Like that soldier, up at Kobe,
Who thought female Japs were jeeps.)

Mike O'Malley's steeped in mis'ry
Michael hasn't found one yet.
For it's true that in the Orient
Every girl is a brunette.
"Blondes is scarce, out in Korea,"
Said our gloomy friend, O'Malley,
"Hard to find as Ogopogo
In the Okanagan Valley."

Herman Lordly

'Athabaskans' Honor Diver

*Destroyermen Cast Votes
For "The Original
'Slinger' Woods"*

HMCS "Athabaskan," one of three RCN destroyers serving under United Nations command in Korean waters, has chosen Petty Officer William (Slinger) Woods, of Victoria, as Man of the Month for February.

"He's the original 'Slinger' Woods in this navy," said one of his messmates. "All the rest are imitations." The 40-year-old Woods was playing a typically vital role in the ship's operations when the selection was made. The hard-hitting "Athabaskan," as she is known throughout the Korean patrol fleet, was having trouble with the "A" bracket on her screws, and PO Woods, who has been a fully qualified diver since 1934, was making repeated dips into the murky waters of a sheltered anchorage off the northwest coast of Korea, trying to find the reason why the main engines seemed to be misbehaving occasionally.

His careful examinations of the bracket allayed the fears of the ship's commanding officer, Cdr. Robert P. Welland, and the engineer officer, Lieut.-Cdr. (E) Erik Revfem, and saved the "Athabaskan" from having to interrupt her patrol duty with a trip to port.

PO Woods, the destroyer's mess-deck petty officer, has had a varied career that has combined life in the Navy, the Army and a four-year civilian stint during which he worked as a diver and rigger for a drydock company in Victoria and was with the Pacific Coast Fishery Service.

Born in Liverpool, England, in 1910, PO Woods came to Canada with his family in 1919 and settled in Victoria, which he still calls his home. He attended public and high school there and, on his 17th birthday, presented himself at the naval recruiting office. A life at sea was what young Woods wanted.

After his preliminary training, he was drafted to HMCS "Patrician" and served under the late Commodore Ronald I. Agnew (then a Lieutenant-Commander). He later joined the minesweeper "Thiepval," operating

off Canada's west coast.

When the RCN acquired the destroyers "Vancouver" and "Champlain" from the Royal Navy in 1928, Woods, then an AB, was one of the men drafted to England to pick up the newest additions to the fleet. He returned to Canada in the "Vancouver" and served in that ship until 1934, when he was on his way to England once again. "On another pick-up job," as he puts it. This time it was the "Skeena."

"Before we took the Skeena over," he relates, "half the crew was drafted to the 'Nelson' and the other half to the 'Warspite' for a nine-month training period." It was during his time in the "Nelson" that he decided to have a fling at diving, and qualified for his diver's badge.



PETTY OFFICER WILLIAM (SLINGER) WOODS
(CA-339)

"Incidentally," he adds, "we took a training cruise that was pretty much the same as the one the Special Service Squadron made last fall. We went to Norway, Sweden and Denmark. It would have been nice to get back there this time, but here we are in Korea."

Shortly after the "Skeena" arrived in Canada, AB (Seaman Gunner) Woods was drafted to "Naden" for a brief spell, then went back to the "Vancouver." He was still serving in her in 1935 when his "first seven" was up.

"I went outside and worked at diving and rigging for a drydock company in Victoria and then later for the fishery service. My diving training in the Navy paid off in helping me get those jobs."

When the Second World War broke out, "Slinger" Woods decided to have a try at the Army. "Most of my working chums were joining the 1st Battalion Canadian Scottish and I went along." This was in early October of 1939.

He did his initial training in army camps in B.C. and then headed for Camp Debert, in Nova Scotia, in mid-1940.

"I'd like to clear up one point that seems to interest many people," he said with a chuckle. "I wore kilts and I can vouch that the proper uniform for the Scottish does not include underwear shorts."

While at Debert, PO Woods decided he wanted to get back to the sea. So when the army sent him to Halifax on a course, he welcomed the opportunity to visit the naval recruiting office and begin proceedings for his transfer to the Navy.

By August 1941 he had switched his kilts for navy blue and was rated a leading seaman. He requalified as an AA3 and then also requalified as a diver. He served in a diving tender attached to "Stadacona" until early 1943, when he joined the minesweeper "Lockeport" operating off Halifax and St. John's.

In June 1943 he was rated petty



Our Man of the Month, PO William Woods, is helped out of his diving mask following a dip over HMCS "Athabaskan's" stern in an anchorage off the west coast of Korea. PO Woods went below to examine the destroyer's propellers. (CA-325).

officer. He recalls his time in the "Lockeport" as "the usual routine duty, sometimes monotonous." It was—until January 1944, when he figured in one of the most bizarre seamanship feats of the war.

The "Lockeport" was bound for Baltimore, Md., for refit when the condenser broke down, rendering the ship impotent some 400 miles off Chesapeake Bay. The wireless had also given up, leaving her no means of sending for aid.

"We drifted about for a day. Then the Coxswain, an RCNR chap, got the idea of building a sail and really sailing the ship into port. We all got busy sewing 60 or 70 hammocks together into a giant sail. We braced the mainmast with two extra stays and hoisted sail."

To take advantage of all the canvas on board, the boats were also turned out with sails hoisted.

"We clipped along at about five knots, depending on the wind. We had gone about three days when an American patrol blimp spotted us and passed a message back to the US Navy at Chesapeake. A tug came out and towed us in the rest of the way.

"But, you know," he smiled, "the old man didn't like the idea too much.

We had come this far under own power and he wanted to take her all the way into Chesapeake."

In September 1944, PO Woods left the "Lockeport" and took a Torpedo Coxswain's course at "Stadacona." Two months later he was on his way to England to join the frigate "Matane." He later transferred to the frigate "Annan" as Coxswain. "And that's where I was when the war ended."

Next stop was Esquimalt, where he served until joining the "Warrior" in January 1947. He left the carrier in September and returned to the west coast.

PO Woods joined the "Athabaskan" the day before she sailed for the Far East. Like many others in the three ships, he made a pierhead jump when the destroyers were brought up to full war complement.

Throughout his naval career PO Woods has taken an active interest in sports, particularly boxing. In 1932 and '33 he was welterweight champion of the RCN; the next year he moved into the middleweight division and and took that title.

PO Woods, his wife and three children — two boys and a girl — make their home in Victoria. — A.J.P.

The Night Before Christmas (Korean Version)

'Twas the night before Christmas
And all through the mess
The middle watch scurried
To get up and dress.

Their gear was all hung
By their hammocks with care
For fear that those commies
Would strike from the air.

While some in pyjamas
And some in their skin
Had crawled in their hammocks
For a few hours "in".

When out on the uppers
There started a flappin'
We hit the deck quickly
To see what had happen'.

We tore through the flats
And out to the break
And what did we see?
Well, for goodness sake!

The night it was black
As the hole of Calcutta
As up to the side came
A strange motor cutter.

Out stepped Saint Nick —
We knew it was he —
In his costume of red
And as fat as could be.

He opened his pack
And there for each gob
Were a four-inch and Bofors
To help cinch the job.

He dished them all out
Then turned with a jerk,
"That's all for this year, lads,
Get on with your work."

"Next year in your homes
You may be once again,
Do a good job out here
And I'll fix you up then."

These last words we heard
As he vanished from sight:
"Merry Christmas to all
And to all a good night."

—Ldg. Sea. M.C.
HMCS "Cayuga"



COMMODORE
H. F. PULLEN,
OBE, RCN



COMMODORE
J. C. HIBBARD,
DSC AND BAR, RCN



CAPTAIN
D. W. PIERS,
DSC, RCN



CAPTAIN
T. G. FULLER,
DSC AND TWO BARS,
RCN(R)

HALF-YEARLY PROMOTIONS

Defence Minister Brooke Claxton on December 30 announced the promotion of 27 senior officers in the Royal Canadian Navy's half-yearly promotions list.

The RCN was represented by 15 officers and the RCN (Reserve) by 12.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Commodore (2)

Captain Hugh F. Pullen, Commanding Officer, HMCS "Ontario."

Acting Commodore James C. Hibbard, Chief of Naval Personnel, Naval Headquarters.

To be Captain (1)

Commander Desmond W. Piers, Director of Naval Plans and Operations, Naval Headquarters.

To be Captain (S) (2)

Acting Captain (S) Charles J. Dillon, Command Supply Officer of the Pacific Command and Manager of the Supply Department, HMC Dockyard, Esquimalt.

Acting Captain Murray A. Davidson, Director General of Supply and Fleet Accounting, Naval Headquarters.

To be Instructor Captain (1)

Instructor Commander Martin H. Ellis, Director of Naval Training, Naval Headquarters.

To be Captain (SB) (1)

Commander (SB) John B. Roper, Assistant Chief of Naval Technical Services (Works), Naval Headquarters.

To be Commander (5)

Lieut.-Cdr. Edward T. G. Madgwick, Commanding Officer, HMCS "Huron."

Lieut.-Cdr. Geoffrey H. Davidson, Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. C. R. Parker, Executive Officer, HMCS "Cayuga."

Lieut.-Cdr. Charles P. Nixon, Naval Headquarters, for duty with Chiefs of Staff Secretariat as Naval Member of the Joint Planning Staff.

Lieut.-Cdr. Victor Browne, Deputy Director of Weapons and Tactics, Naval Headquarters.

To be Commander (E) (1)

Lieut.-Cdr. (E) Geoffrey Phillips, Assistant Command Technical Officer and Assistant Command Engineer Officer, Pacific Command.

To be Commander (L) (1)

Lieut.-Cdr. (L) Louis A. Bown, Command Electrical Officer, Pacific Command, and Manager Electrical Engineering, HMC Dockyard, Esquimalt.

To be Ordnance Commander (1)

Ordnance Lieut.-Cdr. John F. Cosgrove, Staff Officer Ordnance on Staff of the Naval Member of the Canadian Joint Staff, Washington.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander Thomas G. Fuller, Commanding Officer, HMCS "Carleton," Ottawa.



CAPTAIN (S)
C. J. DILLON, RCN



CAPTAIN (S)
M. A. DAVIDSON, RCN



INSTRUCTOR CAPTAIN
M. H. ELLIS, RCN



CAPTAIN (SB)
J. B. ROPER, RCN



SURGEON CAPTAIN
R. K. C. THOMSON,
RCN(R)

To be Surgeon Captain (1)

Surgeon Commander Robert K. C. Thomson, HMCS "Nonsuch," Edmonton.

To be Commander (5)

Lieut.-Cdr. Leonard D. Stupart, HMCS "York," Toronto.

Acting Commander Renault M. S. St. Laurent, HMCS "Montcalm," Quebec.

Lieut.-Cdr. George P. Manning, HMCS "Nonsuch," Edmonton.

Lieut.-Cdr. George A. V. Thomson, HMCS "Malahat," Victoria.

Lieut.-Cdr. Gerald Lancaster, HMCS "Discovery," Vancouver.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. Gordon P. Fahrni, HMCS "Chippawa," Winnipeg.

To be Commander (S) (1)

Lieut.-Cdr. (S) Reginald G. Harris, HMCS "Naden," Esquimalt.

To be Chaplain (P) Class IV (1)

Chaplain (P) Class III, Donald M. Sinclair, HMCS "Scotian," Halifax.

To be Acting Commander Whilst Holding Appointment.

Lieut.-Cdr. Edward B. Pearce, HMCS "York," Toronto.

Lieut.-Cdr. George H. Parke, Commanding Officer, HMCS "Star," Hamilton.

Twelve Men Complete Communications Course

Twelve ordinary seamen recently completed a communications qualifying course at the Communications School in HMCS "Stadacona," Halifax. Those in the class were: Ordinary Seamen Clyde Scanlan, Calgary; Stanley Darowski, Leamington, Ont.; Neil MacAskill, Arvida, P.Q.; Alan Mallory, Windsor, Ont.; John Sinclair, Toronto; John Perennec, Port Colborne, Ont.; George Burke, Sydney, N.S.; Keith Hornsberger, Jordon Station, Ont.; Glen Isaacson, Cardston, Alta.; Joseph MacInnis, Cobourg, Ont., and Sydney, N.S.; John Hayes, Fergus, Ont., and Frederick Jaques, Brantford and Toronto, Ont.

Two ABs Qualify as PT Instructors

Able Seamen Robert R. Curtiss, of Tufts Cove, N.S., and Roland J. Carroll, of Ottawa, qualified December 15 as physical training instructors in the Physical and Recreational Training School in Halifax. Their course began on August 28 and covered the playing, officiating and refereeing of all sports, with the emphasis on PT and recreational training.

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, Frederick H. C2VS3
BAKER, James A. P2ET3
BENNETT, John E. P2AW2
BOOT, Norman F. C1AW3
BOND, Jacques. LSAW1
BROWN, Robert F. P2CM2
BRUCE, William D. P1CM3
BUCK, Reginald C. C1CK3
BURTON, Richard E. LSAW1
CARRIER, Ephrem J. P2PW2
CARVER, Joseph E. G. LSAW2
CHADWICK, Edward A. LSEM1
COLEMAN, William J. LSVS1
COOMBS, Clyde W. P2AW2
COTTRELL, James T. C1ET4
CRUMP, Eric A. P2MA2
CUTHBERT, Arthur. C2NS3
DAVIDSON, Hjalmar P. P1SW2
DAVIES, Ralph E. C2CM3



CPO Lloyd Greenwood, of Toronto and Halifax, receives the RCN Long Service and Good Conduct Medal from Cdr. A. B. Fraser-Harris, commanding officer of HMCS "Nootka." The presentation took place at divisions held at Long Beach, Calif., during the destroyer's stop there en route to the Far East. (NK-394).

DIBNAH, Quentin H. C1AW3
DICKSON, Jack E. LSEM1
DIXON, Charles E. P1CM2
DOLIHAN, Roy P. LSENS1
DUCKWORTH, Roy W. LSEM1
DUMONT, Leo P. LSENS1
EDWARDS, Harold G. LSENS1
FARRELL, Frederick J. LSENS2
GAYDA, Edward H. P2NS2
GLASSFORD, Lloyd H. LSCM1
GLOVER, David E. P2PW2
GREEN, John D. P2AW2
GUERARD, Joseph J. LSSWS
HARVEY, George E. C1AW3
HOOD, William J. P1TD1
HOPKINS, William N. P2ET3
HUGHES, William R. LSKK2
HURL, Kenneth M. P2NS2
IFE, Donald A. P1MA2
JACKSON, Kenneth D. P2LA2
JONES, David L. G. P2CM2
KAISER, Ivan G. P2NS2
KITCHEN, William G. P1CM2
KNOX, John C. C2ET4
LAMOUREUX, George H. P2MA2
LANGLOIS, Real J. P2AL2
LEVESQUE, Bernard J. P2CK2
LOVETT, William A. LSAW1
LOVRIC, Peter P. C1PW3
MCGILL, John W. P2CK2
McLAUGHLIN, John T. P1CM2
McLEOD, Neil A. C1CO3
MacDONALD, James E. P1LR1
MacLEOD, Angus M. LSVS1
MAHDIUK, John. LSEM1
MANNIX, George H. P1CM2
MEADMORE, William J. P1CO3
MOBERLY, Walter G. LSENS1
MORRIS, Dennis G. C2RA4
MUIR, James M. P2CM2
NOON, Leslie A. C1PW3
OSLAND, Leslie M. LSAW1
PADDON, Bernard N. LSSWS
PASSMORE, Russell F. C1AW3
PIM, James G. LSKK1
POLLOCK, Richard A. LSEM1
POULTON, Geoffrey. LSCM1
RAFTER, John R. C1G13
RALSTON, Alfred E. P1CK2
RAYSON, Thomas W. C2PW3
RHODES, Philip L. LSAW1
RHODES, Charles H. P2NS2
RIVINGTON, James R. LSRCS
ROGERS, Joseph H. P2AW2
ROOKE, Kenneth L. C1CK3
SALLIS, Norman E. P1ER4
SAUDER, Wilton H. LSENS2
SCOTT, Claude V. C1CV3
SHEPPARD, Lindsay E. P1CM2
SHEPPARD, Robert W. LSAW1
SMITH, Harold G. C1PW3
SMITH, Lance V. C2MA3
SOBCZAK, Carl P. P1NS2
STARKEY, Thomas J. P1AA1
STEED, Arnold L. C2AW3
STRAUGHAN, Robert F. LSAW1
TRELEAVEN, Fred T. LSVS2
WALKER, Robert E. P1CM2
WEST, Victor H. LSENS2
WYNN, Howard A. LSENS2

WHERE'S 'ESTHER'?

UN Destroyer Wardrooms
Battle for Movie
Star's Photo

ON BOARD HMCS "CAYUGA"

— Movie Star Esther Williams may not know it but she is the object of a minor civil war among Allied ships at a UN naval base in south Japan.

The story had its origin in 1942, when the Australian destroyer "Nepal" received a number of photos of movie stars for pin-up purposes. The officers of the "Nepal" were particularly taken with a portrait of Esther Williams and established her as the darling of the wardroom.

The photo was carefully placed in a water-proof, shatter-proof case and exhibited in the wardroom. Shortly after this, the idea came up to have Esther an object of wardroom competition among ships of the Far East fleets.

The idea caught on. The encased Esther was labelled "battle copy" and a set of rules was drawn up on a separate plaque. The rules in brief stated that wardroom officers of any ship in the Far East fleet could, "by stealth or cunning," remove Esther from the wardroom of the holding ship. Esther, the rules went on, must always be exhibited in a conspicuous place.

Since that beginning in 1942 Esther has been the victim of daring raids by Australian, American, British, and now Canadian, officers. The Australian destroyer "Bataan" holds the record with five separate captures of Esther.

The Canadians entered the picture in early November 1950 when Lieut. J. B. (Pop) Fotheringham, of Toronto, one of several "Sioux" officers visiting the "Bataan," slid Esther under his jacket and calmly began walking over the brow.

But disaster struck. Suddenly Esther slipped from beneath his coat and fell with a clatter on the deck. Lieut. Howard Clark, of Stratford, Ont., following right behind, picked up the fallen prize and threw a forward pass to Lieut.-Cdr. Pat Benson, of Winnipeg, who was on the jetty.

He became the object of pursuit by most of the "Bataan's" officers, including their 6-foot-6 First Lieutenant, whose long lopes steadily gained ground despite the pistoning legs of the 5-foot-8 Benson. As he was being overtaken, Lieut.-Cdr. Benson hurled a lateral to Lieut. Neil Norton, who tucked the photo under his arm and raced on board the "Sioux" to safety.



Lieut. J. B. Fotheringham, of HMCS "Sioux," holds a "battle copy" of the photo of Esther Williams which has become a competition prize among wardrooms of ships in the UN fleet. In the background is the plaque which lists the particulars of the competition and the holders of the trophy. The "Sioux" took it from HMAS "Bataan," only to lose it to HMCS "Cayuga." (CA-306).

But there is an epilogue to the story. The "Sioux" warriors held Esther in their wigwam for only one week before the braves of the "Cayuga" tribe came hunting. In the dark of night, 225-pound Lieut. Harry Shergold slipped daintily across from the forecandle of the "Cayuga" to that of the "Sioux" while they were secured at the same buoy at the UN base, and made his way into the

"Sioux's" empty wardroom. He brought Esther on board the "Cayuga" and placed her on the mantle, where she now reposes.

An assist in the raid can be awarded to Cdr. C. R. Parker, executive officer of the "Cayuga," who engaged the "Sioux's" quartermaster in idle conversation while Lieut. Shergold made his way on board unnoticed to gain the prize.

GOOD DEED ON CHRISTMAS EVE

Christmas is a time for good deeds, and a Canadian destroyer acted accordingly.

Last Christmas Eve HMCS "Sioux" was operating with the aircraft carrier HMS "Theseus" in the Yellow Sea. The carrier was just getting set to land on a flight of Sea Furys returning from a strike against a Communist-held Korean port when one of the pilots reported he had engine trouble and was going to ditch.

The "Sioux" went up to full speed and headed toward the incoming flight. The Canadians sighted the plane spiral out of formation and splash in the sea about three miles ahead of them.

When they got closer, they saw the green marker dye and, in the middle of it, the pilot happily waving at them. Cdr. Paul D. Taylor, the "Sioux's" commanding officer, brought his ship close to the pilot, Lieut. Douglas Kelly, of London and Dublin, and a heaving line was thrown to him.

Lieut. Kelly was pulled aft to where a scramble net had been rigged, and two men, ABs George Ayotte, Prince Albert, Sask., and Hamish Anderson, Calgary, climbed down and helped him aboard. The rescue action, from the time of sighting to the time of pick-up, had taken only 13 minutes.

Suffering slightly from exposure and shock, Lieut. Kelly was bedded down in the sick bay and given hot drinks, while his wet clothing was turned over to the laundry staff. It was a surprised officer who, a half hour later, got back his garments, all cleaned, pressed and dried. The job had been done in the "Sioux's" spin drier and steam presser.

Later Lieut. Kelly returned to the "Theseus" by jackstay and the ships carried on with their Christmas Eve operations.

Afloat and Ashore

PACIFIC COAST

HMCS "Cedarwood"

A Victoria radio station, a ship of the RCN, a bowling alley and the spirit of Christmas waged a feverish Yuletide battle which in two hours brought in \$32 for a Christmas party for the Children's Solarium in Victoria.

The program director of one of Victoria's radio stations put up a two-pound box of chocolates for auction over the air. Among the many hundreds of listeners was the duty watch of the oceanographic survey vessel, HMCS "Cedarwood," and the management of a local bowling alley. The first bid came from the "Cedarwood" and was topped quickly by the Bowladrome. From then on their calls were sandwiched in among the many other bids coming over the two phones in the control room.

As the bidding got higher, the "Cedarwood" and the Bowladrome

were the only two left in the battle. With a phone to each ear the man in the station control room passed the results to the announcer, who relayed it to listeners:

"\$13 from the Bowladrome."

"\$14 from Cedarwood."

Finally, near midnight, after a \$16 offer from the "Cedarwood," the bidding was cut off.

The sailors said they would pay the \$16 but refused to accept the chocolates and suggested they be given to the Bowladrome if the latter paid up to the last bid. The Bowladrome replied that the navy could keep the chocolates and they would equal the navy bid. "Cedarwood" agreed but refused to accept the box.

The happy ending? The radio station got \$32 for the children's party and it still had the chocolates.

Two nights later the chocolates were auctioned for \$11 but due to the spirit shown by the "Cedarwood" and Bowladrome on the first night

most bidders sent along the amount of their bids anyway. The result was that the Solarium realized more than \$100 on the one box of chocolates.

In the morning, when the remainder of the "Cedarwood's" 32-man crew returned to the ship and discovered what their mates had been up to, they insisted on contributing their share.

HMCS "Athabaskan"

The patrols of last summer, when the rig of the day was shorts and sandals (and even then the heat was oppressive), have certainly become a thing of the past. Now the "Cayugans" wear toques, mittens, sea boots, woollen stockings and, of course, the usual winter coats. At sea, appearances don't matter — almost anything is permissible if it will help keep you warm.

"Alice", the ship's mascot, is being well taken care of this winter. She has moved her place of residence from "X" gun deck to the starboard flats and has been issued with a sweater made out of a sleeve from a seaman's jersey. Apparently the "winter issue" has made a hit with the lady, for she hasn't chewed it into shreds, as is her usual custom. — J.A.B.

TAS Training Centre

The TASTC of HMCS "Naden" saw many changes in staff during November and December.

CPO Duncan A. Wallace accepted conditional advancement and is now at "Stadacona". CPO Eddie Bonsor joined the staff from the "Beacon Hill".

FO John A. Cariou and PO Candide Decandido have relieved PO Edgar Carter in the "Ontario" and CPO Gerald Freeman in the "Antigonish", respectively. The latter two men proceeded with CPO Cecil Buckley at the end of December to "Stadacona" for a TAS Instructor's qualifying course. CPO William Sismey has returned from a "Cornwallis" leadership course.

PO George Hornet relieved CPO Fred A. Jones on board HMCS "Cedarwood" to enable the latter to



More than 1,000 ditty bags, provided by Canadian citizens through private subscription, were assembled by the Navy League of Canada and forwarded to the Canadian destroyers serving under UN command. In the above photo, ditty bags are being distributed on board the "Nootka" during her voyage to the Far East. PO Charles Wood, Fredericton, gets his well-packed bag from Lieut. (L) William Christie, Digby, N.S., while AB Henry Crockett, Saint John, awaits his turn. (NK-420).

Christmas Day Menu In Atlantic Command

Christmas fare served naval personnel in the Atlantic Command was not what one would call scanty.

In the interest of uniformity and to facilitate supply, all ships and establishments in the command followed a Christmas Day menu which was laid down by the Flag Officer Atlantic Coast. This was it:

BREAKFAST

Chilled Half Grapefruit
Assorted Dry Cereals
Grilled Bacon and Fried Eggs
Toast Honey
Milk Coffee

DINNER

Stuffed Celery, Queen Olives
Fruit Cocktail
Consomme
Roast Young Turkey, Cranberry Sauce
Giblet Gravy, Savory Dressing
Potatoes
Buttered Green Peas, Cauliflower,
Cheese Sauce
Christmas Pudding, Brandy Sauce
Apples, Oranges, Grapes, Mixed Nuts
Tea Milk

SUPPER

Iced Tomato Juice
Cold Roast Turkey
and Sliced Virginia Ham
Potato Salad Sweet Pickles
Crisp Lettuce and Quartered Tomatoes
Mayonnaise
Christmas Cake, Almond Icing
Hot Mincemeat Tarts
Tea Coffee Milk

attend the Prep School. Petty Officers Roy Davis, Charlie P. MacQueen and R. Eldridge are at "Stadacona" attending a qualifying course for Torpedo Detector 1st Class.

In spite of all the changes, two qualifying classes are well under way in the school. A TD2's class and a TD3's class completed in January.

HMC Ordnance School

Three of the school's senior instructors are now enjoying pension leave prior to retiring from the service. They are Chief Petty Officers Leslie Cole, Albert Sewell and Harry Legett. Each has different plans on how he is going to make his first million in civilian life, and to them go their shipmates' best wishes for future success.

CPO Jack Frost, who recently left HMCS "Ontario," is now the senior underwater weapons instructor and, working with CPO Peter Rigg, is busy showing the qualifying class the intricacies of the "deadly Whitehead" and other potent equipment.

Gunnery instruction is in the capable hands of CPO Stewart Mein and CPO Jack Anslow. The classes are

taking great interest in stripping and assembling the various weapons, and are getting expert advice on conditions to be expected in service at sea.

Now that Les ("I heard a good one last night") Cole has gone to pasture, the regulating duties have been taken over by CPO Tom Angus, who is rubbing up on the bosun's call.

Petty Officers Donald Ross, Norman E. Bryon and C. A. E. Drew have just completed a long course in the United States and are just itching to get on with the job.

PO Charles W. Wheatley does everything at the double now, having just completed the 11th leadership course at "Cornwallis". He has so



Backstage at the Shubert Theatre in New York, Chief Petty Officers A. D. Chalmers and Arthur L. Geizer, of HMCS "La Hullose," meet Anne Jeffreys, star of "Kiss Me, Kate," the Cole Porter-Sam and Bella Spewack musical hit. Tickets for the show are hard to come by but 300 were supplied for officers and men from the "La Hullose" and "Swansea," who were in New York for two days early in December. (Photo by Talbot, New York).

many muscles that he carried his own and PO Vernon Little's bags and hammocks when they joined the "Ontario" December 4.

CPO John Pinkney was drafted from "Ontario" into "Naden" on the same date.

ATLANTIC COAST

Mechanical Training Establishment

The Mechanical Training Establishment, whose normal commitment is the training of engine room personnel, reached a milestone in the field of gunnery in November when stokers from the MTE donned belts and gaiters and formed a 48-man guard of

honor for the official visit to "Stadacona" of the Royal Thai Naval Mission.

The Commander's Daily Memorandum of November 28 carried the following remarks: "The MTE is to be congratulated on the smart bearing of the guard of honor for the Royal Thai Naval Mission".

Lieut. (E) L. M. Evans was in charge of the guard, assisted by Petty Officers George Hue and Donald Sutherland.

In assigning the gunnery task to the stokers, the Gunnery School explained that with only one class under way in November it was forced to draw on stokers, electricians and communicators for ceremonial duties.

HMCS "La Hullose"

The "La Hullose" has had a number of interesting assignments of late. In November she sailed to Bermuda to meet the Special Service Squadron and while there enjoyed the hospi-

New Year's Menu In The Yellow Sea

For HMCS "Cayuga," New Year's was just another day of patrol in the Yellow Sea. But the destroyer's imaginative supply staff introduced a bright touch when they laid on a special New Year's menu and distributed it, with their best wishes, in the various messes and the wardroom. In formal tones which promised the great things to come, it said:

"The Supply Officer (Lieut. (S) W. E. Davis) and Supply Staff, PO C. J. Petersen, PO W. S. James, PO E. M. Dauncey, PO J. D. Cragg, PO H. W. Stevenson, Ldg. Sea. F. G. O'Leary, Ldg. Sea. A. W. Orrick, Ldg. Sea. M. Zabrick, AB P. Sowassey, AB G. L. Joynsen, AB R. F. Stewart, AB W. E. Gordon, AB A. J. Watts, AB E. C. Meyers and AB E. L. Canuel... wish the officers and men of H.M.C.S. 'Cayuga' a very happy New Year and present you the following New Year Menu...

BREAKFAST

Grilled Sirloin Steaks Two Fried Eggs
Soya Sauce
Fresh Baked Rolls

DINNER

Cream of Vegetable Soup
Roast Young Turkey Dressing Gravy
Creamed Potatoes Cranberry Sauce
Buttered Cauliflower
Steamed Fruit Pudding
Hard Sauce

Cake Candies

SUPPER

Tangerine Juice
Cold Ham and Turkey, Sliced Tomatoes
Lyonnais Potatoes Cranberry Sauce
Creamed Asparagus Tips
Fruit Salad
Canadian Cream Cheese
Tea Coffee

tality of the Royal Navy. Later she visited New York while taking to sea the navigation direction class of the Junior Officers Technical and Leadership Course for practical training in taking sights.

In New York the U.S. Third Naval District opened its arms of hospitality wide and everyone thoroughly enjoyed the visit.

In mid-December Chaplain (P) Harry Ploughman christened the infant son of Lieut. and Mrs. Peter Chance on board ship with traditional naval ceremony.

Commissioned Officer (SB) Phillip Bourque, RCN(R), of HMCS "Donnacona," Montreal, has joined the ship for naval training and voluntary service after five years on the retired list.

HMCS "Stadacona"

Some 900 children packed the "Stadacona" gymnasium December 22 for what was probably the largest children's Christmas party in Eastern Canada.

The party has been an annual event since 1934 and has snowballed into a mammoth undertaking. In addition to the kiddies, there were some 900 parents in attendance this year and it

Seasonable Serenade Startles "Stadacona"

At "Stadacona," the Christmas Spirit spread even to the parade square.

On Friday, December 15, the "troops" were mustered in impeccable lines. The Commodore stepped off the dais for his inspection. Then, to the astonishment of almost all those present, the hush of the drill shed was broken by chimes softly playing "Silent Night." Soon the entire band swelled into a Christmas medley.

Eyes in the ranks twinkled as Commodore Hope walked around the divisions to the tunes of "Rudolph, the Red-Nosed Reindeer" and "O Little Town of Bethlehem."

Afterwards, Commodore Hope delivered a Christmas message, outlining the reasons for United Nations intervention in Korea and Canada's participation. He had a special word for naval families separated at Christmas and mentioned, also, that the provision of Christmas hampers for 107 married able seamen and ordinary seamen of "Stadacona" was not an act of charity but rather a "token from one shipmate to another." The hampers, each containing the wherewithal to prepare a full Christmas dinner, were subscribed for by personnel serving in the barracks.

took a staff of electricians and stokers numbering close to 100 to look after the guests, young and old.

Santa Claus (CPO John Tizard), the No. 1 man of any Christmas party, doled out more than \$1,500 worth of presents to the children. The youngsters ate heartily but even then there were twenty dozen ice cream cups left over. These were distributed to patients in the RCN hospital. The "Stadacona" ship's fund, which is derived from canteen and mess profits, footed the bill for the party.

This year's affair was organized by the Electrical School, whose members took pride in setting up a large and elaborate number of devices for the entertainment of the children. A link trainer from the school worked overtime in giving air-minded youngsters a simulated aerial voyage. In the swimming pool, a radio-controlled destroyer and submarine staged a mock battle. Electric trains shunted and twisted on many feet of track. Clowns gambolled about.

One ordinary seaman dressed as a policeman "pinched" the Admiral and shut him up in a pirate's cave for "obstructing a line-up of children" in front of the link trainer.

Sailors dressed as cowboys and



Scenes such as these were repeated many times as thousands of children were guests of honor at Christmas parties held by ships, establishments and the naval divisions across Canada. Clockwise, the photos show: (1) Magician Bill Kelly of Edmonton entertaining Lee and Wendy Wells, children of PO and Mrs. Gordon Wells, during the party at "Nonsuch." (2) Carol, Jackie and Joan Pierce, children of CPO John Pierce, of HMCS "Portage," examining the gifts under the tree at "Scotian" during the Halifax Jill Tars Christmas party. (3) At HMCS "Hunter," Santa (PO Jack Mayberry) presents a gift to young Cam Gardiner while his helper, CPO Gordon Sears, looks on and Douglas Charbonneau sits soberly on his knee. (4) This is the pirates' cave at the "Stadacona" party. Pirates (Ord. Sea. Roland Chrzanecki and Douglas Gibbard) give a hand to wide-eyed David Haywood. (5) Roy Kelly goes for a horseback ride at HMCS "Magnificent's" party. Indian chief is CPO Angus Welsh. (Negative numbers of (2), (4) and (5): HS-13169, HS-13245, MAG-2711).

Indians manned toy bucking horses which the children rode with delight. Others found candy "treasure" in the pirates' cave. Throughout the three hour affair the "Stadacona" band and a Hammond organ played carols and children's tunes.

Late in the afternoon, as it came to time to depart, both young and old agreed it was "Stadacona's" best effort ever.

HMCS "Cornwallis"

The close of 1950 found this new entry establishment with roughly double the personnel strength it had at the beginning of the year.

A glance back over the previous 12 months shows the numbers of men under training fluctuated with the uncertainty of the times. Early in the year, the training commitment dropped to one quarter of the original figure, then in the last four months it increased to twice the original capacity.

A total of 172 men successfully completed new entry training in December and departed from "Cornwallis." Graduating divisions were "Algonquin," "Skeena" and "Saguenay." One draft of 64 new entries arrived the first week of December.

Training activities closed down over the Yuletide season for a spot of leave. Christmas dinner was served in deluxe fashion to the 200-odd men who remained on the base. A week before Christmas, the "Cornwallis" Sunday School presented a Nativity play in the new church. Wives of staff members were commended for the costumes they produced for the play as well as for their efforts in decorating the church for Christmas. The band and choir presented a program of Christmas carols for patients in the General hospital at Annapolis on December 20 and later the same evening performed in front of the town hall.

Albro Lake Radio Station

For most of those serving in the Atlantic Command, the festive season meant Christmas or New Year's leave, with a generous helping of Sunday routines or make-and-mends in between.

But at Albro Lake Radio Station the staff was battenning down to weather the storm of Christmas greetings and rush traffic which surged over the air waves.

Over and above the normal flow of traffic—enough to keep station personnel "heads up" all the time—the annual rush gains in momentum and hits the station thunderously about a week before Christmas.



Gone but not forgotten is the band especially formed last August for the Special Service Squadron's cruise to Europe. Consisting of both RCN and RCN(R) personnel, it drew its members from many different points. Quickly welded into a unit by CPO Herbert Jeffery, the band performed in outstanding fashion in its many appearances, on board ship and ashore, throughout the cruise.

The end of the cruise also meant the end of the band, reserve personnel returning to their homes and RCN musicians going back to their regular duties. However, in recognition of their collective efforts, the "Crowsnest" takes pleasure in publishing the above photo, taken on board the "Magnificent" before the squadron's return home. Front row, left to right: Ldg. Sea. Kenneth Nelson, Drumheller, Alta., and Keremos, B.C.; Ord. Sea. Jack Beatty, Saskatoon; Ord. Sea. Mark LaPlante, Beauport, P.Q.; CPO Jeffery, Toronto, bandmaster; AB Barrington Moncur, Calgary; AB Robert Hordern, Saskatoon; Ldg. Sea. Donald H. Cameron, Winnipeg, and AB Kenneth Hardy, Saskatoon. Back row: PO H. L. Coffill, Halifax; Ldg. Sea. Wallace Woodley, Brantford, Ont., AB T. R. Lett, Edmonton; AB Henry Ladouceur, Ottawa; Ldg. Sea. John Bingman, Woodstock, Ont.; Ord. Sea. Cliff H. Finlayson, North Battleford, Sask.; AB James Gilchrist, Windsor, Ont.; Ord. Sea. E. C. Guilbault, St. Boniface, Man.; Ord. Sea. E. J. Achtzner, Regina; Ord. Sea. John D. Collins, Chilliwack, B.C., and PO Ernest Piffero, Windsor, Ont. (MAG-2637)

Preparations are made weeks in advance. Select operators are chosen to handle the overflow, and it is amazing the way traffic charts soar to unprecedented heights.

Some of the junior hands looked suspicious as they listened to veterans of previous "rushes" state the amount of traffic they had cleared or received in one watch. The vets just smiled when their stories were questioned; they knew the "new boys" would learn what's what all too soon.

All in all, the "rush" is an experience to look forward to, though post-season sighs of relief are hard-earned.

Our hockey team has proven itself no soft touch and deserves lots of credit. Bouquets go to the manager, coach and top goal-getter, Ldg. Sea. Andre Baribeau — B.A.B.

Damage Control School

During the month of December several classes were under instruction at the Damage Control School. Training in damage control, ABC warfare and ships' firefighting was carried out, lectures were given and

films shown to personnel under training, and practical exercises were conducted at the school's various mockups.

Department of Transport merchant shipping officers were given a course in damage control and ships' firefighting. This marked the first time that civilian officers had attended the school. Sixteen officers, including captains, masters, 1st and 2nd mates and students received two days' instruction in damage control and three days' firefighting training.

Thanks to the loan of CPO John Tizard's Santa Claus costume, PO Leslie Coutlee, of the Firefighting School, was able to brighten the Christmas concert, playing the part of St. Nicholas and thrilling the children of MacNab's Island School. A good time was had by all.

CPO Sid Nettleton was recently drafted to the "Wallaceburg" and the return of the "Magnificent" from the European cruise saw PO Frank Casas approaching MacNab's Island by harbor craft to join the Firefighting School. — L.C.

NAVAL DIVISIONS

HMCS "Nonsuch"

(Edmonton)

In mid-December the drill hall was the scene of two Christmas parties for children. The chief and petty officers' and seamen's messes entertained a group of 44 children from the Edmonton Ex-Servicemen's Children's Home. After a round of movies, music, magic and clowning, Santa arrived with gifts for all. CPOs William Mundie, Arnold Parkinson and Ernest Melvin and PO John Ford were in charge of arrangements for this party.

Some 75 children of members of the division were later feted at a similar party and this time Mrs. Parkinson, Mrs. Melvin, Mrs. Ford and Mrs. Mundie entertained the mothers at a tea in the seamen's lounge while their children spent two happy hours on the drill deck.

Musical selections were provided for the parties by Neil McNaughton on his accordian, while Magician Bill Kelley charmed the children with his bag of tricks.

The wardroom of "Nonsuch" was the scene of naval mess dinner on the evening of November 30. This was the first time such an event has been carried out since 1946. Cdr. George Manning was president of the dinner with Sub-Lieut. Harold Jackson acting as vice-president. *E.W.H.*

HMCS "Queen"

(Regina)

The usually austere drill deck sparkled with tinsel, colored lights and a gaily decorated tree for the annual children's party the week before Christmas, when the hall echoed to the sound of carols and

children's happy voices instead of the commands of a gunner's mate.

Films were shown, each youngster received a gift and refreshments were served.

Members of the ship's company held a smoker December 18 following the last reserve drill of the pre-Christmas season. The chief and petty officers' mess, seamen's mess and the wardroom held the usual New Year's open house with a good attendance in each case.

Two social functions were held by the Naval Officers' Association, the first being a cocktail party, the second a pre-Christmas dance. Both were at "Queen" and were well attended. — *C.E.B.*

HMCS "Malahat"

(Victoria)

"Malahat's" training ship, HMCS "Sault Ste Marie", wore a rear-admiral's flag in November when she returned Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, to Esquimalt from Remembrance Day services in Vancouver.

The "Sault" has been kept busy carrying out a program of week-end sea training for "Malahat" reserves. This training includes night navigation and pilotage for watchkeeping officers and for junior officers working for their "WKs".

During the "Sault Ste Marie's" cruise to San Francisco last summer, a start was made on what is hoped will become a documentary film of the RCN(R) afloat. Lieut.-Cdr. John Sturdy, RCN(R), Ret'd, who first distinguished himself in the field of movie making in the wartime production of the film "K-225", teamed with Lieut. (SB) W. J. Herbert and

Lieut. (SB) H. A. Irish in getting this project under way. A preview of the first reels of the film was held on board the "Sault" recently and favorably impressed the audience of officers and men.

"Malahat" and the "Sault. Ste. Marie" combined efforts before Christmas to entertain their families at a children's party in the dockyard Legion hall. — *J.B.B.S.*

HMCS "Hunter"

(Windsor)

More than 300 children of members of the RCN, RCN(R) and Naval Officers' Association were entertained on board before Christmas at the division's annual Christmas party.

The drill hall was gaily decorated for the Yuletide season by the RCN staff under the direction of Lieut.-Cdr. D. Lloyd Davies, staff officer. The boxing ring was transformed into a homey fireside scene and there Santa held forth and presented gifts to all the children in attendance.

Although all hands were invited to bring along children who might not be paid a visit by Santa, there were still gifts left over. These were distributed to youthful patients in Windsor hospitals.

On the drill night before Christmas the chief petty officers were entertained in the wardroom after evening quarters in accordance with a custom carried out in "Hunter."

Prominent citizens, associate members and members of the NOAC attended a New Year's Day reception in "Hunter" and toasts were drunk to His Majesty King George VI and to the President of the United States. — *R.M.P.*

HMCS "Tecumseh"

(Calgary)

Officers and men of "Tecumseh" held Christmas parties for their families in the ship. The petty officers' mess had a gala Christmas tree for the members' wives and children and a week later a similar party was held in the wardroom, with Santa Claus (Captain Reginald Jackson) making his entrance via the fireplace.

New Year's Eve parties were held in the messes and wardroom and on New Year's Day the officers held open house. Many officers of the Army and Air Force, members of the NOAC and prominent citizens called to wish the ship the season's compliments.

The training department was reinforced by the arrival of a radar plot specialist, PO Donald Speed arriving from HMCS "Naden" to take over training of junior RP rates. "Tecum-



More than 200 persons attended the annual chief and petty officers' dance in the drill hall of HMCS "Nonsuch," Edmonton, November 30. Pictured above during an interlude in the dancing are, left to right, CPO A. H. Parkinson and Mrs. Parkinson and CPO V. W. Mundie and Mrs. Mundie. CPOs Parkinson and Mundie and CPO Ernest Melvin were in charge of arrangements for the dance. (Photo courtesy The Edmonton Journal).

seh" is specializing in radar plot training and the division is now all set to begin its training program.—*A.W.S.*

HMCS "York" (Toronto)

Some 200 children of "York" personnel will long remember the fun they had shortly before Christmas at the division's annual Christmas Tree children's party. To CPO Wilfred Franklin, who worked so hard to make the party a success, goes a hearty vote of thanks.

Members of the ship's company ushered in 1951 with a New Year's eve party on board.

A turkey shoot was included in the "York's" seasonal activities. Cdr. R. I. Hendy, training commander, won the toothsome gobbler.

A stag for the men's mess January 19 was organized by PO James Fleming and AB Charles Knighton, while the following evening the chief and petty officers' mess entertained members of the RCA sergeants' mess at an "At Home." — *P.N.*

HMCS "Star" (Hamilton)

McMaster University Naval Training Division has been most active of recent months. Under the direction the seniors, cadets have decorated their gun room and have organized a drum and bugle band which makes up in swing and volume for what it may lack as yet in quality.

Several functions were held in the various messes in honor of Commander S. F. Ross, RCN(R), who retired at the end of November as commanding officer of "Star". — *C.S.J.L.*

HMCS "Chippawa" (Winnipeg)

"Chippawa's" team placed second in a Christmas inter-service turkey shoot, while the division's own ranges were busy over the holiday season with competitors firing at hidden targets for more turkeys in a private ship's shoot.

Highlight of the many Christmas and New Year's social activities was the children's party on December 16. Once again it took the form of a pirate party for children of reservists and naval veterans, as well as 50 underprivileged youngsters. The attractions were similar to those of other years, only bigger and better and with some added features.

They included motor boat rides on "Chippawa's" pool, rides on a comfortably padded breeches buoy, a merry-go-round with colorful horses, fish pond yielding mysterious gifts,

swings and slides, ponies for aspiring Hopalong Cassidys and a miniature railway train which provided not only a train ride but an opportunity for the young guests of honor to play the role of engineer.

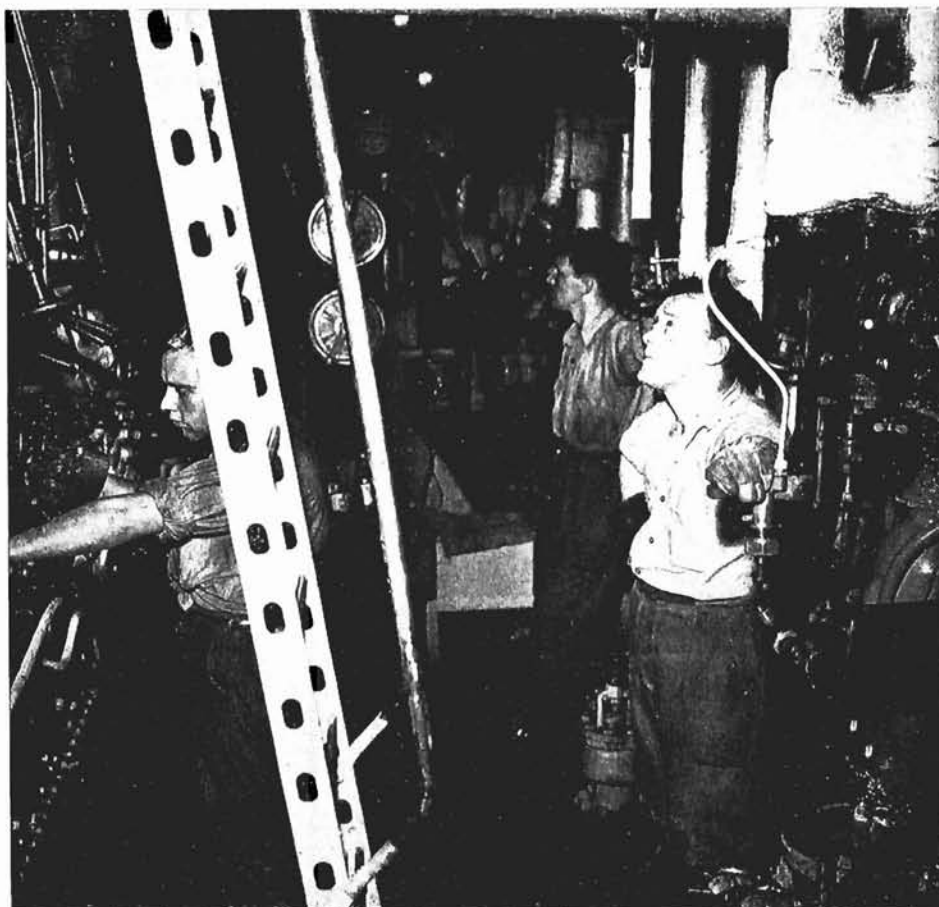
All in all, the party was the best ever and received wide notice in Winnipeg, not only in the papers but by means of a half-hour broadcast emceed by Lieut. (P) Bill Walker, RCN(R), of Station CKRC, and by a thorough description from a woman's

HMCS "Donnacona" (Montreal)

For some weeks prior to December 16, anxious eyes watched the reconstruction job in "Donnacona". The burning question was, "Will the drill deck be ready for the children's Christmas party?"

Well, with the help of Providence and the builders, the job was done and the party was an unqualified success.

The division's officers and members of the Ladies' Auxiliary busied them-



When destroyers of the RCN are able to spend as much as 50 consecutive days on patrol, as did HMCS "Cayuga" recently, much of the credit goes to the engine room staffs, on whom depends to a large degree the efficiency of their ships' performance. This photo was taken in No. 3 boiler room of HMCS "Nootka", during her long voyage from Halifax to the Far East. Members of the watch are, left to right, AB William Squire, Port Rowan, Ont.; PO A. J. Smith, North Bay, and PO Hugh Lyon, Hamilton. (*NK-369*).

angle given by Kay O'Neill, local women's commentator, on CBW. The problem now is — what shall be added next year?

The Naval Officers' Association held what must be counted as being its most successful gathering of the year on December 21, while on New Year's Eve ship's company members played hosts to hundreds of their friends who joined them in dancing on the main deck, which started at midnight. — *L.B.McI.*

selves for several weeks lining up Christmas trees, colored lights, swings, see-saws, the now-famous indoor slide and many other amusement items.

As usual, one giant tree dominated the drill deck. The Electrical Department rigged and fitted the tree while balloons, streamers, flags and Christmas decorations were provided by a committee headed by one of the ladies.

The little guests — children of mem-
(Continued on Page 32)

At Last! The Navy Meets 'Caddy'!

(or Vice Versa)

Along with crumpets and tea, "Caddy" is one of Victoria's trademarks. "Caddy", or "Cadborsaurus", to give him his full name, is a sea monster who makes his home in the deep waters off Victoria and on rare occasions puts in brief, personal appearances for the natives and the tourists.

Until recently, "Caddy" kept well clear of the RCN. He probably remembered all the depth charges the navy fired during the war and gave Esquimalt a wide berth.

Quieter times must have made "Caddy" bolder. He has finally been spotted off Esquimalt, and by a navy man to boot!

A certain naval officer, who wishes to remain nameless, has seen "Caddy" — of that he is convinced.

The Victoria Daily Times first ran the story. The Times and "Caddy" are old friends. It was that newspaper and the managing editor, Archie Wills, who first put him on the front page and made him an international figure ("Caddy," that is, not the naval officer). Their story cannot be improved upon and, with the permission of the Victoria Daily Times, here is their interview with "Lieut.-Cdr. X."

"Caddy" and a commander of the Royal Canadian Navy came face to face Sunday off Esquimalt Harbor.

Neither liked what he saw. "Caddy" blinked one of his big black eyes, snapped his jaws shut and headed at 10 knots in the direction of Albert Head.

The naval officer was so terrified he high-tailed it for shore.

The meeting took place at 3 in the afternoon between Macaulay Point and Brothers Island, about one-third of a mile offshore. The officer was fishing from an open rowboat and his lure was 70 feet out. There was a heavy swell and a stiff breeze. Visibility was excellent.

30 FEET LONG

"Caddy" crossed the stern of the boat, inside the lure. He was 30 feet from head to tail and created a heavy wash. He surfaced about every 35 feet. Each time he lifted his head from the water he opened his mouth wide and showed two rows of large teeth, which had a saw-tooth appearance. Before he dove he snapped his teeth together with a terrifying sound.

The officer said "Caddy's" head was shaped something like that of an ordinary garden snake. It was 18 inches across and two feet in length. The eyes, jet black, were between two and three inches in diameter.

"Caddy's" head, said the officer, sat on a neck about six feet long and where it joined the body there seemed to be shoulders. He propelled himself with large flippers on either side and his enormous tail appeared flat like that of a beaver. It was not the fish type of tail.

BROWN HAIR

"Caddy's" body, said the naval man, had a gradual hump, but in no part was it serrated.

He observed no gills in the head. The head and body were covered with hair, brown in color.

For 25 seconds the officer had a good look at "Caddy".

"I don't mind admitting that I was terrified, especially when he snapped his jaws," said the officer. "If I had had a camera I'm quite sure I wouldn't have been able to use it as I was so fixed by the strange sight. I've been a scoffer at 'Caddy' but never again. I've seen black fish, whales and sea creatures of all sorts but I never saw anything like this before".

The Times has the name of the officer, who is well-known in Victoria, but agreed to withhold it when certain representations were made. The officer took an oath that his story was true.

OFFICERS ELECTED BY EDMONTON NOAC

Eric A. D. McCuaig was elected president of the Edmonton Branch of the Naval Officers' Association of Canada at the annual meeting in the wardroom of HMCS "Nonsuch" in December. He succeeds R. M. Edwards, who was named honorary vice-president.

Others elected to office were: Denny Pearce, vice-president, and George Field, secretary-treasurer. Executive members include S. S. Purvis, H. E. Homan, T. E. Thompson, T. A. Graham and E. P. Shaver.

Mr. Edwards reported on the year's activities and the convention of the national association in Vancouver. The Edmonton branch held its annual pre-Christmas reception December 16 at "Nonsuch."

Destroyers' Daughters

There's going to be a difference of opinion some day in the family of Commissioned Gunner A. A. Butchart, of Halifax.

Cd. Gnr. Butchart's ship is HMCS "Nootka" and shortly before her departure from Halifax for the Far East his five-month-old daughter, Heather Sandra, was christened on board the destroyer by Chaplain (P) Harry Ploughman. When she gets a bit older, Heather Sandra naturally will be a "Nootka" rooter.

But she is likely to get some opposition from her older sister, four-year-old Judith Anne. Judith Anne was christened on board HMCS "Haida" when her father was serving in that ship and, so far as she is concerned, the "Haida" is the Navy's No. 1 destroyer.



The New Ordnance School

Naval Armourers Learn Their Trade In West Coast Establishment

FOR any one with a bent toward the mechanical side of naval weapons, HMC Ordnance School, at Esquimalt, is the place.

There he can delve into the mysteries of the torpedo, mine and depth charge, the squid and hedgehog mountings and projectiles, various types and calibres of guns, and the instruments that control and fire these agents of destruction.

The school, one of the newer departmental organizations in the RCN, has as its main purpose in life the instruction of personnel, specializing in ordnance, in the maintenance of the navy's armament equipment.

The operation of weapons and related instruments is becoming more and more mechanical and these, in turn, are becoming more complex. Though this has reduced the human element, and thus the chances of human error, it has increased to a large degree the need for skilled maintenance.

In recognition of this requirement, HMC Ordnance School was established early this year, in buildings adjacent to the federal government jetty at Esquimalt. In it are combined the former Ordnance Training Centre, at Halifax, and the Ordnance Training Unit, at Esquimalt, neither of which was adequate for the needs of the expanding Ordnance branch.

The school carries out a carefully mapped training program. Where its predecessors shared space with other schools, it has three buildings all its own — one consisting of administrative offices, classrooms, assembly room and administrative stores, another occupied by a gunnery maintenance and ordnance machine shop, and the third devoted to fire control and underwater weapon maintenance.

Theoretical and educational instruction are carried out in the administration building classrooms and assembly hall, the latter serving as an ideal theatre and lecture room for larger groups. Visual and other instructional aids are utilized to a large extent.

In the practical training section, representative types of armament equipment have been assembled, and are supplemented by sectionalized models, display boards illustrating

various spare parts, tools and stripped-down pieces of equipment.

Equipment buildings are divided, with working and stripping spaces along one side, equipment bays in the centre and display model sections on the other side. In each practical section is a small class-assembly space where instructors conduct lectures on the actual "scene of action."

The whole organization is arranged with a view to teaching mechanical maintenance skills by "seeing and doing," as opposed to purely theoretical instruction.

The proximity of the school to the berths of HMCS "Ontario" and other ships provides an easy opportunity for classes to observe and train on installed and operating equipment.

The training curriculum also includes periods in the Naval Armament Depot in the dockyard, the naval magazines at Colwood and the Mechanical Training Establishment in "Naden."

At the NAD, ordnance trainees are shown the wear and tear effect on armament that has been at sea for a long time, then see how it is overhauled and modified in preparation for its return to ships.

At the magazine, they observe methods of handling, storing, testing and repairing ammunition.

In the MTE they receive instruction in machine work, mechanical drafting and other skills.

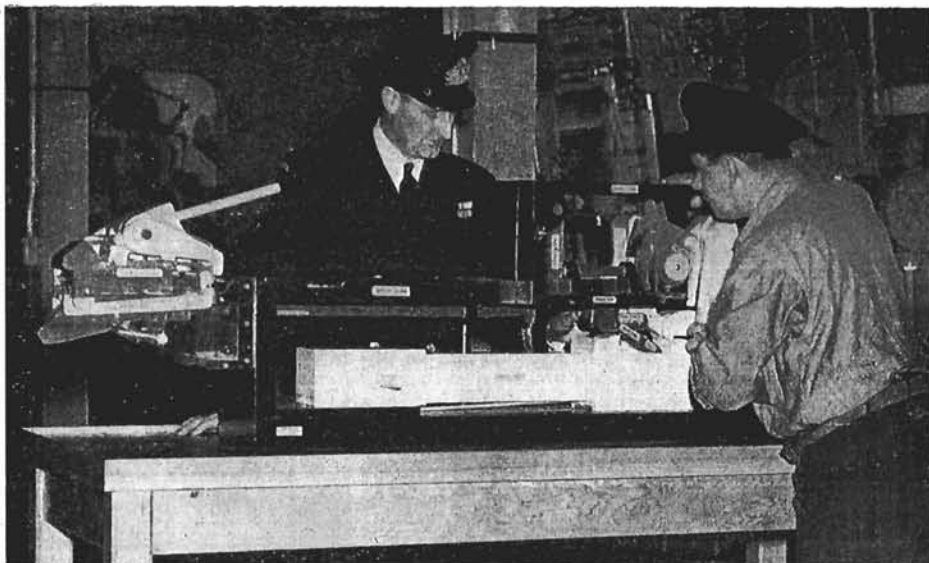
Armourers are recruited at the petty officer second class level from the Gunnery, Radar Control and Torpedo Anti-Submarine branches, and specialize in the type of weapon maintenance for which their previous experience has made them best suited.

The courses include basic education, mechanical training, damage control as it affects fighting effectiveness, explosives, demolition, and small arms and automatic weapons. After completing these, the armourers carry on in their respective specialties — gunnery, fire control and underwater weapons.

Aside from the training of ordnance personnel, the responsibilities of the school's staff include the routine maintenance of all armament in "Naden," certain armament equipment trials in ships completing refit and, occasionally, installation and maintenance of armament in western naval divisions.



In the Torpedo and Underwater Weapons section of the Ordnance School, Ord. Lieut. Harry G. Holmes, mine disposal and underwater weapons training officer, CPO "Pat" Rigg and CPO "Bert" Sewell, examine one of the layouts of the display and model area. Less than a year old, the school trains ordnance personnel in the maintenance of the Navy's armament equipment by means of a wide variety of instructional devices. (E-12712).



The Navy's new Ordnance School takes advantage of all methods of instruction and training. Checking over a wood and plastic working model of a 20-mm. gun are Ord. Lieut. George Y. Moyes, gunnery maintenance training officer, and CPO Jack Anslow. The model enables instructors to show what happens inside the gun when it is being fired. (E-12717).

Heading the school is Ordnance Cdr. H. M. Walker. Other members of the staff include Ord. Lieut.-Cdr. H. A. Leonard, executive officer and senior instructional officer; Ord. Lieut. H. W. Mayne, stores maintenance and mechanical training officer; Ord. Lieut. H. G. Holmes, mine disposal and underwater weapons; Ord. Lieut. G. Y. Moyes, gunnery maintenance, and Ord. Lieut. R. J. F. Donnithorne, fire control maintenance. Staffs of chief and petty officers handle regulating, instructional, battery and shop duties.

The first class of armourers was enrolled September 5 and on November 6 the first long course for

ordnance officers began lectures. As more facilities are added, the training commitment will be increased.

Those responsible both for the establishment and operation of the school are confident that before long its efforts will result in an even higher standard of performance by the weapons that are the final test of the fleet's fighting efficiency.

'THE LADY'

Many have asked where and how she got her name, where she is from, and what she has done. To give the entire history of the ship is unnecessary at this time, but suffice it to say she was built by Canadian Vickers in Montreal, commissioned on April 10, 1944, under the command of Lieut.-Cdr. John Brock, RCNVR, of Rothesay, N.B., and did her trials in the Kennebecasis River.

She then sailed to Londonderry and, after several uneventful months, shared with HMC Ships "Strathadam" and "Thetford Mines" in the destruction of U-1302 on March 6, 1945. On her return to Canada later that year she went to Saint John for refit and was there when the Japanese surrendered. She sailed to Halifax and paid off into reserve on September 2, 1945. There she spent the next four years.

In the summer of 1949 she was brought out of cold reserve and became depot ship for the Reserve Fleet on the East Coast. On March 1,

1950, she was placed in the hands of the Halifax Shipyards for reconversion and on June 1 commissioned in Halifax under the command of Lieut.-Cdr. T. C. Pullen, of Oakville, Ont. — So much for her history.

As you will remember, it was decided to name the corvettes, frigates and most of the minesweepers built in Canada during the war after towns and cities across the country. For her name they turned to the city of Hull, across the river from Ottawa. The result was "La Hullosse," meaning "The Lady from Hull."

Her ship's company is proud of "The Lady" and, following the traditions of the coureurs de bois and the famous rivermen of yore, they chose a French-Canadian folk song, "La Bastrongue," and wrote words for it to suit the ship.

The story of her current commission is a simple one — plenty of training and plenty of sea-time. (When the ship returned from New York in December the Engineer Officer, Lieut. (E) Jim Miller, asked for permission to carry out his 20,000-mile check).

There was the odd diversion — tracking down submarine reports, ferry trips between Saint John and "Cornwallis" and "Exercise Homecoming" — but most of the time the ship has plugged away steadily and faithfully at the job of providing sea training for RCN(R) personnel and occasional RCN classes. — J.O'C.M.

Retirements

Chief Petty Officer Alfred A. Zinck

Rating: C2CO3
Age: 40
Address: 322 Morris St., Halifax.
Joined: June, 1932 as Officers' Cook 3rd class.
Served In: HMCS "Stadacona", "Saguenay", "Champlain", "Skeena", "Kings", "Avalon", "Peregrine", "Chatham", "Cornwallis", "St. Hyacinthe", "Bytown", "Scotian", "Niobe", "Warrior" and "Magnificent".
Awards: Long Service and Good Conduct Medal, October 1948.
Retired: December 13, 1950.

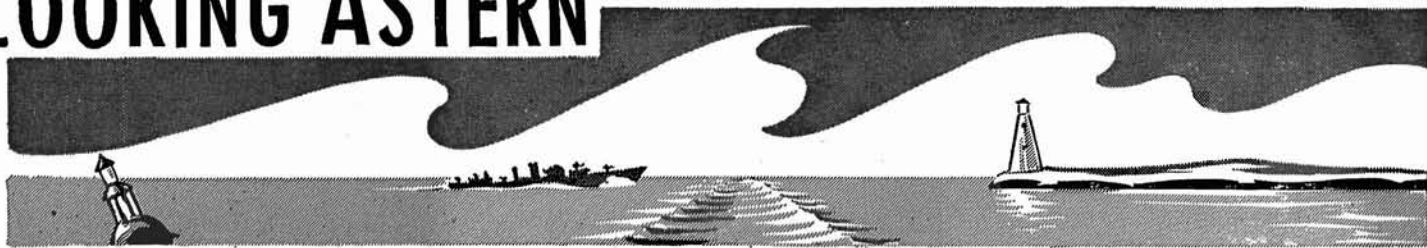
Chief Petty Officer Frederick V. Coldham

Rating: C2G13.
Age: 40
Address: Calgary, Alberta.
Joined: May 1930 as an Ordinary Seaman.
Served In: HMS "Excellent", "Ferret"; HMCS "Stadacona", "Champlain", "Saguenay", "St. Laurent", "Skeena", "Restigouche", "Assiniboine", "Cornwallis", "Bytown", "Niobe", "Peregrine", "Tecumseh", "Naden", and "Queen".
Awards: Long Service and Good Conduct Medal, May 1945.
Retired: January 3, 1951.



CPO Leslie Cole, until recently an instructor in the Ordnance School, uses an epidiascope (fancy name for a slide projector) during a classroom lecture. (E-12716).

LOOKING ASTERN



ESQUIMALT: A PORT WITH A PAST

THE port of Esquimalt, the Royal Canadian Navy's principal West Coast base and site of its Pacific Command Headquarters, has a history of Spanish, British and Indian influences. The mixture is evident today in the street and place names of the town and its mother-city, Victoria.

The first European known to have "discovered" Esquimalt was a Spanish naval officer, Sub-Lieut. Manuel Quimper. He entered the harbor on June 30, 1790, and named it Puerto de Cordova, after the Viceroy of Spain's Mexican possessions. However, after the Spaniards bestowed a few names on the harbor and some of the surrounding landmarks, they lost interest. It remained for the British, almost 60 years later, to appreciate and exploit Esquimalt's natural possibilities.

In 1848, HMS "Constance" was the first of His Majesty's men-o'-war to drop anchor in the harbor. Shortly after this visit, the first survey was started by Lieut. James Wood, of HM Survey Vessel "Pandora," assisted by Mr. R. M. Inskip, naval instructor in HMS "Fisgard."

The officers of the various ships which sailed out of the harbor in its early days established for themselves and their vessels a place in history by giving their names to islands, bays, coves and landmarks discovered on cruises of exploration. Streets in Victoria and Esquimalt preserve other names for posterity.

Victoria has Constance Cove, Pandora Avenue and Fisgard Street. Duntze Head is named after Captain J. A. Duntze of HMS "Fisgard." Rodd Hill and Rodd Point bear the name of Lieut. J. R. Rodd, Cole Island that of Master E. P. Cole and Lang Cove that of E. W. Lang.

"Esquimalt" itself, however, is the original Indian name, meaning "gradually shoaling waters." It was adopted by the British in deference to the original inhabitants and in preference to the Spanish name.

In 1854, Esquimalt had a brief flurry of excitement when units of the

British fleet arrived with large numbers of wounded. The ships had been engaged in offensive operations with the French fleet against Russia and had brought their wounded to Esquimalt for medical attention. Unfortunately, the young naval base had no facilities and the ships sailed on to San Francisco, where they landed their casualties.

After this incident, Rear-Admiral Bruce, commanding the Pacific Sta-

tion, with headquarters in Valparaiso, wrote to Governor Douglas in Victoria requesting that some temporary hospital facilities be provided to take care of casualties expected to result from operations planned against Russia in 1855.

The governor immediately went into action. Lacking any suitable building, he had the Hudson's Bay Company erect three wooden structures, at a cost of \$4,000, on seven



Six ledgers of handwritten letters to the Admiralty covering almost a century of history of the Royal Navy on Vancouver Island, the west coast generally, and Esquimalt and Victoria in particular, were recently shipped to Naval Headquarters in Ottawa from the Pacific Command.

Reposing for years in an obscure corner of the Administration Building in the dockyard at Esquimalt, the ledgers contain letters from high naval officials, commanding officers of famous Royal Navy ships and other correspondence. There is a letter stating that a "Cooper" had been signed-on, and appended to it is his original contract, setting out the terms and wages. Another letter, written in the swirling hand of a century ago, indicated to the Admiralty that no machine was available in the area for "venting" the guns and consequently the "ball shot" were not accurately finding their marks. It suggested that a "venting machine" be sent at the earliest opportunity.

In the photo above, Lieut. W. Hibbert, Naval Distributing Authority, and CPO Al Haley, look over some of the ledgers prior to their shipment to Ottawa. (E-12768).

acres of Duntze Head property.

As it developed, the Russians evacuated Petropaulski, where the British and French offensive was to be launched, and the hospital was not needed. However, the buildings were there and the bill was forwarded to Admiral Bruce. He was stunned by the cost and doubted whether the Admiralty would foot the bill. It was not until 1857 that a settlement was reached and the buildings were finally taken over by Captain J. C. Prevost, of HMS "Satellite," on behalf of the Admiralty.

Later that year, Governor Douglas wrote to the Secretary of State, in London, recommending that Esquimalt be made a general naval depot. The Admiralty was not too impressed with the scheme at that time, but reserved an additional 17 acres of land at the site. Finally, on June 29, 1865, Esquimalt officially became a shore establishment of the Royal Navy.

In 1886, construction began on a 480-foot graving dock costing \$1,175,000. The dock is still functioning and has accommodated most of the destroyers that have served in the Pacific Command.

While the job was progressing, the excavations were hauled away and dumped between Thetis Island and the mainland, with the result that Thetis became an island no more, but simply an extension of the land. The dock's first customer was HMS "Cormorant," in 1887.

At about this same time a number of workshops, storehouses and other buildings were erected, followed by the official residence and, in 1890, by a prison. Many of the original buildings can still be found in the dockyard and in HMCS "Naden."

The first repair job was done in the dockyard in 1890. From then on the yard functioned constantly as one of the Royal Navy's far-flung repair and maintenance bases.

In 1910, six months after the official birth of the Naval Service of Canada, the Admiralty turned over all the naval property to the Dominion government. Since that time the story of Esquimalt has paralleled the fortunes of the Royal Canadian Navy.

HONORED BY SHIPMATES

Ldg. Sea. T. V. Torpy, storesman at HMCS "Nonsuch" for the past two years, was entertained by his shipmates of the Edmonton division prior to his recent departure for "Stadacona." On behalf of his messmates, Ldg. Sea. R. C. Thomas presented a combination cigarette case and lighter to Ldg. Sea. Torpy.

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MAGDALENA MARDI GRAS

The Royal Canadian Navy and spacious Magdalena Bay, on the west coast of Mexico, are acquaintances of long standing. For a good many years ships of the Pacific Command have been calling in at the bay during peacetime spring training cruises to carry out exercises and evolutions, paint ship and generally work up to operational trim.

Twenty years ago this month HMCS "Vancouver," under the command of Lieut.-Cdr. F. G. Hart (now Captain, RCN, Ret'd), was in Magdalena Bay. The destroyer carried out the usual drills and practices — and, in addition, staged a concert party that evidently was worthy of memory.

In any case, a copy of the concert program has been forwarded to The "Crowsnest." It lists 23 numbers presented by the "Lagolinians," a group of assorted minstrels, troubadours, musicians, hoofers and monologists. All these talented gentlemen, came, of course, from the ship's company: there were no imports.

The program was sent in by CPO R. A. (Doc) Myles, who was an ordinary seaman in the "Vancouver" 20 years ago and now is serving in HMCS "Discovery," Vancouver. (CPO Myles was honored as Man of

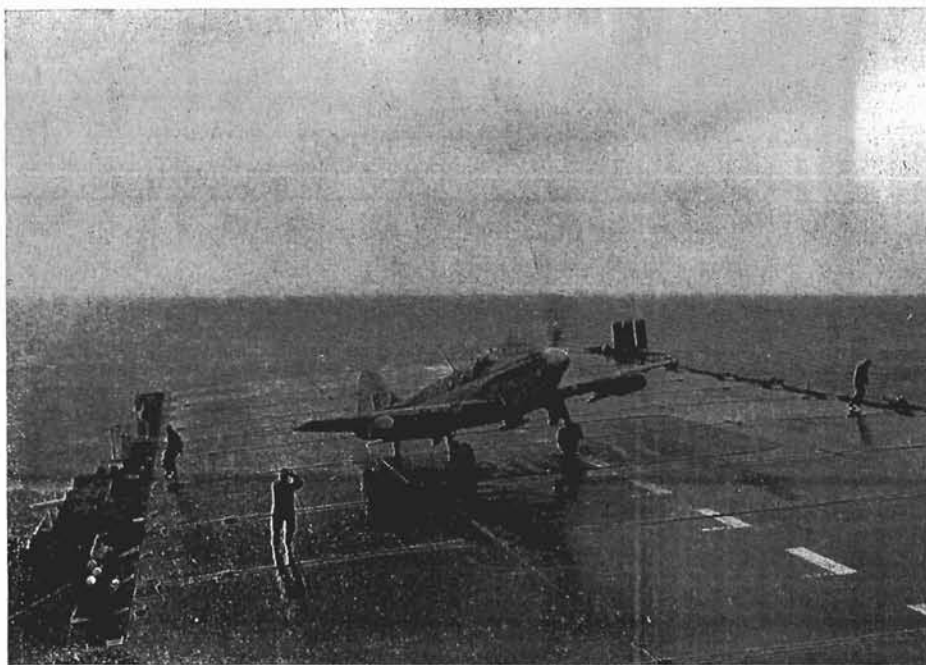
the Month in the July 1950 "Crowsnest").

CPO Myles reckons that there are only 10 members of the "Vancouver's" 1931 ship's company still in the RCN. Of those who appeared on the program, only three are still serving.

There was a banjo player named Mainguy — then a lieutenant-commander and the destroyer's first lieutenant, now better known as Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. He still plunks out tunes on the old banjo and on the return voyage from the European cruise last fall took part, on request, in a concert party in the "Magnificent." (See "Crownest," January 1951).

Ordinary Seaman Harold Shergold was another artist. He did a monologue entitled, simply, "Hunting." Now a lieutenant (G), Shergold is serving in HMCS "Cayuga" and is divisional gunnery officer for the Canadian destroyers serving in Korean waters.

There were two violinists in the "Vancouver." One was Shipwright H. E. N. Ockenden, now a constructor lieutenant enjoying retirement leave. The other was Telegraphist Douglas Carroll, who recently retired from the RCN in the rank of lieutenant (L).



Landing on a carrier is an exacting job at the best of times but a pitching deck in rough seas makes the job just that much more difficult. Here a Firefly has landed successfully after exercising off Londonderry during the European Cruise. The weather was closed in and the deck was far from steady, but as the pilot would say, all's well that ends well. (MAG-2088).

HOW WRONG CAN YOU BE?

by C. J. B.

WE all have a weakness for making a stab at answering examination questions that stump us. Maybe it's that gambling spirit coming to the fore — just that chance that we might be right.

However, there are other pitfalls in examinations, such as: Rushing to finish without reading the paper over to find pen slips; failure to take time to stop and really think out the answer; or even carelessly reading the question. — Alas, the schoolboy howler!

Below I have listed a few of the answers found in examination papers written by a large group of young gentlemen receiving their first taste



of the Navy. I am not going to name them or provide any other key to their identity.

For those who are not too well up in the subject concerned, I suggest they just skip lightly over the more difficult questions. However, I would like to warn any of you who find some of the howlers worth howling over that you yourselves might have given the same answers.

All answers, incidentally, are authentic, verbatim reprints from examination papers.

Q. — What does the letter (U) mean beside a lighthouse?

A. — (1) *Unwashed.*

A. — (2) *(U) is an indication of land conditions above sea level i.e when tide rises to height (U) the land there will be completely soaked.*

Q. — What is a Mercator's Chart?

A. — *A Mercator's Chart is a white square of heavy paper printed with black ink.*

Q. — What is a Gnomonic Chart?

A. — *On a Gnomonic Chart you can use a rhumb line without fear of ending up at the North Pole.*

Q. — What does occulting mean?

A. — *Occulting means a steady light with a period of darkness not complete.*

Q. — What do the following chart symbols mean?

SYMBOL ANSWER

F.R. "Free running"

"Fahrenheit reading"

m.g. "Motor generator"

"Positive terminal"

Chy. "Churchyard"

"Call sign of a

radio station"

→ "Direction ship is heading"

PILOTAGE

Q. — What is a transit?

A. — *A transit is a straight line with two arrows on the end.*

Q. — What is deviation?

A. — *Deviation is pull on the compass needle caused by the magnitude of the ship.*

Q. — What action would you take if you sight both steaming lights of a ship dead ahead?

A. — *If I saw a ship dead ahead, far, I would alter course. If near, abandon ship.*

The "Little Mo" "

HMCS "Athabaskan" carries a new nickname. Ever since she left Esquimalt in July she was known among the Canadian tars as the "Athabee," but a tour of duty in late October brought her a newer title: Now she is the "Little Mo'."

The name came following a 23-day stint of sea time with units of the American Seventh Fleet off the east coast of Korea. During this time the "Athabaskan" operated for some time with the USN's 45,000-ton battleship, the "Missouri," popularly known as the "Mighty Mo'." On the "Athabaskan's" return to harbor and subsequent duty with the other two Canadian destroyers, the "Cayuga" and "Sioux," on the west coast of Korea, her crew members spoke haughtily of their duties with the "Mighty Mo'." Their comrades in the "Cayuga" and "Sioux" wasted no time in pinning the "Little Mo'" tag on the "Athabaskan."

Q. — What is a Current?

A. — (1) *Current is caused by the curve in the earth's surface.*

A. — (2) *Current is bodily movement of water e.g. water fall.*

MISCELLANEOUS

Q. — What is a Light List?

A. — *A light list is when the ship heels over just a little.*

Q. — What is the Notice to Mariners?

A. — (1) *Notice to Mariners is a periodical insult from the Admiralty.*

A. — (2) *Notices to Mariners consist of all changes in weather, tides, winds, etc.*

Q. — How is the weather recorded in the Ship's Log?

A. — *The weather is recorded in the Log by means of a chart symbol.*



Q. — What is the Man Aloft Board?

A. — (1) *Rating asks OOW for permission to go afloat and OOW lowers boat.*

A. — (2) *If a man requests to go aloft, the OOW must first hold an Aloft Board to discuss with the officers if it can be done.*

A. — (3) *OOW notes on Man Aloft Board the number of ratings aloft.*

A. — (4) *Radios are switched off when a man goes aloft, to prevent radio errors.*

Author's Note: — I wish to thank those concerned for making this article possible. — C.J.B.

Editor's Note: — We were tempted to ask the author to provide the correct answers in six minutes 30 seconds flat but feared for the results.

The Bulletin Board

Three-Year Appointments for RCN(R) Officers

Naval Headquarters announced in December that there were vacancies in all branches of the RCN for officers of the RCN (Reserve) to serve on three-year short service appointments, retaining their Reserve seniority.

Officers so entered will receive the \$250 outfit allowance as prescribed for officers entering the RCN and will qualify for certain other benefits as laid down in KRCN 68.54. These include the payment on completion of appointment of the total amount of pension deductions made during the appointment period, plus a gratuity of one month's pay and allowances for each completed year of service.

Appointments may be extended at the discretion of the Chief of the Naval Staff, with the consent of the officer concerned.

To qualify for a three-year appointment an officer must be:

(a) Of branch or lieutenant's rank or above in the RCN(R). An officer of the rank of sub-lieutenant or

acting sub-lieutenant now serving on special naval duty will also be eligible;

(b) Physically fit for the RCN;

(c) With regard to his qualifications and the requirements of the service, suitable for specific three-year employment.

The age limits of rank as prescribed in KRCN do not apply to officers entering in short service appointments.

Interested officers of the RCN(R) Active or Retired Lists should make application through their commanding officers together with the necessary medical documents.

Special Force Personnel Qualify for Benefits

Effective July 5, 1950, an element of the RCN designated as the RCN Special Force has been established in order that certain benefits may be enjoyed by naval personnel who are directly engaged in operations with the United Nations forces.

The benefits apply mainly to RCN(R) personnel who serve with the RCN Special Force. They include

re-instatement rights in civil employment, coverage by the death or disability insurance provisions of the Pension Act (not to be confused with the Defence Services Pensions Act), counting of time by personnel who came under the provisions of the Civil Service Superannuation Act before getting leave of absence to serve in the Special Forces, and unemployment insurance benefits after discharge from the Special Forces.

The unemployment insurance benefit will also apply in the case of regular force personnel who are released from the RCN because of disabilities arising from service in the Special Force.

A further benefit which applies equally to RCN and RCN(R) personnel on special naval duty is that the age restriction for payment of marriage allowance is waived in the case of personnel married before or during their service with the Special Force.

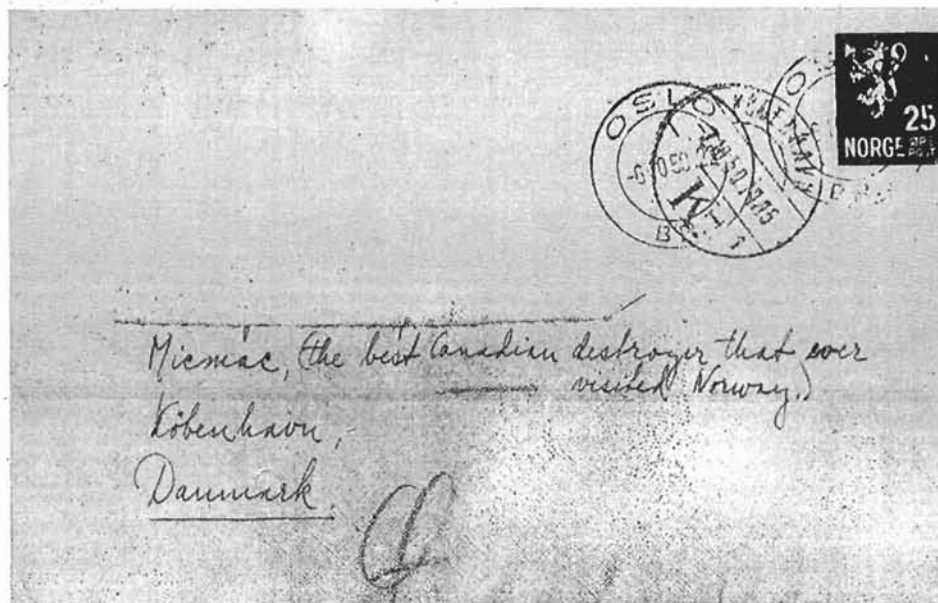
The RCN Special Force includes from July 5, 1950, all officers and men of the "Cayuga," "Sioux" and "Athabaskan;" from November 25, 1950, all officers and men of HMCS "Nootka," and from January 22, 1951, all officers and men of HMCS "Huron." Ships' companies of other ships, or individual officers and men, may be considered at the direction of the Minister or of the Chief of the Naval Staff to have served from time to time in the RCN Special Force.

Complete details of the composition of the RCN Special Force and of the benefits accruing to it are being promulgated by Naval General Order.

Amalgamation of Cook (S) and Cook (O) Branches

The Cook (S) and Cook (O) branches have been amalgamated. The new branch is known as the Cook branch and all men in this branch are classified as Cooks (abbreviation CK). This amalgamation entails no change in rank or seniority.

Cook (S) and Cook (O) advancement rosters have also been amalga-



This was the way a letter sent to HMCS "Micmac" from Oslo was addressed. A photo of it was forwarded to The "Crowsnest" with this comment: "Not our opinion only! (For security reasons the name of the sender has been preserved for the archives".)

mated and individuals will retain the same number of points that they previously held.

Ocean Passage Gratuities Grants to Dependents

Dependents of navy personnel, when authorized to travel at public expense, are entitled to reimbursement for actual and reasonable expenses in respect to gratuities to stewards during periods of ocean passage.

Reimbursement of each dependent of an officer or chief petty officer first class is not to exceed \$15 if the dependent is 16 years of age or over, \$7.50 if under 16 years of age. Reimbursement of each dependent of a chief petty officer second class or junior ranks is not to exceed \$10 if the dependent is 16 years of age or over, \$5 if under 16 years of age.

SHIPS' BADGE DISPLAY PRESENTED TO MCGILL BY AJAX HOSPITALITY

Memories of the famous Ajax Hospitality club in Halifax were renewed recently when the chairman and founder, Mrs. C. Stuart McEuen, presented a collection of Royal Navy and Royal Canadian Navy ships' badges to McGill University.

Known as the Ajax Hospitality Memorial Collection, the badges are to be hung in the General Sir Arthur Currie Memorial Auditorium at McGill on completion of the building.

The Ajax Club was one of the first private establishments founded for naval men in Halifax during the Second World War. Many RN and RCN men enjoyed its quiet home-like hospitality when money was scarce and there seemed little to do in the vastly overcrowded city.

When word reached Naval Headquarters that Mrs. McEuen was presenting the collection, it was suggested that the Canadian portion should be completed. Accordingly, an additional 20 badges were forwarded to Mrs. McEuen, who included them in her donation to the university.

In a letter to the Chief of the Naval Staff, Mrs. McEuen expressed her appreciation for the donation and added: "I would like to take this opportunity of thanking the Royal Canadian Navy for the interest they have always shown in the work of Ajax Hospitality, and for the im-



Shown above are members of the 12th Chief and Petty Officers' Leadership Course to be held in "Cornwallis." Front row, left to right: PO M. G. Meredith, CPO A. R. Brunet, PO A. G. Lacey, CPO A. P. Howard (Instructor), Cd. Gnr. A. Gray (Course Officer), PO D. B. Rogers, PO R. E. Ballard, PO J. M. Dillon. Centre row: POs R. D. Speed, W. J. Lawrence, W. A. Chatham, W. J. Meadmore, J. A. Thompson, W. A. Lowe, D. D. Vail. Rear row: PO W. V. Adie, CPO G. A. Cummings, PO W. Pinkos, PO B. J. A. Bonneau, PO S. R. Miller.

On course but missing from the photograph were CPO J. F. Dykes and PO J. Waller. (DB — 979-1)



Through an oversight, the photo of the eighth Chief and Petty Officers' Leadership Course missed its turn in The "Crowsnest." This matter has been rectified by the publication of the above picture.

Front row, left to right: CPO E. W. Clarke, CPO L. M. Ford, PO A. E. Bouchard, Lieut.-Cdr. J. C. O'Brien, officer-in-charge; Cd. Bosn. H. J. Andrews, instructor; PO G. A. Jensen, PO C. R. Sabean and PO D. Atkinson.

Second row: PO R. Johnson, PO K. Calderbank, PO R. Cane, PO H. S. Eaton, PO P. Moskven, PO C. H. Walker, PO R. French, PO R. W. Mackay, PO C. L. Teepell, PO W. A. Keane, PO D. A. Cameron and CPO C. Hancock.

Third row: CPO R. Wildsmith, CPO J. K. Johnston, CPO R. J. Smith, CPO J. F. Ferguson, PO J. McIntyre, CPO R. E. Lower, PO W. E. Whiting, PO A. Prosser and PO L. E. Boutilier. (DB-912-2).

measurable support which they gave me during the war years.

"If in the future I can render service to the Royal Canadian Navy it will not only be a pleasure but a great privilege."

In his reply, Vice-Admiral Grant described the Ajax Hospitality Memorial Collection as "a fitting tribute

and reminder of the magnificent support given by the Ajax Club to the men of the Royal and Royal Canadian Navies who . . . fought the all-important Battle of the Atlantic."

On behalf of the RCN, Admiral Grant thanked Mrs. McEuen personally for her "untiring efforts on behalf of the sailors."



The Navy Plays



"Athabaskans" Unofficial Softball Champions

ON BOARD HMCS "ATHABASKAN"—The softball season ended four months ago for most Canadians but the members of this destroyer's team have just packed away their equipment. And with it went a record that earned for the "Athabaskan" the unofficial title of champion of the UN destroyer fleet.

Operational duty prevented any regular schedule but in exhibition games played against Canadian and American destroyers the "Athabaskans" copped nine out of ten tilts. Their one loss came at the hands of fellow-Canadians from HMCS "Sioux." But the "Athabaskans" more than made up for that defeat by whipping the "Sioux" in three other games. The "Cayuga," senior ship

of the Canadian division, fell victim twice to the powerful "Athabaskan" squad. Four USN destroyers fared no better in single games.

During the ship's visit to Hong Kong, the "Athabaskans" took on the Hong Kong All-Stars, a smooth-working nine which had bested the Canadian destroyer "Crescent" 4-3 in a 13-inning thriller two years ago. But the "Athabaskans" found them no riddle, winning 7-3 in a regular nine-inning game.

The victory was a sweet one for PO Ernie Tuttle, of Victoria, ace hurler of the "Athabaskan" team. He was serving in the "Crescent" and was on the mound during the extra-inning contest with the All-Stars in 1948.

Manager of the "Athabaskan" team is PO Dick Evans, of Edmonton.

Unbeaten Navy Team Wins Soccer Title

Underfated through the entire season, the Pacific Command soccer team concluded its campaign by beating the Army Garrison team 1-0 to win the Pendray Trophy, emblematic of the Wednesday Soccer League championship.

After a ten-year lapse, the league was revived in 1950 with four teams competing—Navy, Army, Royal Roads and the B.C. Electric Company Ltd.

The Navy team forged ahead midway through the schedule and held its lead to the end. Good teamwork was the feature as Navy defeated B.C. Electric 4-1, Army 5-2, Royal Roads 7-1 and B.C. Electric 2-1 in that order. CPO Vic Dovey and AB Jack Scullion were the most consistent marksmen.

In the hotly contested final game with the Army, Navy took the lead early in the first half but had to work like Trojans to keep the soldiers from tying it up.

The game featured plenty of action, with field-length rushes carrying play from one end to the other in rapid succession. The goaltenders had plenty to do and both made some spectacular saves. Each team was awarded a penalty shot but neither made good.

CPO Dovey sank the goal that won the game, PO John Kennedy was a star performer at centre half and a bulwark on defence, while CPO Robert Murray was the shutout man in goal. But the most important factor was the way the Navymen worked as a team, rather than as a disorganized group of individual stars.

Lieut. H. H. Smith Leads Squash Ladder Tourney

Lieut. H. H. Smith of the Gunnery School maintained his hold on the top rung in "A" section the squash ladder competition in HMCS "Stadacona" at the end of December. Bruce Oland was leading "B" section.

With the resumption of play in January, a dual league for "A" and "B" players was introduced.



Members of HMCS "Athabaskan's" softball team, unofficial champions of the UN destroyer fleet based on Sasebo, Japan, are pictured above. Front row, left to right are: AB Del Brown, Dundurn, Sask.; Ldg. Sea. Robert Connor, Lethbridge, Alta.; AB Harvey Mitchell, Edmonton. and PO Fred Kelly, Victoria and Toronto. Standing: AB Leo Burns, Windsor, Ont.; Ldg. Sea. Jim MacKenzie, Yorkton, Sask.; AB Dave Burck, Amherstburg, Ont.; Ldg. Sea. Bruce Leggatt, Jasper, Alta.; PO Dick Evans, Edmonton and PO Ernest Tuttle, Victoria. (CA-312).

West Coast Golfers Conclude Season

The Royal Canadian Naval Golf Association (Pacific Coast) wound up its 1950 season December 7 with the annual turkey shoot. Close to 70 members swarmed over the tricky Gorge Vale course to try for one of many prizes, which included a dozen turkeys.

"Why buy a turkey at 67¢ a pound when I can win one this afternoon?" seemed to be the attitude of many, and the birds did, indeed, provide incentive.

Commander (E) John Osborn set the pace with a low net of 68. Other low net winners were Instructor Cdr. J. D. Armstrong and Petty Officer Bob Jacobson.

Gobblers for the hidden holes went to Chief Petty Officer "Puffy" Scott, Petty Officer "Buck" Buchanan and Petty Officer Tommy Plume.

Playing to pay on the kickers' handicap, Chaplain Ivan Edwards, Surg. Cdr. G. W. Chapman and Captain (E) B. R. Spencer were rewarded handsomely.

Lieut.-Cdr. J. D. McCormick's tee shot on the 186-yard second hole was about seven feet short of the pin. Result — one turkey.

Let it suffice to say that the other prize winners, Lieut.-Cdr. (SB) R. Stranix, CPO Bill Ogilvie, Lieut. G. B. Wither, Lieut.(S) J. W. Fisher and Lieut.(E) M. W. Anketell-Jones, were consistent. One officer carried consistency to an extreme when he recorded no less than 13 sevens, which won him, appropriately enough, a ham.



CPO "Puffy" Scott, one of the lucky winners in the RCN Golf Association's annual turkey shoot at Esquimalt, receives his prize from Rear-Admiral W. B. Creery in the wardroom of HMCS "Naden" following the tournament. (E-12802).



Winners of an inter-divisional boxing tournament held recently in "Cornwallis" are shown above. Front row, left to right: Ord. Sea. W. Melnechuck, Smith's Falls, Ont.; PO R. G. Pitt, Cardiff, Wales; Lieut.-Cdr. W. N. Inman, Charlottetown, P.E.I., divisional officer, and Ord.Sea. W. R. Skinner, Halifax. Rear row: Ord. Sea. E. J. Banks, Toronto; R. J. Manning, St. John's, Nfld; J. E. Patacairk, Ottawa; G. Hogan, Victoria; D. H. Donaldson, Wabasca, Alta.; W. A. Kessler, Lethbridge, Alta., and J. King, Port Colborne, Ont. (DB-962-1).

Refreshments were served in the wardroom of HMCS "Naden" following the tournament. After an interesting movie on golf, the presentation of prizes was made by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast.

Sailing Club Honors Retiring Commodore

A farewell party for Cdr. J. C. Reed, retiring Commodore of the RCN Yacht Club, who has been appointed to Halifax on the staff of the Flag Officer Atlantic Coast, was held by yacht club members in the wardroom of HMCS "Naden" recently. Among those present were members of the Royal Victoria Yacht Club, with which the RCNYC has been closely associated since being organized a year ago. Lieut. Harold Moist, Fleet Captain, acted as Master-of-Ceremonies.

Dr. W. Wride, retired Commodore of the RVYC, H. A. Wallace, the new Commodore, and Fleet Captain H. Dunn expressed thanks and appreciation on behalf of their club to Cdr. Reed for the support and co-operation that had been accorded them by the RCNYC and expressed regret that he would not be on hand during the coming season to take away all the silver in the numerous competitions slated.

For the RCNYC, Chaplain G. L.

Gillard, 1951 Commodore, thanked Cdr. Reed for the great deal of effort he had put into building the organization. The Honorary Commodore (ex-officio), Rear-Admiral Wallace B. Creery, Flag Officer Pacific Coast, endorsed Padre Gillard's remarks and commended Cdr. Reed on the success which had marked the club's operations during the latter's tenure as Commodore. Admiral Creery also thanked the RVYC for the assistance given the fledgling naval yacht club and voiced the hope that the close and cordial relations between the clubs would continue.

"La Hullose" Wins Opening Hockey Tests

The hockey team carrying the colors of HMCS "La Hullose" was victorious in its first two engagements, defeating the Mechanical Training Establishment 4-2 and handing the Halifax Reserve Fleet a 13-8 defeat.

Starring for the winning side were PO Garfield (Pee Wee) Howe, of Dartmouth; CPO Jim Hann, Halifax; Lieut.-Cdr. T. C. Pullen, Oakville, Ont., and the team's playing coach, Sub-Lieut. Joe Mahar, Charlottetown.

In ship's company contests, the Stokers took the measure of the Seamen (carrying on from where they left off in softball), while the Officers sprang the surprise of the season by edging the Chief and Petty Officers 4-3.



Crews of the Canadian destroyers serving in Korean waters provide their own entertainment during off-duty periods while the ships are on patrol. In the top photo, PO Jack Ross, Brandon and Victoria, and PO J. D. Cragg, Victoria, match their skill in a chess tournament on board the "Cayuga." PO Ross won the tournament, in which more than 15 players participated. (CA-322).

The lower photo shows the finalists in a bridge tournament on board the same ship. Left to right are PO Gilbert Prosser, Moncton; AB William Patterson, Victoria; PO Allan Wise, Melville, Sask., and Victoria, and PO Gerald Halikowski, Nipawin, Sask. POs Prosser and Wise were the winners. (CA-341).



Hockey, Rifle Teams Carry "Queen" Colors

HMCS "Queen's" hockey team opened the season with a victory over a Regina RCMP team in an

exhibition game. The Mounties later evened the count by winning a return contest. League games started just after the New Year with "Queen" a strong contender in Regina's Inter-

Service Hockey League.

The Regina division has been building a sharp-shooting rifle team. The 12 members turn out every Wednesday night for an assault on the Army's ranges. CPO Leslie Paige is coaching the marksmen.

Squash Challenge Issued by "Star"

HMCS "Star" has formed a ship's company hockey team and hopes to arrange a number of exhibition games during the current season. Practice sessions were held in the new arena in Dundas prior to the flooding of the Hamilton division's own rink on the playing field.

Squash is a popular game among wardroom members and a brisk tournament is under way. The "Star" team has issued a challenge to other divisions in which squash is played.

A wardroom softball team is currently holding the tail-end spot in the Hamilton Garrison Officers Softball League. The "Crownsnest" correspondent (a member of the team) phrased it delicately when he said, "It appears that softball is not the sport for 'Star' officers."

West Coast Hockey Team Feels Loss of Players

The Navy senior hockey team on the West Coast is feeling the loss of several top-notch players who are serving with the destroyers in Korean waters. League champions last year, the sailors have been lagging behind this season and were able to come up with only three wins in their first eight games. In addition, the other five teams in the league have gained new blood and are providing the defending champs with tougher opposition than a year ago.

Nor was the Navy doing too well in senior basketball, the RCN entry in Victoria's Senior "B" loop being ensconced in fourth place. With four victories in nine games, the Navy had to step up its victory quota if it hoped to win a playoff berth.

Instructional Officers Lead Bowling League

Instructional Officers "A" team was in first place in the Atlantic Command Inter-Part Bowling League at the end of play for 1950. The pace-makers had compiled 33 points in nine games.

Commissioned Officer J. M. Crotty of the TAS School topped the individual scorers with a high single of 358 and a high three of 836.

In the "A" section of the Men's Service League, Boiler Shop was on top with 18 points in eight games.

Compliments, HMCS "Wallaceburg"

The ships' company of HMCS "Wallaceburg" took a hand in making Christmas an extra special occasion for Rose Marie Garrod, age 5, of Wallaceburg, Ont., the town whose name is borne by the Algerine minesweeper.

The sailors noticed an item in the Halifax Chronicle Herald, datelined from Wallaceburg, saying the youngster was going to celebrate Christmas after all. She underwent a cancer operation in Chatham, Ont., in October and at that time a doctor told her parents she would probably live only eight weeks. When the eight weeks were up December 14, Rose Marie was playing happily around her home. The only medicine she was receiving was for a nervous condition.

On reading the good news, Cdr. R. A. Webber, commanding officer of the "Wallaceburg," depot ship for the Reserve Fleet at Halifax, suggested a fund be raised on board.

Sixty dollars was soon en route to the mayor of Wallaceburg with a request that it be used to provide Rose Marie with a Merry Christmas.

AB John O'Malley, Captain's Office, had the high single (318), while Robert Ritchie, Boiler Shop, held the high triple with 697.

Electrical Maintenance led the "B" section with 20 points in seven games.

"Stad" Cagers Seeking First League Victory

Winners of the Halifax city basketball championship last year, the Navy's cagers were still looking for their first league victory of the current season as the January portion of the schedule got under way.

Up to the end of the year the sailors had played — and lost — four

leagues games. Their sole win was a 51-29 triumph over the Greenwood Flyers in an exhibition game at the RCAF station:

There were hopes, however, that with the arrival of 1951 the team would turn over a new leaf and regain the form that won a title last year.

Electricians Unbeaten in Interpart Hockey

With four victories in as many starts, Electrical School was perched on top of the "C" section of the Atlantic Command Interpart Hockey League at the close of play for 1950.

Supply and "Shearwater" TAG were tied for first place in the "B" section, each having collected seven points in four games.

In exhibition games played at "Cornwallis," the "Cornwallis" ship's company team defeated "Stadacona" and "Cornwallis" officers took the measure of the officers' team from the Halifax establishment.

Scores of interpart games between November 24 and the Yuletide recess were as follows:

Electrical 4, Shearwater SNAM 2
Electrical 10, Gunnery-Nav 0
Electrical 4, TAS 3
Albro Lake 5, Shearwater Misc. 4
Albro Lake 3, Stadacona Man. 3
Albro Lake 3, Scotian 3
Shearwater TAG 8, Albro Lake 3
Shearwater TAG 3, Stadacona Man. 1
Shearwater TAG 6, Shearwater Misc. 3
MTE 4, Comschool 2
TAS 5, MTE 3
Shearwater SNAM 4, MTE 2
Shearwater SNAM 9, Gunnery-Nav 1
Shearwater SNAM 6, Comschool 0
Supply 3, Scotian 2
Supply 8, Shearwater Misc. 4
Supply 7, Stadacona Man. 0
TAS 8, Gunnery-Nav. 0
Comschool 9, Gunnery-Nav. 2
Scotian 9, Shearwater Misc. 2



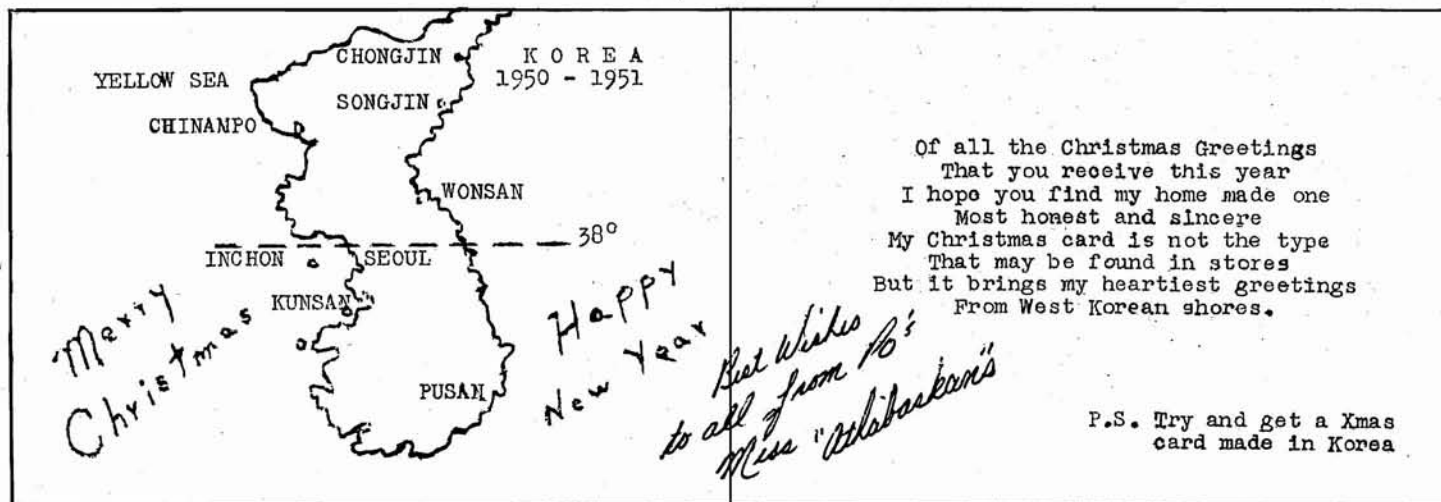
Cadet M. M. Soule of Royal Roads breasts the finish tape to win the Royal Roads annual invitation cross country race and break his own record. He covered the four-mile course in 21 minutes 14 seconds. (E-12770)

Navy Shuttlists Win Inter-Club Matches

The Atlantic Command Badminton Club has a record of five victories in as many friendly matches with out-of-town clubs. The Navy shuttlists defeated the Lunenburg and Truro clubs twice and the Windsor club once. Three of the matches were played in the gymnasium at "Stadacona" and the others at Lunenburg and Truro.

When the Atlantic Command club was host, advantage was taken of the facilities at Admiralty House to entertain the out-of-town guests.

The club this year has an active membership of 50.



Though by no means the most elaborate, our favorite Christmas card was the one received from the Petty Officers' Mess of HMCS "Athabaskan," the two inner pages of which are reproduced above. To them go congratulations on their ingenuity and our thanks for their card.

Prep School Impressions

by a Chief Petty Officer

On November 1, 1950, there came together at HMCS "Naden," in twos and threes, a group of men who were to comprise the RCN Preparatory School class of 1950-'51. Some came half way around the world from HMCS "Magnificent" and the destroyers in Korean waters, some came from HMCS "Stadacona," in Halifax, and some, including myself, from ships across the harbor.

When I arrived, the school building was in the process of a refit. Just as in a ship, gear was scattered all about — only in this case it was piles of books, chalk boxes, pencil sharpeners and paint pots. Through this disorder, instructor officers threaded their way.

In spite of the chaos, I received the impression that here was a fine place to learn something; to finish off in eight months a job that would take me two or three years to accomplish studying by myself.

The instructors were capable; the members of the class eager. I myself had the feeling of pride that one must experience when entering a university. I believe that everyone in the class felt the same, especially we four

chief petty officers who never had a similar chance (indeed, there was no provision for one) before.

I soon found that the Prep School meant hard work — harder than hard for myself, who can only lay claim to the average amount of gray matter. Nothing here is lax; there is no noisy chatter between periods. I have time only to nip into the reading room and grasp the books for the next period, then off I go again. The subjects are banged at me like shells from a Bofors — English, Mathematics, Navigation, Naval History, Chemistry and Physics. At 1500, the P & RT staff puts me through a set of tables which are supposed to build muscle and circulate the blood after sitting in a chair all day.

Normally the working day of the Navy in Esquimalt ceases at 1600. It is not so with the Prep School. From 1600 to 1800 we have a study period, and after this we may make our weary way home or to our block, there to slug it out with homework.

The married men's wives call themselves "Prep School Widows" but we know, and they know, that here is

something worth working for; something which few other Navies, to my knowledge, have. And so we say thanks to our long-suffering instructors and to the Royal Canadian Navy for the opportunity offered us. — R.W.

For more about the Prep School see *The "Crow'snest,"* July 1950 and Christmas 1949.—Ed.

Book Review

THE CAVE AT CORMORANT POINT

by Frank Houghton

Two destroyers arrive at Halifax with 24 merchant ships and an introductory number of fictitious naval characters to start off Frank Houghton's latest thriller, "The Cave At Cormorant Point." Before U-601 comes to its journey's end the reader will have become familiar with much of the locale around Halifax while keeping pace with the fast moving events leading up to the doom of a German spy ring bent on destroying convoys to Breat Britain.

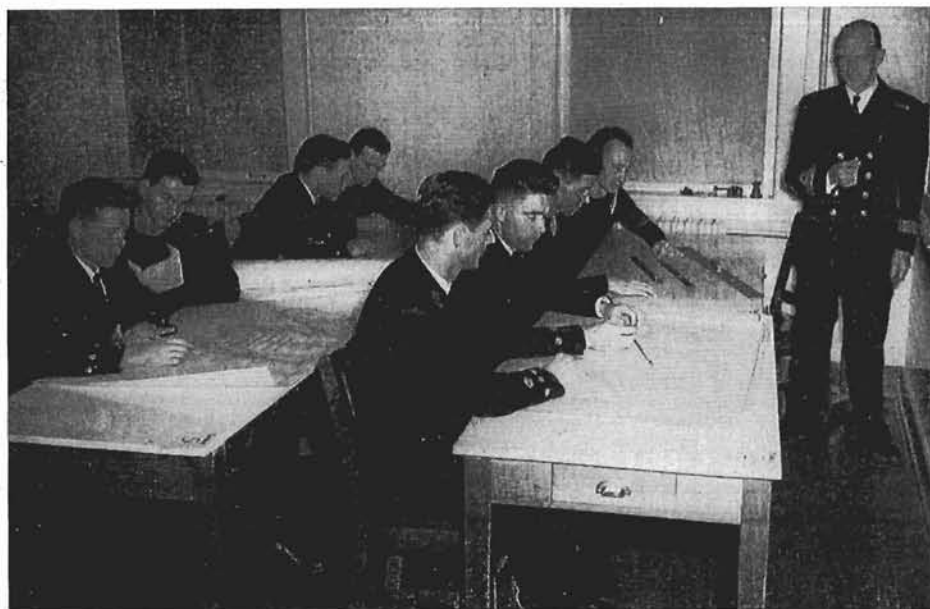
As in his "Blue Circle Gang," the author has two reputable Canadian organizations, the RCN and the RCMP, teamed up against a gang of unsavory characters. A dash of romance, added to the adventurous manner in which the forces of good overcome the forces of evil, not only makes for a happy ending but leaves a pretty good impression in the reader's mind of the Navy and the Mounted Police as the cover is closed on page 169.

Written primarily for young Canadians, "The Cave At Cormorant Point" is also good reading for any of their elders who enjoy an evening of armchair adventure.

It is not surprising that the author is able to spin a yarn of the sea so easily and that the Canadian Navy figures so prominently in his story. He is Rear-Admiral Frank L. Houghton, who went on retirement leave from the RCN last September after 38 years of service.

Rear-Admiral Houghton is now living in Nova Scotia, the locale of his latest book. It is hoped that his new responsibilities as Civil Defence Co-ordinator in Halifax will not prevent him from keeping up a literary career which, starting long ago on an amateur basis, shows something more than professional promise. Canada needs books like this. Let's hope the Admiral will keep writing them.

—Printed by Nelson.



It's no "breeze" even for the young sailor just out of school and it is admittedly tough slugging for the oldsters, but all agree that the new RCN Preparatory School at HMCS "Naden" is one of the most worthwhile innovations to be established in years. The school provides many men who would be unable to make the grade studying in their own time with the opportunity to qualify academically for advancement and/or promotion.

Here some of the 1950-'51 class are shown studying navigation under the tutelage of Instructor Lieut.-Cdr. C. R. Gower. Back row, left to right, are: CPO R. Wigmore, PO W. Canham, CPO E. Nurse and PO R. Mason. Front row: CPO E. E. Moore; CPO Fred A. Jones; PO J. O'Neil; and PO B. Richards. (E-13003).



The first wedding to be solemnized in the new St. Georges Protestant church at HMCS "Cornwallis" united, on December 1, the former Margaret Currie Miller, of Kentville, N.S., and Able Seaman David Rolston, of Chemainus, B.C. The above photo of the wedding party shows, left to right, Mr. W. Miller, Chaplain Harry Pike, Mrs. Miller, Miss Margaret Potter, the bride and bridegroom, Captain A. P. Musgrave, AB J. C. Scott, Mrs. Musgrave and Mrs. P. D. Budge. As a rule The "Crowsnest" does not publish wedding pictures; if it did there would be little room for anything else — but this was a special occasion. (DB-987-2).

"HAMILTON'S" BADGE FINDS HOME IN OHIO

The badge of the former HMCS "Hamilton," a destroyer that sailed with three different navies, has found a resting place a long way inland from her wartime sphere of operations.

In a brief ceremony, Mr. P. G. McDonald, British Consul at Cincinnati, Ohio, and Lieut.-Cdr. D. L. Davies, RCN, staff officer of HMCS "Hunter," Windsor, recently presented the badge of the Town class destroyer to the mayor of the city of Hamilton, Ohio.

The "Hamilton," one of the 50 four-stackers turned over to Great Britain in the destroyers-for-bases-deal, was given, like all but six of her sisters, a town name common to the United Kingdom and the USA. A short time later she was transferred by the RN to the Royal Canadian Navy.

Along with the ship's badge, presented to Major William Beckett of Hamilton by Mr. McDonald, was a commemorative book describing her operations and achievements with the RCN during the Second World War. After the presentation, Lieut.-

Cdr. Davies spoke briefly about the "Hamilton's" work in the RCN and said, "This ship had a very fine record, a record of which Hamilton can truly be proud."

In his answering speech, Mayor Beckett said: "It is cause for a special feeling of pride in the people of Hamilton, Ohio, to know that the ship named for us performed creditably, and we are grateful to your ships' companies for handling her courageously and efficiently."

"Haidas" Dispute Claim

Men who served in HMCS "Haida" during 1949 have a mild "beef" to register.

Canadian soldiers in training at Fort Lewis, Washington, expressed the belief recently that they had fired the first shot at United States targets since the War of 1812. It was during a 25-pounder practice shoot.

The former "Haidas" claim the distinction. They earned it in September 1949 when the destroyer carried out a practice bombardment shoot in Chesapeake Bay while training for operations with US Atlantic Fleet units.

Weddings

Lieut. (E) Daniel E. Galbraith, HMCS "Cornwallis," to Miss Velma Bernice Gilson of Victoria.

Inst. Lieut. John G. Kilpatrick, HMCS "Shearwater," to Miss Irene Roberta Beaton of Sudbury.

Petty Officer Raymond Utley, HMCS "Naden," to Miss Betty McLean of North Battleford, Sask. and Esquimalt.

Leading Seaman J. H. Porter, HMCS "York," to Miss Marie Waddle of Philadelphia.

Able Seamen Ted J. Czech, HMCS "Swansea," to Miss Helen Leone Morris, of Halifax.

Able Seaman Norman L. Fraser, HMCS "Naden," to Miss June Eleanor Thorsen of Edmonton, Alta.

Able Seaman Allan McIntyre, HMCS "La Hulloise," to Miss Marjorie Edith Webster, of Halifax.

Able Seamen David Robinson, HMCS "Naden," to Miss Theresa Clara Todd, of Victoria.

Able Seaman David Rolston, HMCS "Cornwallis," to Miss Margaret Currie Miller of Kentville, N.S.

Births

To Able Seaman Edward H. Lloyd, HMCS "Naden," and Mrs. Lloyd, a daughter.

To Able Seaman Reinhold Maas, HMCS "Cornwallis," and Mrs. Maas, a daughter.

LETTER TO THE EDITOR

The following letter, originally addressed to Canada House, London, has been forwarded to The "Crowsnest" for publication:

Sir:

During the last war I had the honour and pleasure to serve in two of your ships, HMCS "Snowberry" (K-166) and HMCS "Wetaskiwin" (K-175), both corvettes. I shared the hazards and pleasures both ashore and at sea on Atlantic convoy duty from January '42 until November of the same year. Although it is some time since I said good bye to them, I do wish I could contact as many of my former Canadian shipmates as possible, to swap news and talk over old times with them.

I wonder if you would be so kind as to insert a request from me asking if the following ex-shipmates would care to drop me a line, and any others whose faces I remember but whose names I can't?

SPO Davey Bell, CPO (Cox'n) "Tibbles" Biddel, C/ERA Joe Keir, ERA Les Drury, ERA Frank Whitfield, Sto. Bert Wiltshire, Sto. Harry Renard and SBA Murray Hatt.

CPO/SM H. Moore,
HMS "Ganges,"
Shortley Gale,
W. Ipswich,
Suffolk.

OBITUARY

CAPTAIN ARTHUR F. L. ATWOOD, OBE, RCN Ret'd

Captain Arthur F. L. Atwood, OBE, RCN, Ret'd, who died at his home in Halifax, December 30, was buried with full naval honors in Holy Cross cemetery, Halifax, on January 2, following requiem high mass at St. Mary's Basilica. Senior naval officers from the Atlantic Command, including Rear-Admiral E. R. Mainguy, OBE, Flag Officer Atlantic Coast, attended the funeral.

Born in Rodmarton, Gloucestershire, England, in 1869, Captain Atwood entered the Royal Navy as a cadet at the age of 12. He subsequently saw service in destroyers in the Mediterranean, specialized in gunnery, and, from 1914 to 1917, was Gunnery Officer-in-Charge in the RN Barracks at Chatham.

In 1917 he transferred to the RCN with the rank of Commander and in November of that year took command of the cruiser HMCS "Niobe". He remained in the ship until May 1919, when he was appointed to an administrative post in the Halifax dockyard.

He retired from the RCN in July, 1920, in the rank of captain, and shortly after, as a civilian, was appointed Armament Supply Officer in the dockyard. He retired from the Civil Service in 1930.

Captain Atwood was awarded the Order of the British Empire in 1925 for services in the Royal Navy and the Royal Canadian Navy.

Surviving him are a daughter, Mrs. T. E. White of Bedford, and three sons, John, of Chicago, Arthur of Arvida, Que., and Captain Lorenzo L. Atwood, VRD, RCN, who is at present attending the National Defence College, Kingston.

LIEUT. (P) W. J. LOSEE, RCN (R)

Lieut. (P) William J. Losee, RCN(R), 29, of HMCS "Catarqui," Kingston, died in Kingston December 30 of leukemia.

Lieut. Losee, who served in British carriers in the Far East in the Second World War, entered the active list of the RCN(R) as a Lieutenant (P) in April 1947. He was enrolled in the engineering faculty at Queen's University at the time. In the three succeeding years he spent most of the summer vacation periods on naval training and voluntary service on the East Coast. He took flying refresher courses at HMCS "Shearwater," trained and served in "Stadacona" and was in HMCS

"Haida" for a brief period.

He received his Bachelor of Science degree last spring from Queen's, along with a scholarship. Ten days prior to his death he received word he had won first prize in an essay contest sponsored by the Canadian Mining Journal.

Lieut. Losee joined the Royal Navy's Fleet Air Arm as a rating in May 1942 and subsequently received his commission in the RNVR. He was demobilized in March 1946.

Funeral services were held in Ottawa January 2 and burial was in Catarqui Cemetery in Kingston.

LIEUT. ALEXANDER C. TITUS, RCN

A memorial service for Lieut. Alexander Cowan (Sandy) Titus, 23, of Toronto, who died December 11 as a result of injuries sustained in a motorcycle accident in Halifax, were held on board HMCS "Micmac" December 15, with shipmates and other close naval associates in attendance. Burial services were held the same day in Toronto.

The service in the "Micmac" was conducted by Chaplain (P) Harry Ploughman in the after mess flat of the destroyer while she lay alongside in the Dartmouth slips.

Lieut.-Cdr. F. C. Frewer, commanding officer of the "Micmac," in which ship Lieut. Titus had served for the past 13 months, read the lesson prior to paying verbal tribute to the deceased on behalf of the ship's company.

Lieut. Titus was born April 12, 1927. After graduating from Royal Roads in July 1946, he entered the Royal Canadian Navy at HMCS "York" as a midshipman and went to the United Kingdom for courses and training at sea with the Royal Navy.

He was confirmed in the rank of sub-lieutenant in May 1949 and returned to Canada a month later to take a communications course at "Stadacona." He was appointed to the "Micmac" in November 1949 and two months later was promoted to the rank of Lieutenant.

CPO ALBERT A. GUEST

Chief Petty Officer Albert A. Guest, who died in the RCN Hospital at Esquimalt December 14, was buried at sea from the minesweeper HMCS "Sault Ste. Marie" in waters of the Straits of Juan de Fuca, off Race Rocks, on December 18.

The flag-draped casket was brought to the ship's side on a gun carriage drawn by 32 men under Petty Officer James Luke. In charge of the

12-men firing party was CPO Douglas Barker.

On arrival at the burial area, the ship was stopped. Chaplain (P) B. A. Peglar conducted the service and at its conclusion the body was committed to the deep, the firing party fired three volleys and the bugler sounded the "Last Post" and "Reveille." Chief Petty Officers Richard Williams and Gerald Freeman placed wreaths on the water.

Pallbearers, close friends and messmates of Chief Petty Officer Guest, were Chief Petty Officers Frank Elston, Leo Benaman, Phillip Richert and Robert Murray, and Petty Officers James Rogers and Robert Hughes.

Chief Petty Officer Guest had been a member of the Royal Canadian Navy for the past 15 years. Born in Esquimalt, he joined the RCN at "Naden" as an officers' steward in August 1935. He had served in the cruiser "Uganda," the destroyers "Skeena" and "St. Laurent" and in various shore establishments on both coasts.

AFLOAT AND ASHORE

(Continued from Page 17)

bers of the ship's company and youngsters from various Montreal hospitals — were aided and abetted in the various games and general nonsense by a troupe of pirates (all of them faintly resembling members of the ship's company). Brother officers of these buccaneers appeared as clowns, rotund policemen and the occasional pirate captain, complete with three-cornered hat and ruffles.

The "Donnacona" band was there, making music in its finest manner.

Seated in state on a naval gun carriage drawn by members of the pirate crew, Santa arrived amidst a loud fanfare from the band. His fairy helpers, Pink Sugar Plum and Blue Snowflake, were attending him. Only childhood eyes could see the true beauty of these bewitching elves. Older and more jaded observers claimed they could detect the knobby knees and muscular arms of two of "Donnacona's" top-ranking officers.

Santa brought gifts for all the young fry. Then there was tea, ice cream, more games and fun. Finally, clutching their toys, bags of candy and miscellaneous edibles, the kids departed for home and bed. The bandsmen, pirates, policemen and clowns, and Santa himself, nipped off to their various messes — and fairyland turned out to be just the drill deck after all. — R.F.D.S.



Christmas 1950

Whether at home or afar, the Navy observed Christmas 1950 in traditional fashion, as these photos illustrate. Anti-clockwise, starting at upper right, are:

(1) Two 18-year-old "Nootka" seamen, Ord. Sea. Reginald Garland, Woodstock, Ont., left, and AB Douglas Pearce, Chesterville, Ont., pose on the destroyer's bridge as "Captain" and "XO" for the day.

(2) Children of naval personnel enact a Nativity play in the church at "Cornwallis."

(3) Lieut.-Cdr. T. C. Pullen, left, and Lieut.-Cdr. J. E. Korning, commanding officers of the "La Hullose" and "Swansea," serve their Christmas Day "bosses" in the "Swansea's" wardroom. The young "captains" are AB Hubert Williams, 19, Montreal, and AB John Owens, 18, Fredericton.

(4) "Cayuga" sailors load Korean spruce trees into their cutter at Wolmi Do island near Inchon. Despite a Christmas at sea, the "Cayuga's" messdecks did not lack a seasonal atmosphere.

(5) Commodore K. F. Adams shakes hands with the "Magnificent's" Christmas Day "Captain," AB Guy Dorion, 18, of Montreal, in the commanding officer's quarters.

(6) Commodore H. F. Pullen, commanding officer of HMCS "Ontario," exchanges compliments with Ord. Sea. Albert Berger, 18, London, Ont., the cruiser's Christmas skipper.

(7) AB Don McRae, Calgary, who ruled for a day as "XO" of the "Sioux," takes a dim view of things during his rounds of the messdecks. The uniform is that of Lieut.-Cdr. Pat Benson, Winnipeg.

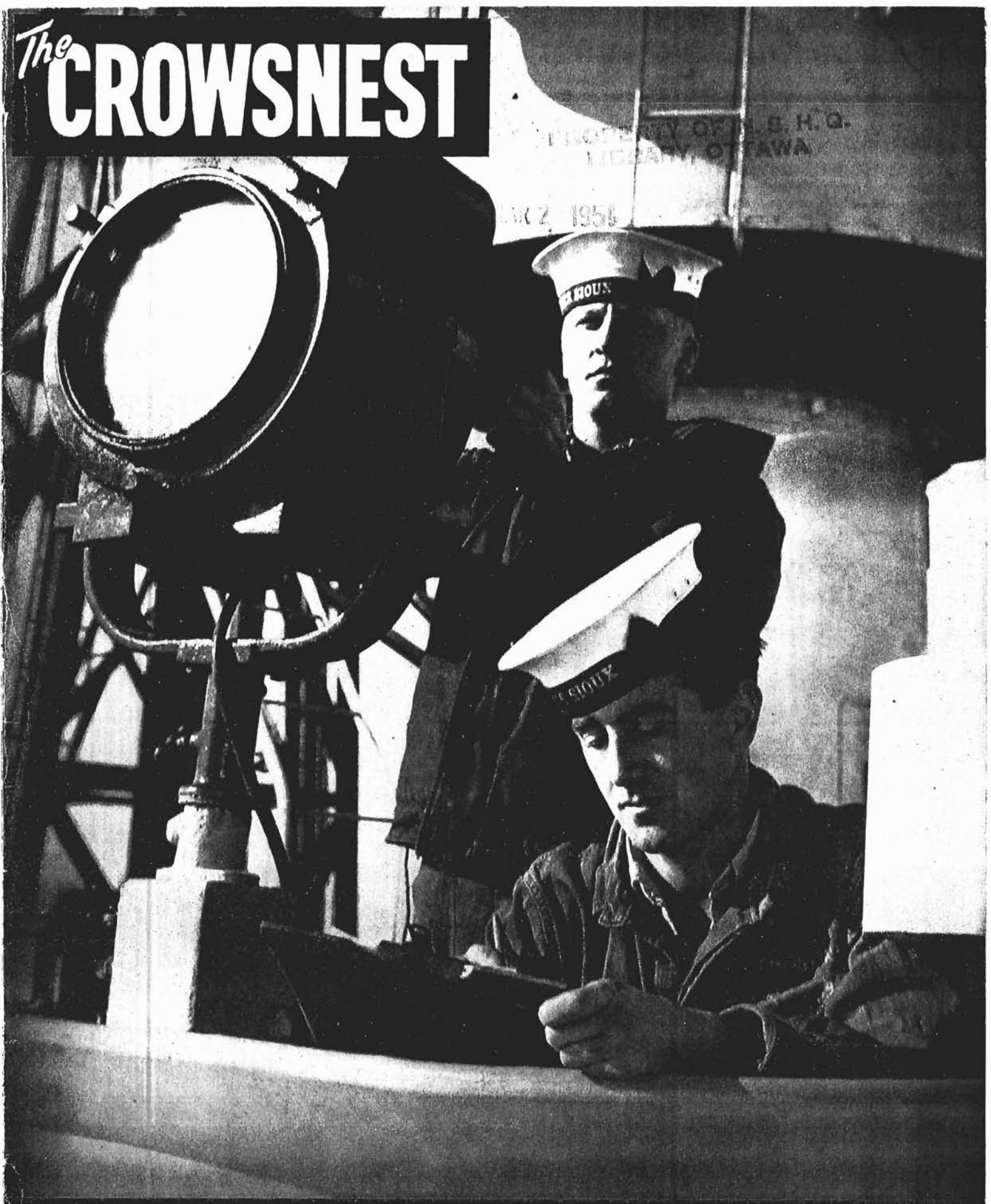
(8) CPO John Keating, Chief Cook in the "Magnificent," displays a sizzling turkey fresh from one of the ovens in the carrier's main galley. It was the signal to start serving Christmas dinner.

(Negative numbers, in same sequence are: NK-412, DB-995-3, HS-13216, CA-353, HS-13215, E-362-3, CA-369, HS-13212).



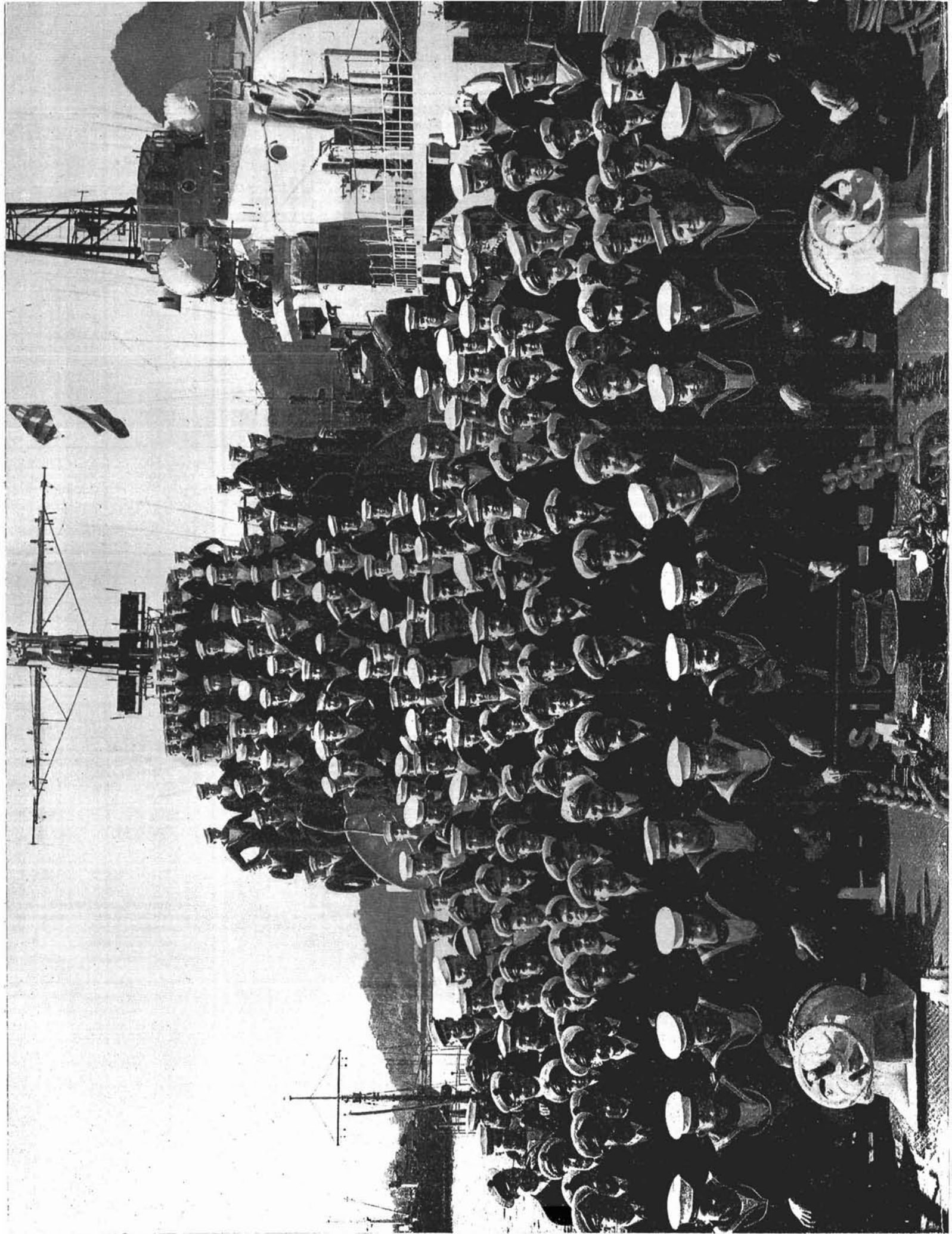


The CROWSNEST



Vol. 3 No. 5

March, 1951



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1951

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MEN OF THE MONTH

In the minds of their families and friends, that title undoubtedly belonged to the officers and men of HMCS Sioux, who returned home from the Far East February 4 after an absence of seven months. The entire ship's company of the destroyer posed for the photo on the opposite page shortly before the Sioux sailed from Japan for Canada in mid-January. (CA-439).



Editors have their gremlins, too. They are the kind that transpose letters, misspell words, drop or duplicate a line and in general try to create as many mistakes in a publication as they possibly can.

Our little pets were busy last month. Their prize effort — and one which likely sent them into fits of glee — was the substitution of "HMCS Athabaskan" over an Afloat and Ashore item that rightfully belonged to HMCS Cayuga. It was a nasty trick and probably got us into all sorts of hot water.

Rather than risk putting our foot in it further by apologizing to either or both of the two ships, we will confine our expression of regret to The "Crowsnest" correspondent who mailed his material all the way from the Far East, only to have it appear under the wrong heading.

The Editors

Cover Photo — It is always a great moment when a ship, returning home after a long absence, makes her first visual contact with the signal tower ashore. So it was when HMCS Sioux returned to Esquimalt February 4 after nearly six months of service in the Korean theatre. The cover photo shows AB Ernest Law, of Kamloops, B.C., manning one of the ship's signal projectors while AB George Sutherland, of Winnipeg, takes down the message being flashed from the signal tower at Esquimalt as the Sioux approaches the port. (E-13344)

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R.C.N. News Review

Expanded Defence Program Announced by Minister

A three-year defence program involving the expenditure of some \$5 billions was announced by Defence Minister Brooke Claxton in a statement in the House of Commons February 5.

This program, Mr. Claxton said, was the direct result of the world situation. Its objectives were:

1. The immediate defence of Canada and North America from direct attack;

2. the implementation of any undertakings made by Canada under the Charter of the United Nations, or under the North Atlantic Treaty or other agreement for collective security,

3. the organization to build up Canada's strength in a total war.

The role of the Royal Canadian Navy in continental defence includes the protection of coastal sea lanes and shipping against enemy action, including mines, and the task of keeping our harbors and approaches open.

In NATO defence plans, the RCN's job is extended to include participation with Britain and the United States in anti-submarine and escort work across the North Atlantic.

The third objective is to have, in all three Services, the administrative staff, training establishments, nucleus of trained personnel, supply depots and everything else needed for mobilization.

Mr. Claxton said the three-year expansion program would have the following effects on the RCN:

1. The strength of the Navy will be doubled (strength as of December 31, 1950, was 10,199).

2. Increased new construction and the refitting and rearming of ships now available will result in a fleet of nearly 100 fighting ships, either in active commission or in reserve, by mid-1954.

3. To fulfil the requirements of local sea transportation for personnel and stores and to provide small craft for training personnel at the naval divisions on the Great Lakes, more than 150 auxiliary vessels and harbor craft will be in operation by 1954.

4. Ships and installations will

be constructed to provide permanent seaward defences of vital harbors.

5. The shipbuilding industry is to be geared to produce additional ships rapidly.

Nootka Sees Action on First Patrol

HMCS Nootka's guns went into action January 25, less than two weeks after her arrival in the Far Eastern theatre. Along with HMCS Cayuga, the destroyer staged a successful duel with communist shore batteries in the approaches to Inchon.

The Cayuga and Nootka had steamed into the approaches of the enemy-held harbor, temporarily joining forces with the US cruiser St. Paul. At first all was quiet but as the Canadian ships turned back to seaward Red shore batteries opened fire. The cruiser returned their fire and a few moments later the Cayuga and Nootka joined the duel. The de-

stroyers steamed directly toward the target and closed the range to less than 2,000 yards before turning to deliver full broadsides. Close range weapons joined in the bombardment and hit with terrific effect.

Shells could be seen scoring direct hits on gun emplacements and the enemy sputtered to a stop. Then came a message saying the batteries had been "neutralized." The ships turned away from the smoking shore and returned to their patrol.

Shortly after her baptism of fire the Nootka figured in the rescue of a Royal Navy pilot from the carrier HMS Theseus. On the way back to his ship from an offensive mission against communist positions ashore, Lieut.-Cdr. M. P. Gordon Smith's aircraft developed engine trouble and he landed it in the sea near the Nootka. Four minutes later he was aboard the ship.

Coxswain of the seaboat which fished Lieut.-Cdr Smith from the water was Petty Officer Alton Hartin, Saint John, N.B. Other members of the crew were Ldg. Sea. Paul Melanson, Rockingham, N.S.; AB Charles Milks, Windsor, Ont.; AB Joseph Boucher, Quebec City; AB Charles Carmichael, Truro, N.S., and AB Edward Hall, St. Peter's, N.S.

The next day the Nootka encountered and destroyed her first mine. AB Carmichael sighted it from his lookout position and the 40-mm guns' crews did the rest.

Cayuga Smacks Reds in Brief Gun Duel

During a patrol which extended through the latter part of January and into early February, HMCS Cayuga spent much of her time in the harbor of communist-held Inchon. In company with the US cruiser St. Paul, the British cruiser Ceylon and other UN units, the Cayuga took part in bombardments of enemy positions ashore and provided harassing gunfire in support of advancing UN ground forces who were fighting their way toward Inchon, port city for Seoul.

On one particular afternoon in late January the Cayuga came under fire while anchored with other ships in

Naval Tug Performs Search, Rescue Mission

The naval tug Clifton, commanded by Lieut.-Cdr. John E. Francois, RCN(R), of Victoria, was Johnny-on-the-spot early in February when a United States pilot lost his way and made a forced landing at Lowrie Bay, near the north end of Vancouver island.

The Clifton happened to be at Winter Harbor, only 30 miles away from the downed aircraft, and was dispatched immediately to Lowrie Bay. However, strong winds and heavy seas made it impossible for her to get close to the shore where the plane had landed.

Instead, the Clifton proceeded to Sea Otter Cove, three miles south of Lowrie Bay, and landed a shore party which proceeded overland through very rough terrain and brought the plane's pilot and passenger back to the tug. The Clifton then proceeded to the town of Port Hardy, not far distant.

The next day the Clifton returned with the pilot to attempt to get the plane airborne. After a shore party refuelled the aircraft, dug its wheels out of sand and hauled it to higher ground, the pilot made a successful take-off, proceeded to Hardy Bay for fuel and then flew to Patricia Bay, near Victoria.

the harbor. An enemy battery, estimated at six guns, began dropping shells as close as 100 yards from the Canadian destroyer; the communist gunners had the Cayuga's range but were a bit out for line. The Cayuga immediately returned the fire and weighed anchor so she could bring all guns to bear.

The action continued for 10 minutes, during which time the Cayuga slammed 65 rounds of four-inch high-explosive shells at the Red shore batteries. That was enough to silence them. Aircraft reconnaissance reported later that the Cayuga had scored direct hits on the gun positions.

Although Inchon at that time was in enemy hands, UN ships made free use of the harbor and dropped shells at will on Red troop concentrations, stores dumps and other targets spotted for them by Royal Navy pilots from the aircraft carrier Theseus, a helicopter from the St. Paul and Army observers ashore.

Cayuga Next to Return, Sioux to Relieve Athabaskan

The Cayuga is nearing the end of her period of duty in the Korean war zone. Early in March she will be relieved by HMCS Huron and will set sail then for Esquimalt, a port she has not seen since last July 5.

The Athabaskan is to come home in May. Her relief will be the Sioux, which is being refitted at Esquimalt following her return from the Far East February 4. With about a 40 per cent turnover in crew, the Sioux is due to depart from Esquimalt April 8.

Cruiser Sets Sail for South Pacific

The first peacetime cruise ever made by a Canadian warship to Australia and New Zealand began February 26 when HMCS Ontario sailed from Esquimalt for the South Pacific. En route she will stop at Pearl Harbor, Pago Pago in the Samoan Islands and Suva in the Fiji Islands. From Suva she goes to Brisbane, Australia, arriving there March 24.

After her Brisbane visit, the Ontario will put to sea for exercises and manoeuvres with Australian, New Zealand, South African, Pakistan and Indian naval units in the general area between Gabo Island and Sydney. These exercises will be held as part of the jubilee of the Commonwealth of Australia.

The balance of the Ontario's program is as follows: Sydney, April 6 - 16; Melbourne, April 18 - 21; Hobart, Tasmania, April 23 - 26; Milford Sound, N.Z., April 29; Lyt-

leton (Christchurch, N.Z.) May 1 - 3; Wellington, May 4 - 8; Auckland, May 10 - 14.

Return Journey — Pearl Harbor, May 26 - 30; arrive Esquimalt June 7.

On board the Ontario, in addition to her regular ship's company are 20

junior officers and 96 ordinary seamen of the RCN embarked for sea training, plus some 70 RCN(R) personnel from various naval divisions across Canada. Also in the cruiser are six Royal Canadian Sea Cadets who were awarded the trip for outstanding service in their corps.



Cordite smoke from the previous salvo puffs from the breech of a twin four-inch gun aboard HMCS Cayuga as loading numbers feed another pair of shells into their weapon during the destroyer's bombardment of Red shore batteries at Inchon. (CA-463).

Mail for Ontario

Arrangements have been completed with the Post Office Department for despatching mail to the Ontario during her cruise to Australia and New Zealand.

Closing dates at Vancouver are as follows:

Pearl Harbor, March 3; Suva, Fiji Islands, March 13; Brisbane, March 18; Sydney, April 8; Melbourne, April 15; Hobart, April 17; Lyttleton, N.Z., April 26; Wellington, April 30; Auckland, May 7; Pearl Harbor, May 27.

Mail should be posted sufficiently in advance to ensure arrival at Vancouver prior to the dates listed above, and should be addressed either in care of the Fleet Mail Office, Esquimalt, or c/o the Postmaster at the respective port of call.

Due to irregular sailings to Australia and New Zealand there is no fixed schedule for surface mail, although any sailings available will be utilized. In view of this the post office department strongly advises the use of Canada air letters for communicating with personnel in the Ontario throughout the cruise.

Magnificent, Micmac Going to Caribbean

When HMCS Magnificent returns to Halifax March 9 from Bermuda waters she will immediately begin preparations for a spring training cruise to the Caribbean. The Micmac will be her escort on the five-week cruise. Their ports of call will be: Bermuda, March 23 - 28; Port of Spain, Trinidad, April 6 - 9; Barbados, April 13 - 16; Boston, April 23 - 27.

The month of February found four ships of the fleet undergoing refit. Besides the Sioux, there was the frigate Antigonish on the West Coast while the frigate Swansea was refitting in Halifax and the Algerine New Liskeard at Liverpool, N.S.

The frigates Beacon Hill and La Hulloise and the minesweeper Portage were busy on their respective coasts carrying out routine training commitments.

Sioux Comes Home

*Destroyermen Receive
Unforgettable
Welcome*

“WELL DONE, Sioux, we're proud of you.”

These words, spoken officially by British Columbia's Lieutenant-Governor Clarence Wallace, were heartily endorsed by every person in the record-breaking crowd which jammed jetties in HMC Dockyard, overflowed onto neighboring vantage points in the harbor area and stood in solid masses along the nearby waterfront to welcome HMCS Sioux home to Esquimalt February 4.

In bright sunlight, and looking trim and efficient, the destroyer was brought alongside her berth in the dockyard at exactly 3 p.m. The estimated 18,000 persons, more than half of whom were at the dockside, joined with the companies of other ships in harbor in giving her a tumultuous welcome. Sirens, whistles and horns added to the noisy greeting, as did four Mustang fighters of the Royal Canadian Air Force which

roared low over the dockyard area in close formation as the Sioux entered the harbor. The band of HMCS Naden greeted the ship with "Oh, You Beautiful Doll."

Greetings were called to the men aboard the ship, standing rigidly at attention but with eyes straining to catch a glimpse of familiar faces.

Almost before the Sioux's lines were made fast, the crowd broke through the restraining rope barriers and surged to the edge of the jetty.

Within minutes after the first gangway went out, the white caps of the Sioux's crew members could be seen weaving through the crowd as the men attempted to reach and greet loved ones they had spotted from the deck of their ship.

First aboard the destroyer was Commodore H. F. Pullen, acting on behalf of Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, who was absent on duty. His con-

gratulations and welcome to Cdr. Paul Taylor of Victoria, commanding officer of the Sioux, were echoed shortly after by Lieutenant-Governor Wallace, Education Minister W. T. Straith, representing the B.C. government, and Victoria's Mayor Percy George.

Earlier, Commodore Pullen had taken the salute as the ship passed Duntze Head at the entrance to the harbor. At the saluting base with him were Mr. Straith and Mayor George.

On the jetty the scene was one of complete but joyful confusion. Officers and men poured ashore over one gangway while wives, relatives and friends boarded the ship by another. Not for more than two hours did the happy groups aboard the ship and on the jetty break up and head for homes throughout the Victoria area.

One by one, the sailors left the jetty, some proudly carrying children they had seen that day for the first time; others laden with gifts and souvenirs, all accompanied by wives, sweethearts or friends.

One small boy happily tried out a brand new bicycle brought from Japan by his sailor-Dad. The small daughter of another seaman perched confidently on the saddle of a shining red tricycle. Several persons wore Hawaiian leis, kept fresh from Pearl Harbor in cellophane packages.

Aboard the ship the duty watch, every officer and man a volunteer, went quietly about its numerous tasks. An offer from the Ontario to supply a complete duty watch to take over on the Sioux's first night in port was declined with thanks. Cdr. Taylor said he and his crew greatly appreciated the offer but that a full watch had been chosen from volunteers and that he would prefer, having come so far on his own, to stick it out for another 12 hours.

On arrival in port all off-duty men were granted immediate 48 hours leave and many left the Island for homes on the mainland. A few days later the first group left on leave, some for as long as 50 days.



It was a gleaming, glistening Sioux that steamed into Esquimalt harbor February 4, to one of the greatest welcomes ever given a ship of the Royal Canadian Navy. Though surprised, the destroyer was set for the occasion, her crew having worked overtime during the homeward journey in order to "tidily up" their ship. The photo shows her approaching her berth, with the Naden band and part of the cheering, handkerchief-waving crowd in the foreground.



This photo shows just a part of the huge crowd that greeted the Sioux on her return to Esquimalt. Barriers that had been erected on the jetty were swept aside as the throng surged forward to welcome the homecoming sailors.

Ship Dressed In Sunday Best Thanks to Extra Efforts

Never in the history of the Royal Canadian Navy has any ship, large or small, been accorded the welcome HMCS Sioux received on her return from the Korean war zone. Victorians, and undoubtedly numerous tourists and visitors, turned out en masse to cheer the ship into her home base.

Traffic for a mile and a half from the dockyard moved at a crawl as thousands of cars jammed the road. Hundreds left their cars parked a mile away and proceeded on foot to swell the joyful crowd on the jetty, and when the jetty could hold no more other hundreds found vantage points wherever possible. Even across the harbor cars were bumper to bumper merely to watch the destroyer pass Duntze Head.

The Sioux, sparkling in the bright sunlight, was equal to the occasion. Her upper deck shone, her superstructure paintwork was fresh and she appeared as trim as the day she slipped from her jetty seven months previously. Even the ship's side, after 6,000 miles of wind and spray, showed few ill-effects.

That the Sioux reflected the pride of her ship's company was no accident.

The men worked hard to keep her shipshape throughout the entire period of operations, and then worked overtime on their way home to bring her into spotless condition.

Said Lieut.-Cdr. Patrick Benson, of Winnipeg and Victoria, her Executive Officer, "There have

One Sad Note to Sioux's Return

When the Sioux returned to Esquimalt, Susie, the ship's mascot, was a very sick dog.

A Victoria veterinarian treated her for five days and she was returned to the ship, apparently in good health. But the excitement of getting back among friends was too much for her. A short time later she became ill again and died.

In tribute to a fellow-sailor, her shipmates gave her a naval burial in the waters of Esquimalt harbor.

been many occasions when I have worked the men hard and long, but there has never been a complaint. The job has always been done promptly and efficiently. In the operational zone it was sometimes necessary to turn the men out as late as 2300. That happened on Christmas Eve, in fact, when ten tons of stores were transferred from HMCS Cayuga.

"On the way home," continued the bearded XO, "the men worked through two 'make and mends.' This could be classified as unnecessary work, since it was only to get the ship looking smart again after leaving Japan. That they did their work with cheerfulness in the face of this reflects the pride they have in their ship."



It was quite a struggle for the Sioux's men to find their families and friends in the crowd that packed the jetty, but the warm, friendly greetings they received from all sides more than made up for any difficulties they may have experienced. This reunion photo shows PO George Mannix, his wife and daughter Julie.

Off To The Wars

by Bill Lovatt

(in *The Halifax Chronicle-Herald*)

PROUD symbol of Canada's intention to fight aggression, the Tribal class destroyer Huron slipped her lines yesterday and moved down-harbor, bound for Korean waters.

Promptly at 11 a.m. she slid away from Jetty Four, and turned her prow to the open sea.

The Royal Canadian Navy band played "Hearts of Oak" — the navy's march past — as the Huron glided by. Wives and sweethearts crowded the jetty, waving a tearful farewell to their sailor loves.

A few hoisted babies in their arms, to get a last look at their daddies. Others dabbed their eyes with bits of handkerchiefs.

Many of the men left behind had a lump in their throats and suddenly found something in their eyes. For the scene, old as Halifax itself, is ever new and ever bittersweet to this city of the sea.

A biting 25 mile-an-hour northwest wind and a temperature hovering around the 19-degree mark chilled

onlookers and caused many a sailor lad to cuddle his kiddie in the warmth of his greatcoat.

Dockyard gates were thrown open at 9.30 a.m. and shortly after people started arriving.

At 25 minutes before 11, the navy tug Riverton eased up behind the Huron almost unnoticed. Five minutes later, the public address system blared, "Stand by for leaving harbor."

A flurry at the south end of the jetty announced the arrival of Rear-Admiral E. R. Mainguy and Commodore Adrian Hope, both on hand to bid the Huron, her captain, Commander E. T. G. Madgwick, and her crew, Godspeed.

The weather had grown so cold the navy band had to retreat to the warmth of a bus, where they played through open windows after thawing instruments that had become frozen. They were giving out with a jazzed-up version of "There Is a Tavern in the Town" as three seamen piped Admiral Mainguy off the ship.



The Korea-bound destroyer HMCS Huron slides away from her berth at HMC Dockyard, Halifax. Despite below-freezing temperatures, hundreds of persons turned out on January 22 to wish her bon voyage. The Huron will relieve HMCS Cayuga in March. (HS-13468).

Biblical Quote Says Lot in a Little

The favorite Navy practice of using Biblical quotations to convey a lot in a little by official signal was brought into play on the departure of HMCS Huron from Halifax:

NAVAL MESSAGE

TO: HURON FROM: CANFLAGLANT

UNCLASSIFIED ROUTINE

GOODBYE GOOD LUCK AND A SAFE RETURN TO YOUR HOME PORT. EPHE-SIANS CHAPTER SIX VERSES TEN ELEVEN AND TWELVE

221416Z

The quotation reads:

"Finally, my brethren, be strong in the Lord, and in the power of His might.

"Put on the whole armor of God, that ye may be able to stand against the wiles of the devil.

"For we wrestle not against flesh and blood, but against principalities, against powers, against rulers of the darkness of this world, against spiritual wickedness in high places."

The shrill skirl was still echoing round the decks as the order, "All Huron personnel clear the jetty," was given, followed quickly by "Down slack; in after brow" — which, in landlubber's terms, means tauten up lines and haul in the officers' gang-plank.

Chief Petty Officer Bill Kaizer of Halifax finally succeeded in thawing out the ship's siren, which gave out a "whoop, whoop, whoop," and the Huron began moving rapidly astern.

On a carley float portside aft, Signalman Lionel Legere, Rogersville, N.B., flagged the bridge that all lines were clear of the propeller blades.

The Huron moved further out into the stream now, and a chorus of whistles from tugs, from her sister Micmac, and other navy and harbor craft saluted her. Shafts of sunlight glinted from her twin four-inch gun turrets and radar aerials atop her fore truck rotated slowly. The black band round her fore funnel, denoting her senior destroyer on the East Coast, was etched starkly against the gray of the rest of the ship, and the number of this fighting steed — 216 — gleamed newly-painted from her hull.

The navy band had left. And those on the jetty were breaking up quickly. Only a few remained — the girl in the black coat, girl friend of Signalman Legere, was last to go. For a long time, she stood at the end of the jetty waving a white handkerchief. Then she, too, left. The Huron had gone to war.

A Record Patrol

From November 20 to January 8
Cayuga Roamed Waters
Of Yellow Sea

ON BOARD HMCS CAYUGA —
It was a new experience for the officers and men of this Tribal class destroyer when they completed a 50-day patrol off the west coast of Korea. Even the veterans of the North Atlantic campaign couldn't dig up anything to match it.

The patrol, which ranks as the longest yet turned in by a United Nations destroyer in Korea, meant many things to the crew of the Cayuga:

No shore leave for more than seven weeks; the unsympathetic regularity of the one-in-three watch-keeping system; the bitter winds of the Yellow Sea for the watch and the hands on deck, and a lack of canteen stocks after the first few weeks.

The patrol began on November 20, after the Cayuga, Sioux and Athabaskan returned from a one-week visit to Hong Kong. Originally scheduled as a 21-day tour of duty, the patrol carried on through December and the first week in January as increasing communist pressure on UN armies ashore brought all available warships out to lend support.

During this time the officers and men of the Cayuga went no further than the limits of the ship. "The longest walk you could take without climbing a ladder to another deck was less than 200 feet," said PO Gerald Halikowski, of Nipawin, Sask. "That's good for about 65 paces."

The only men who got ashore during the 50-day period were a half dozen tars who scrambled up the shell-pocked slopes of Wolmi Do, in the Inchon approaches, to cut down trees to decorate the ship on Christmas Day.

One of the toughest parts of the patrol was not the lack of leave ashore, but the unrelenting watch-keeping.

The crew could count on four hours of watchkeeping duties during every 12-hour period. That meant one duty during the day and one during the night. It also meant that there wasn't a complete night of sleep for anybody while at sea. The best they could hope for was the eight to twelve watch at night,

and then continuous "sack time" from shortly after midnight until "Wakey, Wakey" at 0630. Then it started all over again.

The cold and wind of the Korean winter made upper deck work and watchkeeping uncomfortable. The temperature never wandered below 10 degrees during the seven-week tour of duty, but the fierce winds cut through clothing and men had to bundle up well for their four-hour

attitude with which the men faced their enforced discomfort. There was a job to do, everybody realized it, and they pitched in with enthusiasm and few complaints.

One bright feature was that the mails got through. Whenever another ship came from port, she loaded down with all the mail for ships in the area and distributed it to them by jackstay. The Cayuga officers and men got letters, parcels, news-



Nothing is as welcome on board the destroyers in Korean waters as mail from home. Even "Alice," mascot of HMCS "Cayuga," seems hardly able to wait for the ship's mailman, Ldg. Sea. William Roberts, of Alexander, Man., to finish sorting a newly-arrived batch. (CA-357).

watches on deck.

There were other little problems too... not serious, but they led to some discomfort. After the first four weeks at sea, the canteen ran out of almost everything except razor blades, tooth paste and soap. There were no chocolate bars, soft drinks and candy, and later there was even a shortage of matches.

"At least we're saving our money," said PO Edward Parham of Edmonton. "There just isn't anything to spend it on."

His remark was typical of the

papers and magazines.

On board the ship there were twice weekly movies, as well as cribbage, bridge and chess tournaments.

As the Cayuga nosed into harbor on January 8 to end the longest sustained patrol ever chalked up by a Canadian destroyer there was a pang of regret in the remark of Chief Petty Officer Jack Ross, of Vancouver, as he said: "Well, that wasn't so bad. In fact, I wouldn't mind staying out there a little longer."



OFFICERS *and* MEN



New Commanding Officers in Three Divisions

New commanding officers took over in three naval divisions early this year. They were:

Cdr. Gerald R. Coleman, HMCS Cataraqui, Kingston; Cdr. Richard P. White, HMCS Carleton, Ottawa, and Cdr. George P. Manning, HMCS Nonsuch, Edmonton.

Cdr. Coleman succeeded Lieut.-Cdr. Harold Webster, who retired due to pressure of business. The former entered the RCNVR in 1941 and served for most of the war with the Royal Navy. On his return to Canada, he served at Naval Headquarters until demobilized in January 1946. While on the retired list, Commander Coleman retained a close

connection with the Service, and has been president of the Kingston branch of the Naval Officers' Association.

Formerly executive officer of Carleton, Cdr. White succeeded Captain Thomas G. Fuller, commanding officer of the Ottawa division since January 1948. A member of the RCNVR since 1935, Cdr. White went on active service at the outbreak of war and saw duty at sea in the destroyers St. Clair and Assiniboine and the cruiser Uganda, and ashore in Quebec, Halifax, Bermuda and at Naval Headquarters. He became executive officer of Carleton in October 1948.

Cdr. Manning stepped up from executive officer of Nonsuch to succeed Cdr. Lyle R. Hoar, commanding

officer of the Edmonton division since June 1948. The former entered the RCNVR in October 1940 and subsequently served in the yacht Moose, in command of Fairmile motor launches and as executive officer of the corvette Dawson. From November 1944 until the end of the war he was commanding officer of the corvette Hespeler. He had been executive officer of Nonsuch since June 1948.

Joined on Lower Deck, Now Lieutenant-Commanders

Seven officers who started their naval careers on the "lower deck" have been promoted to the rank of lieutenant-commander in the RCN.

They are Lieutenant-Commanders Clifford E. Coles, Port Arthur; Harry H. MacDonald, Victoria; James G. Mills, Toronto; Evan Petley-Jones, Edmonton; Charles E. Richardson, Galt, Ont., and Halifax, and Arthur J. Tanner, Toronto and Halifax, and Ordnance Lieut.-Cdr. Leonard A. Pryke, Hamilton and Victoria.

Lieut.-Cdr. Coles entered the RNVR as an ordinary seaman in February 1939. He was selected for officer training in December 1940 and, after serving throughout the war with the RNVR, was demobilized as a lieutenant in September 1946. After coming to Canada he entered the RCN(R) in July 1947 and transferred to the RCN as a lieutenant in October 1948. He is now serving as executive officer of HMCS New Liskeard.

Lieut.-Cdr. MacDonald entered the RCN as a boy seaman in June 1929. He specialized in gunnery and was promoted from petty officer to warrant rank in September 1939. He was promoted to lieutenant in January, 1943. Lieut.-Cdr. MacDonald holds the appointment of staff officer at HMCS Discovery, Vancouver.

Lieut.-Cdr. Mills started his naval career in May 1940 as an ordinary seaman in the RCNVR. In December of that year he was chosen for an officers' training course and on completion of it received his commission. He transferred to the RCN in August



Three members of the Royal Canadian Navy, Cdr. E. T. G. Madgwick, commanding officer of HMCS Huron; Surgeon Captain Eric H. Lee, Atlantic Command Medical Officer, and CPO William H. Roberts, Gunnery Instructor in HMCS Stadacona, shown left to right above, were invested with the United States Legion of Merit by Mr. Cabot Coville, US Consul-General in Halifax, for the part they played in the rescue of 18 US Air Force crewmen of a B-29 which had crashed in the Atlantic off Bermuda in November 1949. (Crownsnest, December and Christmas 1949). A fourth recipient of the award, PO James E. Callighen, was not present at the investiture, being Korea-bound in HMCS Nootka. On January 22 Cdr. Madgwick sailed the Huron for the Far East. (HS-13340).

1945 as a lieutenant. Since August 1950 Lieut.-Cdr. Mills has been executive officer of HMCS Antigonish.

Lieut.-Cdr. Petley-Jones entered the RCNVR as an ordinary seaman in July 1940. A year later he went to the United Kingdom for officer training courses. A specialist in navigation, he transferred to the RCN as a lieutenant in 1945. Lieut.-Cdr. Petley-Jones is now serving in HMCS Stadacona.

Lieut.-Cdr. Richardson has been serving in the RCN since April 1924, when he entered the Service as an ordinary seaman. In October 1939 he was promoted from chief petty officer to warrant rank and in January 1943 was promoted to lieutenant. He is now serving in Korean waters as executive officer of HMCS Nootka.

Lieut.-Cdr. Tanner was attending Cambridge University when he entered the RNVR as a naval airman second class in February 1940. The following January, after completing flying training, he was promoted to sub-lieutenant. On January 1, 1944, he transferred to the RCNVR and in October of the next year transferred to the RCN. He is at present serving on the staff of the Flag Officer Atlantic Coast as Staff Officer(Plans).

Ordnance Lieut.-Cdr. Pryke entered



Two generations in the engineering branch of the RCN are represented in this photo taken on board HMCS Huron in Halifax of Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, Ret'd., and his son, Lieut. (E) Robert S. G. Stephens. Rear-Admiral Stephens entered the RCN in 1910 as an engine room artificer, rose from the ranks and for the last four years of the war was Chief of Naval Engineering and Construction. He is now president of the Canadian Naval Service Benevolent Trust Fund. Lieut. Stephens is engineer officer of the Huron.



Shown above are members of the 13th Chief and Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPO F. W. Noyes, CPO J. R. Rowland, CPO R. R. Richards, Lieut. (S) A. F. Reade (Course Officer), CPO P. J. Garipey, CPO H. H. Tate, CPO G. H. Pilkington. Centre Row: CPO A. P. Howard (Instructor), POs M. L. Wilson, F. W. Curson, E. E. Wackett, W. G. Warner, C. H. Gillette, J. H. Threlfall, A. I. Myatt, J. F. Guinard, R. L. Johnson (Instructor). Rear Row: POs W. H. Onyett, J. A. Sutherland, A. F. McDonell, R. A. Cole, T. Clarkson, A. L. Balcome, R. A. Smith, J. E. Callard. (DB-990-1).

tered the RCN as an engine room artificer 4th class in February 1928. After serving in ships and establishments of the RN and RCN he was promoted to warrant rank in July 1940. He then specialized in naval ordnance and was promoted to the rank of lieutenant (E) in January 1943. In February 1946 he transferred to the Ordnance branch. He is at present serving as Inspector of Naval Ordnance, West Coast.

Many Changes Recently in West Coast Reg. Staffs

The Regulating Staff in the Pacific Command has seen many changes among the personnel in the past month or two.

Petty Officer Kenneth Nordlinger, who transferred from Torpedo Coxswain to Regulator, joined HMCS Ontario. Petty Officer Loyd Bradshaw, formerly an RP2, and Petty Officer Clifford Stephenson have qualified as Regulators and are on Naden's staff.

Another transfer from the defunct branch of Torpedo Coxswain is Petty Officer W. W. (Butch) Adams, who is now at Cornwallis, along with Petty Officer Art Goodman.

CPO Ronald C. Crawford is now Assistant Provost Marshal at Naden, having been relieved aboard the Ontario by CPO James (Dinger) Bell.

After serving for many months at Cornwallis, Petty Officer Donald Strickland is once more attached to the staff at Naden.

CPO Ronald Sears is on rehabilitation leave prior to retiring after 20 years of service.

Seventeen Complete Course for PO Stoker Mechanic

Seventeen leading seamen recently completed a qualifying course for Petty Officer Stoker Mechanic at the Mechanical Training Establishment, Halifax.

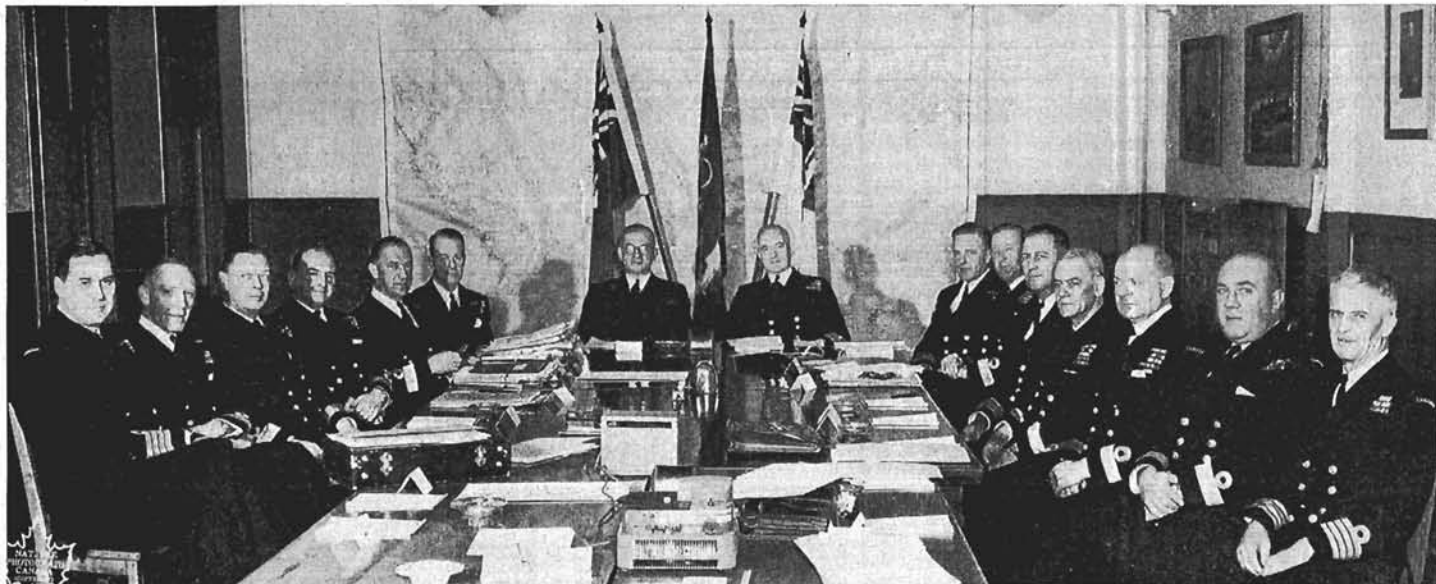
Class members were Leading Seamen Roy Bird, Ross Bonner, William Dunbar, Frank Duncanson, Ewald Emke, Clayton Flanders, Gordon Hatten, George Hillsden, Peter Kanis, David Kennedy, Jack Lysne, Mitchell Olsen, Kenneth Orchard, Francis Stephenson, Donald Sutherland, Lloyd Thomson and Arthur Wadlow. Commissioned Engineer George Hannah was course officer.

Medical Assistants' Club Re-elects CPO S. R. Wallace

CPO Sidney R. Wallace was re-elected president of the Medical Assistants' Club in Halifax at the annual meeting in RCN Hospital January 16. PO Chester Napier was returned as vice-president and the post of secretary-treasurer was taken over by AB Ed MacLeod.

New members of the representative committee are CPO Eldon Mills, PO Jack Macdonald and AB Murray Minor.

Future entertainment was discussed at the meeting and plans were laid for a quarterly dance early in February. Members were addressed by Commissioned Wardmaster E. K. Ford, who expressed best wishes to the new slate of officers and the membership.



Senior officers of the Royal Canadian Navy held their annual conference at Naval Headquarters last month. The opening session was addressed by Defence Minister Brooke Claxton, who is shown seated at the head of the conference table with Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. Others are, clockwise: Captain O. C. S. Robertson, Naval Member of the Canadian Joint Staff, London; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; the late Commodore G. R. Miles, Commodore RCN Barracks, Esquimalt; Commodore C. N. Lentaigne, Assistant Chief of the Naval Staff (Air); Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans); Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Commodore J. C. Hibbard, Chief of Naval Personnel; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commodore V. S. Godfrey, Commodore Newfoundland; Commodore A. M. Hope, Commodore RCN Barracks, Halifax; Commodore K. F. Adams, commanding officer, HMCS Magnificent, and Senior Canadian Naval Officer Afloat, and Captain A. P. Musgrave, commanding officer, HMCS Cornwallis. Missing from the photo is Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. (0-1694-2).

New Appointments Are Announced

The following are among the appointment changes of interest that have recently been announced:

Captain (E) John B. Caldwell, Naval Headquarters as Assistant Chief of Naval Technical Services (New Construction Ships). Formerly at Headquarters as A/CNTS (Air).

Cdr. J. C. Reed to Stadacona on the staff of the Flag Officer Atlantic Coast as Chief of Staff. Formerly Staff Officer (Air) on the Staff of Canflaglant.

Cdr. J. V. Steele, Naval Headquarters, on the Staff of the Vice Chief of the Naval Staff as Director of Naval Standardization. Formerly on the staff of the Director of Naval Intelligence.

Cdr. F. W. T. Lucas to the United Kingdom for Joint Services staff course. Formerly Chief of Staff to Canflaglant.

Cdr. F. B. Caldwell to HMCS Naden as Executive Officer. Formerly at Naval Headquarters as Director of Naval Standardization.

Cdr. G. H. Davidson to the United Kingdom for Royal Navy staff course. Formerly at Naval Headquarters as Deputy Director of Naval Training.

Lieut.-Cdr. J. E. Wolfenden to HMCS Malahat as Staff Officer (Training) and for HMCS Sault Ste. Marie in command. Formerly in command of HMCS Cedarwood.

Lieut.-Cdr. Ross Dickinson, HMCS Cedarwood in command. Formerly Executive Officer of Cedarwood.

A/Lieut.-Cdr. A. R. Heater to HMCS Stadacona on the staff of the Superintendent of the Dockyard as Officer-in-Charge of the Controlled Minesweeping Base and Harbor Minesweeping base. Formerly Staff Officer (Training) of HMCS Sault Ste. Marie.

Electrician's Mates Graduate from School

Fifteen ordinary seamen of the Electrical branch recently completed a qualifying course for Electrician's Mate at the Electrical School in Halifax.

Members of the class were Ordinary Seamen Roynon Ashbee, Clamoth Falls, Que.; Edward Atkins, Beaufre, Que.; Allan Bates, Victoria; Richard Bowden, Victoria; Reginald Green, Albany, P.E.I.; Thomas Jones, Odessa, Ont.; Tony Keeler, Ottawa; Donald LeGrand, Didsbury, Alta.; Thomas Lucas, Nixon, Ont.; George Murphy, Kensington, P.E.I.; Edward Pare, Timmins, Ont.; Robert Pattison, Halifax; Thomas Sinclair,

Moose Jaw; Eugene Woods, Quebec, and Arthur Zahn, London, Ont.

Sixteen Complete Communication Course

Sixteen men recently completed a communication conversion course at the Communication School, Halifax.

Members of the class were POs Lawrence Beatty, Robert Howell and Graham McKay; Leading Seamen William Clark, Ernest Cornish, Kenneth Fleming, Donald Fowler, Herbert Mansfield, Hazen McAloney, Douglas McKeown, Ernest McMenemy, Charles Miller, Albert Olynick, John Radley and Roy Wheeler, and AB Earle Wareham.

West Coast Communicators Take East Coast Course

Four petty officers from the west coast are attending a course at the Communication School, Halifax, which will qualify them professionally for chief petty officer second class. They are Petty Officers Trevor G. Redding and James H. Ellerton, of HMCS Beacon Hill; David G. Larkey of the Cedarwood, and Robert A. Wilson of Naden.

CPO Joe Meads has taken over the confidential book office at the Communication Training Centre in Naden, succeeding PO James Hallas, who is now in HMCS Niobe, London.

Several Recent Changes in Ordnance School

There have been several alterations and additions recently to the staff of the Ordnance School at Esquimalt.

CPO Richard Polly has joined the school from HMCS Ontario and CPO John Anslow is back instructing in the gunnery section following a spell in the RCN Hospital.

CPOs Robert Langton and Richard Tyler have returned to the school from courses in the United States.

CPO Harry Leggett, who was on rehabilitation leave after 20 years' service, found he couldn't get used to leisure and re-engaged for a further period of service. Harry says he would like to sign on for another ten — how keen can an Armourer get!

Seven Men Graduate as Medical Assistants

Able Seamen Kenneth Koyama, of Kelowna, B.C., the first Japanese Canadian to become a Medical Assistant in the RCN, graduated recently with six other men from a course held in the RCN Hospital at Esquimalt.

Others in the class were Able Seamen Jules Fortin, Donald Gordon, Milton Mason, James Poitras, Paul Posiak and Robert Remple. On completion of the course, AB Koyama remained in Naden, while the remainder were drafted to HMCS Stadacona, Halifax.



AB Kenneth Koyama, first Japanese-Canadian to become a medical assistant in the RCN, is shown above during classes examining a slide under a microscope in the laboratory of the RCN Hospital at Esquimalt. (E-13167).

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.

ADKIN, Leslie W.....P1CK2
APPLETON, William H.....LSCK1
ASHCROFT, Hugh C.....C1ER4

BIRD, Howard H.....LSCM1
BIRD, Roy.....P2SM2
BLAINE, Ralph A.....P2NS2
BLIGHT, James A.....P2CM2
BOAM, James W.....P1CK3
BOOTH, Harold H.....C1SH4
BOUTILLIER, Lawrence E.....C2CK3
BROWN, Francis J.....LSSWS

CALDWELL, Ralph L.....P2CK2
CANNING, Garfield I.....P1CO3
CHRISTIE, Adam H.....P1CM3
CLARE, Richard G.....C1CK3
COHEN, Sollie.....C1ER4
COLLEY, George.....P2ET3
CONNOLLY, Anthony B.....C2NS3
COYLE, Joseph G.....P1CO3
CRAGG, Ronald.....C2CK3

DEUTSCHER, Frederick J.....P2SW1

EMMERSON, Frederick C.....C1NS3

FINCH-FIELD, Ronald C.....P2PW2
FLANDERS, Clayton E.....P2SM2
FRASER, Gordon.....P1CM2

HAND, Gordon B.....C1SW2
HARDING, Frank E.....P2SM2
HEWITT, William R.....C2RT4
HOLLAND, Owen Mc.....P2VS2
HOLT, George.....C1CW3
HOPKINS, Walter.....P2CK2
HUDSON, Gordon H.....LSCK1

JOHNSON, Robert D.....LSAA1

KATZER, Robert A.....LSVS1
KEAYS, Edward T.....P1CM2
KLOKEID, Ralph B.....P2SW1
KOZUB, Tom.....P2CO2

LAWRENCE, Eric A.....C1AW3
LIBBEY, Howard W.....C1ER4
LOCKYER, Robert D.....P2CK2
LONGSON, Charles J.....C2ER4
LUTON, John D.....P2NS2
LYSNE, Jack M.....P2SM2

McGILL, Kenneth E.....P1PW2
McGRAW, Maurice G.....LSCK1
McKAY, Wesley C.....C2SH4
McKELVIE, Hugh.....LSEM1
McKERNAN, Ernest K.....LSSW1
McLAUGHLIN, John B.....P2AO2
MACKIE, James A.....C1CV3
MacKINNON, Patrick.....LSNS1
MASON, Eric B.....C2SH4
MATYCHUK, Stanley.....LSNS1
MEAGHER, Patrick J.....C2ER4
MILLS, Eldon C.....C2MA3
MORROW, Joseph F.....LSCM1
MURRAY, Alexander T.....P1CM2
MURRAY, Robert L.....C2CO3

NELSON, Angus M.....P1CK2

OLSEN, Mitchell A.....P2SM2

PARFETT, William K.....P2FM2
PARRY, Robert K.....C1NS3
PEACH, Max R.....LSVS1
PERRAS, Jean P.....P2CK2

QUICK, Paul B.....P2NS2

QUINN, Frederick J.....C1CO3

RASMUSSEN, Donald J.....LSSWS
REYNOLDS, Thomas R.....LSVS1
RICHARDS, Bruce G.....P2AW3
ROURKE, Donald J.....P2NS2

SHIRLEY, Robert A.....P2CK2
SMITH, John B.....P2CM2
SPARK, Gerald G.....C2VS3
SPENCE, Albert C.....LSVS1
STEWART, Robert A.....P1CM3
STEPHENS, Wilbert R.....LSCM1
STUART, Albert C.....C2RT4

THOMSON, Lloyd J.....P2SM2

TYROWSKI, Lawrence.....P2CK2

WILLIAMS, Thomas G.....C1VS3
WORRALL, George H.....P2CM2

The class was honored February 16 at a dance held at the Boiler-makers' Hall in Esquimalt. A large turnout was present at the affair, which was sponsored by the Medical Assistants' Club.

RCN Medical Assistant Aids Japanese "Matey"

ON BOARD HMCS CAYUGA — There's a Japanese dockyard worker who has a soft spot in his heart for a medical assistant of the Royal Canadian Navy.

The medical assistant, Petty Officer Alix Matte, of Montreal and Victoria, gave the Japanese emergency first aid when the latter fell 40 feet from the deck of this destroyer to the bottom of a drydock while the Cayuga was undergoing minor repairs recently at a base in South Japan.

The accident occurred at one o'clock in the morning. Called by the ship's quartermaster, PO Matte grabbed his first aid kit and hurried on deck. A hose line offered the shortest route to the bottom of the dock so PO Matte, without a second thought, slung his medical kit over his shoulder and slithered down the hose to the drydock's floor.

There he gave first aid treatment to a severe cut in the injured man's head, examined him for other injuries and treated him for shock.

A short time afterwards an ambulance arrived and took the Japanese to hospital. A check by PO Matte next morning revealed that the dockyard worker was suffering from shock and concussion and had had 10 stitches in the cut in his head.

Crossed In First Corvette

*CPO John Parrish, of Hamilton,
Was One of Trillium's
Original Crew*

A CITIZEN-SAILOR who crossed the Atlantic in December 1940 as a signalman in the first Canadian-built corvette has been chosen Man of the Month for March by the ship's company of HMCS Star, the naval division in Hamilton.

He is Chief Petty Officer John Edward Parrish, 31, who resides at 83 Magill Street, in Hamilton. As a civilian he is employed in the tin mill of the Dominion Foundries and Steel Company; in the naval reserve he is a communications instructor in HMCS Star.

Parrish began his naval career in the Sea Cadets, where he served for two years and attained the rank of petty officer. When the Second World War broke out, he was one of the first men from Hamilton to join the Navy, entering the RCNVR on September 7, 1939, as a 19-year-old ordinary seaman.

Shortly afterward he was drafted to Halifax, where he recalls being quartered in old "D" Block in Stadacona. He completed his preliminary training, qualified as a signalman and served for brief periods in the yachts Lynx and Elk before being drafted to HMCS Trillium in November 1940.

The first corvette to be completed in a Canadian shipyard, the Trillium was commissioned the previous month at Vickers Limited, Montreal, under the command of Lieut.-Cdr. Roland F. Harris, RCNR.

Nine days after Parrish joined the ship, he found himself heading to sea. The Trillium and a sister-corvette, the Windflower (later to be lost) were under orders to proceed with Convoy HX 94, bound for the Clyde.

A series of hurricane force gales coupled with the constant watch for submarines made the 14-day crossing—first ever made by corvettes from Canada—an experience long to be remembered.

The Trillium's armament at this time consisted of one Lewis gun on an A/A mounting, six depth charges and six rifles. For ammunition she had 1,250 rounds of .303 ball and 250 rounds of tracer.

Furthermore, most of her crew were green hands with little sea experience.

But, as Lieut.-Cdr. Harris reported, they were "keen and anxious to do their best" and these qualities made up to a large extent for their lack of experience.

In mid-Atlantic the Windflower lost contact with the convoy and did not rejoin until they reached the Clyde. Later, the merchant ships became badly scattered in a gale



CHIEF PETTY OFFICER JOHN PARRISH
Photo by Lloyd Bloom, Hamilton.

and the Trillium was only able to round up a portion of them.

Near the approaches to the North Channel and less than 24 hours from the Clyde, the corvette obtained an asdic contact. She dropped one of her six charges but when a further search failed to bring results she continued on her way.

Though he was to have more exciting experiences later, Parrish rates that first crossing just about at the top of his naval adventures.

The Trillium was fitted out with additional armament and equipment in the United Kingdom and then returned to convoy duty. A few months later, in April 1941, she was inward bound to the UK with Convoy HX 117 when a German

Focke-Wulf bomber appeared overhead.

The Focke-Wulf dropped a number of bombs on the convoy and one hit the Trillium. Eight of Parrish's shipmates were casualties and three later died. The corvette's gunners riddled the fuselage of the plane but did not have the satisfaction of bringing it down.

A week later, while escorting Convoy OG 59, the Trillium was despatched to search for survivors of a merchant ship which had been torpedoed. She found 19 in a lifeboat and later picked up five more.

After more than a year in the Trillium, Parrish, now an acting leading signalman, was drafted ashore to St. Hyacinthe to qualify as a visual signalman second class. Three months later, as an acting yeoman of signals, he returned to sea, this time in the destroyer St. Clair. His next charge took him to the naval base at Sydney, where he served for eight months and was confirmed in rate.

In January 1944 he was drafted to HMCS Niobe, Canadian naval headquarters in the United Kingdom, and five months later joined the commissioning party of the newly-built frigate Ribble.

The Ribble, he recalls, was one of the few Canadian ships which never saw Canada. Built on the Tyne, she served throughout her commission in the Irish Sea and English Channel.

CPO Parrish's most vivid memory of his time in the Ribble was a December day when he was coxswain of a skiff hauling survivors of a German U-boat out of the English Channel.

The Ribble paid off shortly after VE-Day and her crew came home to Canada. Parrish was demobilized in September 1945 and returned to civilian life, but when Star was reactivated in October 1946 he became one of the first to sign on with the division.

Since then he has made two trips to the East Coast for full-time service. On the first occasion he

took a course in the Communication School at Halifax and on the second he joined HMCS Magnificent for her 1950 Caribbean cruise.

CPO Parrish is a leading figure in the many activities carried on at the Hamilton division. At the Great Lakes naval regatta last year he was coxswain of Star's war canoe and open whaler crew. (He was a natural for the job, weighing 114 pounds and standing five-foot-four).

CPO Parrish is married with no children. He met his wife, Annette, during his wartime tour of duty in Sydney. He doesn't list any hobbies or other interests, most of his spare time being devoted to the naval reserve.

Quartermaster Course Covers Wide Field

Eight chief petty officers first class, five from ships and establishments in the Pacific Command and the others from the Atlantic coast, are currently attending the first conversion course from torpedo coxswain to the new rating of quartermaster instructor to be undertaken in the Royal Canadian Navy.

The 22-week course is being held in HMCS Naden, Esquimalt, and covers navigation, pilotage, signals, seamanship, regulating, naval stores, parade, gunnery and physical training with alternate days of schoolwork in various educational subjects.

In addition, there is a tough session in musketry and landfighting at Heal's Range, near Victoria. The assault course there is realistic and is being made part of most instructional courses given at Naden, since it is felt that the landing organization of HMC Ships may call for participation of officers and men of all branches.

Another Record for the Cayuga

The Cayuga has broken another record — this time for fuelling at sea. The time from firing the line-throwing gun from the destroyer to the tanker until the actual pumping of oil began was first shaved to four minutes 46 seconds by the Sioux.

Then the Cayuga outdid the Sioux by completing the evolution in three minutes 55 seconds. And now, with the crew reaching new heights in teamwork, the Cayuga has done it in three minutes 40 seconds — a full five minutes better than the record which stood at the beginning of the Korean war before the Canadian ships appeared on the scene.



Not a party of troops under fire on the Korean front, but members of the Quartermaster Instructor conversion course during their session on the assault course at Heal's Range, near Victoria. Smoke pots create a battlefield atmosphere as a group of CPOs crosses a "chasm" on a bridge of fallen logs. (E-13148).

The conversion course will eventually affect all men at present holding the rating of torpedo coxswain or who have been transferred to the new non-substantive rating of quartermaster.

Quartermaster instructors will be borne in most ships, where they will carry out the duties of chief bos'n's mates and train other quartermasters. In destroyers and frigates

they will carry out regulating duties. Smaller ships will carry a quartermaster 1st class for regulating.

Those taking the first course are Chief Petty Officers M. B. (Dusty) Miller, HMCS Cedarwood; Russell J. Fitzsimmons, Naden; Donald W. Painton, Ontario; Robert Bussy, Chippawa; Leo Benesh, Naden, and Edward A. (Ted) Rigby, Herbert Clark and Thomas Dicks, all from the East Coast.



Another way to cross a chasm is by way of a rope strung between two trees. CPO Thomas Dicks is the trapeze artist, while CPO Donald Painton stands by. (E-13151).



CPO E. A. (Ted) Rigby fords an icy stream, following in the wake of others making their way through the next obstacle, thick undergrowth and wire fences. (E-13154).

Tecumseh Claims Record

20 of 27 Officers in Calgary
Division Entered Navy
On 'Lower Deck'

HMCS Tecumseh, in Calgary, believes it holds the record among the 21 naval divisions for the highest proportion of officers who have come up from the "lower deck."

Of the 27 officers attached to Tecumseh, 20 started their naval careers as ratings.

Thirteen of the division's 15 executive officers served in the ranks, while eight officers of the non-executive branches started on the bottom rungs of the ladder.

The division's commanding officer, *Captain Reginald (Cowboy) Jackson*, is one of the originals of the naval reserve, having joined the RCNVR in Calgary in July 1923 as an acting ERA 4th class. He was promoted to sub-lieutenant in 1931 and at the outbreak of the Second World War was a lieutenant in command of the division.

He went overseas in 1940 in HMCS St. Laurent and on her return a year later was appointed in command of the new corvette Kenogami. He later commanded another corvette, the Orillia, the Algerine Sault Ste.

Marie and the Hamilton division, HMCS Star. He was demobilized in the rank of commander in 1946 and when the Calgary division was re-organized on a peacetime basis was appointed in command. He was promoted to captain in January 1950.

Lieut.-Cdr. William F. Moreland, Tecumseh's executive officer, entered the RCNVR in June 1940 as an ordinary seaman, officer candidate. After completing qualifying courses he was awarded his commission in December of the same year. He served throughout the war in ships and establishments of the RN and RCN.

Lieut.-Cdr. James Monteath, staff officer of the division, entered the RCNVR at Calgary in 1937 as an ordinary seaman. He went overseas as an officer candidate in 1940 and on completing his courses was promoted to sub-lieutenant. After serving in various appointments with the RN, he took command of an American-built landing craft and became one of the first Canadian officers to take one of these across the Atlantic. His LCI

was subsequently employed in Operation Neptune and other landings.

Lieut.-Cdr. Dudley Rayburn, at present serving in Halifax as Sea Cadet area officer for the Maritimes, is listed as being a member of the Calgary division, which he first entered in 1929 as a bugler. He was an acting petty officer at the outbreak of war and served in various ships and establishments until December 1941, when he was appointed to Kings for sub-lieutenant's courses.

On receiving his commission, he was appointed overseas for beach Commando training and served as a beachmaster during the Normandy landings. Later he was executive officer of the frigate Sussexvale.

Lieut.-Cdr. George K. Whynot began his naval career in 1940 in Toronto as an ordinary seaman and was promoted to commissioned rank the following year. During the war he served in shore establishments on both coasts and at sea in the New Westminster and Guysborough. Demobilized in June 1945, he rejoined the



The above officers of HMCS "Tecumseh," Calgary, all started their naval careers on the "lower deck." Front row, left to right, are Lieut. Don McDiarmid, Lieut.(S) Charles J. Bicknell, Lieut.-Cdr. W. L. Moreland, Captain Reginald Jackson, Lieut.-Cdr. James Monteath and Lieut. George Manolescu. Rear row, left to right, are Lieut. I. J. Loewen, Lieut.-Cdr. G. K. Whynot, Sub Lieut.(S) D. E. Phelps, Lieut.-Cdr.(SB) Grant Stevenson, Sub. Lieut.(S) R. A. Munro, Lieut.(S) S. R. Lawrence, Lieut.(S) G. M. Tapp, Lieut. V. E. Schooley, Lieut. C. M. Comba, Commissioned Engineer T. W. Porter and Lieut. George Adolph. Absent are three other "Tecumseh" officers who began their careers in the Navy in square rig, Lieut.(L) James McBride, Lieut. Richard Matthews and Lieut.-Cdr. Dudley Rayburn. (Photo by Jack Delorme.)

Reserve in December 1949 at HMCS Nonsuch. He transferred to Tecumseh in May 1950.

Lieut. Fred McKenzie entered the RCNVR as a bugler in 1938. For the first two years of the war he served in shore establishments and in the minesweeper Quinte. Promoted from leading signalman to commissioned rank in 1942, he subsequently served in the corvette Dauphin and qualified ashore as an anti-submarine specialist.

Lieut. Richard Mathews entered the RCNVR as an ordinary seaman in December 1940. He qualified as a telegraphist and served ashore on both coasts and at sea in the Wasaga, Prince Henry and Sans Peur. He was promoted to commissioned rank in August 1943.

Lieut. George Adolph enlisted as an ordinary seaman, RCNVR, in 1942. He trained at Cornwallis and served in the converted yachts Husky and Renard. He was promoted to sub-lieutenant in February 1944 and served in the Suderoy VI and in Stadacona.

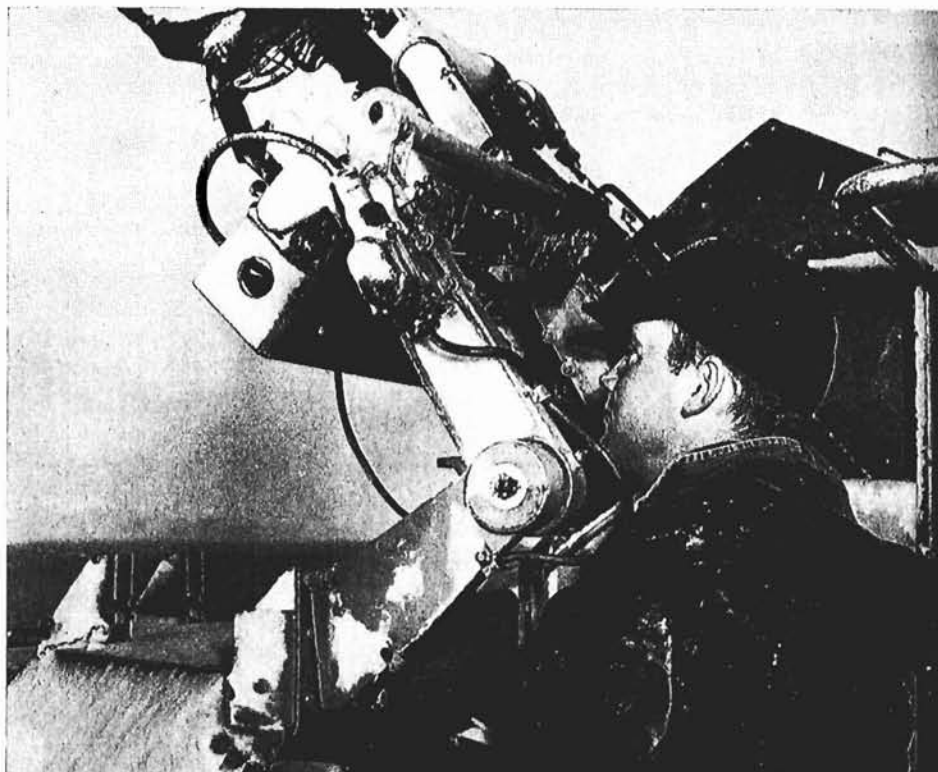
Lieut. Donald McDiarmid entered the RCNVR in 1940 as an ordinary seaman. He served in several ships during the war, among them the destroyer Hamilton and the corvettes Camrose and Collingwood. He was an acting petty officer when selected for promotion to sub-lieutenant in May, 1944.

Lieut. George Wilder joined the RCNVR in July 1941 as an ordinary seaman, and later qualified as a coder. He trained and served in various shore establishments and served in the corvette Sudbury before being promoted from leading coder to sub-lieutenant in November 1944.

Lieut. George Manolescu was entered in the RCNVR as an ordinary seaman in July 1939. During the war he served in the transport liner Pasteur and the corvettes Collingwood, Sherbrooke, Kenogami and Cobalt. He was promoted from petty officer to commissioned rank in May 1944.

Lieut. Murray Comba entered the Calgary division as an ordinary seaman in May 1940. He served at sea in the destroyers Skeena and Assiniboine and the corvettes Algoma and Huntsville before being promoted from petty officer to commissioned rank in July 1945.

Sub-Lieut. Irving Loewen joined as an ordinary seaman in July 1939, served in Naden, the minesweeper Miramichi and the frigate Strathadam, and was promoted from petty



Comfort and warmth, rather than appearance, dictate the style of clothing worn by men on watch or on duty on the upper deck in the destroyers patrolling the coast of Korea. Well bundled against the cold, Ldg. Sea. Bob Robertson, of Swift Current, Sask., stands by his 40 mm. gun on board the Cayuga. (CA-397).

officer to sub-lieutenant in August 1945.

Lieut.-Cdr. (SB) Grant Stevenson was one of the original members of the old Saskatoon half-company, in which he served as a seaman from July 1923 to September 1924. He re-entered the RCNVR in Saskatoon as a Lieutenant (SB) in June 1941, subsequently serving in establishments on both coasts, at Naval Headquarters and at sea in the frigate Eastview. He was demobilized in April 1946 at Vancouver and re-entered the Reserve the following year at Calgary. At present he is serving on special naval duty at Headquarters on the staff of the Naval Constructor-in-Chief.

Lieut. (S) Charles Bicknell joined the RCNVR in October 1936 as a writer and transferred in that rating to the RCN in June 1939. He served in Naden, and at sea in the Prince Robert before being promoted to the rank of warrant writer. Later he served in Stadacona, at Headquarters and in the Ontario. He was appointed to Tecumseh as supply officer in October 1950.

Lieut. (S) George Tapp entered the RCNVR as a victualling assistant and

had attained the rating of petty officer when he was promoted to pay sub-lieutenant in January 1943.

Lieut. (L) James McBride entered the RCNVR in 1943 as a stoker and the following year was promoted to sub-lieutenant. He served in the Algerine Middlesex, qualified as an electrical officer and finished out the war in the Algerine Portage.

Lieut. (S) Roy Lawrence served in the RCNVR from June 1942 to February 1946, holding the rating of petty officer writer on demobilization. He was commissioned in the supply branch on re-entering the Reserve at Tecumseh in August 1950.

Sub-Lieut. (S) Donald E. Phelps was a member of the engine room branch during his war service in the RCNVR from July 1942 to September 1945. He received his commission in the supply branch on re-entering the Reserve at Tecumseh in September 1950.

Sub-Lieut. (S) Roderick A. Munro served with the Royal Navy Fleet Air Arm as a leading airman from August 1944 to November 1945. He entered the RCN(R) in his present rank at HMCS Queen, Regina, in June 1949 and transferred to Tecumseh in September of the following year.

LOOKING ASTERN



FOURTEEN months after her nightmare crossing with convoy ON 154 (See Looking Astern, January 1951) HMCS St. Laurent sailed from Newfoundland on another escort trip which was to be packed with action and exhausting work. By coincidence, this convoy, too, was numbered 154.

But this time the association was a happy one. The convoy was SC 154, a slow speed pack bound for the United Kingdom from American and Canadian ports.

On the afternoon of March 1, 1944, C1 Group—HMS Forester (Lieut.-Cdr. J. A. Burnett, DSC, RN) and HMC Ships St. Laurent (Lieut.-Cdr. G. H. Stephen, OBE, DSC, RCNR), Giffard (Lieut. Charles Petersen, RCNR), Fredericton (Lieut.-Cdr. J. E. Harrington, RCNVR) and Regina (Lieut. J. W. Radford, RCNR)—left Argentia to rendezvous with the 40 ships of SC 154 the following morning. The

Senior Officer of the escort, Cdr. John Byron, DSC, RNR, in HMCS Assiniboine (Lieut.-Cdr. R. P. Welland, DSC, RCN) joined 24 hours later, having been delayed by a defective generator.

From the beginning there was no time for boredom. An Atlantic gale blew up on the night of the 3rd and the ships were kept busy next day rounding up straggling merchantmen of all shapes, sizes and registries. While the reorganization was going on, HMCS Valleyfield (Lieut.-Cdr. D. T. English, RCNR) joined. The arrival the next day of the corvette Halifax (Lieut. M. F. Oliver, RCNR) brought the escort up to strength.

The escorts began fuelling on the morning of the 4th, but the sea was rising, another blow was brewing and the Senior Officer ordered that fuelling be postponed. The Regina had already gone alongside the tanker

and, in spite of an irksome quartering sea, the operation was progressing nicely. But came a bad yaw, the ships lurched together, their lines sagged, and the corvette's steadying line fouled her screw and jammed it.

The St. Laurent was ordered to stand by the Regina. Her commanding officer, Lieut.-Cdr. Stephen, had already carried out several successful jobs of this sort at sea and, in addition, he had a diver on board.

The weather ruled out any diving, so the St. Laurent was directed to take the Regina in tow and head for the Azores, with the Valleyfield escorting.

After some difficulty, the tow was passed and they set sail slowly for the Azores. They were just nicely under way when the towline parted. This time C. in C. Western Approaches ordered the convoy's rescue vessel, the Dundee, to take over from the St. Laurent and the latter returned to the convoy.

She arrived on station just before midnight of the 6th. A hint of trouble over the horizon came with an alter-course order. U-boats were in the vicinity.

The next day was quiet but the tension was building up. The U-boat situation was bad enough to warrant the diversion of EG-9 to bolster the escort. At dawn on March 9 the support group arrived. It consisted of HMC Ships Swansea (Cdr. C. A. King, DSO, DSC, RCNR), Matane (Lieut.-Cdr. Allan H. Easton, RCNR), Owen Sound (Lieut. J. M. Watson, RCNR), North Bay (Lieut. Berkley Hynes, RCNVR) and Frontenac (Lieut. E. T. P. Wennberg, RCNVR). The Senior Officer, Cdr. A. F. C. Layard, DSO, RN, was in HMCS Matane.

After that one peaceful day, dawn of the 8th brought the St. Laurent more trouble-shooting. The Halifax reported that a Swedish motorship, the San Francisco, had been forced to heave to with a raging fire in her holds. In three hours, what had started as a small blaze had grown into the inferno that now threatened the life of the ship.



These are the members of the firefighting crew from the St. Laurent who battled for 18½ hours to quell a near-fatal blaze in the holds of the Swedish merchantman San Francisco. Front row, left to right: Tel. Ernie Parkinson, Scarborough, Ont.; AB Peter Scott, Toronto; Ldg. Sea. F. W. Wilson, Transcona, Man.; and LTO F. Mole, Montreal. Second row: Chief Shipwright William Cox, Shelburne, N.S.; Chief Stoker Claude Claude, Ottawa; Lieut.-Cdr. Victor Glover, RCNR, Victoria; Lieut. Thomas Mackay, RCN, Vancouver; Gunner Frederick Little, RCN, Victoria, and Signalman Walter Gallinger, Toronto. Rear row: AB Ivan Angle, Allenburg, Ont.; Ldg. Stoker Rene Blandin, Dartmouth; LTO Bruce Young, Winnipeg; Stoker Bruce Jones, Hamilton; AB Lawrence Street, Kingston, Ord. Sea. Clarence Ricks, Moncton, and PO Elwyn Perkins, Victoria. (X-81).

The Senior Officer immediately instructed the Halifax to stand by and ordered the St. Laurent to make her best speed to the freighter's aid. As Cdr. Byron later put it in his report, Lieut.-Cdr. Stephen "... had had previous experience of a similar nature in which he succeeded beyond all expectations, and although the wind and sea were getting up I felt that the situation would be in good hands. This was proved to be correct ..."

The St. Laurent arrived alongside the blazing ship to find her crew battling a fire which had spread to three holds. Her cargo was a highly inflammable load of lumber and burlap bales of flax.

A whaler was sent away to the San Francisco with a party of three officers and several men equipped with hose adapters, a 70-ton per hour pump and other fire-fighting apparatus. An hour later a second party went over and a third was swamped on the way. Equipment, one whaler and time were lost in this last instance but all occupants of the boat were rescued.

At this stage the fire was considered to have won the day. The intense heat was buckling deck plates and smoke and flames were billowing out of the ship's hatches. But the exhausted and discouraged Swedes rallied with the arrival of reinforcements and both groups worked with a will under the joint direction of the ship's master and Lieut. T. C. Mackay, the St. Laurent's executive officer.

In the meantime, the Owen Sound had been detached from EG-9 to screen the St. Laurent and the burning freighter and to lend what assistance she could. It so happened that the Owen Sound was equipped with Salvus smoke mask apparatus and this she delivered to the fire-fighting crew.

On board the freighter the pump was hooked up and water began pouring into the holds. The ship's mains had been able to muster only feeble pressure and the new pump made a vast difference. After a great volume of water had slowed down the hungry flames, A/Gunner Frederick Little donned the Owen Sound's Salvus apparatus and went into the hold. The effects of heat and smoke made the Salvus useless after an hour but it gave Mr. Little a chance to assess the extent of the fire, find its main source and direct a fire-fighting party below.

The crew shifted cargo with the ship's winches and nets and, after

a great deal had been jettisoned, it was possible to isolate the fire.

By 1600 the ship was able to get under way again at eight knots. Three of the holds were safe but the fourth was still dangerously ablaze. As the freighter steamed on, the St. Laurent's men and most of the ship's crew continued the fight.

By 0420, after an 18½-hour struggle, the fires were under control. Most of the St. Laurent's men returned to their ship. The original three officers and 14 volunteers stayed on board at the master's request.

Throughout the night and most

It was the St. Laurent that first saw the stalking U-boat. Three hours after the first contact, the signalman and second officer of the watch sighted an object about eight miles distant. They couldn't tell for certain what it was, but when it disappeared in a manner suggestive of a diving duck, there wasn't much doubt as to what they had seen.

The destroyer poured on the revs for full speed. As she approached the spot where the object had last been sighted, the bridge party saw a swirl on the surface, and at the same moment the asdic operator



When the St. Laurent reached port after her highly eventful trip with convoy SC 154, she landed living evidence of her U-boat conquest. Here a wounded, blindfolded survivor, picked up after the submarine was blasted by the destroyer's depth charges, is being steered ashore by an American officer at a United Kingdom port. (X-77).

of the next day the firefighters cleaned up the mess and had a short struggle with one smouldering hold which blazed up on the morning of the 10th. Next morning, the naval men were no longer needed and they returned to their ship. Life in the "Sally" returned to what, in those days, was considered normal.

But not for long. At 1324, the St. Laurent picked up an H/F D/F contact of a U-boat. The Assiniboine and Swansea got it at the same time. HMS Forester was detailed to search first and she detached at high speed. Next the Assiniboine made one pass, but neither spotted anything.

caught a "ping" at 300 yards. The St. Laurent was moving at too high a speed to attack at that range, and the Owen Sound, coming up astern, obtained a contact and carried out a deliberate attack. The St. Laurent followed close behind with another pattern.

The U-boat had dived deep, was taking elusive avoiding action and the hunters were forced to carry out a painstaking search. At 1815 the Forester arrived on the scene and the Owen Sound returned to the convoy, escorting the San Francisco.

The watch and wait process was

nerve-wracking. Daylight was giving way to darkness and with it were going their chances of a sure kill. The submarine captain was shrewd, kept his boat deep and moved it just often enough and erratically enough to make things difficult for the stalkers. The Swansea was detached from the convoy to help ring the U-boat's position.

The light was gone and the best thing now was to await the moonrise, when the action could be forced.

By 2234, the U-boat was getting restive. Counting on darkness and guessing that his enemies were corvettes which he could outrace, he broke surface. His was a bad guess. As he came to the top, the bright moonlight revealed two destroyers and a frigate arranged about him.

Desperately the U-boat dashed off on a southerly course. The St. Laurent, at 1,400 yards the nearest ship, led the pursuit. All three ships began to pour everything that would shoot at their quarry. The U-boat answered with his Oerlikon and heavier armament. Zigzagging violently at 21 knots, he made an elusive target.

The St. Laurent finally overtook and moved in for the kill. The submarine was badly crippled — down by the stern, her forward gun hanging drunkenly over the side and her conning tower a shattered mass of steel. The destroyer passed close alongside and dropped a shallow 10-charge pattern. The U-boat limped helplessly into the blast, and came to a stop.

By the time the St. Laurent had reduced speed and come around, it was all over. The Swansea and Forester were picking up wet Nazis. The "Sally" retrieved the balance of the survivors and the three ships triumphantly steamed back to the convoy.

It was a great occasion for all concerned and particularly so for Lieut.-Cdr. Stephen. An officer whose record of salvage and rescue jobs had earned him two decorations, he had not even had a look at a U-boat before. It is reported that "Uncle George," in his great jubilation, tore the peak from his cap and threw it to the winds.

The balance of the voyage was comparatively uneventful. The convoy reached the other side intact, the ships were dispersed to their various unloading ports — and a substantial, vital addition was made to the build-up for the historic invasion which was to take place three months later.



Sir Leonard Outerbridge, Lieutenant Governor of Newfoundland and honorary president of the Officers' Club (Crow's Nest), unveils a brass plaque commemorating the founding of the club, at the ninth anniversary celebration January 27.

Crow's Nest Club Marks Ninth Anniversary

An officers' club whose name and fame have been carried around the world observed its ninth anniversary on January 27.

It is the Officers' Club (Crow's Nest) at St. John's, Newfoundland, which was founded in January 1942 by Captain (now Rear-Admiral) E. R. Mainguy, then Captain D, Newfoundland. Its purpose, initially, was to provide sea-going officers of the Canadian and other navies with a club where they could gather and relax ashore during their brief intervals in port. The name Crow's Nest derived from the fact that a long, steep and rickety "ladder" led from the street to the aerie on which the club was perched.

The club was reactivated as the Officers' Club (Crow's Nest) on July 8, 1946, and is still carrying on the traditional atmosphere. The only real change is that it has been "unified" and now all branches of the services and the Merchant Navy comprise its membership.

A feature of the anniversary ceremony was the unveiling by the honorary president, Sir Leonard Outerbridge, Lieutenant-Governor of

Newfoundland, of a brass plaque reading:

"THE CROW'S NEST"
Sea-Going Officers' Club
Founded January 27th, 1942

— BY —

Capt. D. Newfoundland
Capt. E. R. Mainguy, R.C.N.

"Here the officers of His Majesty's Navies, and the Navies of our Allies, engaged in the Battle of the Atlantic, sought and found a secure haven from the perils of the sea; from hence they went forth again to resume the fight."

THREE HALIFAX SEA CADET OFFICERS ARE PROMOTED

Three well-known junior officers of the Nelson Sea Cadet Corps in Halifax were recently promoted to the rank of lieutenant in the corps.

The three officers are Lieutenants William A. Gibb, H. Murray Pritchard and C. Aubrey Beanlands. All three joined the corps as Ordinary Cadets and have "come up through the hawse-pipe" to their present ranks.

HMCS 'Kite Karrier'

by J. G. M.

THIS is the story of a "Kite," a story of the tragedy wrought by carelessness and disobedience of orders, as told by "Commander (Air)" in HMCS "Kite Karrier."

The "Kite Karrier" was one of the units comprising CTG 214.6 in operations off the coast of California during the month of January 1951.

On the morning of the 7th, 300 miles off the coast, permission was given by the group commander for HMCS "Kite Karrier" to "fly off" at 1010. At 1005, flag Fox went to the dip and "Kite Karrier" took over the guide. At 1010 the group turned into the wind and speed was increased to give sufficient wind over the deck to ensure safe launching.

*"Flag Fox close up."
"Pilots man your kites."
"Stand clear of tow lines."*

In rapid succession and with remarkable efficiency the detail was accomplished. Without a hitch the kite—BK 301—was airborne. Steadily she rose, a thing of shining beauty; showing in her every line was the pride and perfection welded into her by the loving hands of many a "kite expert."

Then, suddenly, a hundred feet up, she went into a wild stall turn, pulled out in the nick of time with inches to spare, only to whip into violent aerobatics at low altitude.

BK 301 hit the ditch with shattering force. Even then something might have been saved had it not been that Flight Deck Control ran out of tow rope at the critical moment and, worse still, failed to secure the "bitter end." Before the plane guard could close for rescue operations, all went to the bottom.

The incredible part of this drama is that HMCS "Kite Karrier" (better known as the Antigonish) has four trained fly-boys on board:

Lieut. Cdr. Raymond Phillips, the Commanding Officer, who acted as Commander (Air); Lieut. G. H. Marlow, acting as Little (F), Lieut. M. H. E. Page, who was Operations Officer, and Lieut. S. C. Wood—and at least two or three young men in the gunroom who aspire to the dizzy heights of wings qualification.

Strange, isn't it that in all that

imposing list there wasn't enough talent to keep a kite airborne for two minutes? Never mind; the ship is still afloat and kites are only quasi-permanent.

What started as a make-and-mend skylark by some of the air branch officers at present serving in the Antigonish has now become a serious competitive sport with all parts of the ship vying for the records. Spare time talk among a portion of the ship's company now solemnly deals with such subjects as aerodynamic efficiency, lift/weight ratios, wind velocities, etc., and, while she is at sea, any dog watch will see one, two or three kites floating and dipping above the "Swish." To date the air branch, with the exception of Lieut. Marlow, has had little luck in flying or building kites.

The first successful flight was the result of the combined efforts of Midshipman R. W. C. Sweeney, of Vancouver, the designer and builder, and his flight engineers,

Midshipmen I. F. McKee, of Toronto, and W. A. Nelles, of Victoria.

At the moment the record-holders are CPO Wesley McKay and PO Morley Middleton, of Victoria, who built and flew a six-foot six-inch standard diamond kite to a height of more than 1,000 feet and a distance of more than 1,400 feet from the ship.

The stores department, represented by PO Jim Wright, of Victoria, and AB Bob Prizeman, of Regina, are running a close second with a three-foot seven-inch kite which came to within 100 feet of the record.

In the mosquito division, AB T. Larkin, of Regina, holds the record with the successful flying off of a kite measuring five inches by three inches. It flew to a height of 75 feet and soared approximately 150 feet from the ship.

All this, plus the organization of a ship's Truth or Consequences program, treasure hunts and quarterdeck sing-songs, is keeping the "Swish" as busy in "off hours" as she is in working periods.



Lieut. Dennis Patrick Kelly, a Royal Navy Pilot from HMS Theseus, was picked up by HMCS Sioux when he ditched his aircraft after it had developed engine trouble while returning to the carrier Christmas Eve. AB George Ayotte, of Prince Albert, Sask., and AB Hamish Anderson, of Calgary, help the exhausted pilot up a scramble net to the destroyer's deck. (CA-376).

Afloat and Ashore

ATLANTIC COAST

HMCS Portage

HMCS Portage departed for Yorktown, Virginia, on January 5 and arrived at the US Naval School of Mine Warfare four days later.

The purpose of the visit was to exercise with US fleet minesweeping units with a view to future combined operations, to study American minesweeping equipment and methods and to determine how successfully we could operate with the USN.

We worked with USS Wheatear, a fleet minesweeper of approximately our size and complement. Several of our electricians and communication rates made trips in the Wheatear. In addition, officers and senior men of the Electrical and TAS branches attended lectures and films at the school.

The school opened its recreational facilities to us and made our stay

a very pleasant one. Officers and men were invited to the school's 10th anniversary celebration. It was a gala affair beginning with a dinner followed by a dance during which a huge birthday cake was wheeled in and cut with all due ceremony.

Yorktown is the site of Lord Cornwallis' final surrender to the Americans in the War of Independence. The original battlefield, complete with ramparts, guns and redoubts, is well kept up and provides quite a tourist attraction. Guide posters explain every phase of the battle in details.

After leaving Yorktown, we stopped for a day at Norfolk to refuel, then proceeded to Havana, Cuba, for an informal visit. During the voyage south a cribbage tournament was held, with CPO Melvin Davis, of Dartmouth, and AB Jean Paul Forget, of Verdun, P.Q., edging out the commanding officer, Lieut.-Cdr. E.

P. Earnshaw, and Commissioned Gunner R. E. Middleton in the finals.

The four-day visit to Havana was quite a change from the wintry weather of Halifax. The Cuban climate was most pleasant and the citizens of Havana were very hospitable, making available the facilities of their clubs and beaches to officers and men.

We departed for Halifax on January 24 and arrived home on the 29th.

Portage reached the semi-finals of the Atlantic Coast Inter-Ship Hockey League playoffs but was eliminated, after a struggle, by the powerful Reserve Fleet team.

HMCS Swansea

On December 21 a Christmas party was held on board the Swansea for the children of ship's personnel and 20 underprivileged children from the Jost Mission.

It was a great success, with Santa Claus and his helpers delivering presents to everyone and the youngsters devouring copious quantities of cake, candy and soft drinks.

On January 4 the Swansea sailed on a trip to Bermuda. After a stay of three days in St. Georges, she returned to Halifax, arriving January 13. It is expected that the ship will now be in port until some time in March undergoing annual refit.

On her return from Bermuda hockey games were arranged with the Wallaceburg and La Hullose. Sad to relate, the Swansea was beaten both times but the players are determined that the ship will have a winning team in the near future.

Albro Lake Radio Station

Lieut. G. A. Hoyt took over as officer-in-charge of the station early in February, succeeding Lieut. W. F. Potter.

Other new arrivals are POs Sam Iscoe, Carl Crawley, Fred Kennet and Herbert Warman, Ldg. Seamen Albert Bell and Donald Fowler and ABs B. A. Murtha and Gordon Ellers.

Among those who have departed are CPO Reginald Thompson to the Magnificent, PO Bernard Best



During his visit to Halifax in January, Defence Minister Brooke Claxton paid a special visit to HMCS Huron, which was to sail the following week for the Far East. Mr. Claxton addressed the ship's company and met the ship's officers in the wardroom. Here he chats with Cdr. E. T. G. Madgwick, the commanding officer. At the right is Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. (HS-13423).

to the Comschool for a conversion course, and PO Jack Carson to the Crescent.

The Huron should have no worries over communication personnel, most of her communicators being former members of the station staff. These include PO Barney Roberge, Ldg. Sea. George Coyle and ABs Donald Lovett, Norman Prowse and James Horncastle. Ldg. Sea. Claude Gravelle leaves shortly to join the Micmac.

The hockey team was hard hit by all these changes but the remnants are rallying together and there is talk of using press gang tactics to obtain "volunteers" to fill the vacancies. — J.L.K.

PACIFIC COAST

HMCS Ontario

After an extensive refit, during which she had a laundry and new galley equipment installed, the "Big O" slipped from her dockyard jetty the latter part of February and steamed south for Australian waters.

The 101-day training cruise will take the ship to various ports in Australia and New Zealand, but the accent will be on sea training, highlighted by exercises and manoeuvres with units of five Commonwealth navies.

Excitement ran high as last minute preparations were completed. The ship's company was looking forward to the long cruise. There were some on board who would be renewing acquaintances in the land "Down Under," but for most of the officers and men it would be their first visit to the Antipodes. Early in March hundreds of sailors aboard the cruiser will be initiated into the mysteries of King Neptune's realm when they take part in the traditional "crossing the line" ceremony.

HMC Ordnance School

The ordnance officers' class is going great guns (no pun intended) digging into the nuts and bolts of the school's training equipment. Judging from the results of their practical rifle shooting, some keen competition will be forthcoming from members of the class at the annual Pacific Command rifle meet.

CPO Richard Lowther and PO Jack Heath, armourers aboard the Ontario, were around the school before the ship left for Australia, taking orders for kangaroos and koala bears. They were instructed, also, to make a complete study of boomerangs and obtain ballistic data



Blood donor clinics held in naval establishments on the East and West Coasts enriched Red Cross blood banks by nearly 1,500 pints in January. At HMCS Stadacona, a one-day clinic yielded 453 pints and two weeks later HMCS Shearwater, the RCN Air Station, donated 500 pints. At the top, PO D. A. Potter, of Ottawa and Dartmouth, is attended by Dr. S. E. Kernohan and Nurse Aid Ann Ross in the RCN Hospital at Halifax. (HS-13338).

On the West Coast, a three-day clinic held at Naden, the Dockyard and Royal Roads raised more than 500 pints, or nearly 40 per cent of the total naval potential in the area. Personnel from the Ontario and other ships were among those who lined up for the Dockyard clinic. At the right, Miss Pat Murray takes a blood sample from PO Ronald Finchfield, of Winnipeg, during the Naden clinic. Awaiting his turn is AB Henry Hoffart, of Regina. (E-13071).



of this weapon, in order to supplement the school's records.

CPOs Bert Nelson and Jack Rimmer have been most industrious the past few months. The former has worn both forefingers down to the second joints typing fire control notes, while CPO Rimmer has used up two boxes of pencils and several bottles of India ink on gunnery sketches.

Communication Training Centre

Commissioned Communications Officer G. R. Milne, of Regina, relinquished charge of the Communication Training Centre to Lieut. P. E. Palmer, formerly of HMCS Beacon Hill, on February 1. Mr. Milne took over the centre tempo-

rarily early in February following the appointment of Lieut. Dennis D. Lee, former OIC, to Coverdale Naval Radio Station as commanding officer.

CPO Thomas MacIntyre, of Newcastle, N.B., is the new Regulating Chief at the Centre. He was formerly in charge of the Message Centre in Naden.

Succeeding CPO MacIntyre in the Message Centre is CPO William Moyes, of Victoria, who joined from Stadacona. New members of CPO Moyes' staff include Ldg. Seamen John Radley, Robert Wheeler and Douglas McKeown, all of Winnipeg.

Gunnery Training Centre

A two-and-one-half month Gunnery Instructor's preliminary course is now under way at the Gunnery



Bitter cold, driving snowstorms and knifing winds have all been part of the job for the Canadian destroyers serving in Korean waters. Here PO Roy Drysdale, of Halifax and Victoria, stands watch on the bridge of HMCS Sioux during the destroyer's last patrol before her return home. (CA-380).

Training Centre at Esquimalt. Meanwhile, a class of six completed a radar controlman course in February and a divisional course for RCN(R) officers passed through the centre.

Three men have been rated as Gunnery Officers' Writers at the GTC. They are Ordinary Seamen Raymond Carolyn, Bert Kennedy and William Mawson.

NAVAL DIVISIONS

HMCS Hunter (Windsor)

Deck hockey has again become popular in the division, with the chief interest centering on a running duel between the RCN staff team and the UNTD. Although the score has not been recorded, the RCN claims a big lead.

Members of Hunter's Rifle Association are busy practicing for the DCRA "at home" competitions which will be fired for the next three months. One team has been entered.

Divisions in Hunter have begun competing for a divisional trophy to be awarded bi-monthly. Points are scored on appearance, attendance and progress in training.

The New Year was ushered in at Hunter with the traditional "at homes" in the wardroom and the chief and petty officers' mess. Members of the Navy messes also attended receptions held by military units in the Windsor garrison.

Because New Year's Eve fell on Sunday, there were no parties this year at Hunter and the messes were closed. — *R.M.P.*

HMCS Queen Charlotte (Charlottetown)

CPO Stan Bowles, who is attached to the Charlottetown division, has re-engaged for a further five years' pensionable service. Ldg. Sea. John E. Crooks, former Bosn's Mate of the division, was drafted to HMCS Huron just before she left Halifax for the Far East.

The annual children's Christmas party was hailed as the best ever. CPO Bowles was in general charge of the affair, while CPO Vince Pineau made sure Santa Claus arrived on time and was well laden with gifts.

The party was aided by two local firms, one of which selected and wrapped the toys while the other made a large donation of candy. The Playgrounds Commission also helped out, providing slides, swings and other equipment.

As an added feature, Major Hutchinson of the Salvation Army showed special Christmas films.

Each of the 43 parents or guardians who accompanied the more than 100 children attending the party was presented with a box of chocolates.

Other holiday activities were the wardroom Christmas dance and the annual staff party.

HMCS Chippawa (Winnipeg)

The New Year was launched in Chippawa with a dance put on by the chief petty officers. More than 600 persons attended and the result was a contribution of some \$1,100 to the ship's fund.

There followed a series of distinguished visitors, among them Chaplain of the Fleet (P) E. G. B. Foote, members of the National Defence Council and a naval selection board consisting of Commodore H. F. Pullen, Cdr. J. M. Leeming and Instructor Cdr. G. L. Amyot.

Taking time out from a daily 10-hour schedule of interviews, Commodore Pullen spoke over a local radio station on the work of the RCN and on the same day addressed members of the UNTD attached to Chippawa.

Liaison with the officers and men of the US Naval Air Station at Minneapolis was renewed when a party of 15 from Chippawa visited Minneapolis to compete in a bowling tournament. It is hoped some USN

officers will return the visit shortly as guests at a mess dinner.

Sub-Lieut. Leo Bluteau, formerly with the Winnipeg division, has been transferred to Calgary, where he has been appointed to HMCS Tecumseh.

Two members of the division were recently advanced in rate, Ldg. Sea. D. Teeves to petty officer second class and AB R. Kerr to leading seaman. — *L.B. McI.*

HMCS York (Toronto)

This has been an active winter in the Toronto naval division, both on the business and the social side. The training program has been stepped up and classes are going full blast under the guidance of the various instructors.

The first formal dance of the season was held in the wardroom on February 9, and the following Friday the division was the scene of a UNTD formal. Organizer of the latter affair was Cadet Wilf Stebbings.

On January 26 the chief and petty officers' mess held an "In-Laws' Night" at which parents and parents-in-law were guests of mess members.

The men's mess held a stag on January 19 and on the same evening there was a stag in the wardroom



Another broad pendant has been added to the Pacific Command. It is the broad pendant of Commodore H. F. Pullen, commanding officer of HMCS Ontario, whose promotion to the rank of commodore January 1 entitled him to fly his own pendant in any ship or establishment under his command. Here CPO A. L. (Lang) Lendrum, hoists Commodore Pullen's pendant to the cruiser's masthead for the first time.

for Sea Cadet officers of the Toronto area.

The congratulations of the ship's company went to York's executive officer, Cdr. L. D. Stupart, who was promoted to that rank in the New Year's promotion list. — *P.C.N.*

HMCS Brunswicker (Saint John)

A new training course for personnel in the Engine Room Department of Brunswicker commenced January 10 at the Saint John Vocational School. The scheme is designed to permit naval training to be carried out as completely as possible by using existing facilities of the community when it is not practical to equip the division itself.

The initial phase of the course will carry on for 20 weeks and will give stoker mechanics from Brunswicker a thorough grounding in the theory, operation and maintenance of diesel and gasoline engines, with particular stress given to the naval application of this type of machinery. The instructor at the Vocational School is A. W. Ring, a Saint John naval veteran who has had wide experience in teaching this subject.

Those taking the course are Able Seamen J. E. Beaudry, O. F. Connolly and C. M. McCormick and Ord. Seamen R. G. Carleton, J. D. Day, G. R. D. Lee, G. F. Meahan, D. F. McDade, W. B. McKenzie and J. Oliver.

HMCS Montcalm (Quebec City)

The division recently was the scene of a reunion attended by former officers and men of the RCN and the Reserve, ex-Wrens and Sea Cadets, as well as personnel serving in Montcalm and its affiliated University Naval Training Divisions.

Members of the RCN(R), UNTD and Sea Cadets attended a hockey game as guests of Captain Eugene Noel, commanding officer of the division, and Mr. Jack Latter, president of the Quebec branch of the Navy League of Canada.

Recruiting for the Reserve has been stepped up and a comprehensive training program is under way. — *B.C.H.*

HMCS Star (Hamilton)

The division lost one of its most active members when Lieut.-Cdr. (SB) H. R. (Bob) Pearce was appointed to Naval Headquarters in mid-February. He has been a dynamic force behind sports meets, concerts, regattas and many other events at



Wearing her new sweater, Leading Wren Alice, mascot of HMCS Cayuga, is all ready for a run ashore with Ldg. Sea. George Johnson, of Winnipeg and New Westminster. The red, white and blue sweater was sent to CPO James Ross—for delivery to Alice—by his two children, nine-year-old Jimmy and five-year-old Margaret, and their baby cousin, Susanne Rourke, all of Vancouver. (CA-448).

the Hamilton division. The good wishes of all the officers and men went to Lieut.-Cdr. Pearce and also to Mrs. Pearce, who had taken an active part in the work of the Ladies' Auxiliary to the division.

Congratulations were extended to the commanding officer, Cdr. G. H. Parke, whose name appeared in the New Year's promotions list issued by Headquarters.—*C.S.J.L.*

HMCS Catarauqui (Kingston)

The new boatshed situated on Barriefield jetty, opposite Royal Military College, has finally been completed. Eight acres of waterfront property have been assigned to Catarauqui in this area.

Able Seaman Russel Van Stone has been drafted to the Mechanical Training Establishment at Halifax after two years in the Kingston division. He has been relieved by AB F. Howell.

A new face will soon be seen around the ship, now that AB Ed Ginley has a son. The ship's company clubbed together and presented Mrs. Ginley with a few items for the new

baby.

Mr. William Henderson, MP, was an honored guest at UNTD Divisions on January 17. Mr. Henderson remarked that the standard of drill in the UNTD impressed him considerably.

HMCS Donnacona (Montreal)

The past month in Donnacona has been one of rehabilitation and the barracks is now beginning to take shape as the contractors depart and the various department heads and their staffs move in.

One of the highlights of the McGill University Athletic Night January 20 was a demonstration of self-contained diving equipment by three officers from Donnacona, Lieut. Herbert E. Thomas and Cadets B. C. Goodwin and R. A. King. Directed and assisted by Lieut. John W. (Shady) Lane, of the RCN Underwater Training Unit, the reservists gave three performances during the evening.

The division was visited informally recently by Commodore J. C. Hibbard, Chief of Naval Personnel.—*R.F.D.S.*

HMCS Griffon

(Port Arthur)

The severe cold of January failed to disrupt the activities at the Lakehead division.

On Friday, January 26, the chief and petty officers entertained their wives and guests at a mess banquet. The following evening the officers held a dinner to which they invited their wives and guests from the Army and Air Force, active and reserve, at the Lakehead.

Plans are underway for the organization of an inter-service sports league to include basketball, volleyball, target shooting and seasonal athletics. Meanwhile, in the hockey picture the reserves and staff of Griffon have been practicing in preparation for a series with the Army.

Lieut. M. E. Priske has been appointed to Griffon as Staff Officer Training from HMCS York, Toronto.

HMCS Carleton

(Ottawa)

Now undergoing basic training is "D" Class of RCN(R) new entries, whose attendance has been exceedingly good since joining the reserve. Three Carleton men, Leading Seamen G. I. Portras, John P. Henbrey and C. E. Thomas, recently transferred from the Reserve to the RCN.

A new class of Layer Ratings third class got under way January 4. These budding gunlayers are full of enthusiasm as they look forward to getting to the coast this summer to complete part two of their course.

Carleton's outdoor parade square has been temporarily converted into a hockey rink, complete with lighting for night games. It is busiest at lunch hour and in the evenings. Ord. Sea. Ronnie Lacelle has been spending long hours training for this year's Canadian boxing championships.

Ord. Sea. J. B. Lalonde received a fountain pen at Carleton recently as his award for passing with first place marks in his New Entry training class at the division.

The course, which lasted six months, covered 20 subjects of the Navy's new entry training curriculum. Lalonde chalked up a final mark of 79.4 per cent and was warmly congratulated at the presentation ceremony by his commanding officer, Captain T. G. Fuller.

Ord. Sea. D. C. Pinhey stood second in the class with 78.8 per cent.



CPO Harry Adams, aircraft technician whose period on loan from the RN to the RCN will soon be closing, has earned the reputation of being the outstanding naval comedian on the East Coast. His versatile talents have bolstered many shows and entertainments at the air station, in the "Magnificent" and at other naval functions. This is one of his many impersonations and was put on during the Magnificent's Christmas dance in the Stadacona gym. He is "Commander H. Adams, OBE, Royal Navy." While serving in the carrier CPO Adams has appeared as guest star in a New York night club and in a London theatre. (HS-13258)

Weddings

Lieut.-Cdr. (S) David A. Collins, HMCS Naden, to Miss Margaret Elizabeth MacMinn, of Victoria.

Lieut. (P) John Harrington, HMCS York, to Miss Elizabeth Diane Gardner, of Winnipeg.

AB R. J. Dunbar, HMCS Crescent, to Miss Roberta Jacobs of Toronto.

AB Kenneth J. Moore, HMCS Catarauqui, to Miss Ruth Ackland of Brockville.

AB Robert Moore, HMCS Cornwallis, to Miss Ardis B. Warner of Digby, N.S.

AB George R. Summerfield, HMCS Crescent, to Miss Lucy Hall of Halifax.

Births

To Captain (S) Charles J. Dillon, HMCS Naden, and Mrs. Dillon, a daughter.

To Lieut.-Cdr. Leslie E. Crout, HMCS Catarauqui, and Mrs. Crout, a daughter.

To Lieut.-Cdr. D. R. Smythies, Naval Headquarters, and Mrs. Smythies, a son.

To Lieut. (SB) Charles P. Clark, Naval Headquarters, and Mrs. Clark, a son.

To Commissioned Ordnance Officer Lloyd G. Copley, HMCS Naden, and Mrs. Copley, a daughter.

To Commissioned Gunner David A. Scott, HMCS Naden, and Mrs. Scott, a son.

To CPO Sydney R. Dobing, HMC PTC 724, and Mrs. Dobing, a son.

To CPO Richard Polly, HMCS Naden, and Mrs. Polly, a son.

To CPO Reginald G. Skinner, HMCS Cornwallis, and Mrs. Skinner, a daughter.

To PO Donald Dunn, HMCS York, and Mrs. Dunn, a son.

To PO James Ruxton, HMCS Cornwallis, and Mrs. Ruxton, a daughter.

To PO John A. Young, HMCS Cornwallis, and Mrs. Young, a daughter.

To Ldg. Sea. Bernard N. Paddon, HMCS Swansea, and Mrs. Paddon, a daughter.

To Ldg. Sea. John Sauve, HMCS Swansea, and Mrs. Sauve, a son.

To AB Edward Ginley, HMCS Catarauqui, and Mrs. Ginley, a son.

To AB Donald W. Trim, HMCS Cornwallis, and Mrs. Trim, a daughter.

To AB Arthur Whyte, Albion Lake Radio Station, and Mrs. Whyte, a son.

To Ord. Sea. John H. Hooton, HMCS Catarauqui, and Mrs. Hooton, a daughter.

MONTREAL EX-WRENS ELECT 1951 OFFICERS

Salty dips with a feminine twist were the order of the day when the ex-Wren Association of Montreal held its annual meeting in HMCS Don-nacona.

The retiring president, E. Dorothy Benson, read a report of the 1950 operations of the association and wished the new executive good sailing.

Elected to the executive for 1951 were Pat Dunton, president; Norma Perry, vice president; Elizabeth Mackenzie, treasurer; Eleanor Miller, secretary; Grace Baker, corresponding secretary; Helen Webb, entertainment; Mickey West, publicity; Betty Shackleton, hospital visiting, and Elinor Woodburn, nursing sister representative.

"WREN NEWSLETTER" FINE PUBLICATION

Off the press is the 1950 edition of the "Wren Newsletter." This publication is the annual review of activities of the Wren Association of Canada branches and provides a medium through which ex-Wrens can keep in touch with old shipmates.

Among the most interesting departments in the publication is "From Near and Far", which contains letters from members of the association who have moved to various parts of the world. In the latest issue ex-Wrens tell of their experiences in Hong Kong, London, Western Germany, Denmark, Japan, the Bahamas, Austria, Venezuela, Greece and Australia.

The Wrens are to be congratulated on their excellent publication and on the achievements recorded therein. Many of their association branches are doing fine work in their communities, a splendid example being the Winnipeg branch, which contributed materially to flood relief work in the Manitoba capital last spring.

Air Logistics In The RCN

The Right Stuff, in the Right Amount,
To the Right Place, at the Right Time,
That's Logistics

Following is the first of a series of articles dealing with Air Logistics in particular and Naval Logistics in general. The articles were written by Captain H. A. House, USN, Director of Air Logistics at Naval Headquarters, and were first presented by him in an address to the officers of HMCS Shearwater, the RCN Air Station at Dartmouth, N.S. They have since been revised by Captain House for publication in The Crownsnest.

ALL naval officers, in practicing their profession, are associated daily with some phase of logistics. Yet very few have an understanding of the theory and principles upon which sound logistics are based. The following remarks may help to dispel some of the mysteries and obscurities of air logistics and logistics as a whole.

In this connection, there is the story of a young hillbilly school

boy, who returned home from school one day and proudly notified his mother that he had learned to write. "That is wonderful, Johnny," his mother exclaimed, "What did you write?" "I don't know," replied Johnny. "What do you mean?" asked his mother. "I ain't learned to read yet," replied Johnny.

In a like manner there are many naval officers, who, although they may be making their mark daily in logistics in some form or another, still lack complete understanding of what they are doing and why.

DEFINITIONS

The word "logistic" is derived from the Greek and means literally "pertaining to reckoning." Through association with the French word "loger," it came to be applied in particular to the art of lodging and quartering troops. This latter, being the concern of the Quarter-

Master General, has led to the abbreviation "Q". Though defined in our dictionaries for many years, the term "logistic" has only sprung into common use recently as the result of our experience in the Second World War and association with other forces.

"Logistic support" has now come to mean the whole process of assessing and acquiring the proper articles to maintain a force and delivering them, in sufficient quantity, to the operational commander at the times and places required.

CONCEPT OF LOGISTICS

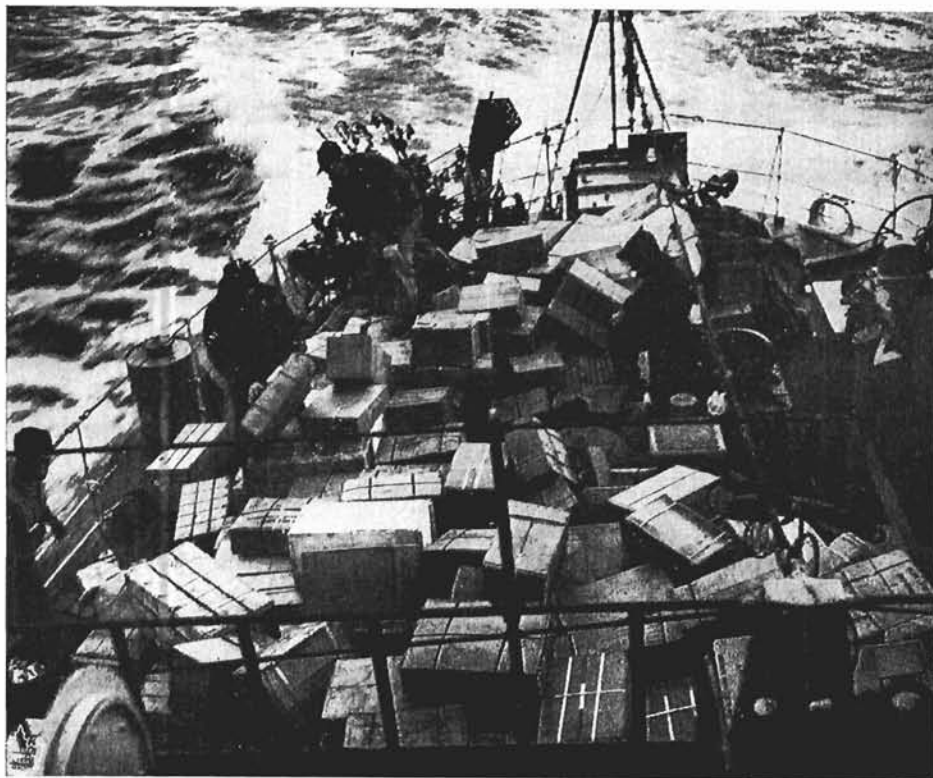
Logistics is the science of war preparation. It involves matters concerning adequate organization for relating the means at hand, or potentially so, to the desired objectives so as to ascertain the feasibility of a proposed course of action. Logistics must assure that the needed material and equipment reach the correct point at the right time. It involves the determination of requirements, procurement and distribution. It involves supply and transportation. The logistical organization has as its reason for being to maintain the Naval Service in material readiness for the prosecution of war in accordance with approved plans. Logistics must work out the myriad details which result in an orderly, carefully timed flow of goods and services to the ultimate consumer.

Logistics may be considered as the provision of the means to wage war. It includes:—

- (1) Determination of requirements
- (2) Procurement (production)
- (3) Distribution (or transportation).

Air logistics as practiced today in the RCN is the provision of the means to conduct Naval Air operations.

Naval Air logistics comprises the determination of requirements to meet the operating needs of Naval Air activities, and the supply of these needs at the times and places required, and includes the procurement, storage, distribution, transportation and maintenance of material, and the procurement, housing, training, distribution, transportation and



The Korean campaign has posed a nice problem in logistics. Not only are the supply routes long, but equipment, stores, provisions and other material have to be provided for the forces of many nations.

During HMCS Cayuga's record 50-day patrol, stores and mail were delivered to her by courier or supply ships and fleet oilers fed her fuel. This photo shows the Cayuga's quarterdeck just after the destroyer received a quantity of stores from a supply vessel. (CA-387).

maintenance of personnel, together with the rendering of services to the Naval Air Forces.

Administration can be defined as "management." It includes the allocation and distribution of the goods made available by logistic support and, what is even more important, the machinery for handling the personal affairs of the men in a force with efficiency and sympathy (e.g. discipline — mails — pay and advancement — domestic problems — amenities).

Logistics and administration must be completely interdependent if success is to follow. The necessity, especially in modern war, of having the proper material at the right time and place needs no elaboration. The importance of these two subjects goes, however, much deeper than that. While it is becoming increasingly difficult to fight successfully without the "proper stuff," it is still manifestly impossible to fight at all without the will to do so. The will to fight depends, as has been stated, on the morale or spirit of those who wield the weapons.

This spirit, which can be fostered by many means, to be discussed later, depends primarily upon confidence: the confidence of the individual in himself, his fellows and in the "management." Of these, the last mentioned is, perhaps, the most important, since, so long as it exists, self and mutual confidence can be inspired and promoted by good leadership. The success or failure of logistic and administrative arrangements is the most obvious indication, to the rank and file, of the efficiency of the management and success is therefore of the utmost importance in building up morale.

A good leader will make sure that his administration is good; his logistic support may, however, fail through no fault of his own. Leadership can, for a limited time only, compensate for poor logistic support but morale will suffer if the period is prolonged, and the leader will be left with a force that lacks both the will to fight and the resources. Any leader who has to concentrate most of his effort on maintaining the morale of his own force must clearly give insufficient attention to the discomfiture of the enemy. On the other hand, good logistic support and administration can maintain a successful campaign so long as the leadership is adequate (i.e. intelligent though uninspired).

It can be said that good logistics and administration make it possible

for a force to give of its best from the moral and material aspects. The leader has then to translate the possibility into an accomplished fact.

PRINCIPLES OF LOGISTIC PLANNING

Almost every plan on every plane has a logistic aspect and in many cases this is of such importance that it may well influence the course of action decided upon. An accurate assessment of the logistics based on

he must procure items which are proved by operational or administrative experience to be the most efficient and, if possible, the most economical in the conduct of operations. Logistic planners should not wait until asked by the Tactical Command but should anticipate their requirements by queries and suggestions and see that the latest and best is available at sea as soon as possible.



Logistic support, to be successful, must also provide for the personal wants of men in a force. An example was the mail service organized for the ships of the Special Service Squadron during their European cruise last fall. Even while exercising off Londonderry the ships got their mail, aircraft from the *Magnificent* picking it up ashore. Here Lieut. Roger Harris, of Edmonton, hands down a bag of mail to the carrier's postman, PO Walter Scoville, of Dartmouth and Yarmouth, N.S. (MAG-2090).

up-to-date knowledge is imperative, not only so that unacceptable administrative risks may be avoided, but to ensure that no possible course of action is eliminated through over-insurance. Close association with the work of operational plans is the only way of ensuring that administrative preparations, often involving long term projects, can be instituted or modified to meet the circumstances.

The object of the logistic planner is to provide, prior to need, adequate quantities of all items required for the use of the Fighting Services and their support, and the means to have them immediately available where and when required. In order to do this he must have:—

- (a) Knowledge of what constitutes "the proper items," i.e.

- (b) Sufficient knowledge of operational and tactical plans to ensure the timely delivery at the right place of the right quantities of the right material.

The totalled requirements of each component in the national war machine will almost inevitably be beyond our resources. The logistic planner's problems cannot therefore be solved by ordering ample supplies of everything prior to a generous distribution all round. Each requirement has to be assessed accurately, and supported by convincing arguments, since it can only be obtained in competition with the other services, one of whom will lack if our demands are met. Very real understanding of all the issues involved is therefore necessary to "Q" planners.

Logistics, as used herein, may

be considered as that part of the entire military activity which deals with:

- (1) Design and development, acquisition, storage, movement, distribution, maintenance, evacuation and disposition of material;
- (2) Induction, classification, training, assignment, separation, movement, evacuation and welfare of personnel;
- (3) Acquisition or construction, maintenance, operation, and disposition of facilities; and
- (4) Acquisition or furnishing of services. It comprises both planning (including determination of requirements) and implementation.

From this we may conclude that logistics provides the means for the conduct of operations; the physical means may be considered as consisting of men, material, facilities and services.

RCAF LOGISTIC SUPPORT TO NAVAL AVIATION

Applying the above to Naval Aviation we find that, although the RCN is responsible for the procurement and repair of equipment peculiar to the RCN, the RCAF bears extensive logistic responsibility in support of Naval Aviation. In general this arrangement is in effect in the interests of economy and elimination of duplication. The extent of the logistic support rendered by the RCAF to the RCN is, broadly speaking, as follows:—

- (1) Procurement and repair of aircraft and air stores common to both the RCN and RCAF.
- (2) Inspection and acceptance of the work on RCN air material undertaken by civilian contractors.

Broken down into greater detail, the logistic support given to Naval Aviation by the RCAF is listed as follows:—

- (1) MATERIALS
 - (a) Harvard Aircraft
 - (b) Flying Clothing
 - (c) Dinghies
 - (d) Parachutes
 - (e) Airframe and engine spares and accessories common to both services.
 - (f) Airstores common to the maintenance of aircraft in use by both services.
- (2) PERSONNEL
 - (a) Safety equipment courses
 - (b) Survival courses
 - (c) Basic flying training
 - (d) Flying instructor training

- (e) Staff navigation instructors courses
- (f) Staff course for senior officers
- (g) Air traffic control officers courses
- (h) Jet conversion course
- (i) Instrument rating course
- (j) Short courses for link instructors
- (3) FACILITIES
 - (a) Practice flying for Headquarters officers
 - (b) Provision of the facilities of Winter Experimental Establishment for the winter testing of RCN aircraft.
 - (c) GCA practice at RCAF Greenwood
 - (d) Search and Rescue
 - (e) Aircrew classification, medical and aptitude tests
 - (f) Use of hangar at Debart for long term storage of RCN aircraft
- (4) SERVICES
 - (a) Refueling and maintenance of RCN aircraft at RCAF bases
 - (b) Target towing—ground to air firing
 - (c) Air transportation of material and personnel
 - (d) Inspection and acceptance of work on RCN aircraft at civilian contractors
 - (e) Salvage of RCN aircraft in certain geographical locations

NAVAL HEADQUARTERS AIR LOGISTICS ORGANIZATION

Within Naval Headquarters itself has been established the Directorate of Air Logistics. It is the duty of DAQ to deal with the logistical aspects of Naval Aviation as opposed to the operational phases, which are handled by the Director of Naval Aviation. The position of DAQ in the relation to other Headquarters

directorates is as shown in the accompanying chart.

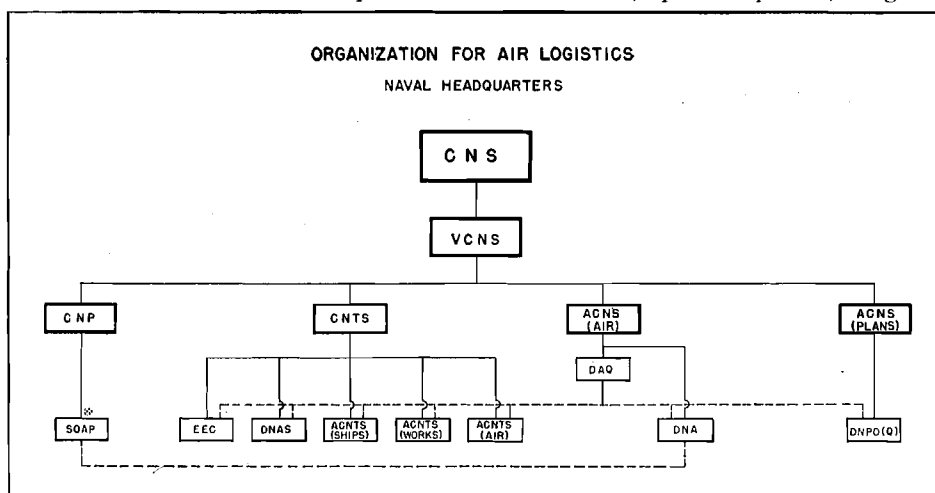
DAQ TERMS OF REFERENCE

The Director of Air Logistics is a member of the Naval Staff and, as such, reports to the Assistant Chief of Naval Staff (Air). The following are the principal responsibilities of DAQ:—

- (a) To advise ACNS(Air) in regard to all material matters which affect Naval Aviation.
- (b) Preparation of detailed material needs to meet the Staff requirements for aviation in the RCN and, after approval, to interpret and promulgate these as necessary.
- (c) In conjunction with the appropriate material directorates, to ensure that these requirements are met both as to time and place.
- (d) Co-ordination of the financial requirements of Naval Aviation and advising ACNS(Air) of any serious deviation of expenditure from estimates.
- (e) Laying down standards of training to be given to Safety Equipment Workers and Aircraft Controlmen other than aircrew.
- (f) Preparation of Staff requirements in regard to aircraft firefighting equipment.

The following detailed duties are to be included in responsibilities of DAQ:—

- (1) Formulation of equipment standards for all RCN aircraft.
- (2) Advise, prior to procurement, on the suitability of all aircraft and ancillary equipment to meet Naval Staff requirements.
- (3) In conjunction with the appropriate departments, planning of the necessary logistic support for any new type of aircraft.
- (4) Calculation of the numbers of aircraft, power plants, engines



Dotted lines indicate logistic liaison responsibility

and other major items of air equipment required to meet approved RCN plans.

- (5) Preparation of Staff requirements for all safety equipment and flying clothing for the RCN and advising DNAS of stocks necessary to meet the Staff requirements.
- (6) Advice to appropriate directorates in matters pertaining to air armament.
- (7) The establishment of requirements for air firing ranges and liaison with the appropriate directorates to ensure their provision.
- (8) Preparation of Staff requirements for all air synthetic training equipment and, in conjunction with appropriate departments, ensuring that sufficient equipment is provided.
- (9) Preparation of Staff requirements to meet the needs of air photography.

It will be noted from the above that DAQ, although responsible generally for expediting and following up on air logistical matters, has limited responsibilities in certain areas of air logistics as a whole.

In accordance with DAQ's terms of reference as set forth above there are numerous projects which he is called upon to process and expedite. In order to provide an understanding of the nature of air logistic activities now in progress, the following is a partial list of current Naval Aviation projects now being processed in Headquarters:

- (1) GCA for CANAS (RCN Air Station)
- (2) 10-channel VHF equipment for new aircraft
- (3) New control tower, CANAS
- (4) New barracks, CANAS
- (5) Central heating plant, CANAS
- (6) Repair of runways, CANAS
- (7) Procurement of 12 additional Sea Fury aircraft
- (8) Procurement of new immersion suits
- (9) Procurement of sonobuoy trainers
- (10) Establishment of new Air Ordnance organization
- (11) Procurement of new link trainers
- (12) Crash helmets, procurement
- (13) Procurement of sonobuoys and receivers
- (14) Helicopters, procurement
- (15) CCA for Magnificent, procurement
- (16) Procurement of 200 new tool kits
- (17) New flying clothing, procurement
- (18) New garage, CANAS, procurement



These are the two types of operational aircraft employed by the Royal Canadian Navy. In the foreground is a Grumman Avenger, an American-built aircraft modified in Canada for specialized anti-submarine duties. The other aircraft is a Sea Fury fighter, one of the world's fastest propeller-driven planes. Two RCN squadrons are equipped with Avengers and two with Sea Furies. (DNS-3898).

(19) New Electrical Shop, CANAS

In Naval Headquarters the ACNS (Air) is charged with assessing Naval Air programs and objectives in terms of the Navy's capacities to undertake these programs. Worthwhile assessment cannot be achieved unless it can be determined to what extent the manpower and material resources of the Navy can support the operations involved. Thus it is evident that at the top Service level the elements of operations and logistics are inextricably intertwined. Each is dependent on the other.

From the Naval Board stems the approved policies and projects which govern all Naval Air planning both operational and logistic. The Naval Board states the broad concepts which shall prevail with respect to Naval Aviation.

These concepts are implemented by DNA and DAQ determining, subject to approval of ACNS(Air), the type of equipment, material or facility required and passing on the details to the technical directorates for analysis and procurement. Much time and effort can be, and is, saved by constant interchange of concepts and of thinking on the various levels between those planners responsible for generating operations and those responsible for planning the logistical aspects required to

implement operations. With current evaluation of logistic feasibility in the various steps it is oftentimes possible to weed out impracticable parts of a plan in process of formulation and steer the thinking into more appropriate channels before time and effort are uselessly expended.

Reserves Sail Sweeper Through Rough Seas

"WELCOME AND WELL DONE."

This terse but warm greeting was signalled to the tiny wooden minesweeper *Revelstoke* as she made her way into Halifax, listing heavily under a weight of ice which had formed en route from her home port of St. John's, Newfoundland.

The *Revelstoke*, commanded by Lieut. Channing Gillis, RCN(R), arrived on the afternoon of January 31, 24 hours adrift from her original ETA. Manned entirely by officers and men of HMCS *Cabot*, the naval division to which she is tender, she left St. John's January 27. Rough seas and the coldest temperatures experienced this winter in the Maritimes conspired to delay the 105-foot minesweeper.

On the morning of January 31, three Avengers took off from *Shearwater* to search for the *Revelstoke*. They found her 32 miles off the coast, painfully making her way towards Halifax.

The *Revelstoke* later sailed for Bermuda, where she served as tender to the *Magnificent* while the carrier was exercising in Bermuda waters.



The Navy Plays



Stad Marksmen Set Post-War Rifle Record

HMCS Stadacona's sharpshooters set a new post-war record in the senior division of the Halifax Garrison Indoor Rifle League competition February 2 at the Halifax Armories. The Navy combination racked up 484 points for an average of 96.8 and one point below the all-time high of 485 for the range.

RCMP and City Police compiled aggregate scores of 478 to tie for second place. It was the highest score registered by either team this season. Headquarters Eastern Command came up with 470 to beat RCC Signals for fourth place by one point.

PO Frank Rushton of Stadacona took individual scoring honors with a high of 98, beating out 11 rivals who shot 97's.

Other Stadacona scores were: Sub-Lieut. Hazel Mullin 97, CPO Albert Wolfe 97, PO George Lauder 97 and PO Ronald Underhill 85.

Shearwater Sets Sights on Grid Championship

Although failing once again to capture the Halifax city championship, the Shearwater football team was able to look back on the 1950 season with some satisfaction. At the same time, the naval air station

gridders felt they had established a firm foundation on which to build a team that will go all the way next season.

The head coach, Petty Officer John Sawatsky, was doing the job for the first time in his athletic career. The results he achieved — four wins and two losses in regular league play and one win and one loss in the playoffs — bear out his aptitude for the post. CPO Andy Chartren was line coach and trained what many considered the best line in the league.

Much of the credit, too, for the team's showing goes to Cdr. (S) D. T. R. Dawson, the team manager.

On the field, PO Tom Scanlon's spirit and leadership never failed to encourage his teammates. He was strong on the offensive and became known as the best tertiary in the league. PO "Hammerhead" Donaldson at centre was another pillar of strength. Only 160 pounds, he played most of every game at the upside-down position.

Shearwater also fielded a junior team, coached by CPO Chartren, as a means of encouraging and developing younger players. The juniors played exhibition games and suffered only one loss, that to the Halifax city high school champions, Queen Elizabeth High.—*W.M.M.*

York's Hockey Team Edged in First Game

HMCS York's hockey team dropped a narrow decision to the RCME representatives in the opening game of the Toronto Garrison Hockey League at Western Arena.

The Navy attack was spearheaded by Ldg. Sea. Neal Goodwill, who notched two goals. Other stars for the sailors were Ldg. Sea. M. A. Scott, team captain, and the goalie, Ldg. Sea. William Coalwell.

The Toronto division is entering a cadets rifle team in a forthcoming inter-university tri-service shoot. Lieut.-Cdr. R. F. McRae, commanding officer of the York UNTD, originated the idea and teams from Ontario Agricultural College, McMaster University, Queen's University and the University of Toronto will compete.

York is in eighth position in the Garrison Officers Indoor Softball League. The team's most recent success was a 7-5 victory over the Queen's Own Rifles. Cadet Jack Thompson's pitching was the deciding factor.

Crusader Division Wins Two Cornwallis Titles

The week before Christmas saw the wind-up of first part schedules in hockey, bowling and basketball and the crowning of the inter-divisional boxing champions at HMCS Cornwallis.

Crusader Division covered itself with glory by taking both the boxing and bowling championships, defeating Fraser 14-13 in the boxing and outscoring Annapolis to take the bowling crown.

Hockey honors went to Ottawa Division, who knocked off Columbia two straight in a best-of-three series, while Kootenay came out on top in the base basketball tournament.

The ship's basketball team has kept up its good record, defeating HMCS Stadacona 40-25 and Annapolis Royal 80-52. In the latter game, AB C. F. Hranka of Windsor, Ontario, scored 39 points.

The base hockey team is having a good season, having won five out of eight exhibition games with



Cornwallis mittmen won two divisions in the recent Maritime Boxing Championships at Halifax. Ord. Sea. James Rochemont, left, of Port of Spain, Trinidad, captured the featherweight title and Ldg. Sea. Joseph LeBlanc, of Ottawa, copped the lightweight championship. (DB-993-1).

service and civilian teams. In regular Valley League play the team is tied for top spot with a record of four wins, two ties and two losses in eight starts.

In the recent Maritime Amateur Boxing Championships held in Halifax, Ldg. Sea. J. G. LeBlanc, of Ottawa, won the lightweight title and Ord. Sea. James Rochemont, of Trinidad, BWI, battled his way to the top of the featherweight division. Ord. Sea. David Martin, of Edmonton, was runner-up for the light heavyweight championship.

Members of Crusader Division's winning boxing team were AB C. J. Dalsin, Edmonton, and Ord. Seamen J. G. Gouchie, Amherst, N.S.; P. J. Jones, Bedford, N.S.; B. H. Pirt, Winnipeg; P. J. Doyle, Halifax; J. Tobias, Saint John, N.B.; D. S. Cathcart, Regina; G. B. Carter, Liverpool, England; L. G. McNiel, Francis, Sask.; A. Acheson, Revelstoke, B.C.; T. B. Graham, London, Ont.; W. R. Bondreau, Montreal,

and E. L. Hucker, Windsor, Ont.

The division's bowling team consisted of PO J. A. Edwards, Dartmouth, and Ord. Seamen W. A. Verge, Glace Bay; J. A. Hudson, Edmonton; P. G. McNiel and B. H. Pirt.

Members of Ottawa Division's victorious hockey team were PO William Salisbury, Halifax, coach; PO Cy Scrivens, Montreal, manager; AB Bill Blaxall, Halifax, and Ord. Seamen Donald Baker, Waterdown, Ont.; Charles Dawe, Montreal; Bob Ellison, Hamilton, Ont.; Stanley Girvan, Verdun, P.Q.; Bob Dow, Brantford, Ont.; Bob Livingstone, Hamilton; Jan Oswald, Vankleek Hill, Ont.; Ed Gadsby, Verdun; Bob Boyd, Toronto; Stan Slirvert, Arnprior, Ont.; Bill Piful, Niagara Falls; Garnett Parker, Aylsford, N.S.; Donald Clufsam, St. Anne de Bellevue; Fred Anderson, Verdun, and Alex Trigg.

Royal Roads Hoopsters Win Exhibition Tilts

The Cadets basketball team at the Canadian Services College, Royal Roads, made a clean sweep of its last three exhibition games, defeating St. Louis College, Victoria High School and the Provincial Normal School.

St. Louis suffered the worst defeat when the Cadets chalked up a 53-20 margin on January 12. On January 24 the Victoria High "Totems," one of the teams in the Victoria Intermediate "A" League, were beaten by the Royal Roadsters 48-38. The next win was a hard-fought one over Normal School 31-27.

Standout players for Royal Roads were Cadets Ron Holland of Kelowna, B.C., John Graham of Toronto and Victor Ernst of Halifax.

With the Royal Roads-RMC tournament scheduled to be held in Kingston the week-end of March 9-10, cadets at the former college spent January and February preparing for the annual sports clash with a fixed determination to take the Claxton Cup to the west coast.

Naval Airmen Outscore RCAF in Sports To urney

A home-and-home sports tournament was held recently by the RCN Air Station, HMCS Shearwater, and the RCAF station at Greenwood, N.S.

Shearwater made a clean sweep of the competitions at Greenwood but the Air Force representatives gained an even split in the return matches played at the naval base. Following are the results, with the Greenwood matches listed first in each case:

Basketball—Shearwater 77, Greenwood 32; Shearwater 67, Greenwood 24.

Badminton—Shearwater 29, Greenwood 26; Shearwater 39, Greenwood 38.

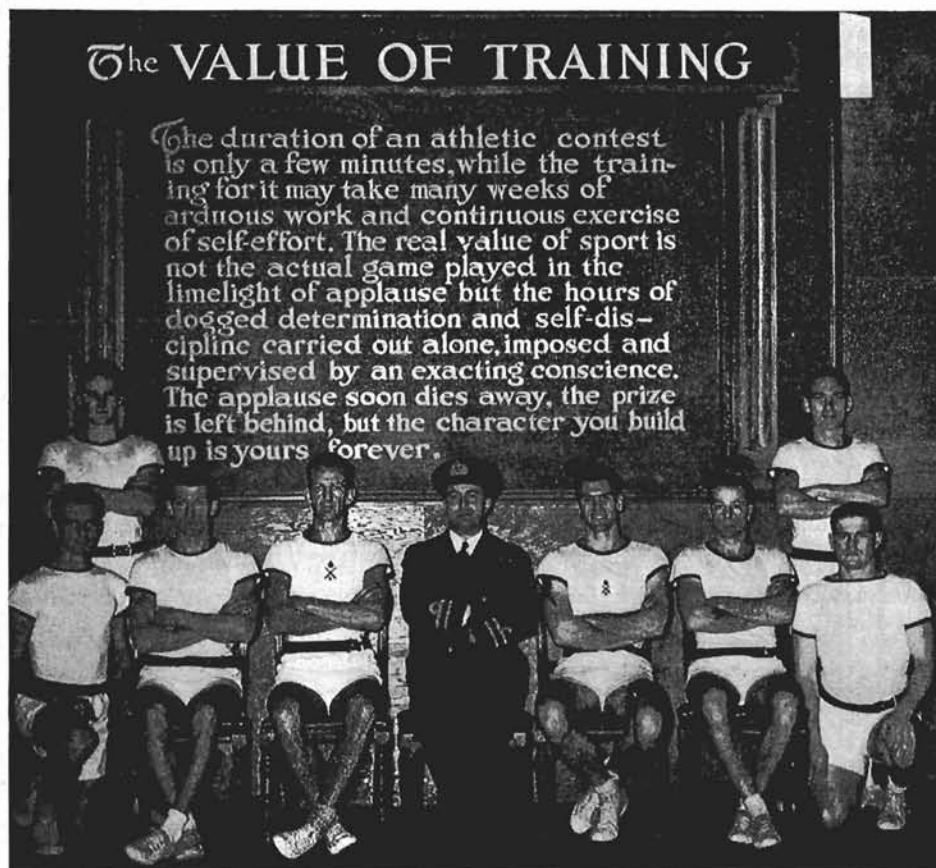
Bowling—Shearwater by 279 pins; Greenwood 25, Shearwater 20.

Volleyball—Shearwater 3 games Greenwood 2; Greenwood 10, Shearwater 5.

Chippawa Hockey Team Captures Baker Trophy

HMCS Chippawa's hockey team came out on top in inter-service competition for the Baker Memorial Trophy, defeating the Army 7-4 in the deciding game.

Chippawa was also well represented in the Winnipeg Inter-Service Badminton League and in an inter-



The first Physical and Recreational Training Instructors to be qualified in the Pacific Command since the Second World War recently completed their courses in HMCS Naden. The six men who comprised the class went through a strenuous training schedule that covered all sports and games on the Navy's recreational program, learned coaching, physical training and advanced first-aid, and even mastered the mysteries of motion picture projectors used to demonstrate various aspects of their work.

Standing at the rear in the photo are Ldg. Sea. Robert Murray, left, and PO Ronald Sallis. Front row, Ldg. Sea. John Bendall, PO Archie McLean, CPO Jack Waldron, class instructor; Lieut.-Cdr. J. D. McCormick, Sports Officer, West Coast; PO James Searle, class instructor; PO Roderick Boulton and AB Roy Jones.

Cut here

I wish to play in the
Annual R.C.N.G.A. Xmas Turkey Tournament *(and I really mean WISH!)*

Gorge Vale Golf Club
 Thursday, 7th December, 1950 ???

Name VOLLET. Rank Paswr
 or
 Rate

Ship SILOUX Official Handicap 24.

The earliest time at which I can tee off on
 Thursday, 7th December is DON'T WAIT FOR ME.

I am { A member (1950) of the R.C.N.G.A. YES.
 (Yes or No)
 { I was a member of the R.C.N.G.A. in 1949.

I am enclosing the required entry fee of
100 Yen.
 (.50¢ for 1950 members, \$1.00 for ex-members)

The above pretty well tells its own story. It was received by Lieut.-Cdr. William Bremner, secretary-treasurer of the RCN Golf Association, at Esquimalt, more than a month after the tournament was held. With it was a 100-yen Japanese note, "to cover the entry fee."

service swimming meet held in the division's pool January 31.

On January 17 the division played host to the annual meeting of the Manitoba Provincial Rifle Association.

Interpart Basketball Opens in Stadacona

HMCS Stadacona's Interpart Basketball League got under way officially in the gymnasium January 22. In the opening fixture Electrical School whipped TAS School 34-10. There are eight teams in the league — Gunnery-Nav, Electrical, Comschool, Supply, TAS, JOLTC, Electrical Officers and Dockyard.

In the local intermediate league, Stadacona was defeated by Liverpool 32-29 and tied with YMCA, 40-all, in an exhibition game.

Star Enters Puck Team in Industrial League

HMCS Star has entered a hockey team in one of the Hamilton Industrial Leagues. Manned by players from the wardroom, gunroom, and chief and petty officers' and men's messes, the team shows lots of promise. The other squads in the league are from the Steel Company of Canada Ltd., the American Can Co. and the T.H. & B. Railway.

East Coast Golfers Take Winter Lessons

Arrangements were underway for a Command Golf School in Stadacona commencing the latter part of February. Kas Zabowski, professional at the Ashburn Golf Club in Halifax, is giving lessons on a one evening a week basis.

NOAC News

H. S. MAXWELL HEADS MONTREAL NOAC BRANCH

H. Sterling Maxwell was elected president of the Montreal Branch of the Naval Officers' Association of Canada at the annual meeting in January.

In his annual report the retiring president, D. R. McRobie, stated that the branch had enjoyed a highly successful year in 1950.

Other officers elected were: Ronald A. Judges, vice-president; Pierre Desaulles, secretary; R. M. Collier, treasurer, and Phillip Goodfellow, F. G. Hutchings, T. R. Durley, William Hayman and A. D. Stanley, directors.

QUEBEC NOAC CARRIES OUT ACTIVE PROGRAM

The winter has been an active one for the Quebec City branch of the Naval Officers' Association of Canada.

The annual children's Christmas party was held at HMCS Montcalm, and, on the invitation of the president, Lieut.-Cdr. J. A. L. Bedard, Santa Claus appeared with a sleigh full of toys. These were distributed to the children, along with other good things. The drill hall was decorated for the occasion by the ship's staff, under Lieut.-Cdr. T. F. Owen.

Prior to the Christmas party, the NOAC raffled 25 turkeys donated by members of the association, with the proceeds going towards the purchase of toys and other features.

Later in the month the association held its regular dinner at Montcalm,

with turkey the main item on the bill of fare. Members and guests admired, and used, the silver table service purchased over the past year.

VANCOUVER NOAC NAMES K. C. McRAE PRESIDENT

Ken C. McRae was elected president of the Vancouver Branch of the Naval Officers' Association of Canada at the recent annual meeting.

Other officers elected were: Gordon T. Southam, vice-president; Ken E. Meredith, secretary; Norman Vallance, treasurer, and Norman A. Alexander, Gordon McLaren, E. F. Fox, T. F. Griffin, A. G. Osburn and B. D. L. Johnson, executive committee.

HOW IT STARTED



Commissioning Pendant

The Commissioning Pendant originated out of the brash action of a Dutch admiral. Admiral Maarten Harperszoon Tromp, in a moment of swash-buckling impetuosity, hoisted a broom to the masthead of his flagship, indicating his intention to sweep the English from the sea. The rival English admiral, not to be outdone, hoisted a horsewhip to his masthead, indicating his intention to chastise the Dutchman. Just what the outcome of the battle was is not clear, but since that time the narrow pendant, sometimes called a "coachwhip", has symbolized the original horsewhip, and has been the distinctive mark of a man-of-war. It is hoisted to the masthead whenever a warship is commissioned and struck when the ship is paid off, hence the term "commissioning pendant".

THE ENGINEER'S CHANTEY

Hours of work in a musty shop,
Fixin' a busted spring.
Kind of a job that a kid could do,
Doubly damn the thing!
Find me a berth in the nearest ship,
Though she leak like a rusty sieve.
The world is wide, and I'm young, beside.
This is no way to live.

Give me a job where the engines throb,
Give me a job in steam.
I'll take my luck as we lurch and buck,
Ridin' the old Gulf Stream.
Gimme a spanner and oilin' can
Gimme some cotton waste.
This pokin' around on the solid ground,
It ain't to a he-man's taste.

I'll play no more at this job ashore
With work someone else could do.
I have wasted years on their piffin'
gears,
I've a yen for the whirlin' screw.
This baby sittin', and old maid's knittin'
They aint for a man like me,
For I'm blooded mate to the vibrant
plate
And our home is the open sea.

Muckin' about in a musty shop,
Fixin' a broken spring.
Kind of a job that a kid could do.
Doubly damn the thing.
Give me a berth in a rollicking ship,
I have knowledge and skill to give,
The world is wide, and I'm young beside.
And this is no way to live.

Herman Lordly.

Retirements

Chief Petty Officer

William Merrill Montgomery, DSM

Rating: C1TC2
Age: 41
Address: 1536 Westall Ave., Victoria.
Hometown: Ottawa.
Joined: January 1931, as an Ordinary Seaman.
Served In: HMS Dragon, Apollo, Victory and Excellent, HMCS Stadacona, Festubert, Saguenay, Skeena, Naden, Ottawa, Assiniboine, Restigouche, Niobe, and Iroquois.
Awards: Mention in Despatches, June 1944;

WALLACEBURG MAYOR THANKS WALLACEBURG CREW

There is a sequel to the report in the February Crowsnest of HMCS Wallaceburg's Christmas gift to six-year-old Rose Marie Garrod, of Wallaceburg, Ont. It is told in a letter from the mayor of Wallaceburg to the secretary of the ship's fund in the Algerine minesweeper.

"Dear Sir and Gentlemen:

The writer wishes to take this opportunity to express the thanks of "Miss Rose Marie Garrod", age 6, and my own personal gratification in connection with the most generous and thoughtful remembrance of this young lady in the Christmas Season, by the company of your ship.

I am happy to report that at the time of the presentation, by myself, on behalf of the members of your company, I found the young lady in apparent good health and high spirit.

An operation has been performed and all of the determinable malignant growth has been removed. The medical doctors attending cannot make any definite statement as to her present life expectancy. However, with the recuperative qualities of youth, we are all hoping and praying that this young lady may yet experience a healthy and useful life in the future.

We would at this time wish to convey the thought to your group that your generosity and good wishes cannot but help to assist in the miracle of continuing hope of life and happiness.

Thanking you again for your kind and generous thought on behalf of this young lady, and I wish to express the well wishes of the Community, and also my own personal best wishes for a very happy and prosperous New Year.

Very truly yours,

J. E. MacDonald, Mayor
Town of Wallaceburg".

Distinguished Service Medal, November 1944;
Long Service and Good Conduct Medal, January 1946.
Retired: January 16, 1951.

Petty Officer Frederick Mitchell

Rating: P1SM2
Age: 49
Address: 1570 Clawthorpe Ave., Victoria.
Hometown: Chavin, Alberta.
Joined: January 1931, as a Stoker, second class.
Served In: HMCS Naden, Skeena, Bellechasse, Chatham, Givenchy, Stadacona, Hunter, Wallaceburg, Peregrine, Belleville, Avalon, Cornwallis, Arnprior, Scotian, Rockcliffe and Ontario.
Awards: Long Service and Good Conduct Medal, January 1946.
Retired: January 18, 1951.

Petty Officer James A. McDonagh

Rating: P1G13
Age: 38
Address: 134 Spence St., Winnipeg.
Hometown: Toronto.
Joined: November 1929, as a Boy Seaman.
Served In: HMS Excellent, Neptune, Victory and Ferret; HMCS Stadacona, Champlain, Saguenay, St. Laurent, Skeena, St. Francis, Prince Henry, Naden, Cornwallis, Niobe, Peregrine, Micmac, Iroquois, Portage and Chippawa.
Retired: January 2, 1951.

1945 when the undersigned was brought in by four of his companions, in a state of collapse, apparently from a seizure. I was in the Sick Bay under his care for probably half an hour, but due to subsequent developments I cannot remember his name or what he looked like.

There probably are ways and means by which I can trace him down, but I am most anxious to get confirmation of this illness I had, and as your paper is widely circulated among ex-naval personnel, I am hoping that if you would be good enough to insert a short notice about this in your next issue, we might get word from him or possibly one of the four lads who helped carry me into the Sick Bay.

W. G. Card, ex-AB,
3516 Main Street,
Vancouver, B.C.

LETTER TO THE EDITOR

Dear Sir:

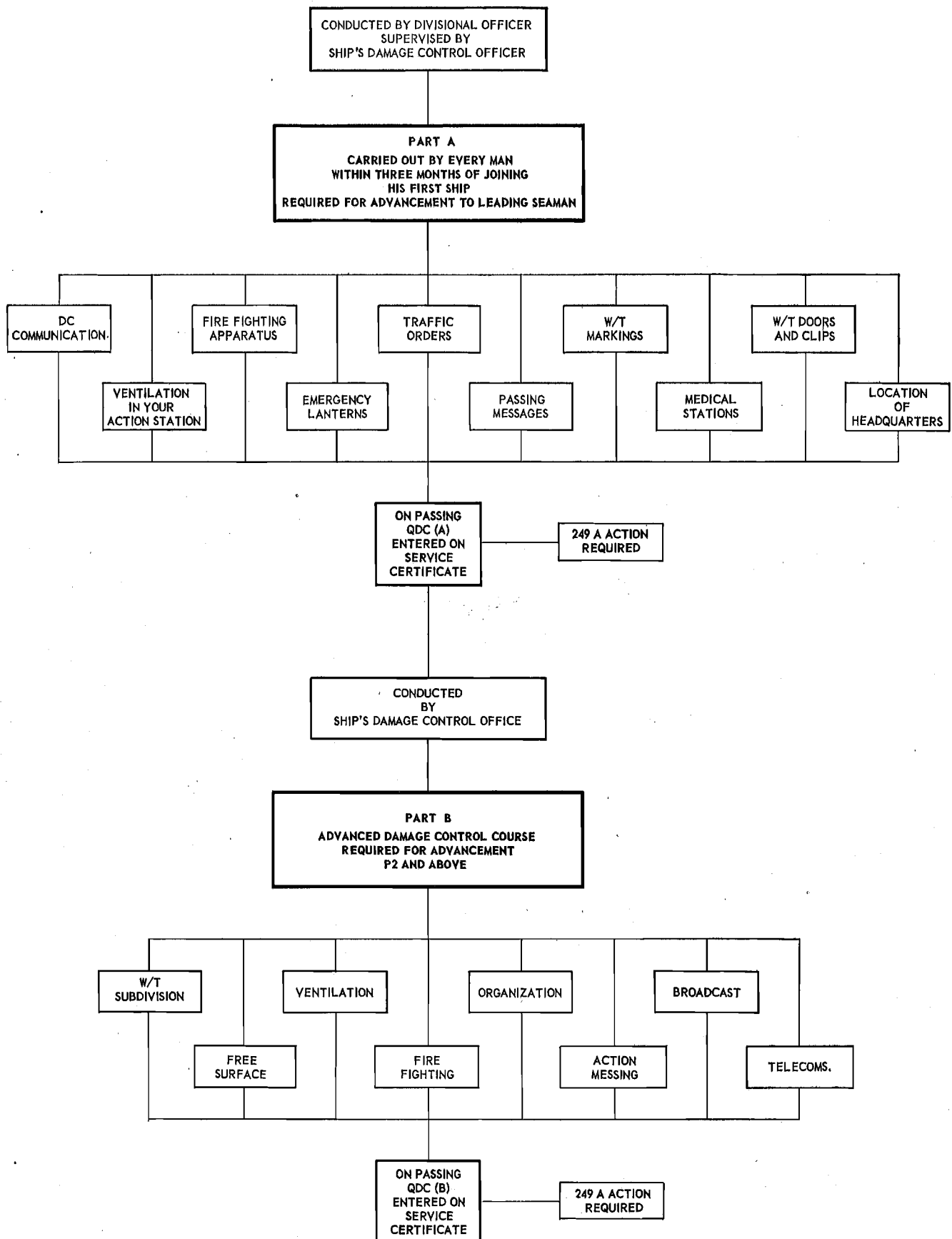
I am wondering whether you will assist me in locating the name and whereabouts of the Sick Bay "Tiffy" who was on duty in the Sick Bay in HMCS Cornwallis during August of

The chart on the facing page outlines the program for damage control training which becomes effective July 1, 1951.

As announced in the November 1950 issue of The "Crowsnest," elementary training in damage control will be a requirement for advancement to a higher rank than able seaman in all branches in which sea service is required for advancement. Part A of the chart gives a break-down of this portion of the program.

For advancement beyond petty officer second class, personnel will be required to take an advanced damage control course as indicated under Part B.

DAMAGE CONTROL QUALIFICATIONS
IN ALL BRANCHES REQUIRING SEATIME FOR ADVANCEMENT
N.G.O 730/3 EFFECTIVE JULY 1ST, 1951





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The CROWSNEST

Vol. 3 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1951

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Cover Photo — Ships of the Royal Canadian Navy have become familiar visitors at the big United States naval base at Pearl Harbor, through calling there either in the course of training cruises or on passage to or from the Korean war zone. It's a popular stopping place, too, for the islands of Hawaii have a lot to offer in the way of climate, scenery and entertainment. The cover photo shows HMCS Huron at her Pearl Harbor berth during the destroyer's stay there en route from Halifax to the Far East. The Huron arrived at the Canadian destroyers' base in Japan on March 15. (HU-8).

LADY OF THE MONTH

The honor—and a well-deserved one it is—goes to HMCS CAYUGA, who returns to Canada April 7 after nearly eight months of service under United Nations command in the Korean war zone.

The Canadian-built Tribal, under the command of Captain Jeffry Brock, headed the division of three destroyers that Canada placed at the disposal of the UN last July. With only one break—a brief trip to Hong Kong—the Cayuga was steadily engaged in Korean operations from early August until the middle of March.

Her total time in the Korean theatre amounted to 223 days, of which 161 were spent at sea. This gave her a seetime average of 72 per cent, a figure that speaks well for the efficiency of her engineroom and other technical departments.

During those 161 days at sea the destroyer steamed nearly 50,000 miles, on operations ranging from routine patrols to the spectacular Chinnampo evacuation.

Her main armament fired well over 1,000 rounds of ammunition in bombardments of shore targets.

Her officers and men will insist that the Cayuga's Korean record was no more and no less than would be expected of any naval ship. They simply did the job they were given.

However, the manner in which they carried out all assignments is a credit to the ship, and to Canada.

The Crowsnest takes pleasure in adding its congratulations to the many others the Cayuga has received, and extends to her officers and men best wishes for a good leave and for happy sailing in the future.

(Lady of the Month photo by Ben Davis White, San Diego.)

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 for 12 issues.

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OTTAWA, ONT.

R.C.N. News Review

Three destroyers in Korean waters, a cruiser off the coast of Australia and a carrier and destroyer in the Caribbean — those were the more conspicuous items on the RCN's seagoing schedule at the end of March.

Huron Relieves Cayuga, Latter Homeward Bound

Operating under the UN flag in the Far East were HMC Ships Nootka, Athabaskan and Huron, the last-named having arrived March 15 at the destroyers' base in Japan to relieve HMCS Cayuga. The Cayuga set sail for home the following day, leaving the Athabaskan the only one of the three "originals" still serving in the war zone.

The Cayuga is due at Esquimalt April 7 and indications are that the destroyer, her officers and her men will receive a welcome comparable to that accorded the Sioux when she arrived home February 4.

On April 8, the day after the Cayuga's arrival, the welcoming signals will be changed to those of farewell as the Sioux slips from her jetty and begins the return journey to the Far East, to relieve the Athabaskan. The destroyer will proceed to Pearl Harbor, where she will once again come under UN command and whence she will be routed onward to Japan.

The Cayuga comes home with a splendid record. Some of the highlights of her seven-and-a-half months in the Far East included:

Participation in the Inchon invasion last September, with Captain Jeffry Brock, commanding officer of the Cayuga, assuming command of a UN force protecting the southern flank of the invasion area.

The Chinnampo operation, in which the Cayuga led a UN destroyer force into the port to cover

the evacuation of 7,000 military and civilian personnel and destroy harbor installation.

January bombardments of Red shore batteries at Inchon. Here the Cayuga came under direct fire for the first time but received neither damage nor casualties.

A 50-day patrol that began November 20 and extended through Christmas and New Year's.

The supply of food and medical aid to South Korean island villages cut off from their regular sources by the initial communist attack.

But perhaps the greatest event of all, for the Cayugas, was the arrival of HMCS Huron on March 15. Their job was done — and well done — and they were free to go home.

Cdr. Fraser-Harris becomes Cancomdesfe

On the departure of the Cayuga for Canada, Cdr. A. B. Fraser-Harris, commanding officer of the Nootka, succeeded Captain Brock as Commander Canadian Destroyers Far East.

Athabaskan Passes 50,000-Mile Mark

During a February patrol off the west coast of Korea, HMCS Athabaskan's log ticked off the 50,000th mile since the destroyer left Esquimalt last July. Additional tours of duty have added to that record.

Also in February, the "Athabee" destroyed her twelfth mine. Ldg. Sea. Harvey Symington, of Edmonton, sighted the floating sphere and AB Gordon Lonvik, of Calgary, sank it with five well-placed rounds from his Bofors. It was mine No. 6 for Lonvik.

Ontario Joins Exercises in Australian Waters

HMCS Ontario arrived at Brisbane March 24 to complete her long journey to Australia. After three days in port she proceeded to sea to participate in exercises with units of other Commonwealth fleets.

The cruiser's voyage was not without incident. On the first stage, from



One of the routine jobs carried out by the Canadian destroyers is a careful check of all craft sighted during their Korean patrols. Here the Athabaskan awaits a small junk to come alongside to be searched. At horizon distance are the British carrier Theseus and HMC Ships Nootka and Cayuga. (CA-490).

Esquimalt to Pearl Harbor, she encountered heavy weather, had to heave to for 11 hours, lost one boat and had two others damaged.

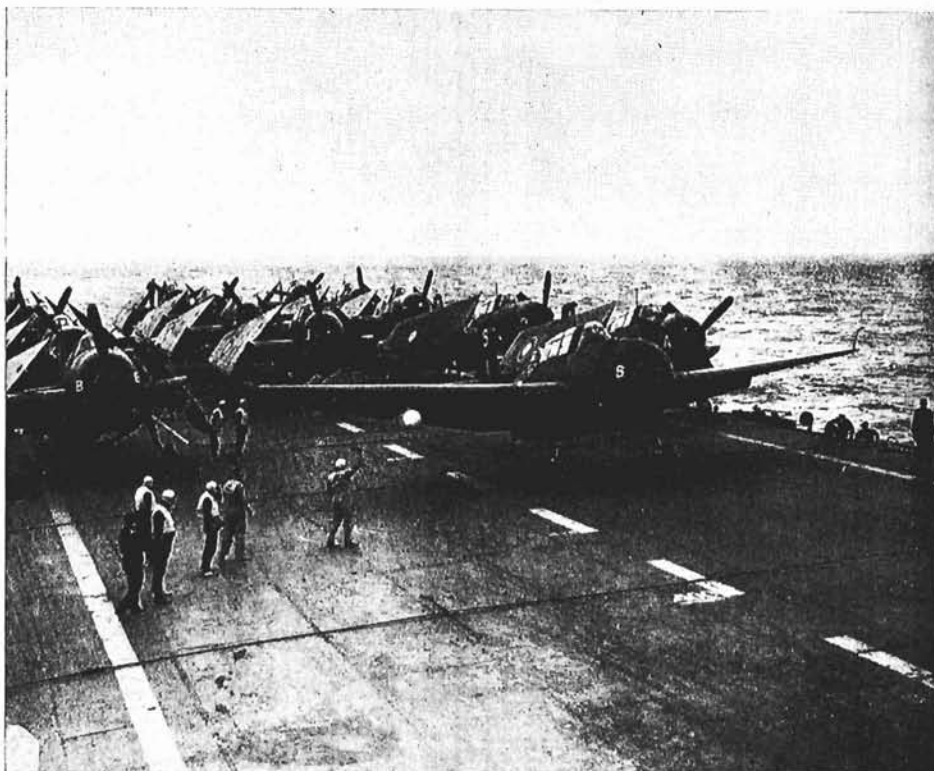
From Pearl onward the weather improved and ideal conditions prevailed when the ship staged a mammoth Crossing the Line ceremony on entering the Southern Hemisphere. More than 600 officers and men were transformed from "tadpoles" to "shellbacks."

Then there came a two-day stop at Pago Pago, capital of American Samoa. This was the first South Sea island most of the Canadians had ever seen and the occasion, marked as it was by bountiful hospitality, was one long to be remembered.

The next scheduled call was at Suva, in the Fiji Islands, and there the Ontario arrived a full 16 hours ahead of her original ETA. A stoker mechanic, Petty Officer Lloyd Fell, of Victoria, had severely injured his left hand while working on refrigeration machinery and the ship's medical officer, Surg. Cdr. H. R. Ruttan, after treating him in the sick bay, decided further treatment in hospital was needed. Commodore H. F. Pullen ordered speed for 28 knots and set course to arrive at Suva with the least possible delay.

Magnificent, Micmac on Caribbean Cruise

The much-travelled *Magnificent* sailed from Halifax March 19 on a



With wings spread, the first Canadian Avenger to take off from HMCS *Magnificent*'s flight deck awaits the "go ahead" signal from the Deck Landing Control Officer. The Avengers of 826 Squadron did their deck landing training in the *Magnificent* in late February and early March and are now carrying out further flying training during the carrier's Caribbean cruise. (MAG-2764).

six-week training cruise to the Caribbean. Accompanied by the destroyer *Micmac*, the carrier will concentrate on flying training for the anti-submarine and fighter squadrons of the 18th Carrier Air Group.

The cruise program called for stops at Bermuda, Port of Spain, Barbados and Boston.

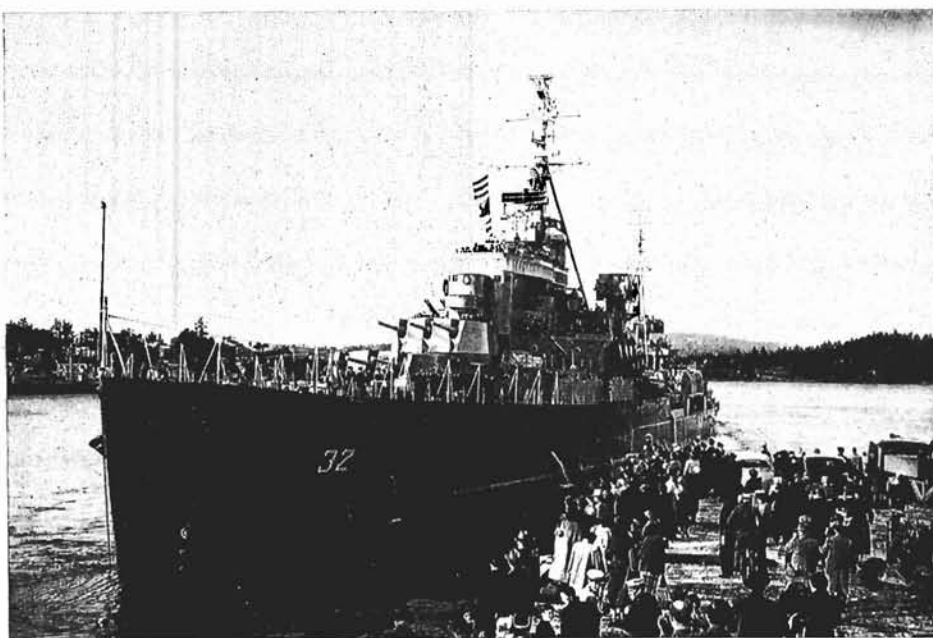
Crusader Commissions; To be Training Ship

The commissioning at Esquimalt April 2 of HMCS *Crusader* adds another destroyer to the training fleet. The ship has been refitted and, after trials and workups, will be employed as a training ship this summer for UNTD cadets and personnel of the RCN (Reserve). Her commanding officer is Cdr. Harold V. Groos, of Victoria.

Most of the other ships in the training flotillas, both east and west coast, were refitting in preparation for the heavy spring and summer sea training program that lies ahead.

CNS Inspects East Coast Ships, Establishments

The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, made a three-day inspection of ships and establishments on the east coast in March. Admiral Grant's tour of inspection took in the dockyard at Halifax, harbor defence sites, the RCN Air Station, Tufts Cove housing project, the naval magazine, HMCS *Magnificent* and HMCS *Stadacona*.



Families and friends were on hand to bid farewell to HMCS *Ontario* as the cruiser left her jetty at Esquimalt February 26 and set forth on a three-month training cruise to Australia and New Zealand. (E-13589).

The Bulletin Board

Communications Branch Split Into Visual, Radio Sections

Shortly after the Second World War it was considered that the requirement for visual signalling had been greatly reduced by the increased use of radio and the fact that the Electrical branch had assumed the maintenance of radio equipment. As a result, the rates of Signaller and Telegraphist were combined to form what is now known as Communicator (CM).

Visual signalling has been regaining its former importance, however, and approval was recently given to the splitting of the Communications branch into Visual (CV) and Radio (CR) sections. In peacetime, all visual and cryptographic duties will be carried out by the Visual men while radio duties will, of course, be the responsibility of the Radio man. In event of hostilities, the old Coder rate of the Second World War would be re-instituted, as well.

New entries for the Communications Branch will be entered in the Navy as OSCMS and at the end of new entry training in Cornwallis will proceed to the Communication School, where they will undergo a common basic professional course, upon completion of which selection and volunteering for specific sections will take place. Specialized training will then continue in either the Visual or Radio section.

Communicators were allowed until March 15, 1951, to select the section they wished to join and commanding officers have forwarded these preferences to Headquarters in order that separate rosters for Visual and Radio Communicators may be compiled. It is hoped, and is probable, that there will be an even split between branches. However, if there is a landslide toward either the Radio or Visual section, certain men will have to be allocated arbitrarily to sections in order to maintain a reasonable balance. Men allocated in this manner may subsequently request to transfer within the branch.

No changes have been made with respect to trade grouping and substantive structure, except that an oral examination will be required

after April 1, 1951, for advancement to Leading Seaman. This examination will be based on the duties performed by the rating during his preceding six months of service and corresponds to the old Trained Operator examination.

It is emphasized that no man will lose roster points or be placed in an inferior roster position to that which he now holds.

Transfer of Men to the Ordnance Branch

To build up the Ordnance branch to the required complement men of the seamen branch in the ratings of Petty Officer first class, Petty Officer second class or Leading Seaman, with one year's seniority and in possession of second class gunnery or TAS nonsubstantive rates, may be selected to transfer to Armourer.

On successful completion of the required qualifying courses, the men selected will be transferred to the

Ordnance branch as Gunnery Armourers, Torpedo Armourers or Control Armourers as applicable. A system whereby present rate and seniority, plus additional seniority to be granted on the basis of percentages obtained in the qualifying courses, has been devised to ensure equitable opportunities for future advancement of successful candidates. Details are promulgated in Naval General Order 7.71/1.

Training Schools and Training Centres

To co-ordinate training and requirements with the expansion of the navy and to ensure that personnel of the various branches are highly trained in their particular specialty, additional training schools and training centres are established as such from time to time. Recently the Ordnance School at Naden and Ordnance Training Centre at Stadacona have been established to instruct and train ordnance personnel in armament, ammunition, bomb and mine disposal and other subjects.

Also, the Medical Branch School has been established at Naden to instruct and train medical personnel in medical, technical medical and medical administrative subjects and all other personnel in first aid.

Implementation of Provisions of National Defence Act (1950)

The Minister of National Defence has directed that officers and men accused or convicted of service offences prior to the full implementation of the National Defence Act (1950) shall be given the following advantages provided by that Act, effective February 1, 1951.

Commanding officers shall not award at a summary trial the punishments of dismissal with disgrace, imprisonment elsewhere than in a penitentiary or dismissal from the Naval Service.

Accused persons, on request, are granted the right to have evidence at summary trials taken on oath.

Accused persons held in open or close arrest for a period of 28 days without a summary trial having

One Small Frigate Makes One Big Noise

A frigate of the Royal Canadian Navy made an impression out of all proportion to her size during a visit to New York City early this year.

As the ship was making her way up the crowded East River, she had occasion to indicate her movements with blasts on her siren, in accordance with the International Rule of the Road.

Unhappily, as she was sounding two blasts to indicate she was directing her course to port, the siren jammed on the second toot and, for a good 20 seconds, its wails echoed in the stone and concrete canyons of Manhattan.

On reaching her berth, the frigate was informed that by giving forth with a long and short blast on her siren she had sounded an air raid alarm. La Guardia airport had been alerted, a squadron of fighter aircraft scrambled and anti-aircraft defences manned.

The USN officer who met the frigate at her berth advised her commanding officer that the use of ships' sirens was forbidden in New York City, and tactfully suggested that the Canadian ship refrain from resorting to this instrument on future visits.

European Cruise Memento

Cdr. H. W. Soulsby, RCN, Ret'd., is preparing a memento of the European cruise of the Canadian Special Service Squadron in the form of a black and white sketch similar in size to those normally produced for "crossing the line" and other sea-going occasions. When completed it will be reproduced in The Crowsnest, together with the price, for the benefit of those who may be interested in obtaining a copy.

been held over or a court-martial having been ordered to assemble shall, at the expiration of that period, be entitled to direct to the Minister a petition to be freed from arrest or for a disposition of the case. In any event, after a period of 90 days continuous custody has expired, accused persons shall be released from arrest without prejudice to re-arrest on the order of an authority having power to convene a court-martial.

The Judge Advocate officiating at a court-martial shall ensure that the punishment imposed does not exceed the maximum prescribed by the National Defence Act for the offence of which the accused was convicted.

An accused person, being tried and found guilty by a court-martial, may request that the court consider other admitted service offences, similar in character to that of which the offender has been found guilty, in order that he may clear his future record of the possibility of a further court-martial on these offences.

Provision is made for dealing with petitions against findings and sentence of courts-martial and for petition for a new trial. Further information in this regard may be found in Naval General Order Appendix I/1 as promulgated on PS No. Gen. 48/51.

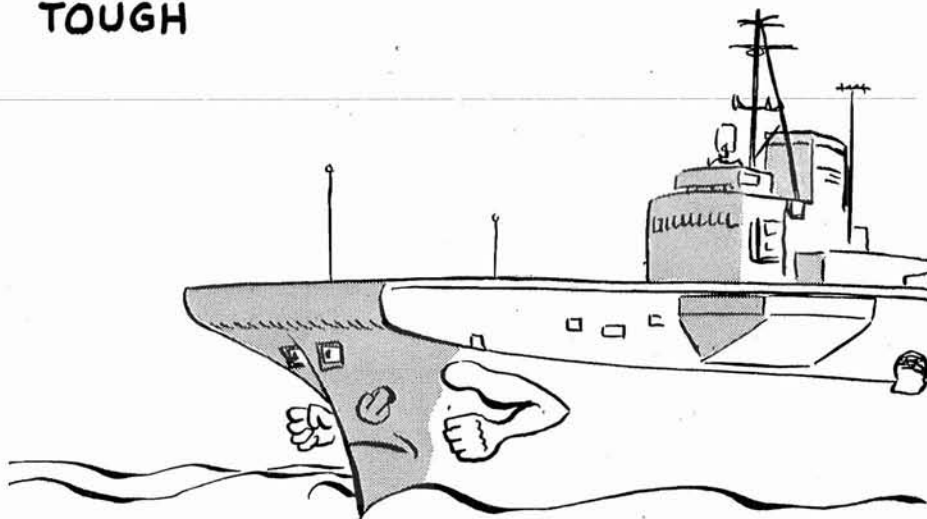
Meals in Station Restaurants in Canada

Effective January 1, 1951, the value of meal tickets issued for the purchase of meals in a station restaurant has been increased to \$1.00 for breakfast, \$1.25 for lunch and \$1.25 for dinner in lieu of the former .85¢ meal ticket which was issued to cover all meals in these instances.

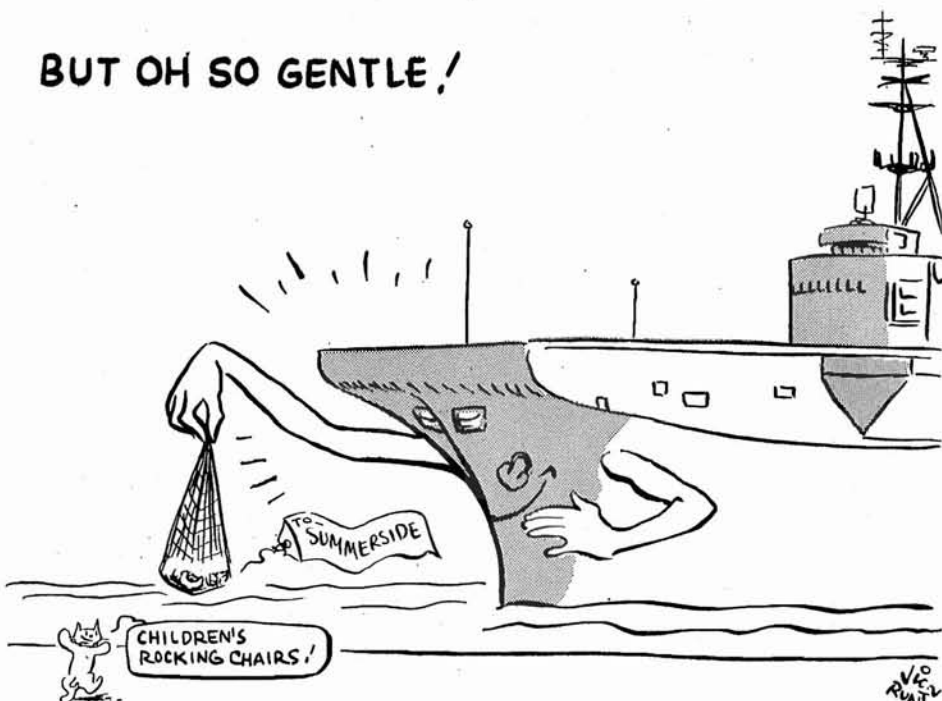
Separated Family's Allowance

Separated Family's Allowance regulations were amended effective December 1, 1950, to provide that when an officer or man becomes entitled

TOUGH



BUT OH SO GENTLE!



OUR "MAGGIE"

That was the title Vic Runtz, cartoonist for the Guardian of the Gulf, Charlottetown, and former petty officer in the RCNVR, gave to the cartoon he created after HMCS Magnificent had brought from England a rocking chair for a Summerside, P.E.I., family.

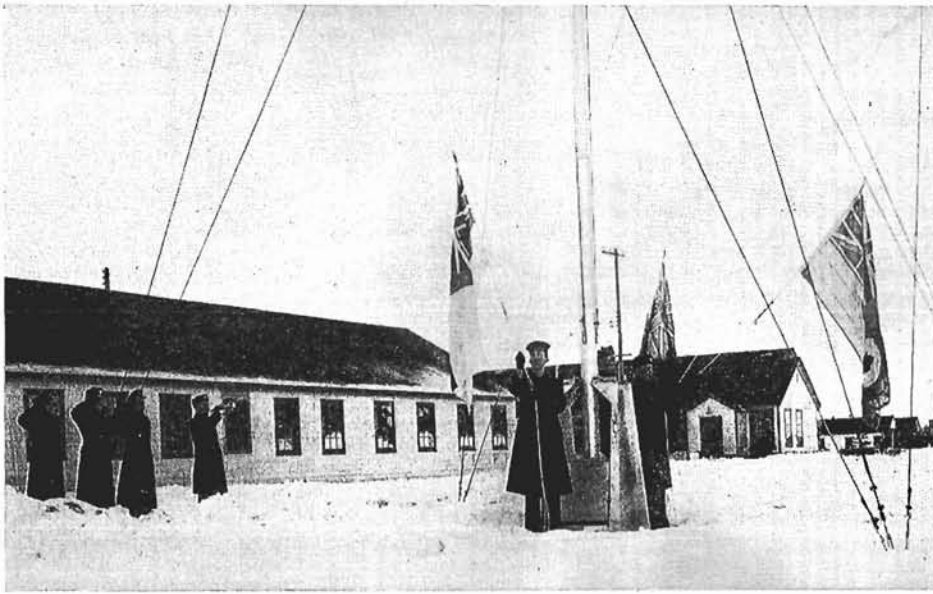
to the allowance it shall be increased by \$15 per month if an allowance is payable to his wife under the Family Allowance Act, 1944.

Marriage Allowance

The age limitations for payment of marriage allowance have recently been waived in respect of personnel who have served or are serving with the RCN Special Force and were married prior to or during such service.

This amendment was back-dated to July 5, 1950, the date the Cayuga, Athabaskan and Sioux sailed for Korean waters.

Previously payment of marriage allowance was restricted to personnel who had attained the age of 25 years in the case of officers or 23 years in the case of men. The only exception was made in the case of personnel who had served on active service during the Second World War.



At the Canadian Joint Air Training Centre at Rivers, Manitoba, the tri-service nature of the establishment is demonstrated in the Retreat, or Sunset, ceremony, when sailor, soldier and airman lower their respective ensigns and officers of the three services salute the colors.

The Navy At Rivers

*Five-Man RCN Staff Attached
to Canadian Joint Air
Training Centre*

A SAILOR can count on seeing a lot of the world in the course of his naval career, but being planted plumb in the middle of the bald-headed prairie is not likely to be included among his prospective peregrinations.

That, however, is what has happened to two officers and three men of the Royal Canadian Navy. They form the small naval staff at the Canadian Joint Air Training Centre, at Rivers, Manitoba, a unique establishment providing training in the type of warfare involving land and air forces.

At Rivers — some 1,000 miles from salt water on the west and 1,500 miles on the east — the naval section is responsible primarily for instruction relating to the employment of carrier-based tactical aviation in support of ground and amphibious operations. This instruction is carried out in the Offensive Air Support School.

In another school — the Joint Air Photographic Interpretation School — the naval staff gives instruction in the interpretation of aerial photos of harbor installations, dock facilities, locks, canals and shipping generally, as well as ship recognition and estimation of ship speeds.

The naval staff members are Lieut.-Cdr. (P) H. J. G. (Dick) Bird, Lieut. (P) Stanley C. Wood, Petty Officer Keith Hyde, Petty Officer R. C. Duiven and Able Seaman J. H. Maxwell.



Army and Air Force officers attending a course at the Offensive Support School at Rivers work their way through "Exercise Albatross," a scheme designed to give them practice in planning the air support required for an amphibious landing by three army divisions, with aircraft carriers providing the air support.

Lieut.-Cdr. Bird holds the appointment of Naval Liaison Officer and Deputy Chief Instructor, Offensive Support School. As such he serves as naval assistant to the commandant, Group Captain P. A. Gilchrist, RCAF, and as an instructor in the Offensive Support School and the Photo Interpretation School.

Lieut. Wood's appointment is that of Photo Interpretation Instructor; PO Hyde, an aircraft controlman, is in charge of models and other training aids, and PO Duiven and AB Maxwell, both cameramen, are attached to the photographic section, where they work alongside their opposite numbers of the Army and Air Force.

Formal, lecture-type instruction is kept to a minimum in the Offensive Support School. In its place they use the stage play form of presentation, portraying the actual planning conference, aircrew briefing or whatever subject is being taught.

Acting ability, if not already present, is quickly developed and some remarkably fine thespians "tread the stage" at the school.

In addition to models and the other standard training aids, equipment includes a large amount of paraphernalia such as false beards, "very senior uniforms" and a variety of other "props."

Though the Navy's representation there is small, the Canadian Joint Air Training Centre is truly tri-service



Lieut. (P) S. C. Wood, Photo Interpretation Instructor at the Canadian Joint Air Training Centre, explains the workings of the naval photo interpretation section to Lieut.-General Guy Simonds, Chief of the General Staff, and Brigadier R. E. A. Morton, General Officer Commanding, Prairie Command.

in nature. The three Service ensigns fly at the main gate and, during the commandant's parade, at the saluting base.

Personnel from all three services undergo training at the centre and on two occasions a Carrier Air Group of the RCN has flown en masse from Dartmouth to Rivers for a period of practical instruction.

There are several other training units at Rivers, among them the Transport Support School, dealing with airborne and air-transport operations; the Airborne School, where Army parachutists receive training, and the Light Aircraft School, where Army helicopter and Auster pilots are trained.

Once a year—in April—a team of instructors from the Offensive Support School goes to Kingston to conduct a two-week joint study of land/air warfare for the National Defence College and RCAF Staff College courses. Students from the colleges also visit Rivers and, from time to time, courses for senior officers of the three services are held at the centre.

Seamanship, like any other form of skill, is an art and cannot be pursued at odd times as a secondary occupation; on the contrary, no other work may be subordinated to it.

Thucydides, Book 1: CXLII

ANNUAL MEETING HELD BY VICTORIA NOAC

The Naval Officers' Association of Victoria made donations totalling \$425 to various worthy causes during the past year, the retiring president, Captain J. M. Grant, CBE, RCN, Ret'd., reported to the annual meeting in the officers' mess, HMCS Naden.

The donations were as follows:

\$200 to the Canadian Naval Service Benevolent Trust Fund.

\$100 to the Navy League of Canada (Victoria Branch) for a Sea Cadet band.

\$100 to help make Christmas a brighter day for the crew of HMS Challenger, RN survey vessel in Victoria at the time.

\$25 to HMCS Naden to go toward the Christmas party for children of naval personnel serving in Korean waters.

The business of the meeting consisted mainly of a review of the year's activities by Captain Grant, financial statements and the election of officers. The following were elected:

President, Rear-Admiral B. W. Greathed, CB, Ret'd.; vice-president, M. A. W. Bridgman; secretary, Captain F. G. Hart, RCN, Ret'd.; treasurer, Paul Fecteau; executive members, V. G. Pinhorn, A. M. C. Kenning, H. S. MacDougall, F. Dudley Wickett and J. R. Genge.

DANGEROUS WATERS

(Dedicated to HMCS Ontario)

*When the Lord, He made the sailor
With a heart constrained to duty,
He left one human frailty,
And that's—t'wards female beauty.
At Wellington and Melbourne
As at Perth and Adelaide,
All sailors strike their colours
To some sweet "down under" maid.*

*That Yankee gob, he warned me.
(And brother! was he right???)
I'm dreamin' half the day through
And awake through half the night
And it ain't their climate done it,
Nor their talk of gold and pearls,
Nor barracouts, nor wallabies.
But hosts of pretty girls.*

*In a skiff in Sydney harbour
(I admit, 'twas after dark)
I was smitten, badly bitten.
And it weren't no bloomin' shark.
Even snotties in the wardroom
Have developed kleptomania
T'wards dark and dangerous damsels,
Down from Hobart, in Tasmania.*

*Their cheeks, they bloom like peaches,
They have hair like molten floss,
They have eyes a man might steer by
(As it were, their Southern Cross,)
They have velvet in their voices
They have youthful views on 'Life.'*

(painful interlude)

*"There's a shore berth. In Ungava.
And he's for it. (signed) HIS WIFE."*

Herman Lordly

(Editor's Note:—The poem is, of course, extremely libellous on the ship's company of our cruiser, proof of which is the fact that it was written and submitted even before the Ontario sailed for "down under.")

Keeping Abreast

Personnel of the 19th Support Air Group at HMCS Shearwater are keeping up to date on what is going on in the world and what is behind the daily news bulletins.

A graphic, easy-to-digest treatment of world affairs is presented on a "Current Events Bulletin Board" in the group's hangar. Maps and photos, supplemented by clippings from newspapers and magazines, provide a comprehensive summary of world events and the issues at stake.



OFFICERS *and* MEN



New Appointments Are Announced

The following appointment changes of interest have recently been announced:

Captain E. P. Tisdall to HMCS Naden in command, as Commodore RCN Barracks, and Officer-in-Charge RCN Depot. Formerly at Naval Headquarters as Director of Weapons and Tactics.

Cdr. R. A. Webber to the staff of the Commodore Newfoundland as Chief of Staff. Formerly Senior Officer Ships in Reserve, Atlantic Coast, Commanding Officer HMCS Wallaceburg, Commander of the Dockyard and King's Harbor Master.

Cdr. B. P. Young to HMCS Stadacona as Senior Officer Ships in Reserve Atlantic Coast, Commander of the

Dockyard and King's Harbor Master. Formerly at Stadacona as Manning Commander, East Coast.

Cdr. F. J. D. Pemberton to The Hague, the Netherlands, on the staff of the Canadian Ambassador as Naval Attache. Formerly Chief of Staff to the Naval Member of the Canadian Joint Staff in Washington and Assistant Canadian Naval Attache.

Cdr. C. R. Parker to Naval Headquarters as Deputy Director of Service Conditions and Welfare. Formerly Executive Officer of HMCS Cayuga.

Cdr. (E) John Doherty to Naval Headquarters as Assistant Chief of Naval Technical Service (Air) and as Director of Air Engineering. Formerly at Headquarters as Deputy to the Assistant Chief of Naval

Technical Services (Air).

Cdr. (SB) P. R. Hurcomb, Naval Headquarters as Judge Advocate of the Fleet and Assistant Chief of Naval Personnel (Administration). Formerly at Headquarters as Judge Advocate of the Fleet.

Lieut.-Cdr. E. C. St. J. Green to Stockholm, Sweden, on the staff of the Minister of Canada as Naval Attache, with the acting rank of Commander. Formerly at Headquarters as Naval Member of the Joint Intelligence Staff.

First Quartermaster Course Completes at Stadacona

The first seven men to qualify to wear the badge of the RCN's new Quartermaster branch completed a course for Quartermaster second class at the Navigation Direction School in HMCS Stadacona, Halifax, February 21.

Those qualifying were POs R. A. Carlson, Windsor, Ont.; Gerald Guile, Winnipeg; Leonard Gurling, Dunnville, Ont.; William Henry, Hamilton, Ont.; Evan Pollock, Amherst, N.S.; Charles Stevenson, Montreal, and Douglas Sykes, Windsor, Ont. All were scheduled to join HMCS Magnificent in March.

Their course included instruction in seamanship, administration, pilotage, boat-handling and other subjects.

Three Men Promoted for Aircrew Duties

Three men of the Naval Aviation Branch recently received seven-year appointments as aircrew officers. They are Acting Sub-Lieutenants Allen T. Service, of Port Alberni, B.C., and Harry E. Hollywood, of Sunny Brae, N.B., and Dartmouth, and Midshipman Martin H. Brayman, of Kemptville, Ont.

Sub-Lieut. Service, formerly a Petty Officer 2nd class, was serving in HMCS Shearwater on air electrical duties. He was a member of the Halifax Flying Club and flew gliders as a hobby. At present he is under-



Even while serving in an active theatre of war, men in the Canadian destroyers operating in the Far East continue their academic and professional studies in order to prepare themselves for advancement in their particular branches of the Navy. The photo shows a group of men from HMCS Cayuga on their way to, of all places, a school, where they will write RCN educational tests. The school is located at a Japanese port and is for British Occupational Force personnel. (CA-473).

going flying training at the RCAF Station, Centralia, Ont.

Sub-Lieut. Hollywood won his pilot's wings while serving in the RNVF during the Second World War. The war ended before he had an opportunity to take operational flying training. He entered the RCN as an ordinary seaman and was serving in Shearwater at the time of his selection for commissioned rank. At present serving in HMCS Ontario, he will take a flying refresher course at Shearwater next summer before proceeding to the United Kingdom for operational flying training.

Midshipman Brayman entered the RCN as an ordinary seaman December 30, 1950, and was serving in Shearwater at the time of his promotion. He is currently taking sea training in the Ontario before commencing flying training.

Cadets Receive Annual Awards at Hunter

February was a busy month at HMCS Hunter for members of the UNTD. First year cadets appeared before a selection board early in the month. Two weeks later, Instr. Cdr. C. H. Little, Staff Officer (UNTD), visited the Division, inspected the cadets and presented awards won during the past year.

Cadet Thomas A. Smith won the trophy for the year's best cadet and also for the year's leading senior cadet. Cadet Lorne S. Cox took the trophy for best junior cadet.

The Rev. J. H. O'Loane, rector of Assumption College, was a guest at the presentation ceremony and spoke briefly.

Field Trip Highlights Cooks' "Scrub-Up" Course

Six members of the Cookery branch have been learning the latest wrinkles in their trade while attending a ten-week refresher course being held in the Supply School at HMCS Naden. They are CPO L. Boutillier and Petty Officers J. Waller, A. Lacey, R. Mattson and S. R. LeFebvre.

The course includes an interesting field trip during which the men visit various meat packing houses, wholesale firms and bakeries in Vancouver to observe commercial warehousing and refrigeration facilities and study meat grading and specifications.



A smashing success was the Homecoming Ball held by the ship's company of HMCS Sioux shortly after the destroyer returned to Esquimalt. Here Cdr. Paul D. Taylor, commanding officer of the Sioux, and Mrs. Taylor, centre, are shown with the dance organizers, CPO Brian Brown and CPO Reg Rimmer, and Mrs. Brown and Mrs. Rimmer. (E-13457).

Numerous New Faces in Minesweeper Portage

The minesweeper Portage has acquired some new faces in the past month. Recent arrivals to the ship are Petty Officers Dermott Laybolt, George Mitchell, William Topping and Gerald Dufour; Leading Seamen Andrew Bonner and Gordon Hewens; Able Seamen Lloyd Kay, Thomas Bradley and Claude Gonzales and Ordinary Seamen Roy Wilson and Jack Emsley.

Commissioned Gunner R. E. Middleton has left the ship for HMCS Micmac and other recent departures include CPO Ralph Eade, PO Angus Gray, Leading Seamen Archibald Piro and Jacques Grimard, and Able Seamen Robert Dufour, Armand Turgeon, Andrew Reid, Michael Crowley, Fernand Bouchard and Neil Dermody.

Former CO Honoured by Nonsuch Officers

Cdr. Lyle Hoar, who retired in January as commanding officer of HMCS Nonsuch, was honored at a reception held by the officers of the Edmonton division.

Guests of honor were Cdr. Hoar and Mrs. Hoar and Cdr. George P. Manning, the new CO, and Mrs. Manning. Other guests were Mr. Eric McCuaig, of the local branch of the Naval Officers' Association of Canada, and Mrs. McCuaig, and Lieut.-Cdr. Richard Edwards of the Royal Canadian Sea Cadet Corps.

Lieut.-Cdr. Frank Banwell, Lieut. Jeff Linnell and Sub-Lieut. (S) Eric Coutts made the arrangements for the party. After a buffet supper, Lieut.-Cdr. Ted Barrie, on behalf of the officers of the division, presented Cdr. Hoar with a leather club-bag.

Supply Officers' Course at Half-Way Mark

Supply officers taking the ninth supply officers' technical course to be held in the Supply School at Naden passed the half way mark in their syllabus in March. Enrolled in the course are Lieut.-Cdr. (S) J. M. Belyea, Lieutenants (S) F. R. Fowlow, W. F. Jones, W. M. McCulloch, C. L. Perin, J. C. Wright, F. H. Foster, F. Barrett and G. H. Fielding, and Sub-Lieutenants (S) R. Leckie, P. Shirley, J. L. Roy and A. H. MacLeod.

In addition, two officer candidates, Petty Officers W. Faire and A. E. Shaw, who have been selected for upper yardman training, are attending the course.

Four "Chiefs" Complete Refrigeration Course

Four chief petty officers of the Engine Room Branch recently completed the ninth refrigeration course to be held in the Mechanical Training Establishment in Stadacona. They were CPOs Arthur E. Hill, Melvin K. Larsen, Charles A. Morris and Ray V. Purcell.

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.

ACKERMAN, Harold G. PISM2
ANDREWS, Donald R. CIGA4
ARTHURS, Walter W. PISM2

BELLAMY, Paul A. LSSM1
BITTORF, Douglas R. P2BD2
BLACKWELL, James S. LSSM1
BOWBYES, Albert G. C2SM3
BOYLE, John D. PISM3
BREBBER, George A. C2SM3
BROWN, Garnet H. LSMA2
BROWN, John D. LSSM2
BRYON, Norman E. C2CA4
BURNS, Robert M. LSCK1
BUTTERS, John H. C2SM3
BUTTERWORTH, Clifford W. LSSM1

CAMPBELL, David. LSSM1
CAMPBELL, James A. C2SM3
CARMIER, Delbert A. LSFM1
CASAS, Frank J. C2ER4
CLARK, William H. PISM2
COOPER, Jack R. LSBD1
COPP, Gordon E. C2CA4
CRAWFORD, Ronald C. CIMR3
CROFT, Aleck C. CISM3
CUSMANIC, Charles. C2SH4

DAUNCEY, Elmer M. C2CO3

ETHIER, Edmond G. CISW2

FENN, Gordon. PIPH3
FERGUSON, Elmer A. LSEM2
FORBES, Brian. P2TD1

GAGNE, Real C. LSSM1
GILLIS, Douglas H. CIMR3
GLENEN, Roy C. P2SM2
GODMAN, Robert W. LSSM1
GOODWILL, Neil J. LSSM1
GORDON, Robert R. PISM3
GRIFFITHS, Marvin C. PIBD2
GRONDIN, William H. PISM2

HALFYARD, Charles F. C2SW2
HALL, Donald A. LSCK1
HALVERSON, Orland G. C2SH4
HERBERT, William J. PISM2
HINDS, Robert. P2SM2
HOWERTON, Elwood C. LSSM1
HOWES, Douglas S. PIPH3
HOWICK, Leo L. LSSM1
HOWIE, William L. PISM2
HYSLOP, John D. P2CS2

JENSEN, Emil H. C2ER4
JEWSBURY, Harry. C2ER4
JOHNSON, Robert. LSSWS
JONES, Douglas V. LSSM1
JONES, Edmund T. C2BD3
JOSEPHSON, Norman. LSCK1
JOUFREY, Kenneth C. C2SH4

KERR, Ronald H. LSSM1

LADOUCEUR, Henri W. LSBD1
LALIBERTE, Joseph J. R. LSSWS
LESLIE, Cameron T. P2SW1
LOWDEN, Ronald. P2SM2
LYNCH, Lawrence K. P2SW1

LYNGARD, Dalbert D. LSPH1

MACDONALD, Alastair R. C2ER4
MACKAY, Donald A. P2BD2
MACLEAN, Arthur E. CISH4
MADER, Bruce A. C2SH4
MOSSEY, William. PISM2
MCBRIDE, Kenneth L. LSSM2
MCCRIMMON, William H. C2SM3
MCCULLOCH, Bruce L. LSSM1
MCGILLVRA, Archibald A. C2ER4
MCINNIS, Lloyd J. PISM2
MCLEAN, Forbes R. LSSM1
MCNEIL, Donald F. PISM2
MCQUARRIE, J. Gordon. C2RG3
MCWILLIAMS, Peter D. LSSM1
MILES, Harold F. PISM3
MILLS, Charles E. C2AW3
MISURKA, Walter. P2SW1
MOECKL, Walter. LSVS2
MONKS, Ernest F. C2ER4
MORRISON, Edward A. PICK3
MUNDY, John R. P2BD2

NELSON, Kenneth I. P2BD2
NICHOLCHUK, Thomas. LSSM1

ORR, Robert J. LSSM1
OSWALD, Robert. C2CO3
OXBOROUGH, Donald C. CISM3

PAONE, John A. C2ER4
PARHAM, Edward W. PITA3
PATRICK, Harry. CISM3
PAVER, Edward A. CISM3
PAYNE, Peter A. P2SM2
PERESSINI, Louis A. LSSM1
PERRY, Charles G. CISM3
PETERS, Joseph A. C2SM3
PHILLIPS, Eugene E. LSNS2
POLLOK, Lindsay H. C2MR3
POPE, Brian A. P2SM2

REEDMAN, Robert W. C2ER4
RIDLEY, Ernest G. P2PH2
RIGUSE, Russell M. P2RT3
ROBERTS, Ernest H. C2MR3
ROLSTON, David E. LSBD1

SANSONE, Constan. CITA4
SAWYER, Douglas P. LSPH1
SEMPLE, Robert. CISM3
SCHIMP, Alexander J. C2GA4
SCHREUER, Joseph M. LSPH1
SILVERSON, John R. LSSM1
SOMMERVILLE, Wilfred J. C2SM3
STEIN, Edward A. LSSM1
STITT, Donald M. PIPH3
STITT, William T. PIBD2

TEEVEENS, Daniel J. P2SM2
TOUGH, Gordon G. LSNS2

VANSTONE, Russell D. LSSM1
VANTHAFF, George E. C2VS3
VINCENT, James R. C2CA4
VOLLET, John M. PISW2

WAGNER, John L. LSSM1
WALTER, Real. LSBD1
WARD, James W. PIPH3
WILKIE, Roy J. P2SM2
WILLEY, Walter J. P2SM2
WISHLOFF, Frederick. LSQRS
WOOLF, Ronald. LSEM1
WYNN, William B. C2CA4

YAKUBOWICH, Nicholas. LSSM1

ZABRICK, Metro. P2CK2

Sydney Navy Veteran Rescues Stranded Boys

Ralph Hyndman, 30-year-old Navy veteran, recently rescued two young boys who were trapped when the ice gave way in a large creek running into the harbor at Sydney, N.S.

Hyndman inched his way along a ladder laid across the crumbling ice. It was touch and go for 30 minutes and at one stage he was neck-deep in the icy water.

The ex-Navy man brought the boys ashore to safety one at a time across the precarious ladder. Hundreds of spectators lined the shores to watch the dramatic rescue. Members of the local fire department and a co-worker, Ronald MacLean, assisted.

Weddings

Petty Officer R. W. Dickson, HMCS Naden to Miss Anna Morari of Calder, Sask.

Petty Officer William Joy, HMCS Cabot to Miss Anne Pinsent, Reg. N., of Windsor, Nfld.

Petty Officer Trevor Lovekin, HMCS Bytown, to Miss Marianne E. Soderlind of Ottawa.

Ldg. Sea. Paul E. R. Foy, HMCS Cornwallis, to Miss Dorothy May Gaudett of Weymouth, N.S.

Able Seaman Henry J. Peters, HMCS Cornwallis, to Miss Marie Lonza Gionet of Saint John, N.B.

Able Seaman Arthur H. Rostek, HMCS Chippawa, to Miss Trudie Smith of Winnipeg.

Ord. Sea. William E. Preston, HMCS Sioux, to Miss Emma Lois Irish of Belleville, Ont.

Ord. Sea. Roy Wilson, HMCS Portage, to Miss Vivian Margaret Johnson of Truro, N.S.

Births

To Lieut. R. C. Thurber, HMCS Huron, and Mrs. Thurber, a daughter.

To Lieut. W. M. Howitt, HMCS Queen, and Mrs. Howitt, a son.

To Lieut. (L) Mervin Dunscombe, HMCS Stadacona, and Mrs. Dunscombe, a daughter.

To Lieut. (S) Donald Fulton, HMCS Naden, and Mrs. Fulton, a daughter.

To Sub-Lieut. H. T. Carmichael, HMCS Queen, and Mrs. Carmichael, a son.

To CPO Douglas R. Clarke, HMCS Stadacona, and Mrs. Clarke, a son.

To CPO G. E. Salter, HMCS Bytown, and Mrs. Salter, a daughter.

To CPO David T. Clarke, HMCS Stadacona, and Mrs. Clarke, a daughter.

To CPO Harry C. Gardiner, HMCS Cornwallis, and Mrs. Gardiner, a daughter.

To CPO Malcolm Johnson, HMCS Stadacona, and Mrs. Johnson, a daughter.

To Petty Officer L. A. Carter, HMCS York, and Mrs. Carter, a son.

To Petty Officer Valentine Cass, HMCS Cornwallis, and Mrs. Cass, a daughter.

To Petty Officer Fred Castleton, HMCS York, and Mrs. Castleton, a daughter.

To Petty Officer George Michor, HMCS Stadacona, and Mrs. Michor, a daughter.

To Able Seaman Arthur Whyte, Albro Lake Radio Station, and Mrs. Whyte, a son.

Retirements

Constructor Lieut. Harold E. Ockenden
Age: 49.
Address: 2436 Central Ave., Oak Bay, Victoria.



Hometown: Esquimalt.
Joined: March 1924, as a Shipwright fourth class.
Served In: HMS Victory; HMCS Naden, Patrician, Vancouver, Assiniboine, Givenchy, Stadacona, Burrard, Scotian and Rockcliffe.
Retired: March 31, 1951.

Chief Petty Officer William A. O'Rourke

Rating: C1SA3.
Age: 38.
Address: 1019 Barrington St., Halifax.
Hometown: Peterborough, Ont.
Joined: February 1931, as a Victualling Assistant.
Served In: HMCS Stadacona, Champlain, Saguenay, Assiniboine, Niobe, Athabaskan, La Hulloise, York, Griffon, Haida, Shearwater and Warrior.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 15, 1951.

Chief Petty Officer Donald C. Armstrong

Rating: C2MR3.
Age: 42.
Address: R.R. #1, Armdale, N.S.
Hometown: Little Current, Ont.

Pigeon Spreads Water Wings Sees How Other Half Lives

ON BOARD HMCS ONTARIO, AT SEA — A 26-year-old Chinese-Canadian airman has given up two months' leave and spent \$1,000 of his own money to go to sea with the navy.

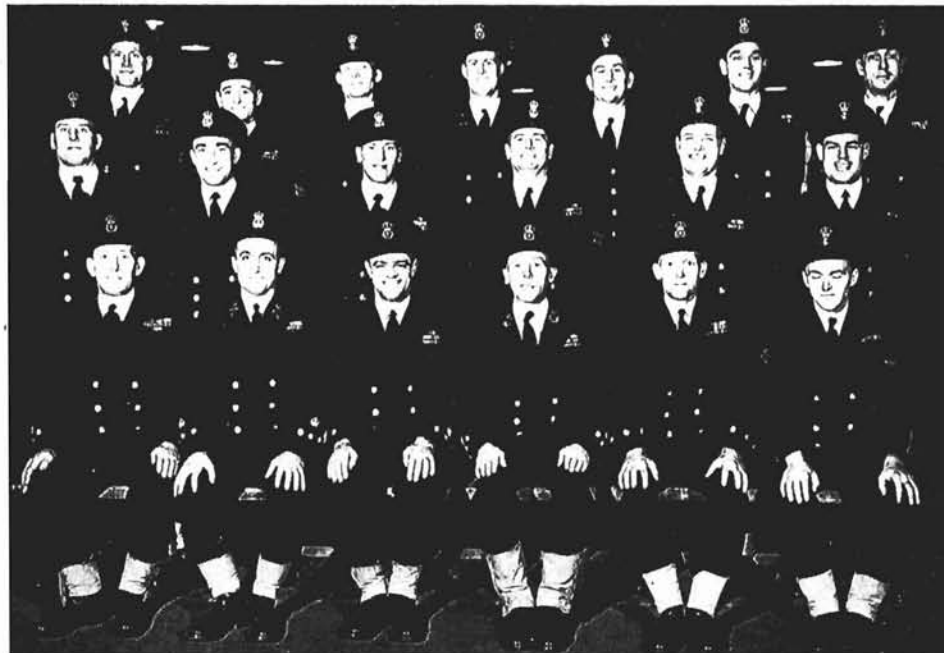
He is LAC Lum Gee Wai, of Vancouver, who explains his spurge in four words — "I like to travel."

Stanley Lum, as he is known in the R.C.A.F., joined the Air Force in 1949. Lacking necessary educational qualifications for aircrew he entered as a tradesman, studied hard and gained the proper academic standing only to find he was two inches too short in height.

He is now a qualified aero-engine technician, and was posted recently to the Canadian Joint Air Training Centre at Rivers, Manitoba, where he conceived the idea of going to sea with the Navy.

A talk with the Naval Liaison Officer at Rivers brought approval for him to go in the Ontario on a three-and-one-half month training cruise to Australia and New Zealand waters.

Short of the time required by a month and a half, LAC Lum nevertheless decided to pay his own way back from Sydney, Australia, to Rivers, via Esquimalt, at a personal outlay of \$1,000.



Shown above are members of the 14th Chief and Petty Officers' Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPOs A. M. Dickson, M. B. Gardner, E. W. Cozens, A. P. Howard, instructor, and G. E. Bussey, and PO H. L. Williams. Centre row: PO W. J. R. Murray, CPO H. J. Bennetts, POs R. O. Renton, W. A. MacPherson, R. R. McDowell and B. C. McCallum. Rear row: POs G. E. Blackwell, T. M. Mottershead, B. D. Seager, E. G. Shellnut, N. R. Pletsch, T. H. Hutchinson and P. J. Brunelle. (DB-1020-1).

Joined: November 1928, as an Ordinary Seaman.
Served In: HMS Victory, Iron Duke and Excellent; HMCS Stadacona, Festubert, Champlain, Saguenay, Venture, Skeena, St. Malo, Columbia, Annapolis, Peregrine, Protector and Haida.
Retired: February 21, 1951.

Chief Petty Officer Camille Beaudoin

Rating: C1QR1.
Age: 41.
Address: 6320 De St. Valier St., Montreal.
Hometown: Montreal.
Joined: January 1930, as an Ordinary Seaman.
Served In: HMS Victory, Excellent and Drake; HMCS Stadacona, Saguenay, St. Laurent, Skeena, Hamilton, Cornwallis, Peregrine, Poundmaker, Prevost, Donnacona, St. Stephen, Iroquois, Warrior, Magnificent, Niobe and Montcalm.
Retired: February 16, 1951.

Chief Petty Officer Frank Brown

Rating: C2ET4
Age: 37.
Address: 532 Paradise St., Victoria.
Hometown: Vancouver.
Joined: February 1931, as a Boy Seaman.
Served In: HMCS Naden, Skeena, Armentieres, St. Laurent, Ottawa, Ambler, Assiniboine, Restigouche, Avalon, Uganda, Ontario, Athabaskan and Rockcliffe.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 16, 1951.

Chief Petty Officer John Davidson

Rating: C1SW2.
Age: 44.
Address: 1191 Bowdley Ave., Esquimalt.
Hometown: North Battleford, Sask.

Joined: February 1931, as a Steward 2nd class.
Served In: HMCS Naden, Skeena, Vancouver, Fraser, Stadacona, Bytown, St. Hyacinthe, Givenchy, Prince Robert, Discovery, Royal Roads and Ontario.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 23, 1951.

Chief Petty Officer Aubrey F. McGee

Rating: C2AC3.
Age: 37.
Address: 91 Rector St., Halifax.
Hometown: Ilderton, Ont.
Joined: February 1931, as a Boy Seaman.
Served In: HMS Excellent, Nelson, Hood and Victory; HMCS Stadacona, Champlain, Saguenay, Skeena, Fundy, Kenogami, St. Francis, Avalon, Givenchy, Waskesiu, Peregrine, Niobe, Warrior, Shearwater and Bytown.
Awards: Commended for gallantry, August 1936. Mention in Despatches July 1944.
Retired: March 1, 1951.

Petty Officer James H. Wanless

Rating: P1SM3
Age: 43
Address: 1217 McKenzie St., Victoria.
Hometown: Ladysmith, B.C.
Joined: January 1931, as a Stoker, second class.
Served In: HMS Dominion, Drake and Duckworth; HMCS Naden, Skeena, Armentieres, Vancouver, Fraser, Restigouche, Avalon, Stadacona, Ste. Therese, Cornwallis, Nipigon, Shelburne, Border Cities, Oshawa, Givenchy, Uganda, Rockcliffe, Antigonish, Cayuga, Ontario and Naden.
Awards: Long Service and Good Conduct Medal, January 1946.
Retired: January 18, 1951.

The Shannon and The Chesapeake

Story of Famous Sea Fight Recalled with Naming of Naval School

A school to be built at the Tufts Cove naval housing project, across the harbor from Halifax, is to be named Shannon School, perpetuating the name of a famous warship which operated out of Halifax during the War of 1812.

HMS Shannon ensured for herself a place in naval history when in 1813 she defeated and captured the USS Chesapeake off Boston and took her prize to Halifax. The victory came at a most propitious time and had the same reassuring, tonic effect as the triumph, 126 years later, over the German raider Graf Spee.

IT was the spring of 1813 and British ships of war had clamped a tight blockade on American ports of the Atlantic seaboard. But things were going none too well. The "brash Americans" had carried out some distinctly successful commerce raiding sorties and more than once had outwitted the British.

At home in Great Britain, insurance rates were sky-high and it was the feeling of the public that the Yankees were doing very well, and "Just what, sir, is our navy doing about it?"

HMS Shannon, frigate of the 38-gun class, commanded by Captain Philip Bowes Vere Broke, provided a highly satisfactory answer to that question.

The Shannon left Halifax March 21, accompanied by the Tenedos (Captain Hyde Parker) to establish a blockade on Boston.

Although she had not been tested in action, the Shannon was ready and eager for a fight. William James, in "The Naval History of Great Britain" (MacMillan, 1902), reports that in 1806, when Captain Broke took over the ship, "By draughts from other ships, and the usual means to which a British man-of-war is obliged to resort, the Shannon got together a crew; and, in the course of a year or two, by the paternal care and excellent regulations of Captain Broke, an undersized, not very well disposed, and, in point of age, rather motley, ship's company became as pleasant to command as they would have been dangerous to meet."

Two American ships, the President and Constitution, were in port when the British frigates showed their sails off Boston. The Constitution was nearing completion of an extensive refit and the President was ready for sea. One dark night, aided by a favourable wind shift and a murky fog, the two ships made their escape. And, at practically the same time, the American frigate Chesapeake slipped safely into Boston.

Captain Broke was sorely disappointed but waited patiently for a showdown. As the weeks passed he became more and more determined to draw the American out. Accordingly, to even the match, he detached the Tenedos with instructions to rejoin around the 14th of June, by which time he hoped to have settled the business at hand.

Then began the highly refined and gentlemanly negotiations to induce the Chesapeake to come out and fight.

Broke composed a letter and forwarded it to Captain James Lawrence of the Chesapeake. As it developed, the American ventured forth before he received the letter, apparently goaded into action by the humiliating presence of a British frigate within sight of the city of Boston. But the letter which, James says, "... for candour, manly spirit, and gentlemanly style, stands unparalleled," is well worth quoting.

Captain Broke began: "As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags..." He went on to compare the two closely matched ships. The Shannon had 52 guns and a crew of 330 and the Chesapeake had 50 guns and a crew of 379.

He wound up by saying: "I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake; or that I depend only upon your personal ambition for your acceding to this invitation. We have both nobler motives. You will feel it as a compliment if I say, that the result

of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced, that it is only by repeated triumphs in *even combats* that your little navy can now hope to console your country for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay longer here."

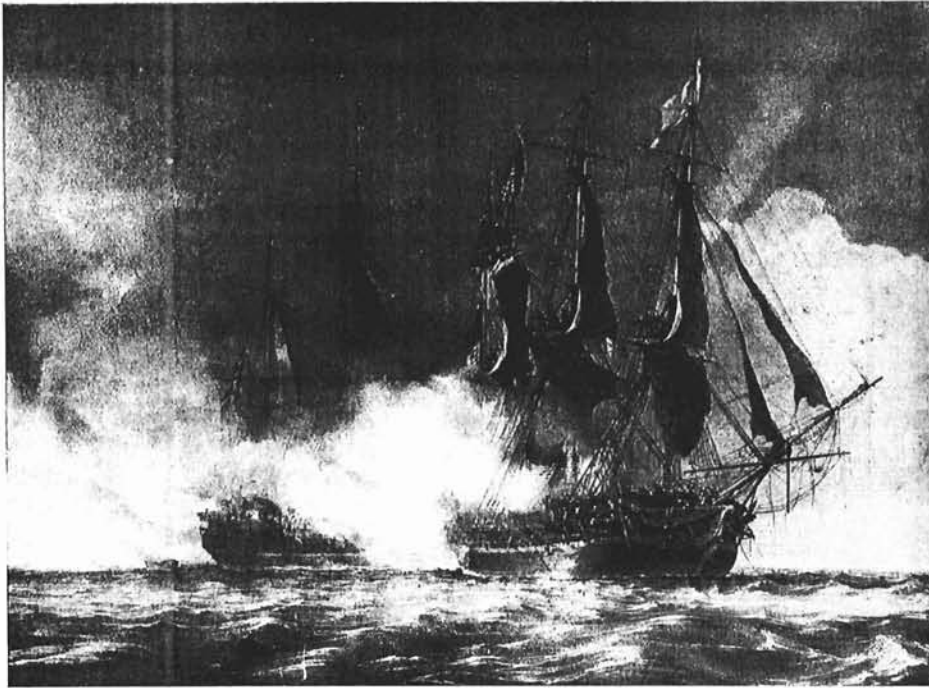
At noon on June 1 the Chesapeake set sail. The letter was on its way to Lawrence. The Shannon, her captain and crew jubilant after their many weeks of waiting, set light canvas to give her steerage way.

The breeze was light as the Chesapeake closed her eager foe. The two ships sailed, almost as if in formation, about 100 yards apart on the same course. Hundreds of Bostonians lined the shore to watch the contest, as if it were a boxing match.

The Chesapeake was adorned with three ensigns and, flying at the fore, was a large white flag bearing the slogan, "Sailors' Rights and Free Trade", as James says, "upon a supposition, perhaps, that this favourite American motto would paralyze the efforts, or damp the energy of the Shannon's men."

At 1750 that afternoon the Chesapeake closed to within 50 yards of the Shannon and the Shannon's aftermost main deck fired the first smoking ball of the fight. A second later her 13th gun spat, and an answering shot came from the American's bow gun. The smoking melee was on and in each ship every gun which could be brought to bear on the other was fired, reloaded and fired again.

At the height of the ear-splitting fight, the Chesapeake found herself drawing ahead of the Shannon, which was almost becalmed under the American's blanketing canvas. Captain Lawrence, to hold the weather-gauge (up-wind advantage), turned his ship higher into the wind. But with parted sheets and her helm unmanned the ship swung up too fast. She fell into irons and rapidly lost way.



The pictures on this and the following page are reproduced from prints hanging in Admiralty House, Halifax. The originals were painted on stone by J. C. Schetky, Esq., from designs by Captain R. H. King, RN, and were dedicated by Captain King to Captain Broke, of the Shannon. The first in the series, this one shows the Chesapeake "crippled and thrown into utter disorder by the two first broadsides fired from HMS Shannon."

The Chesapeake lay with her quarterdeck exposed to the raking broadside fire of the Shannon's excellent gunners, yet few of her own guns could be brought to bear.

The Chesapeake finally got stern way on her and inched toward the British ship. Broke ordered his helm put "hard-a-lee." He did not wish to board the heavily manned American ship until his guns had inflicted more casualties. But the Shannon, too, responded slowly. Her jib stays had been cut through and it was impossible to work canvas efficiently.

Thus, at 1800, the Chesapeake "fell on board" the Shannon and held fast as the fluke of the Shannon's anchor jammed in the American's quarter-port.

Captain Broke rushed forward, giving the cease fire to his heavier guns, calling for boarding parties to stand by and ordering his men to lash the ships together. Two minutes after the ships met, Captain Broke and 20 men leapt aboard the Chesapeake's deserted quarterdeck. As they worked forward, 20 or 30 Americans put up a brief struggle but ended by running to the fore-castle where some of them scrambled down the fore hatchway and a few jumped over the ship's side.

Reinforcements soon arrived from the Shannon. As they fought, a dangerous harrying fire rained on

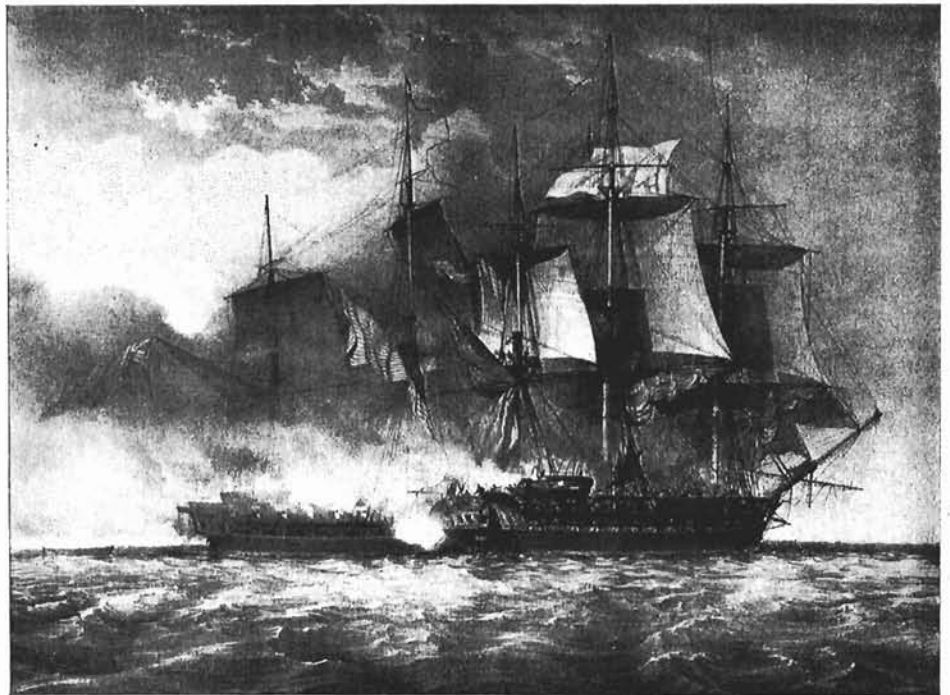
them from above. One of the Shannon's 9-pounders was directed to fire into the American's upper decks. Two parties stormed the main and mizzen tops and succeeded in driving all the snipers back on deck.

The fore-castle was quiet now. After posting sentries on the captured men, the captain turned to amidships where there was sharp hand-to-hand fighting. As he wheeled around — alone for the moment — three burly sailors attacked him. Broke parried the first man's pike and felled him, but the second delivered a ringing blow across Broke's skull with a musket butt. As the captain fell stunned, the third man stepped in for the kill. But, happily, one of the Shannon's seamen had arrived and ran the American through just in time to save his captain.

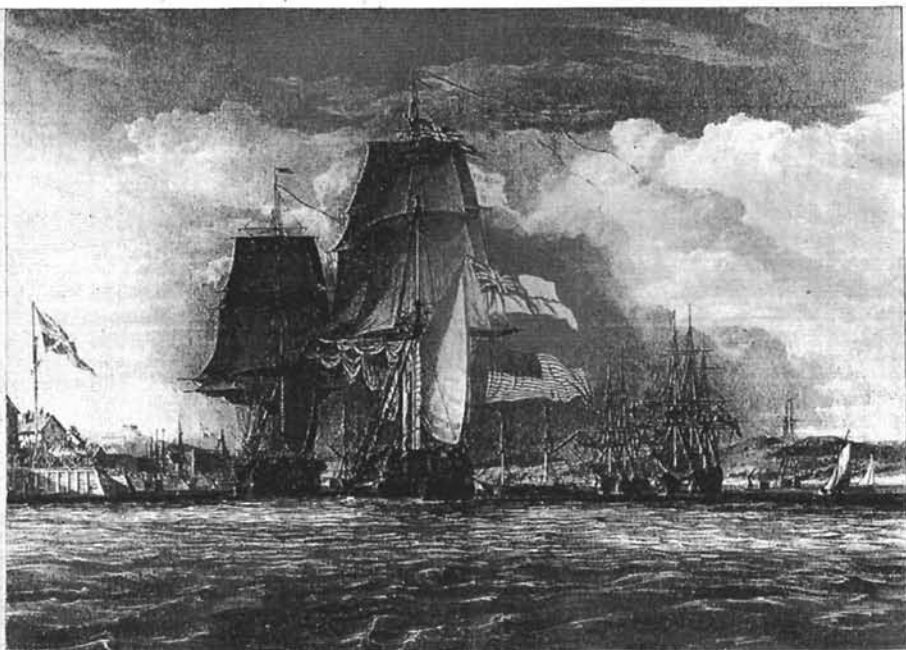
Two officers helped him to the quarterdeck, where his wounds were attended to. At this point, one of his men called him to watch the ensign being run up over the American colours. But the halyards were twisted and the American colours ran up over the British. The Shannon's crew, fearing that their boarders had been beaten, immediately opened fire. They killed their own First Lieutenant and four of their ship-mates.

The tragic mistake was quickly corrected and the British ensign rose triumphantly in the vanquished Chesapeake.

The fight was over, the Americans had surrendered. Captain Broke had by this time fainted from loss of blood and he was carried back to his ship.



The second picture shows the Shannon's men "carrying by boarding the American frigate Chesapeake after a cannonade of five minutes." A party of boarders can be seen hauling down the American flag while the fight still rages in the waist.



To Captain J. Philip Downs Vice Ruler, R.N. and H.C.B.
This representation of U.S.S. SHANNON, taking her prize the AMERICAN PRIVATE CHESAPEAKE, into HALIFAX HARBOUR, on the 6th June, 1813.
is Dedicated by his obliged and most grateful servant, R.H. King

The original inscription under the third painting has been reproduced here. Cheers from the crowds on wharves and rooftops are answered by the Shannon's men, swarmed along the ships' sides and on the rope ladders.

Only 11 minutes had passed since the first shot was fired. Both ships had received a fairly substantial weight of fire, but the Chesapeake had fared the worse. However, both were seaworthy and ready to proceed. The Shannon suffered 83 casualties — 33 killed or mortally wounded and 50 wounded. The Chesapeake lost 61 killed and 85 wounded.

The mortified citizens ashore watched helplessly as the smashed pride of their fleet was unhurriedly taken away to British North America.

Captain Broke was incapacitated by his wounds, his First Lieutenant was dead and so his Second Lieutenant, Provo William Parry Wallis, a native of Halifax, sailed the Shannon back to port with her prize. Cheering crowds lined the jetties and seamen in ships alongside yelled themselves hoarse for the valiant Broke and his excellent crew and for the youthful Wallis.

Provo Wallis rose to the rank of Admiral of the Fleet and, in honor of his services in the Napoleonic wars, was retained on the active list of the Navy until the time of his death at the age of 101 years.

Winding up his account of the battle, James says, "Gallant, truly gallant, was the behaviour of Captain Lawrence." The American was se-

riously wounded in the fight and died as the ships made their way to Halifax. He was later buried with full naval honours in the British naval cemetery there.

His ship was taken to England, sold to the government, re-commissioned for a short time then sold and broken up in 1820. Many of her timbers were used to build a mill in the Meon Valley and houses in Portsmouth.

Schools to be Named For Naval Heroes, Famous Warship

Two schools under construction at naval housing projects on the East and West coasts will commemorate two Canadian naval heroes of the Second World War, and a third school being built on the East Coast will be named for a famous warship which sailed out of Halifax in the War of 1812.

Contract has been let for the erection of an 18-classroom frame school in the heart of the Belmont Park naval housing project near Victoria. This school will be known as the "John Stubbs Memorial School," in memory of the late

Lieut.-Cdr. John Hamilton Stubbs, DSO, DSC, RCN, commanding officer of the first HMCS Athabaskan, who lost his life when the Athabaskan was sunk in action off the coast of France in the spring of 1944.

A school being built at the RCN Air Station, Dartmouth, N.S., will be called the "Hampton Gray Memorial School" in memory of Lieut. Robert Hampton Gray, VC, DSC, RCNVR, of Nelson, B.C., who gave his life in an heroic and successful air attack on a Japanese destroyer in August 1945, and for which action was awarded the Victoria Cross posthumously. (Crowsnest, November 1950).

A third school for children of naval personnel is being built at the Tufts Cove housing project, across the harbor from Halifax. It will bear the name of the warship Shannon, which defeated the USS Chesapeake and took her into Halifax as a prize of war in 1813.

The schools for the Belmont Park housing area and the Tufts Cove project will be similar in design and size. Both will contain 18 classrooms capable of accommodating some 500 children.

As elementary and junior high schools they will include grades one to nine. Grades 10 to 12 may be added later.

Work commenced on the school for the naval air station last fall. Smaller than the other two schools, it will have ten classrooms.

All three schools will be operated under separate agreements between the Department of National Defence and the departments of education and municipalities concerned.

The three sites where the schools are being erected are post-war housing projects for personnel of the RCN.

Many Help Establish Shearwater Hobby Shop

Latest shore establishment of the RCN to blossom forth with a hobby shop is HMCS Shearwater, the naval air station at Dartmouth, N.S.

Made possible through combined contributions from the ship's fund, the IODE, the Halifax Women's Naval Auxiliary and several outside friends, the hobby shop at Shearwater was opened January 4. The shop is being supplied with all kinds of power woodworking tools, the necessary materials for leather work, plastics and model aircraft parts.

Another amenity, the station's fiction library, is becoming more and more popular as it increases the number and variety of books on its shelves.

Chief Stoker is Frigate's Choice

*CPO "Jimmy" Hann Elected
By Ship's Company
of La Hullose*

AN efficient ship, they say, is a happy ship. True though that may be, there is another factor which helps considerably in bringing about the latter condition. That is the presence on board of a sprinkling of hands with a faculty for provoking laughter and good humor among their ship-mates, in good times and bad — especially the bad.

Such a one is Chief Petty Officer James (Jimmy) Hann, Chief Stoker in HMCS La Hullose and the frigate's choice as Man of the Month for April.

His never-failing sense of humor, keen enthusiasm for everything to do with his ship and sincere interest in the welfare of his fellow-sailors have made Jimmy Hann a natural leader whose prestige on board the La Hullose is of the highest order.

Yet his selection as Man of the Month caught CPO Hann completely by surprise. He confessed that this was one time when he was completely lost for words, then added, "It's the only exciting thing that's happened to me since I joined."

Persistent questioning revealed, however, that CPO Hann has had his share of excitement during his more than 15 years in the RCN.

He was in the Saguenay in November 1940 when she was torpedoed, had her bow badly damaged but managed to limp into port.

Later he was in HMCS Columbia when she encountered a raging North Atlantic storm that gave the old fourstacker a merciless pounding. Hann brushes aside any mention of the incident but others who knew him at the time say he was responsible for preventing a possible panic in the Stokers' mess. A heavy sea stove in a scuttle and a new draft of stokers, making their first trip to sea, showed alarming signs of nervous stress. Ldg. Stoker Jimmy Hann couldn't calm the angry seas outside but he succeeded in soothing the troubled waters within the crowded confines of the messdeck.

CPO Hann began his naval career with the old Halifax half-company of the RCNVR and on September 9, 1935, became the second man to

transfer from that "VR" division to the RCN. He went to sea two months later in the destroyer HMCS Champlain.

From her he was drafted ashore to Stadacona, where he first started to make a name for himself as an all-around athlete, playing baseball, softball, soccer and hockey and taking



CHIEF PETTY OFFICER JAMES HANN

the occasional fling at other sports.

CPO Hann has been one of the outstanding figures in the navy sports picture for the past 15 years. A member of the Stokers' team that won the Maritime intermediate hockey championship in 1942, he still plays a stellar game at centre ice and is a mainstay of his ship's sextet.

Softball and baseball provide him with his best sports yarns. He recalls a game in the Halifax Garrison Indoor Softball League in 1938 in which his error spoiled what otherwise would have been a perfect game for his pitcher. Navy trimmed Army 21-0 in this one.

While he was in England in 1938 to commission HMCS Ottawa, he played shortstop for a baseball team representing the Ottawa and HMCS Restigouche.

The Navy team went on tour and in London gave a good account of itself in splitting a two-game series played in Romford Stadium against an "all-London" team.

Since joining the La Hullose he has played on the ship's softball and baseball teams and for the chief and petty officers' ball team. He was a member of the ship's squad that defeated the Bar Harbor All-Stars last year to win the Bar Harbor, Maine, challenge trophy.

As for the vital statistics:

James Gerald Patrick Hann was born in Halifax August 5, 1915. He attended St. Patrick's School and, in April 1933, entered the RCNVR at the age of 18. Two years later he was in the RCN.

Following his early training periods in the Champlain and Stadacona, he sailed from Quebec in the liner Ascania as one of a party of 14 bound for England to commission the Ottawa.

When war broke out, Hann was back in Stadacona. He joined the Saguenay in June 1940 and remained in her until the following January. During the next four years he spent varying periods ashore, mostly in Halifax, and at sea in the Columbia (25 months), the corvette Arrowhead and the frigates Stettler and Buckingham.

In March 1947 CPO Hann was drafted to HMCS Warrior and began a lengthy period of aircraft carrier service. He stayed in the Warrior until she was returned to the Royal Navy, then went to Belfast as one of the Magnificent's commissioning party. Hann served in the "Maggie" for 21 months, after which he was drafted to "Stad" for a brief period before joining the La Hullose in June 1950.

CPO Hann is an avid reader with a preference for historical stuff. Outside of sports, he has no other hobbies. He hasn't made any definite plans for the future. "I still have four years to go and a lot could happen in that time to change a man's plans."

Family man Jimmy Hann is married to the former Florence Hilda Gray. They have two children, Shirley, 17, and Jimmy, 14.

Afloat and Ashore

PACIFIC COAST

An air of comparative calm hung over the Pacific Command during March, waiting only to be fanned into a high wind by the arrival of HMCS Cayuga and the departure of the Sioux.

Undoubtedly one of the greatest mass turnouts to greet any ship of the RCN was that accorded the Sioux in early February. Following her tumultuous welcome, the command retained its spark of feverish activity with preparations for the departure of HMCS Ontario for southern climes.

The untimely death of Commodore G. R. Miles (See page 30), followed closely by the tragedy of the air crash taking the lives of Lieut. (S) Marcel Champagne, of Victoria and Montreal and Lieut. Ian Macdonald, RCN(R), of Montreal and Glasgow, Scotland, both of HMCS Ontario, was a sobering influence.

HMCS Sault Ste. Marie searched the area of the crash for many days without results, while naval divers, under the command of Lieut. Charles Smedley, made several unsuccessful attempts to locate the crashed plane.

Later the diving crew was called to the scene of a tragedy at Cameron Lake, Vancouver Island, to locate and bring to the surface a car which had slid off the highway into the lake, bearing a couple and their three-year-old child to their deaths. Ldg. Sea. George Ackerman located the car and secured the cable to raise the vehicle. The diving party, under Lieut. Smedley, also included Petty Officer William Cubitt and Ldg. Sea. Julian Verschuere.

HMCS Sioux

One of the most enjoyable dances to be held in the Pacific Command in recent months was HMCS Sioux's Ship's Company Homecoming Ball at the Crystal Ballroom in February.

Preceding the ball was a sumptuous banquet at Terry's Dining Room, attended by about 70 members of the ship's company and their wives.

Carefully organized, the ball was a combined welcome home affair and Valentine dance. Under the able direction of CPOs Brian Brown and Reg Rimmer, the whole evening reflected a combined Hawaiian and Far Eastern influence in the lighting arrangements, table settings and the hundreds of leis which were passed out and adorned the necks of all present.

Each dance was appropriately called by names such as the Pearl Push, Pusan Patrol, Inchon Invasion, Chinnampo Shimmy, Yalu Yaks and winding up with the Esquimalt Envy. The only items retaining a North American flavor were the dance programs. They were heart-shaped, to signify Valentines, and colored red for the men and white for the ladies.

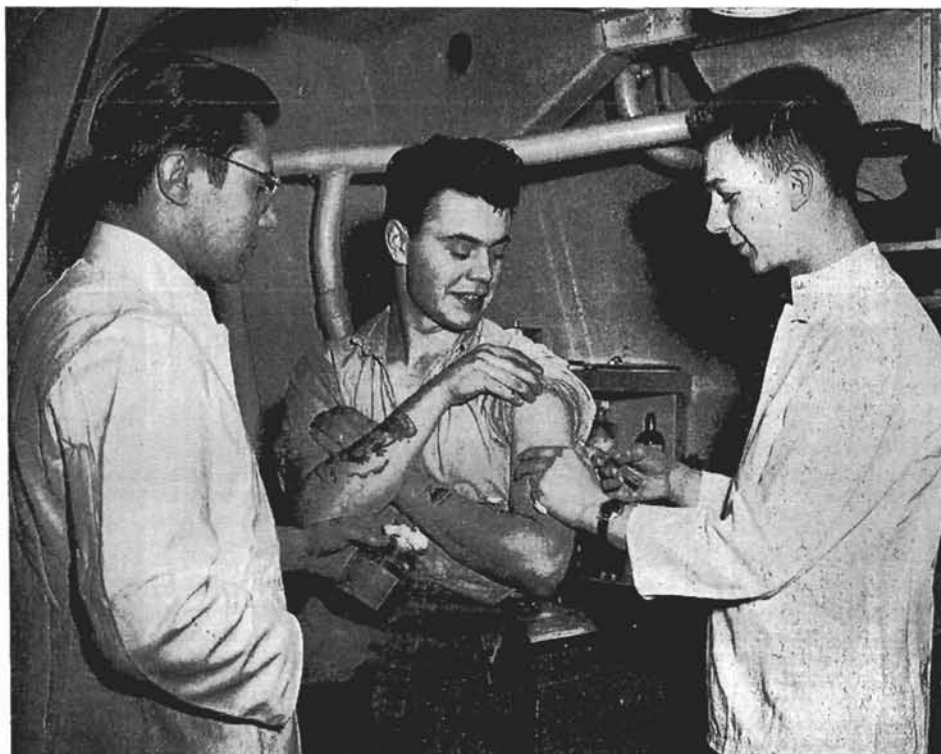
HMCS Antigonish

The crew of HMCS Antigonish are fast losing the sun tan they so rapidly acquired on the beaches of Acapulco, "the Riviera of Mexico," during the recent training cruise with the Beacon Hill.

One of the feature events of the cruise was a concert party, along the lines of Truth or Consequences, featuring PO Lawrence McIvor as MC, Midshipman William Chaster as announcer and the Gunroom Troubadours providing the music.

The main items on the program consisted of recitations by Midshipman Ian McKee and PO J. Jack, a chocolate cream pie throwing contest between Lieut. (P) A. J. Woods and Lieut.-Cdr. J. G. Mills (XO of the Antigonish) and, in addition, a wide variety of pranks and patter which kept the ship's company roaring with laughter for a full hour.

En route from Acapulco to Victoria, Lieut. R. P. (Splicer) Mylrea volunteered for the rigging party and set to work splicing a soft eye into the end of a large manilla. So intent on his job was he (as every good rigger should be) that he failed to notice the attention he was drawing from all hands. Having finally completed as



Every member of the Ontario's ship's company went through this routine at the outset of the cruise to "down under." AB Raymond Healy, of Moose Jaw, is inoculated by Ldg. Sea. P. L. Rhodes, of Haney, B.C., while PO K. D. Jackson, of North Battleford, Sask., stands by with a swab. (OC-354).

skilful and neat a job of splicing as any had ever seen, he stood back to admire his handiwork... But a soft eye in a manilla might be just a little awkward to handle with a large steel ladder thumping around on the end of it!

The Antigonish has completed her refit and is getting in trim for the summer tussle with the UNTDs and is looking forward to some fine cruising with HMCS Beacon Hill.

HMC Ordnance School

During the recent Easter Parade in Beacon Hill Park, it was a fine sight indeed to see so many proud Ordnance School fathers supplying motive power to their respective baby buggies.

Ordnance Lieut. John Boase, who pushed out the cigar-boat in February, was spotted comparing notes with Commissioned Ordnance Officer Guy Copley, who was very firm in his opinion of how a three-cornered suit should be made up.

These officers are at present delving into the intricacies of fire control equipment and all its attendant problems, being carefully guided along the right channels by CPO Bert Nelson, CPO Norman Langton and CPO Alf Lee.

CPO Lee has only recently joined the instructional staff, being relieved of his stores duties by CPO Arnold Parkinson, who was drafted to the school from HMCS Nonsuch, Edmonton. "Parky" said it was so cold in Edmonton this year that the chief

and POs' mess dispensed their grog in the shape of "boozicles" on the end of a marlinspike. Sounds like an idea, anyway.

CPO Leslie Cole, following his rehabilitation leave, has accepted a position on the staff of the Inspector of Naval Ordnance in HMC Dockyard and in the capacity of civilian examiner will no doubt be in close contact with the naval Ordnance Branch both ashore and afloat. — R.D.

HMC Supply School

The training program in the Supply School has been gaining momentum steadily since the first of the year and by March 1 there were ten classes, totalling 17 officers and 84 men, under instruction.

Petty Officer B. Humberstone has joined the instructional staff of the Cookery School as a relief for CPO Neil McLeod, who has been drafted to Cornwallis. During the period he was in the school, CPO McLeod was a mainstay in organizing sports and entertainment and took an active interest in the general welfare of personnel serving or training under his supervision.

Petty Officer Tom Plume joined from HMCS Ontario to take over regulating duties in the Supply School, succeeding CPO Leo Benesh, who is taking the Quartermaster Instructor course in Naden.

Recent Supply Branch re-entries in the RCN include Petty Officers Bill Morrison, G. A. Stone and L. K. Lynch.

ATLANTIC COAST

HMCS Magnificent

Sailors and their guests filled "B" hangar in HMCS Magnificent on January 27 to hear the Armdale Girls Choir do a direct broadcast over the eastern network of the Canadian Broadcasting Corporation.

The program featured a series of songs in French, dedicated to the French-Canadian members of the ship's company. The performance continued for more than an hour after the radio broadcast, taking the form of a request show.

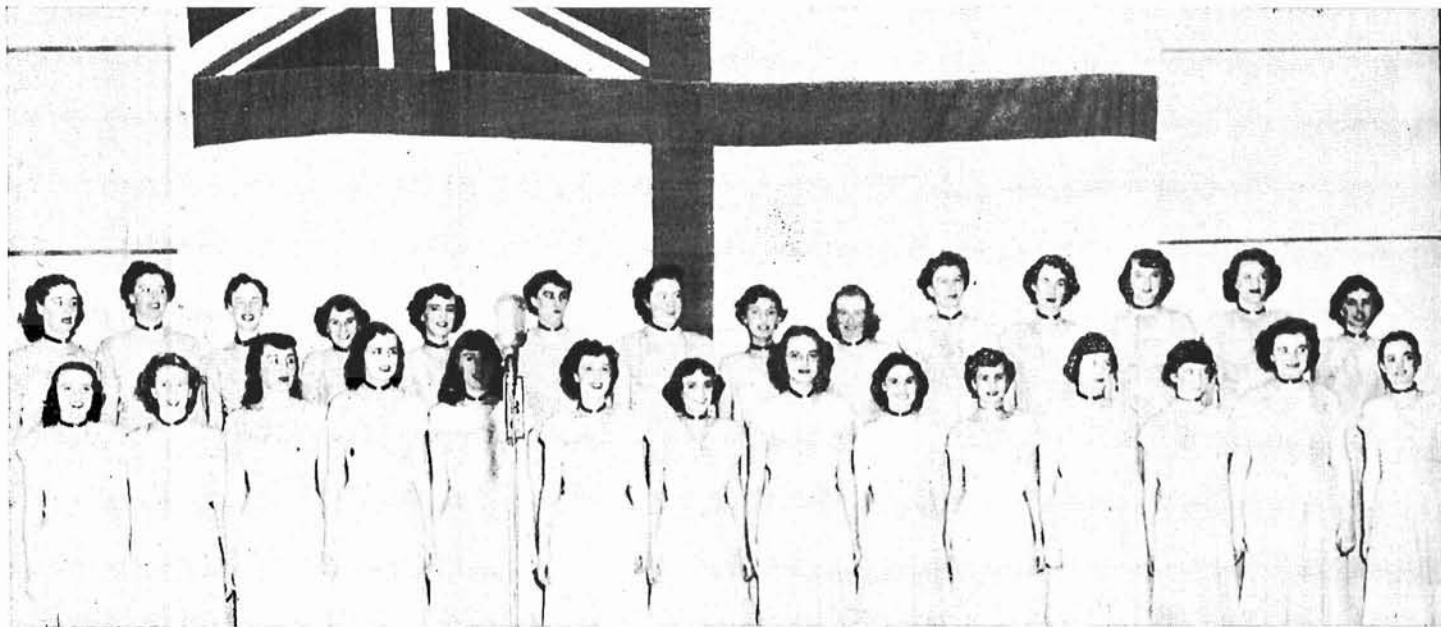
The choir, under Mary Dee Girrior, had proved so popular when they sang at the ship's company dance the girls were asked to do their regular weekly broadcast from the carrier.

Following the concert, Mrs. Girrior was presented with a bouquet of carnations decorated with a Magnificent cap tally and each girl received a box of chocolates similarly decorated.

HMC Electrical School

The month of February found the Electrical School operating at full swing, with 12 classes, totalling 10 officers and 159 men, under way. The courses include one officers' electrical course, three for radio technicians, three for electrical technicians, one electrical technician (air), one radio technician (air) and three courses for electricians' mates.

News of East Coast electrical personnel includes CPO Richard Man-



"B" hangar in HMCS Magnificent was transformed into a radio studio January 27 when the regular Saturday evening program of the Armdale Choir was broadcast over a CBC network from on board the aircraft carrier. Members of the ship's company and guests attended the broadcast and then were entertained by the choir for more than an hour afterwards. (MAG-2485).

Future Sailors

The Navy of the future seems sure of being in safe hands, if a letter received at Naval Headquarters from a Brockville, Ontario, schoolboy can be taken as indicative of the attitude of the coming generation.

Asking for pamphlets and other material that would tell him about the RCN and its ships, the boy explained:

"I am only 11½ years of age but I decided already to join the Navy... The boy who sits beside me in school also plans to join the Navy. I have a club of 6 boys and it is growing. We call it the Navy Club. We try to get a record on all the ships we can."

Headquarters, needless to say, assisted the boy and his fellow-members of the "Navy Club" in filling out their records.

ley's draft from RCN Depot to Sorel, P.Q., for new construction. His relief at the depot is CPO Jules LaPointe from HMCS Magnificent. CPO Donald Currie has joined the "L" School staff from the Magnificent and has taken over the Fire Control and Low Power Section.

HMCS Crescent

The Crescent's recent assignment as plane guard to the Magnificent called for her to rendezvous with the carrier at sea some 100 miles off Bermuda.

The destroyer's crew organized

a lottery on the expected time of first sighting the seagoing fly boys' landing shingle. With the Crescent's many eyes directed ahead and plans formulating for the disposition of the winnings, the "Maggie" came up over the horizon and was declared sighted at 1233.

CPO Ralph Courtney of Dartmouth (married with three children), holding ticket number 1233, broke out in a wide grin and promptly collected the spoils. — J.R.A.

HMCS Micmac

After a short session alongside the "wall," during which time the ship's company enjoyed a spell of annual leave, the Micmac once again set forth as her usual very operational self.

The ship sailed from Halifax January 22 in company with the Korea-bound Huron and headed south to Colon. Many exercises were carried out during this trip and both ships benefitted greatly. The Micmac and Huron parted company at Colon but a party of ratings from the former made the transit of the Panama Canal in the latter and greatly enjoyed the trip.

After an uneventful two-day stay in Colon, the Micmac proceeded to Kingston, Jamaica, for what proved to be a very pleasant four-day visit. The ship's company was entertained at two very successful dances held

at the beautiful night club "Glass Bucket," and many invitations to private homes and parties, etc., ensued from these dances. Officers and men were also made very welcome at the messes of the resident British forces.

The ship sailed from Kingston February 5 and arrived at Bermuda three days later, in a driving cold rainstorm. Many exercises were carried out enroute. Leaving Bermuda on St. Valentine's Day, the Micmac met HMCS Crescent at sea for a day's evolutions. She took the Crescent in tow, but due to heavy weather was forced to abandon the towing exercise and proceed to Halifax, returning to base after a rather hectic two-day passage.

The ship was at sea every day from February 19 to 26 with classes from the TAS School. On completion of these exercises she began preparing for the southern cruise with HMCS Magnificent.

HMC Damage Control and Firefighting School

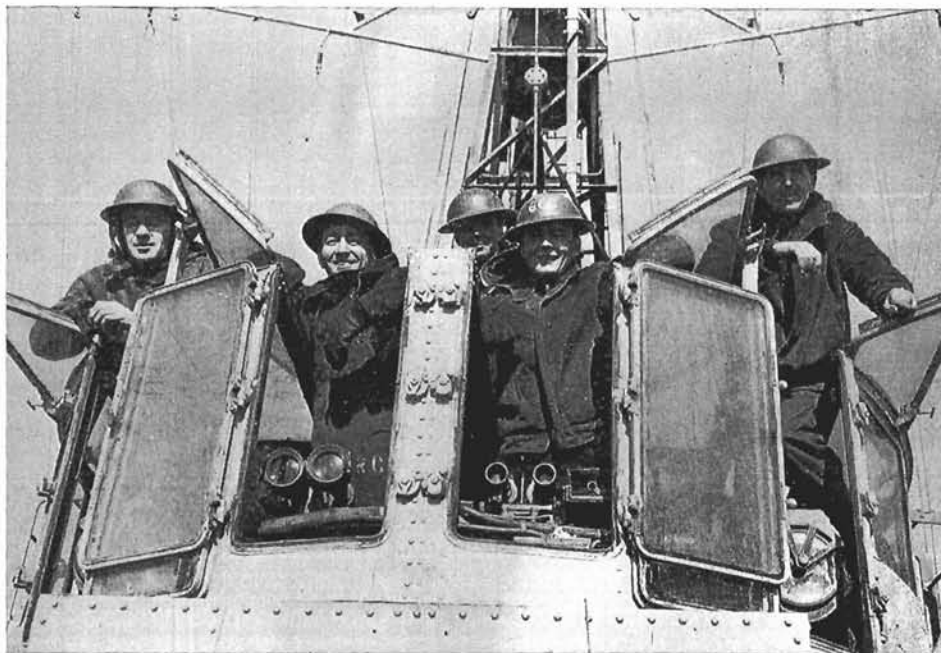
In the month of February the Damage Control and Firefighting School provided instruction for several classes in damage control, ABC warfare and fire fighting. Among the classes were men from the air station at Dartmouth, HMCS Stadacona and nine merchant naval officers who took a three-day course in ship firefighting and spent a further two days receiving instruction in damage control. In January a total of 51 naval personnel received instruction at the school.

Promoted recently to CPO were Petty Officers Joseph Peters and Frank J. Casas, both on the school's staff. PO Harold Hinch is attending the leadership course at HMCS Cornwallis.

HMCS La Hulloise

One of "The Lady's" more interesting trips recently was to New London, Conn., where she worked with various undersea craft of the United States Navy and had the dual role of target and attacker in the various schemes.

Lovely weather and excellent operating conditions highlighted the stay in New England waters, while the hospitality of the Americans was outstanding. On February 22 the Canadians celebrated with the USN the birthday anniversary of George



This is the crew of the director which ranged and pointed HMCS Cayuga's guns during the destroyer's bombardment of communist shore batteries at Inchon in February. Left to right are PO James Brahan, Vancouver; CPO John R. Ross, Vancouver; PO Stuart Butterworth, Edmonton; Lieut. Michael Martin, Kingston, Ont., and PO Ken Rae, Calgary. (CA-457).

Washington and attended various functions, including a minstrel show put on by USN officers, a presentation of "HMS Pinafore" in the base theatre and a smoker in the White Cap Club by the host ship, USS Argonaut.

Now occupying an honored spot in the wardroom is a plaque of the dolphin insignia worn by all qualified USN submarines. It was presented to the La Hulloise by Commander R. E. Dornin, Commander Submarine Division Twenty-Two, on behalf of Captain L. M. McGregor, Commander Submarine Squadron Two, at a farewell party tendered by the officers of the La Hulloise.—J.O'C.M.

HMCS Revelstoke

Two members of HMCS Revelstoke's crew were credited with the rescue of a civilian from St. John's harbor January 26, two days before this little minesweeper sailed for Halifax and Bermuda to take up temporary duties as a tender to HMCS Magnificent.

The two men who figured in the rescue were Leading Seaman Hubert H. Hibbs, of Portugal Cove, Conception Bay, Nfld., and Cedric A. Windsor, of St. John's. Both are RCN(R). It was the second rescue of this sort performed by members of the ship's company in a month.

The Revelstoke spent the greater part of February in the Bermuda area working in co-operation with the Magnificent.

Of her crew of two officers and 15 men, only three are RCN personnel, the rest being naval reservists borne on the books of HMCS Cabot, the naval division at St. John's.

HMCS Portage

Since returning from Havana, Cuba, at the end of January HMCS Portage has remained alongside except for the occasional one-day trip to sea for a gunnery shoot and NRE work.

A leave period has left the ship's hockey team somewhat depleted. Although the team was decisively defeated by HMCS La Hulloise, it has found a keen rival in HMCS Swansea. The score is even between these two ships and the deciding game is to be played off.

The Portage commenced annual refit at Saint John, N.B., the first week in March.



Officers and men from the Edmonton naval division, HMCS Nonsuch, turned out recently to make their contributions to a voluntary Red Cross blood donor clinic. Lined up to have their blood tested by Laboratory Technician Joyce Hardiman are, left to right, Lieut. T. E. Bate and Ordinary Seamen K. T. Brady, T. C. Stretch and V. G. Wright. (Red Cross Photo, courtesy Garneau Studio, Edmonton).

HMCS New Liskeard

The ship's company enjoyed a refit period in February in the town of Liverpool, N.S., where many friendships were renewed with local citizens.

We don't wish to be boastful, but we would like to record our hockey triumphs and point out that even one of the smallest ships can produce a team which, when welded together and imbued with the right spirit, is capable of defeating any ship afloat.

Out of 18 games played during the regular season, we won 16, tied one and lost one to the Reserve Fleet, though defeating them on three previous occasions. In the play-off for the Inter-Ship League championship we broke even with Reserve

and rescue service on the Atlantic seaboard. While the Brockville is scheduled to commission in April, it is not expected she will be ready for sea before May 1.

The Brockville will be commanded by Lieut.-Cdr. J. C. Marston, formerly commanding officer of the wooden-hulled 'sweeper' HMCS Llewellyn. The latter becomes tender to the Saint John division, HMCS Brunswick.

A new communications room was added recently to the Halifax division in order to increase training facilities. Communications officer is Lieut. Charles Martin.

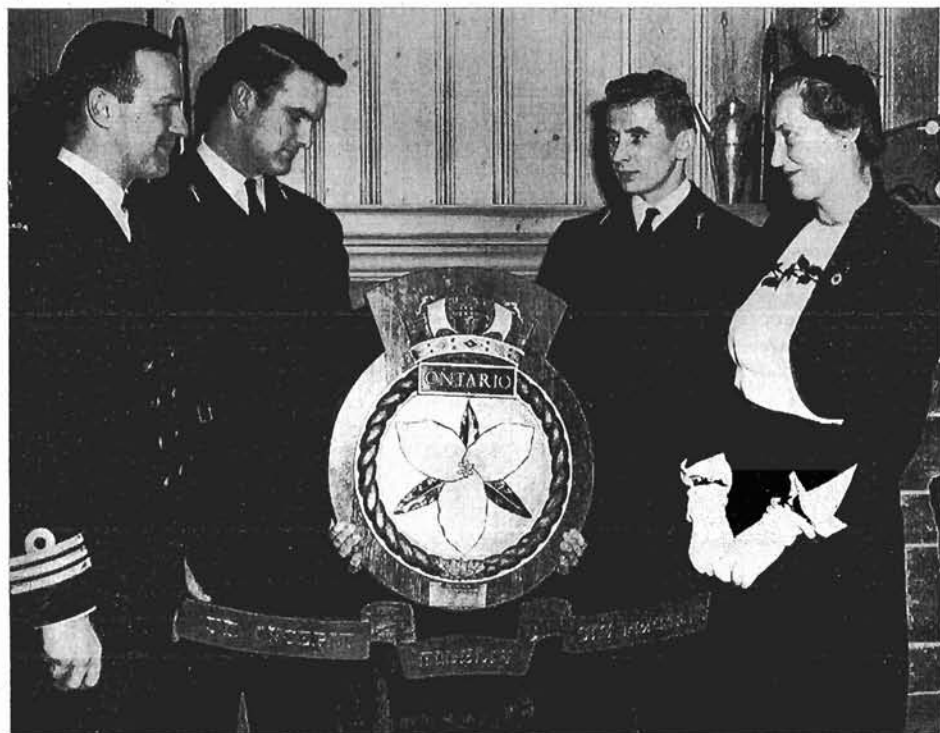
All hands at Scotian put in extra time at the division on drill nights during March as they prepared for the annual ship's company inspection and presentation of prizes. Fifteen minutes of company drill was the routine each Thursday night following classes.

This year a new trophy was added to the growing list at the division. The Halifax Press Club presented the division with a trophy in recognition of courtesies extended to the club. The trophy will be for competition among the entire ship's company, but conditions for the competition have not yet been definitely decided.—A.C.R.

NAVAL DIVISIONS

HMCS Scotian (Halifax)

The Bangor minesweeper Brockville will be taken over by the Halifax naval division as a training tender early in April. The Brockville was one of eight 'sweepers' transferred to the RCMP at the end of the Second World War and was renamed MacLeod. Under the Mounties' colors the ship saw patrol



Mrs. J. B. Smart, Convenor of the War Services Committee of the Ontario Provincial Chapter of the IODE, receives the ship's badge and motto of HMCS Ontario from Cdr. George H. Parke, commanding officer of HMCS Star, at a ceremony in the Hamilton division. Cdr. Parke made the presentation on behalf of Commodore H. F. Pullen, commanding officer of the Ontario. Cadets D. F. Bennett and E. Graegen hold the badge. (Photo courtesy The Hamilton Spectator).

HMCS Chippawa (Winnipeg)

Much interest was aroused locally by a display of underwater swimming put on by Sub.-Lieut. John Hodgson, of Halifax, before members of the ship's company February 12 and 13. He was assisted by Lieut. Hugh McDonald, of Chippawa. The demonstration was especially interesting because of the excellent work done by navy frogmen in Winnipeg during last year's flood.

On Sunday, February 25, the entire ship's company, John Travers Cornwell, VC, Sea Cadet Corps, members of the Naval Officers' Association, Naval Veterans' Association and ex-Wrens' Association, together with friends and relatives, attended a church parade held on the drill deck of the ship. This service provided an opportunity for ex-naval personnel and families and friends of the present ship's company to take part in a naval church service and to visit the establishment.

Social events taking place in the division during the month included a Valentine Dance sponsored by the Inter-Service Sports Council February 17. It was followed on February 21 by a similar function put on by the

Naval Officers' Association. Also on the 17th, the Ladies' Auxiliary to the chief and petty officers' mess held a most successful tea in the lounge, while at the same time the wardroom officers entertained members of the press and radio prior to the inauguration of a week-long recruiting drive. — *L.B.McI.*

HMCS Star (Hamilton)

The gunroom of HMCS Star was officially opened February 8, with members of the University Naval Training Division attached to Star playing hosts to their relatives and friends. The Sir Allan McNab Chapter of the IODE presented pictures of Their Majesties the King and Queen to the mess.

An excellent job of decorating has been done in the gunroom, with special credit due to Cadet Paul Duff, who painted two unique murals which are a credit to the mess.

The chief and petty officers' mess held its annual Valentine dance February 17. Numerous prizes were given away to guests in attendance.

On February 15 Cdr. G. H. Parke, commanding officer of Star, presented the motto and badge of HMCS

Ontario to the Provincial Chapter of the IODE on behalf of Commodore H. F. Pullen, commanding officer of the cruiser. The presentation took place during the regular monthly meeting of the chapter in Hamilton. Mrs. J. B. Smart, convenor of the War Services Committee of the chapter, received the badge and motto from Cdr. Parke. Among the many guests present were past convenors of the War Services Committee as well as former officers of HMCS Ontario.

HMCS Cabot (St. John's)

Manned almost entirely by reserve personnel from the division, Cabot's tender, the wooden minesweeper Revelstoke, was detached for more than a month to serve as a tender to HMCS Magnificent while the carrier was engaged in flying training in Bermuda waters. The result was some useful sea training for the Revelstoke's RCN(R) crew.

The division recently moved into new training quarters and the added facilities have made it possible to step up the training program.

New arrivals in Cabot include Petty Officers Joseph Rohland and James F. Stevens, from Halifax. Ord. Sea. William Walsh, who had been serving on NT and VS in Cabot, was accepted for RCN and left for training at Cornwallis.

Petty Officer George Benzies made a short trip to Halifax to take a shipwright's trade test, with successful results.

The staff officer, Lieut.-Cdr. A. A. MacLeod, and the recruiting petty officer, PO William Andrews, are busily interviewing RCN recruits and have been taking in an average of at least ten a week. — *J.F.S.*

HMCS Hunter (Windsor)

Hunter's gunnery class was proclaimed first winner, early in February, of the ship's divisional trophy which will be awarded to the top division every two months throughout the year.

The trophy was presented to Ldg. Sea. William Bear, leading hand in the gunnery class, at divisions on February 12 by Cdr. W. A. Wilkinson, the commanding officer. The trophy goes to the division scoring the most points in drill,



The first time HMCS Hunter's divisional proficiency trophy was up for competition it was won by the Windsor division's gunnery class. Here Cdr. W. A. Wilkinson, Hunter's commanding officer, presents the trophy to Ldg. Sea. William Bear, leading hand of the gunnery class.

dress and attendance. The trophy bears Hunter's badge and six small shields on which will be engraved the names of the winning divisions. A new trophy will be up for competition each year and the division winning it the most times during a year will receive permanent possession. — *R.M.P.*

HMCS Queen (Regina)

Heading a travelling board to interview officer candidates from western universities, Commodore Hugh F. Pullen, commanding officer of HMCS Ontario, was a January visitor at Queen. With him were Cdr. J. M. Leeming, training commander, west coast, and Instr. Cdr. G. L. Amyot. Instr. Lieut. W. H. Northey was secretary of the board which interviewed 13 candidates in Regina.

Commodore Pullen spoke on naval affairs to the Regina branch of the United Services Institute during his stay.

With Chaplain J. W. Carter officiating, John Frederick Mickle, son of Lieut. D. M. Howitt and Mrs. Howitt, was christened in the wardroom Feb. 25. Lieut. Howitt is staff officer of Queen. Godparents were Sub-Lt. John Cottingham and Mrs. Cottingham.

Honoring Petty Officer and Mrs. Fred Grant, the chief and petty officers of Queen gathered in their mess to present the couple with a

carving set. PO Grant has been drafted to Halifax. Other social activities in the mess included a Sadie Hawkins dance and a smoker.

HMCS York (Toronto)

Courses for retired naval officers and Sea Cadet officers are being held in HMCS York under the direction of Cdr. R. I. Hendy. The course of four lectures for officers on the retired list deals with recent developments in the RCN, while the six-week course for Sea Cadet officers covers general naval subjects.

CPO Harry (Gate and Gaiters) Catley, an instructor in gunnery at the Toronto division, went back to sea in February, joining HMCS Ontario in time for her Australian cruise.

The Sixth Annual Cadet Ball was held on February 16 and proved to be a gala event. Guests of honor included Defence Minister Claxton and Mrs. Claxton, Vice-Admiral and Mrs. H. T. W. Grant, Instr. Cdr. and Mrs. C. H. Little and Captain and Mrs. F. R. Base.

Other social functions held recently included a Valentine dance sponsored by the chief and petty officers' mess February 17 and a men's mess dance March 3. Ldg. Sea. Gordon Spiker

and Able Seamen Arthur Otley and Howie Craddock were in charge of arrangements for the latter affair. Wardroom officers held a dance February 9 and a mess dinner a month later. — *P.C.N.*

HMCS Tecumseh (Calgary)

Members of the Calgary Women's Press Club visited HMCS Tecumseh early in January. The ladies made a complete tour of the establishment, with Captain Reginald Jackson, commanding officer, and Lieut.-Cdr. J. S. Monteath, staff officer, on hand to provide detailed explanation of training facilities. The press club plans to pay similar visits to Army and RCAF establishments in the city at a later date.

Reserve recruiting at Tecumseh has been brisk so far this year, with more than 40 on the list of applications. The division's training program as laid down last fall is following through according to schedule.

A well-attended ship's company dance was held recently in aid of the hockey club which is entered in the local inter-service league.

The chief and petty officers' mess is proud to report a victory over the wardroom in a recent cribbage tournament. — *A.W.S.*



Shining up their instruments in preparation for public appearances in far-off places are four members of HMCS Ontario's band. Left to right are Ord. Sea. Jack Beatty, Saskatoon; AB Robert Hughes, Winnipeg; Ord. Sea. Edward Achtzner, Regina, and Ord. Sea. Hugh Sangret, North Battleford, Sask. Beatty and Hughes are members of the RCN (Reserve). (OC-351).

Principles of Logistic Organization

*It's a Little More Complicated
Than in the Days of Dried
Meat and Spare Arrows*

This is the second of three articles on Naval Logistics. They were adapted for The Crownsnest by Captain H. A. House, USN, Director of Air Logistics, from an address given by him at HMCS Shearwater.

IN studying Logistics it may be recognized that we are exploring a subject with which, in all probability, most officers have had some contact. However, such contact was probably only with tiny parts of a great field of activity, and possibly was identified by the name of "Maintenance," "Resupply of Ships," "Upkeep and Overhaul," etc. This specialized experience gives rise, naturally enough, to such questions as, "What is logistics all about?" "Why should I know about logistics?"

The individual must always keep in mind, as he considers logistics,

that, although the practical application of the subject is as old as warfare itself, it is only within the past decade that logistics has been recognized as an art requiring a knowledge of its innermost functioning on the part of the successful practitioner.

The absence, until recently, of textbooks on naval logistics was only a reflection of the fact that it was not until the latter part of the Second World War that logistics was recognized to be an art which must be studied thoroughly before it can be successfully applied.

There was a time when a substantial supply of dried meat and spare arrows provided for a warrior's logistic requirements: It enabled the warrior to fight longer and further away from his home and was all he needed for that purpose.

In the days of Napoleon the word

"logistics" itself was fixed in common usage and referred to problems related to camps. Since then we find that war has increased its field of activity, and logistics has greatly increased its scope.

A present day broad concept of logistics could be: "Logistics is the art of placing the war making potential of a nation into the hands of the combatant in the area of battle, and of maintaining it there".

The pages of history reveal that the successful nations are those who, after developing their war potential, then consciously apply logistic advantages to control strategy and tactics.

We have come a long way from the stage of carrying along some beans to eat. Now in order to improve logistically we inquire into the process by which beans grow (plant physiology), we grow a better bean (genetics), and, in fact, do everything except actually eat the bean for the sailor.

We are even interested in how the bean is chewed (dentistry), how much strength and agility the bean gives the sailor (animal physiology); and finally we are interested in the ultimate disposal of the bean when the sailor is finished with it (sanitation).

The end of warfare is the destruction of the enemy's means and will to resist. To meet that objective it is essential that certain strategic and tactical naval plans be developed from which are derived material requirements essential to a proper execution of the strategy and tactics. The provision of these means is the business of logistics. If naval warfare is the application of sea power to achieve a certain aim, the substance of that power is the fruit of logistics effort. Taking its form from the nature of the strategic aim which has been fixed upon, it measures its success by the freedom with which the combat man or unit may concentrate upon the employment of the means.

Logistics, in a word, is what the combat man takes for granted. The logistic considerations in the Second World War, however, were on such a grand scale as to preclude being taken for granted.

Logistics has always been practiced



The ability of modern warships to range long and far is governed by their capacity for carrying fuel and stores. Their endurance can be extended almost indefinitely, however, by the employment of oilers, supply ships and repair vessels. For UN warships operating in Korean waters, fuelling and storing at sea have become routine tasks. Here the British fleet oiler Crown Ranger refuels two ships at once — the cruiser HMS Ceylon, abeam, and the destroyer HMCS Nootka, astern. (NK-475).

in war, though not always well practiced.

Logistic concepts have spasmodically advanced through the ages from a "dry meat and spare arrows" stage to the point where all of the resources, both physical and mental, of a nation are involved in supporting the war effort. A division between war and civil requirements has become very necessary.

The tools of war are becoming more complex and numerous, with an attendant increase in the complexity of the logistic problems. This process has accelerated in recent years. It is impossible for one single person to know and solve all the problems of design and number.

Strategists and tacticians are becoming aware of the possibilities and limitations of logistics and deliberately modify their arts accordingly.

The concept of logistics will probably continue to evolve as it has done in the past. The proper logistic support for one war is not necessarily the answer for another. However, many things which were successful in the past can be used, with modifications, to solve the logistic problems in the future.

In considering that "Logistics is the provision of the means to wage war" we have found that it includes:—

- (1) Determination of requirements
- (2) Procurement (Production)
- (3) Distribution (or Transportation)

A more specific definition is given below:

"Naval logistics consists of the determination of requirements to meet the operating needs of the naval forces afloat, and the supplying of these needs at the times and places required, and includes the procurement, storage, distribution, transportation and maintenance of material, and the procurement, housing, training, distribution, transportation and maintenance of personnel, together with the rendering of services to the naval operating forces".

The definition is convenient in that it breaks logistics down by convenient sub-headings which can be studied by themselves.

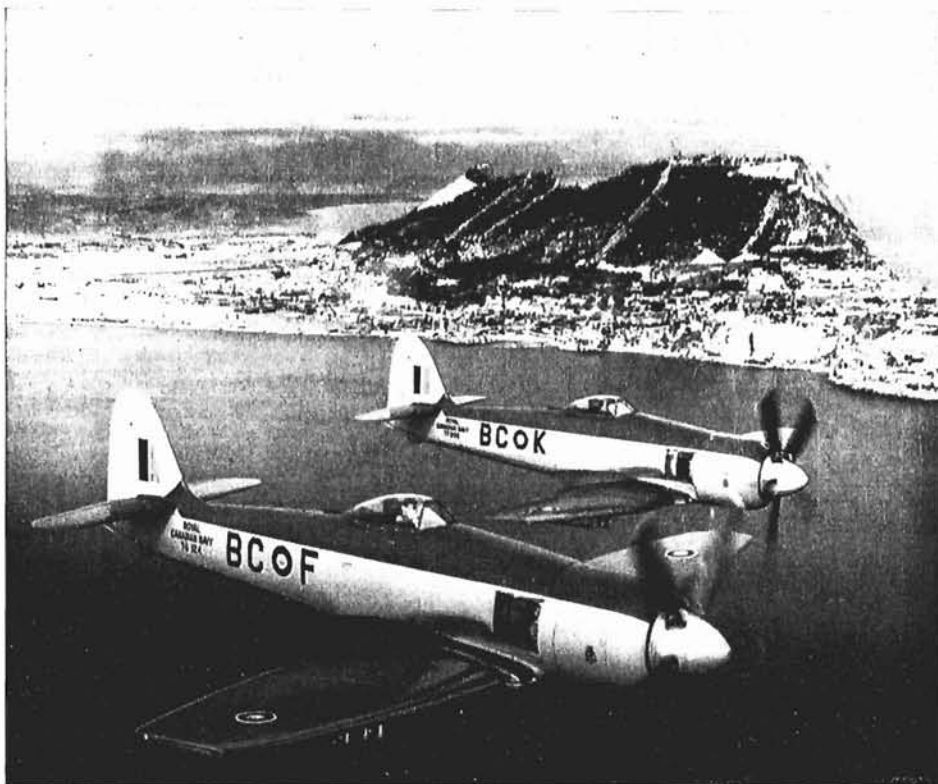
In its entirety, the field of logistics for the Navy is composed of two parts: National or Civil Logistics, and Naval Logistics.

Civil Logistics encompasses the methods and means by which a nation places a portion of its economic power at the command of its naval or military forces.

It was the Second World War which focused attention on civil logistics with an intensity never before equalled. This condition was to be expected,

since a study of previous wars shows that in each succeeding major war the percentage of the economic output devoted to war increases. The figures for the Second World War run all the way from 60 per cent to 85 per cent. The exact figure is relatively unimportant. However, the effect on military logistics when dealing with a large

destroy the logistic ability of the enemy. At the end of the Second World War the Japanese had some very large armies in the field. These armies were well trained and well equipped, yet they surrendered without firing a shot. Air bombing, aerial mining, naval gunfire and torpedoes had destroyed the logistic means of



While that was not its principal purpose, last fall's European cruise provided a useful exercise in logistics planning. A particularly good test was carried out at Gibraltar, where the Magnificent's air squadrons were disembarked and for several days operated from the airfield at the Rock, without any loss of efficiency. Here two RCN Sea Furies are shown in flight, with the rock of Gibraltar in the background. Lieut. (O) R. E. Quirt took the photo from the third plane in the formation.

proportion of the power of an economically strong nation is remarkable. Since persons trained in military sciences may find trouble in "business," the approach to solving this problem is one of division of labor between the military and civilian.

While the broad fields of strategy, tactics and military logistics may be easily recognized, the interrelations of the three are unending and indefinite. The problem of invading Europe from across the Atlantic is one of strategy and logistics inseparably combined. The tactical manoeuvres of aircraft in battle must follow those patterns set up by the characteristics of the aircraft, which, in turn, are the outcome of logistic facts that influenced the design and production of the aircraft.

The strategy of a war may be to build up your own logistic means and

the Japanese without contacting those armies!

Many examples can be given of the inter-relations. It is foolish to try to separate logistics and strategy and tactics into neatly boxed-up individual arts or sciences. It is sufficient to keep their broad fields in mind. It must be remembered that one cannot be practiced or studied without an understanding of the others.

BASIC ELEMENTS OF LOGISTICS

Having eliminated the great area of civil logistics and defined the broad field of strictly military logistics, it becomes necessary to examine the various basic elements which make up this field. Every logistic operation is made up of the following sequence of functions:

- (1) Estimation of requirements as to kind, number, time, place, form

or condition, and sequence, plus an inventory of what we already have or will have on hand.

- (2) Procurement or production of the above to satisfy shortages of kind and number.
- (3) Movement or distribution of the things to satisfy time, place, form or condition and sequence.
- (4) Maintenance of the things as specified above to replace losses due to wear and tear, damage inflicted by the enemy, expended materials, obsolescence of design, etc., plus supporting services and programs.
- (5) Continued, and possibly simultaneous, modification and refinement of the above processes to proceed in time from first rough estimates down to last minute control of exactly regulated items and services.
- (6) To the above, there may be added a requirement to rebuild, scrap, salvage, retransport, etc., in preparation for a succeeding operation, once the first operation has been completed.

The above sequence is applied to any and all material items of war, including men, which from the logistic viewpoint are merely highly specialized and valuable items. The process

is also applied to the supply of non-material services.

Example:—

(a) Requirements

An illustration of the above in the field of air logistics may be given for a very basic material thing such as an airplane. In planning a campaign, it is felt that 1500 fighter planes will be needed. This first rough estimate is based upon enemy strength, purpose of the campaign and past experience or previous usage data. The tentative date (maybe two years hence) and place of the campaign are set. Of our present fighter planes, maybe only 200 can be counted upon to be available and valuable for this operation, leaving us short by 1300 planes.

(b) Requirements (Refined for number)

Aircraft designers have designed a new fighter plane or made modifications in an old design. The aircraft manufacturer is contacted and says he can produce only 900 by the given date, leaving us still short by 400 planes. At this point, a refinement is made, either in the strategic plan, or in the production phase, to adjust production to requirements.

(c) Production

The manufacturer starts producing the aircraft in numbers and kind required.

(d) Distribution and transportation

These planes will have to be transported to the required scene of action. Steps must be taken to insure the existence of either intermediate airfields for flying the planes to the required place, or for surface transport to haul them there. Possibly ships or airfields must be built and manned to solve the transport problem.

(e) Requirements (Refined for type)

As the planes are produced, new types of bombs are developed. The tactical personnel want to use these new bombs. A refinement takes place either as a modification of the bomb carrying arrangements of the airplane, or as to the design and production of the bomb.

(f) Transportation (Refined for sequence)

As time goes on, it becomes obvious that all of the planes cannot be delivered at the target area simultaneously. Forward area storage space must be provided — or a sequence of arrival agreed upon, another refinement.

(g) Requirements (Refined for number)

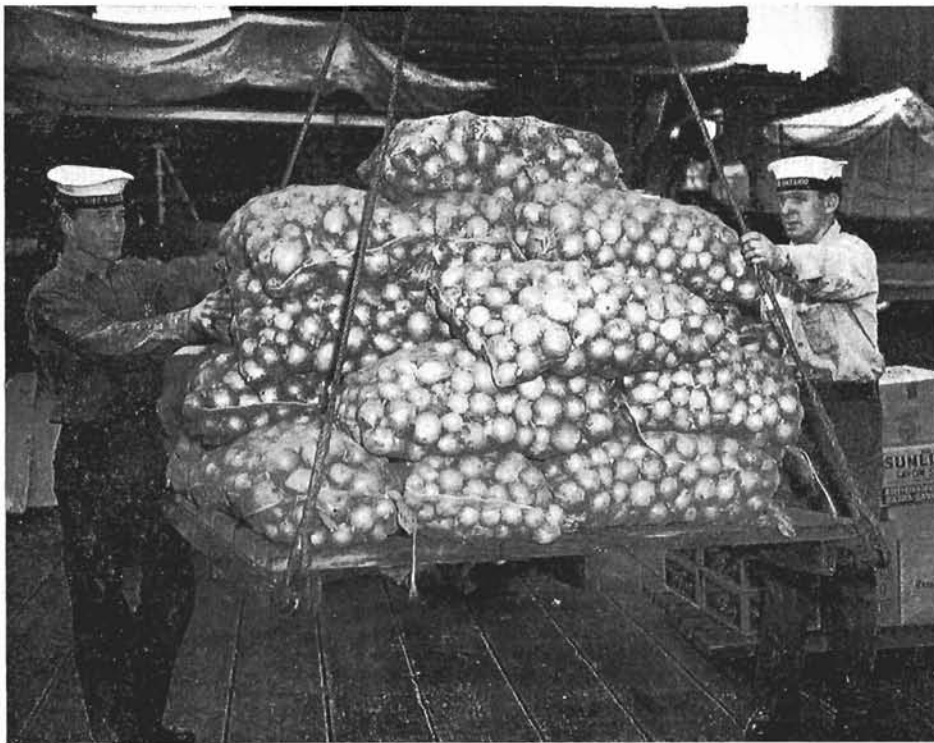
A late re-estimate of the enemy's strength shows that it is now necessary to have 2000 fighter planes at the target instead of the original 1500, and it is desirable to have them there three months ahead of the original schedule.

(h) Last minutes refinements

Production must be stepped up, transportation and storage arrangements modified, etc. Just before the deadline, it becomes apparent that only 1350 new planes and 250 old planes will actually be available to the tactical commander, and of these only 1000 will have the required modification to carry the new bomb. Tactics (and maybe strategy) must be modified to be based on this actual final number and condition of planes available. 1600 planes are then delivered to the tactical commander in the exact form, time, sequence, and place finally agreed upon.

(i) Maintenance and Services

While these planes are delivered, more planes are produced to replace losses. At the same time as the above process is going on, a similar process must be undertaken to insure the presence of adequate maintenance facilities, a flow of spare parts, trained personnel to fly and service the aircraft, intelligence service, supply of ammunition and fuel for the aircraft, etc. The list of services and supporting programs is almost endless and each item plays a greater or less part



When a ship the size of HMCS Ontario sets forth on a cruise as long as her current voyage to the Antipodes, she requires an astonishing amount and variety of provisions and stores. Prior to her departure the hands were kept busy filling up the cruiser's storerooms and refrigerators. Here ABs William Billey, left, of Edmonton, and Carl Hennessy, of Port Alberni, B.C., steer a load of onions aboard the ship. (OC-349).

in modifying and refining the procedure to be followed in the other items.

(j) *Redeployment*

In addition to all the above, there must be a provision to rebuild old squadrons and maintain the old aircraft which will form a part of your force. This may be done either as a part of the preceding operation or it may be accounted for under the operation being planned.

The problem for each item always goes through the same sequence of:

1. Estimating requirements plus inventory of what is on hand.
2. Production or procurement of what we are short.
3. Transportation and distribution.
4. Maintenance and supporting services.
5. Progressive modification of estimates, plans and procedures.
6. (Possibly) Rebuilding for a succeeding employment.

While the five (possibly six) basic elements given above, outline the logistic process, there are, as well, a tremendous number of secondary elements which must be comprehended if the process of successfully solving major military logistic problems is to be understood.

**USAGE DATA
AND EXPERIENCE**

While it might be possible to work out a logistic problem without ever having done it before, still the answers given could not be trusted until they had been tested. Some of the best tests for logistic answers are found in previous combats. The experience gained may be either in the memory of the individuals involved, or it may be reduced by analysis to formulae, reference data, or usage tables.

It is possible to compile quick reference data to cover almost anything from how much food a man will consume while climbing over icebergs, to how many ships of what tonnage will be necessary to transport and supply an army of a million men half way around the world. Usage data and previous experience are very necessary elements in solving logistics problems. Like other elements, they must be modified and brought up to date in view of the newest conditions if they are to be efficient.

DESIGN: The elements of research and material design were recognized in the formation of appropriate agencies in the Naval Service in some

of the functions of the offices of Naval Headquarters. The strategist and the tactician can not know what tools and weapons to ask for until someone transforms a "concept" into a concrete article. Various design problems are the subject of specialized training in the Navy.

PRODUCTION AND PROCUREMENT: While these elements are listed as one of the basic steps of logistics, they are actually composed of a number of recognizable activities such as Recruiting, Classification, Training, Materials Specifications, Contract Procedures, Facilities, etc.

TRANSPORTATION AND DISTRIBUTION: Again, these basic elements are composed of a number of secondary activities such as Modes of

SAILOR

*"The good brown earth," they say.
Well, let them say,
To me the sea is mother, mistress, friend.
Her waves baptised me, will asperge
my end.
A lover fond, I followed on swift feet,
Beheld the wonders of the Seven Seas,
Saw the great earth and heard its strong
heart beat,
In candent tropic sun and arctic breeze,
While landmen toiled for pennies,
saying: "We have these."*

J. Brander

Transport, Storage, Stock Control, Packaging, Pipelines, etc.

There are many more secondary subjects which need examining, including the vast field of "services." The limited time and scope of this paper makes it impracticable to deal with them here. However, it must be remembered that these problems exist and must be accounted for, if the logistic problem is to be solved successfully.

From the preceding the following conclusions may be drawn:

1. The broad field of strategy is the plot whereby the war may be won. The broad field of tactics is the employment of forces in combat. The broad field of military logistics is the determination and provision of the forces required by tactics and strategy. The three subjects are mutually dependent, do not have clear cut lines of division, and blend into each other.
2. The solution of the military logistic problem always follows this process:

- (a) Estimating requirements and inventory of what is at hand.

- (b) Production or procurement of shortages.
- (c) Transportation and Distribution.
- (d) Maintenance and Services.
- (e) Progressive modification of estimates, plans, and procedures.
- (f) (Possibly) Rebuilding forces for succeeding employment.

3. The basic elements of the logistics process are implemented by the use of many secondary elements such as Organization, Planning, Usage Data and Experience, Materials Design, Recruiting, Materials Specifications, Facilities, Storage, Modes of Transport, Medicine, Construction, etc. While the naval officer cannot be expert in all of these elements, he must be familiar enough with their problems to employ intelligently the services of personnel who are expert in them.

**"HARVEY" PRESENTED
BY SHEARWATER PLAYERS**

The Shearwater Players, under the talented direction of Ordnance Lieut. Ronald Marwood, staged the riotous "Harvey" as their fifth production March 8, 9 and 10. It was the first Canadian amateur production of this delightful story of a benevolent rumpot and his mythical pal, Harvey, a rabbit.

Lieut. Marwood played the lead role of Elwood P. Dowd and Laura Spergel played the feminine lead. Second play of the group's third season, this one posed many problems for the stage crew: two sets were necessary and from the first curtain to the last they were changed five times. The three performances went off without a hitch in spite of many missed rehearsals during the influenza season.

**REVIVED THEATRE GROUP
USES SCOTIAN GYMNASIUM**

The gymnasium of HMCS Scotian, the Halifax naval division, has resounded to echoes of a new variety recently. The Halifax Theatre Arts Guild, an amateur dramatic group which flourished before the war, has been revived and on several occasions has used the gymnasium for the presentation of three-act plays.

More recently the gymnasium was the scene of the finals of the Nova Scotia Drama Association competitions in which several plays were presented on three successive nights.



The Navy Plays



Reserve Fleet Retains Inter-Ship Hockey Title

Reserve Fleet, represented by HMCS Wallaceburg, retained the Atlantic Coast Inter-Ship Hockey League championship and the Hiram Walker trophy by defeating HMCS New Liskeard in a two-game total-goal final.

In the first game, played at Bridgewater, N.S., the New Liskeard was victorious by a 4-3 score but the Wallaceburgs came back to win the second contest 7-2 and take the series by a 10-6 margin.

At the conclusion of the second game, played at the Dalhousie rink in Halifax, Rear-Admiral E. R. Main-guy presented the Hiram Walker trophy to the championship team.

Big gun for the victors was CPO Ed McSweeney, who scored four goals and assisted on two more. His linemate, AB Reg (Pee Wee) Lacroix, also performed effectively and netted two markers.

A message from the Flag Officer

Atlantic Coast conveyed "congratulations on your success" to the Wallaceburg. To the New Liskeard, Canflag-lant signalled: "The fine spirit that carried your hockey team to the finals is highly commended. Better luck next time."

Pacific Command Team Retains Basketball Title

For the second straight year the Navy team from the Pacific Command captured the Saanich Suburban Basketball League championship.

Slow to get started, the Navy improved as the season progressed and was in top form by the time the playoffs started. In what was regarded as an upset, the sailors defeated the league-leading Brentwood Aces in a two-game total-point series to win the league title.

The victory entitled the Navy to advance into the Lower Island championship series against either Victoria City or Duncan.

Navy Team Setting Rifle League Pace

RCN sharpshooters held a commanding lead in the senior division of the Halifax Garrison Indoor Rifle League after six weeks of competition.

The Stadacona marksmen had chalked up an overall total of 2866, or an average of 477.6 per match. In mid-February the team came within an ace of beating the all-time record for the range.

In individual scoring, Lieut. Col. Leo Simmonds, officer commanding the Princess Louise Fusiliers, led with a high of 488. Running a close second with 485 was Sub-Lieut. (NS) Hazel Mullins of the RCN Hospital in Stadacona. CPO Albert Wolfe, 483, Sgt. William Quigley, RCCS, 482, and CPO George Lauder, 481, were the other high-ranking marksmen.

Electricians Stretch Unbeaten Hockey Streak

HMC Electrical School posted a 5-0 shutout over the Royal Canadian Engineers in a fast exhibition tilt in Halifax February 15. Leading team in "A" Section of the Navy's Inter-command League, the Electricians picked up a 1-0 lead in the first period and added four more in the next to sew up the victory over the toughest team in the Army league. Ldg. Sea. Ernest Riva, the Navy goalie, got full marks for the shutout.

The school has been undefeated to date in regular league play, their last game before press time being an 11-1 victory over the Communication School. The team had won ten and lost none up to February 22.

Winter Sports Nearing End at Cornwallis

Influenza made itself felt at Cornwallis during February and sports activity was reduced to a minimum. However, the 'flu did not stay long and the athletes were soon out again in full force.

The Cornwallis hockey team drew a bye which put the matelots in the finals of the Valley Intermediate League. The team played one exhibition game to keep in practice and



Members of the Reserve Fleet team, winners of the Atlantic Coast Inter-ship Hockey League title, are shown above. Front row, left to right: Ord. Sea. Joseph O'Reilly, Ottawa; AB Reg Lacroix, Halifax; AB Alf Stevenson, Port Arthur; PO Doug Newton, Stoney Mountain, Man. Centre Row: Lieut.-Cdr. J. E. Korning, Victoria, commanding officer; CPO Sid Wallace, Ottawa; Lieut. Ed Wiggs, Quebec; AB Doug Cole, Ottawa; Ord. Sea. Alf Lavoie, Rimouski; CPO Cecil Moore, Dartmouth, and CPO Doug Gillis, Hampton, N.B. Rear Row: AB Ken Davies, Toronto; Ldg. Sea. John Wright, Ridgeway, Ont.; CPO Jack Howell, Toronto; PO Rosaire Fortan, Quebec; AB Lebaron Mersereau, Fredericton Junction, N.B.; PO Norm Sellars, North Sydney, and CPO Ed McSweeney, Halifax. Missing when photo was taken were PO William Jubin, Montreal; Ord. Sea. Don Clark, Morrisburg, Ont., and Ord. Sea. Dick Cuning, Little Current, Ont. (HS-13695).

went down to defeat at the hands of the smooth-working Acadia University Axemen by a 9-5 score.

The basketball team is maintaining a .500 pace. In recent games the Cornwallis hoopsters have beaten the RCAF team from Greenwood and the Annapolis Royal squad, while losing to the Yarmouth YMCA and to Annapolis Royal in a return fixture.

The inter-part hockey league is back in full swing. In a challenge game, a representative team from the chief and petty officers' and ship's company divisions, coached by CPO J. G. Ross, lost by a narrow margin to the Communications School team from Stadacona.

The ship's bowling league is operating again after a cease-fire brought on by the 'flu bug. The schedule is nearly over and the champion teams will be named soon. Matches with the RCAF Station at Greenwood are being organized and will start soon.

Sports Contests Mark Micmac's Island Visits

While HMCS Micmac was in Kingston, Jamaica, during February, advantage was taken of the weather and facilities to carry out a full sports program.

A water polo game with a team from the Inniskilling Fusiliers ended up with the Micmac boys being submerged by a score of 7-1. A basketball game was played to a 16-16 draw and a closely-fought softball game with a Jamaican forces team ended up 3-2 for the home side.

At a ship's company picnic in Bermuda, interpart softball matches and track and field events were run off. The ball games ended as follows: Seamen 14 Stokers 10; Officers 14 Chief and Petty Officers 14; Electrical 7 Miscellaneous 3; Communications 20 Supply 5. The Chiefs and POs won a .22 rifle shoot with a team score of 121 out of a possible 125.

Inter-Part Basketball Starts at Air Station

Seven teams are competing in an inter-part basketball league which got under way at HMCS Shearwater in February. Entries include Training Air Group, Supply, 19th Support Air Group Officers, Electrical, School of Naval Aircraft Maintenance, Executive Department and Engineers. Judging by the results of earlier games, SNAM appeared to have the best balanced squad.



Cadet T. F. Baines, captain of HMCS York's winning Navy team in the first annual tri-service inter-university rifle shoot, receives the champions' trophy from Wing Cdr. J. L. Burvan, officer commanding RCAF Stations, Toronto Area.

Also going full blast is an officers' volleyball league, with teams from the Executive Department, TAG, Engineers, Electrical, 19th SAG, Supply, Miscellaneous and SNAM. In a double knockout tournament February 19, the 19th SAG officers went through without a loss.

York UNTDs Win Tri-Service Rifle Shoot

A UNTD team from HMCS York, Toronto, finished in top place in a tri-service inter-university rifle shoot held at the University Armouries in Toronto. Members of the winning team, which was ably coached by CPO Frederick Stiner, were Cadets R. F. Baines (Captain), W. B. Kay, T. E. Devey and F. V. Hinch.

Discovery Hoopsters Scoff at Adversity

When it comes to perseverance and determination, the basketball team of HMCS Discovery gets full marks.

Twelve men serving in the Vancouver division formed the team last October. They didn't have a coach and at first they didn't get much support, but they did have plenty of spirit. Determined not to give up the project, they entered their team in the South Hill branch of the Pro-Rec Senior "B" Basketball League.

Their start was none to auspicious, their first four games all ending in defeat. But the sailors stepped up their practices (which they held outside of drill nights), tightened their belts, embarked on a prolonged winning streak and climbed into first place in the four-team league.

Their next undertaking was to be a playoff series with teams from six other city leagues.

Naden Swimming Pool Broadens Activities

Personnel serving in HMCS Naden are now able to bring wives or other guests to enjoy the facilities of the swimming pool in the west coast barracks as a result of recent minor improvements. Two hours each evening have been set aside for this purpose.

In addition, Sunday afternoon has been allocated as a family period, with the pool being opened to parents and children.

Courses for non-swimmers are being conducted four days per week for five weeks. The first of these has been completed and proved highly successful.

Scotian Teams Competing in Hockey, Rifle Loops

Sports activity in the Halifax naval division, HMCS Scotian, reached a high peak this winter, with the hockey team fighting for a playoff berth in the RCN Inter-part League and rifle teams competing in the Halifax Indoor Garrison Rifle League's senior and junior divisions.

Only a shaky start, caused by a lack of ice in the Halifax area for practice sessions, kept the division's team from top spot in its section of the league. Once the team found its bearings it set a torrid pace that none of its rivals could match.

Rifle teams, also competing for the first year, are not having as good fortune, but the sharpshooters of the division are making it interesting for the other teams in the two divisions.

Hockey manager is Lieut. Grant Worthylake and coach is PO Ross DeVillie. Rifle team manager is Lieut. Frank Turner.

Crescents Play Softball in Balmy Bermuda

While operating in Bermuda waters with HMCS Magnificent, the destroyer Crescent had the opportunity from time to time to land recreation parties on the island for softball and basketball games.

The electrical officer, Lieut.-Cdr. (L) J. R. Allen, of Hamilton, Ont., and the engineer officer, Lieut. (E) Thomas Docker, of Halifax, having argued for some time as to whose department could field the best softball team, a show-down game was organized. Unfortunately, they failed to reach a decision. The electricians, organized by PO Lloyd



The Pacific Command soccer team, winner of the Wednesday Soccer League championship, is pictured above. Front row, left to right: PO Dick Barwis, trainer; PO Charlie Hall, Ldg. Sea. John Potter, CPO Ronald Munro, AB Jack (Scully) Scullion, PO Bob Sallis and CPO Vic Dovey. Rear row: Lieut. (S) Percy Sands, PO James Sinclair, Ldg. Sea. Frank Barron, CPO Bob Murray, CPO Jack Waldron, PO Jack Kennedy and Lieut. William Hibbert, coach and manager. (E-12972).

Peterson, of Powassan, Ont., and the engineers, assembled by AB William Humphries, of Glencoe, Ont., played a 7-7 tie in a bitter, exhausting struggle.

Later the same day the Crescent's basketball team, organized by AB Joseph Skoropada, of Hamilton, and captained by AB Robert Holmes, of Montreal, defeated the Magnificent's team 12-10.

In a subsequent softball game, the seamen's team, captained by AB Gerald Charlevoix, Montreal, defeated the ship's supply team, captained by Norman Drabble, also of Montreal, 12-5.

The chief petty officers' softball team, organized by the coxswain, CPO John Goucher, of Brandon, Man., outscored the officers' nine, organized by Sub-Lieut. D. W. Atkinson, Ottawa, by a two-run margin. Having no resemblance to that of a softball game, the score is best forgotten.

Shearwater Shuttlists Outscore Stad Team

Badminton players of HMCS Shearwater defeated a visiting team from the Atlantic Command club 25-17 at the air station in February. The Shearwater shuttlists won the men's singles, men's doubles and mixed doubles while the visitors took the ladies' singles and doubles.

Shearwater made a clean sweep of the men's doubles and singles, while the Stadacona representatives cleaned up in the ladies' singles.

Shearwater Hoopsters Show Winning Record

A record of 13 victories in 14 starts was chalked up by HMCS Shearwater's senior basketball team in regular league and exhibition games. The team was scheduled to meet YMCA in the city league playoff semi-finals, with the winner playing either Dalhousie U. or Nova Scotia Tech.

The air station's intermediate team is competing in a league with Dartmouth Lakers, Dartmouth Knickerbockers and Fairey Aviation.

Ex-German Yacht Wins Former German Trophy

One of the latest additions to the trophy collection in Admiralty House, Halifax, is a replica of a sloop under full sail beautifully wrought in sterling silver.

The Friar Trophy, as it is called, was made in Germany and was first awarded for sailing races at Hamburg near the end of the 19th century. By coincidence, it reposes in Admiralty House because of the excellent sailing qualities of an ex-German boat, the RCN yacht Grilse. A war prize, this craft is now attached to the Atlantic Command.

On February 1, at the annual meeting of the Royal Nova Scotia Yacht Squadron, Club Commodore J. C. MacKeen presented the trophy to Lieut.-Cdr. Don Holder, who

skipped the Grilse to first place in the Labor Day race from Jeddore, N.S., to Halifax.

The Grilse was leading Canadian boat in the Marblehead to Halifax classic in the summer of 1949 and has figured prominently in Halifax yacht racing since her "re-commissioning" in 1949.

Another highlight of the annual meeting, was the presentation to the Yacht Squadron by Cdr. J. C. Littler, Executive Officer of HMCS Stadacona, of a framed photo of the Grilse on behalf of yachting enthusiasts of the Atlantic Command.

Seven Bowling Teams Represent "L" School

The Electrical School in HMCS Stadacona is getting "bowl-happy," with seven teams competing in the Inter-Part, Naval Service and Mixed Bowling Leagues in Halifax. Late in February Electrical "B" was at the head of the Mixed League, Electrical "A" was leading the Naval Service League and Electrical "A" was in sixth place in the Inter-Part League.

In volleyball, the school has provided the team competing for the barracks in the City League. At the end of the first half of the schedule the team was running third. Its members are Instr. Lieut.-Cdr. Robert Campbell, Lieut. (L) Bruce Wilson, Ldg. Sea. Ernest Burlock, Ldg. Sea. Ivan Latimer, Ldg. Sea. Bill Roy, AB Art Burgess, AB John Cribb, AB R. Langlois, Ord. Sea. Norman Brouillard and Ord. Sea. Eugene Woods.

Supply School Teams Boast Winning Margin

Supply School teams have been giving a good account of themselves in inter-part sports competition at HMCS Naden. The school's basketball team, coached by CPO Neil McLeod, was victorious in four of its first five games, while the volleyball squad, tutored by CPO Art Cuthbert, won three and lost two.

AB Rene Lapointe took top honors in a recent table tennis tournament held in the school.

Stadacona Bowlers Adopt New Scoring

Bowling leagues in HMCS Stadacona, Halifax, switched over this winter to the western scoring system and the reaction among the more

than 300 organized trundlers using the Stadacona alleys has generally been highly favorable.

Under the western system, the the head pin is king pin and counts five. The two pins to the left, facing the alley, are 3-2, and those to the right are 4-1. The Stadacona bowlers feel that the big advantage is the fact that a cutout of the head pin counts 5, instead of 1, and also ensures that the bowler will score in the frame. Under the ABC scoring system the head pin counts only one, and the king pin is the 4 pin at the corner of the alley.

Cabot Makes Successful Basketball Start

A basketball team formed in HMCS Cabot, the St. John's naval division, has been cutting quite a figure in games with city teams during the past winter. Up until mid-February, the Navy team had gone down to defeat but once in games played in the Newfoundland capital.

Members of the squad are Lieut.-Cdr. A. A. MacLeod, Petty Officers William Joy and Donald Jenkins, Ldg. Sea. Roland Stevens, AB Max Love, and Ord. Seamen Frank Crotty and William Gladney.

Cabot has also entered a team in the Joint Services Bowling League in St. John's.

Winter Golf School Proves Popular at Stadacona

The Atlantic Command Golf School, which was inaugurated earlier this winter, has been having good turnouts at its sessions on Wednesday and Thursday nights.

Kas Zabowski, Halifax professional, is conducting lessons, with each candidate receiving a total of ten. Naval personnel are permitted one male and female civilian guest.

Facilities of the squash courts are used for the practical side of the school. There the pupils can practice iron and wood shots or try out an improvised putting green. Instructional films and lectures take up half the course and the rest is devoted to practice.

Inter-Part Sports Revised at Naden

Officers, Chiefs, Petty Officers, Seamen, Stokers, Supply and Supply School teams form the Inter-Departmental League under the structure set up in Naden recently to conform with the new physical and recreational training program. Sports to be played include basketball, volleyball, deck hockey and soccer.

Ordnance School Sets Sights on Sports Honors

HMC Ordnance School, one of the newer training schools on the west coast, has entered the sports picture in a large way and hopes to make its first year of participation in the command's athletic activities a successful one.

The school's marksmen are eyeing the Rear-Admiral E. R. Mainguy trophy pistols with high hopes. If practice means anything the school's six-gun operators should come up with the prize.

Sports Personalities On West Coast

Petty Officer Eddie Haddad, Canadian amateur lightweight boxing champion, has returned from Korean waters, where he was serving in HMCS Athabaskan, in order to have a recurring shoulder injury treated. Haddad is hopeful of resuming his ring career but won't know the answer until his convalescence is over.

AB Dick Bowden, 1947 Canadian backstroke champ, is back on the west coast after a spell at Stadacona. Dick was swimming with the Navy team at Halifax but says he's going to take a rest for a while.

Playing with the Victoria Squash Club, Lieut.-Cdr. J. D. McCormick, last year's Maritime squash champion, reached the finals of the Pacific Coast

"C" class championships, played at Seattle.

Ted Langlois, former Stadacona football player and Naden lacrosse stick wielder, has re-entered the Navy after a short "go" on the great outside... PO Norm Jones, netminder for the Navy entry in the Commercial Hockey League, played goal for the Victoria all-star team which defeated Vancouver all-stars 15-2.

CPO Bert Nelson, enthusiastic inter-part sports participant, has taken to refereeing in local hockey leagues and has been doing a good job in the Commercial and Pacific Coast loops... PO Roy Bird donned his hockey harness again after returning from a course at the MTE in Halifax. — J.S.

Navy Squash Team Ties with Victoria Club

A Navy squash team from the Pacific Command broke even in a challenge match played against the Victoria Squash Club February 10. In both the first and second rounds the Navy took an early lead but each time the Victoria club tied the count with a victory in the final game.

Playing for the RCN were Lieut.-Cdr. J. D. McCormick, Lieut. (S) Kevin Power, CPO Jack Waldron, PO Roderick Boulton, PO J. Stoddart, CPO C. Bryan, PO R. Dawson, PO J. Jack, PO R. Irwin and PO W. Donnison.



HMCS Chippawa came out on top in the Winnipeg Inter-Service Hockey League competition for the Baker trophy. Shown above with their prize are: front row, left to right, PO Robert Lee, Sub-Lieut. Bendt Oxholm, Ldg. Sea. Edward Montgomery, Cadet Vance Carson, AB Gerald Payne, AB George Rowan (captain), Ldg. Sea. Charles Warnick, AB Douglas Gillespie and Cadet Colin Sinclair. Rear row, E. Saunders (coach), Lieut. Ernest Hyman (president), Lieut. John Pegg (publicity), Cdr. Lorne D. Main (commanding officer), Ldg. Sea. Howard Williams, CPO Charles Copeland, CPO Myron Pastuck, Ord. Sea. Donald Stewart, Cadet Donald Sinclair, Ldg. Sea. Alvin Eckstein, Ldg. Sea. Donald Cameron (equipment), AB James Niven (equipment). Not present when the photo was taken was CPO Quentin Dibnah, business manager.

COMMODORE G. R. MILES BURIED AT SEA

Commodore George R. Miles, OBE, RCN, Commodore of the RCN Barracks, Esquimalt, who died suddenly at his residence on the morning of February 19, was buried at sea from HMCS Ontario on February 21.

Committal services aboard the ship followed funeral services with full naval honors from Christ Church Cathedral, Victoria. Services in the cathedral were conducted by the Rt. Rev. Harold E. Sexton, Bishop of British Columbia. Chaplain B. A. Peglar, RCN, read the lesson during the funeral service and conducted the committal service aboard the Ontario.

Following services in the cathedral, the casket was placed on a naval gun carriage and drawn by 32 seamen, all from HMCS Naden, to the Ontario's berth at the Outer Wharf. The funeral cortege was led by a 24-man firing party and a 48-man guard of honor, all from Naden.

Commodore H. F. Pullen, commanding officer of HMCS Ontario, was insignia bearer.

As the cortege neared the ship, an

11-gun salute was fired at one-minute intervals.

When the ship arrived at the committal area, Chaplain Pegler read the service and the body was committed to the sea. The firing party fired three volleys, the bugler following with the Last Post. The guard of honor presented arms as the ship's guns fired an 11-gun salute. At the conclusion the bugler sounded Reveille.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, cast a wreath on the sea on behalf of the officers and men of the Pacific Command. He was followed by other high-ranking officers and civilians. Included among the floral tributes were those from the Governor General, Lord Alexander; Defence Minister Brooke Claxton; Vice-Admiral H. T. W. Grant, Chief of the Naval Staff and the Naval Board; Premier Byron Johnson of British Columbia, and the Atlantic Command of the RCN.

Honorary pallbearers were His Excellency the Governor General, represented by Cdr. K. C. McRae; the Lieutenant Governor of British Columbia, represented by Cdr. Hew Patterson; Premier Byron Johnson, represented by Hon. Captain John Cates; Mayor Percy E. George of Victoria, represented by Alderman Frank Mulliner; Reeve A. I. Thomas of Esquimalt; Admiral Percy W.

Sea Burial

(In memory of Commodore G. R. Miles)

*No earth be turned for you, one wave
will part
And water take you to her wet, kind
heart,
No fragrance, warmed by sun and cooled
by dew,
Will wilt and fading pass, instead
for you
The pale and scentless flowers of the sea
Will lift and sway, and blossom end-
lessly;*

*And where the tide runs softly in the
deep
A lonely bell sounds through the dim,
drowned stars,
And there you come, your last long
watch to keep
On ship of sand, among the phantom
spars.*

Cadet (S) E. C. Henry, RCN(R)
Antigonish, N.S.

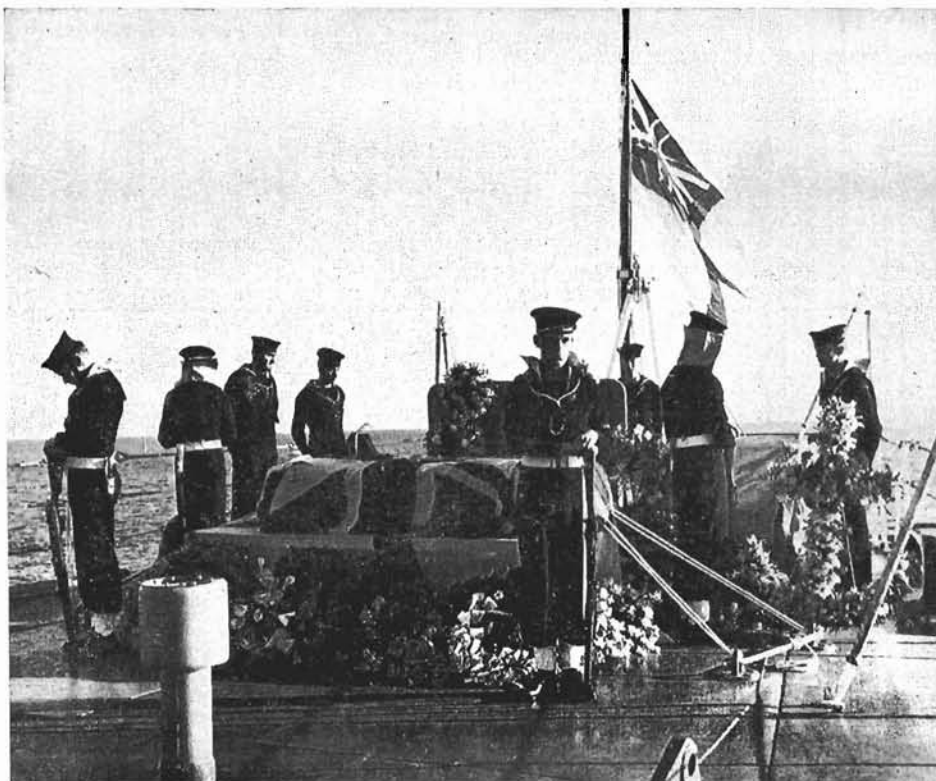
Nelles, Vice-Admiral H. E. Reid, Rear-Admiral Creery, Commodore J. C. I. Edwards, Brigadier W. J. Magill, Group Captain J. Easton, Captain W. B. Holms, Captain H. Kingsley, Cdr. G. H. Davidson, representing the Chief of the Naval Staff; Cdr. A. C. Wurtele, Captain Massey Goolden, Captain C. D. Donald, Cdr. (S) B. F. Gorely, Shipwright Cdr. E. H. Gilhen and Cdr. (E) R. Balfour.

Active pallbearers were Chief Petty Officers George Harvey, David Nelson, Donald Painton, John Spellman, John Rimmer, Thomas Heatherington, John Waldron and Thomas Booth.

Commodore Miles was born in Rothesay, N. B., on February 26, 1902. He entered the Royal Naval College of Canada as a cadet in 1916 and on graduating in 1919 went to sea as a Midshipman in ships of the Royal Navy.

At the outbreak of the Second World War he was commanding officer of the destroyer HMCS Saguenay, which formed part of the escort of Convoy HX-1, the first convoy to sail from Halifax.

He was in command of the Saguenay for more than 18 months. During this time his ship was struck by a torpedo and heavily damaged, but was brought safely back to port. For this



Sentries rest on arms reversed around the casket as HMCS Ontario steams seaward for the burial of the late Commodore George R. Miles. (OC-343).

Senior Officer's Tribute to Commodore Miles

The following tribute was paid the late Commodore George R. Miles on February 19, the day of his death, by Rear-Admiral W. B. Creery, Flag Officer Pacific coast:

The RCN has suffered a great loss in the death of Commodore G. R. Miles. Quiet and unassuming, he was not only one of the Navy's most experienced officers but one of its most capable. He was a thorough seaman, a good organizer, and possessed of high ideals and unlimited courage.

It was due to his competence and unruffled calm in the face of adversity that the two ships he commanded during the war — HMC Ships Saguenay and Athabaskan — were brought safely back to port after being severely damaged by the enemy.

He did not wear his feelings on his sleeve, but as one who knew him for the whole of his service career, stretching over 34 years, I can say that his thoughts and endeavours were always directed toward the betterment of the service he loved so dearly and the welfare of those who served under him.

All that is good and fine about Canadian family life prevailed in his home and it was always a joy to enter that happy atmosphere.

Not only have his family and the Navy suffered a great loss, but I also feel that Canada has lost one of her best citizens.



After weeks of organizational work, the West Coast Central Film Library is now operating at Esquimalt, under the supervision of CPO Donald Thorndick. The library has incorporated films formerly held in film pools at Winnipeg and Vancouver and now has well over 1,000 cans of instructional movies. Here CPO Thorndick records a film in the library catalogue. (E-12710).

FILM LIBRARY BULGES WITH FOOD FOR THOUGHT

There are hundreds of tins chock-full of food for thought lining the shelves of the Central Film Library at HMCS Naden. These tins are packed with many thousands of feet of instructional film covering virtually every form and phase of naval activity.

Reorganized less than a year ago under the administration of the Command Photographic Officer at the west coast, the Central Film Library is now functioning smoothly and efficiently as it supplies ships and

establishments in the Pacific Command and all naval divisions from Winnipeg west with the media for visual instruction.

The library has more than 1,000 cans of film covering such subjects as shipbuilding, seamanship, navigation, direction, medical, damage control and fire fighting, naval aviation, and many others. Each film is listed in BRCN 206, together with a short description, classification and running time. Means of obtaining films for instructional purposes and accounting for them are also set out in naval orders.

The west coast film library incorporates the films formerly held in pools in HMCS Chippawa, and HMCS Discovery, Commissioned Photographic Officer Bert Norbury, Command Photographic Officer, assigned the supervision of the new department to CPO S. J. Thorndick who, with the assistance of Ldg. Sea. R. A. Flack, carried out the job of re-organizing the library.

Emphasis is placed on the fact that the library is in existence solely for instructional purposes and not for entertainment.

feat of seamanship and for "gallantry and distinguished service before the enemy as Senior Officer of an escort group," Commodore Miles was appointed a Member of the Most Excellent Order of the British Empire.

In 1942 Commodore Miles served as Captain (D), Halifax, and was responsible for the administration of escort vessels operating out of the port and for the efficient training of their crews at a time when the U-boats were making a determined bid for supremacy in the Atlantic.

A year later he commissioned the new Tribal class destroyer HMCS Athabaskan and commanded her during numerous patrols in the English Channel and along the enemy-held coast of France. While on patrol in the Bay of Biscay in the summer of 1943, the Athabaskan was struck by a glider bomb, one of the first ships to be damaged by the new German weapon. Again Commodore Miles brought his ship back to port, and was awarded a Mention in Despatches for his "courage and seamanship" on this occasion.

In December 1943 he was appointed ashore and took up the duties of Director of Plans at Naval Head-

quarters, Ottawa. A year later he was appointed Chief of Staff to the Commander in Chief, Canadian North-west Atlantic, at Halifax.

From March 1946 until August 1948 Commodore Miles was Chief of Naval Personnel and a member of the Naval Board, at Headquarters. His next appointment took him back to sea as commanding officer of HMCS Magnificent and Senior Canadian Naval Officer Afloat. In August 1949 he was appointed Officer-in-Charge, Montreal Area, and in February 1950 became Commodore of the RCN Barracks, Esquimalt.

CAYUGA CREWMAN EXPERT MODEL MAKER

HMCS Cayuga boasts one of the most up-to-date collections of model airplanes in the Royal Canadian Navy, thanks to the carving talents of Able Seaman Fred Hughes, of Winnipeg. As a result of his handiwork, the destroyer has 15 models of the latest Russian type aircraft and their corresponding Allied planes.

AB Hughes started carving model airplanes at the age of 10. His first attempt was a Sopwith Camel of First World War vintage; his latest efforts have been Russia's MIG-15 and the American F-86 Sabre, both of which are being used in the air over Korea.

He has made all model planes aboard the Cayuga from scrap wood gathered from boxes in which the ship's supplies are received. For blueprints he uses photos or diagrams in aircraft recognition journals.

AB Hughes has also been working on a scale model of the Cayuga and hopes to have it completed by the time the ship returns to Canada this spring.—J.A.B.



AB Fred Hughes, of Winnipeg, shows Ldg. Sea. Glen Clemmett, of Vancouver, the model he is making of HMCS Cayuga. In the background can be seen some of the aircraft models fashioned by AB Hughes. (CA-446).

BENEVOLENT FUND TO MEET APRIL 9

Annual meeting of the Canadian Naval Service Benevolent Trust Fund will be held at Naval Headquarters, Ottawa, on April 9.

Those attending will hear the annual report, presented by the president, Engineer Rear-Admiral G. H. Stephens, will review the financial statement for 1950 and will discuss general fund activities and policy.

It was indicated prior to the meeting that the annual report would show that the number of applications for assistance were higher in 1950 than in the preceding year, with a corresponding increase in the amount of money paid out in grants or loans.

Since the first of this year, official acknowledgment has been made for the following donations received up to February 28:

Cornwallis Ship's Fund.....	\$539.07
Ontario Ship's Fund.....	110.54
Ontario Wardroom Mess.....	25.39
Stadacona Ship's Fund.....	46.20
Naval Officers Ass'n., Victoria ...	200.00
Reserve Fleet, East Coast, Ship's Fund.....	152.50
Commander (SB) S. B. Shore.....	25.00

In addition to the above, donations were received from two officers who have arranged to have monthly al-

lotments made to the Benevolent Fund. One of these officers has been making a monthly allotment of \$2 to the fund for some three years.

FIRST MEDICAL BRANCH SCHOOL IS OPENED

The Royal Canadian Navy's first Medical Branch School was officially opened March 1 at HMCS Naden by Surgeon Captain Archie McCallum, Medical Director General of the RCN. While at the West Coast, Surgeon Captain McCallum also carried out his annual inspection of medical facilities in the Pacific Command.

The Medical Branch School provides instruction for Medical Assistants of the RCN and for MAs of the RCN (Reserve) undergoing refresher courses. Medical branch training formerly was carried out in the RCN hospital at Naden and reserves were instructed in the hospitals on both coasts.

Headed by Surgeon Lieut.-Cdr. John W. Rogers, of Port Sanfield, Ont., and Victoria, the Medical School staff consists of Lieut. (NS) Mary E. Wilson, Pilot Mound, Sask., officer in charge of studies; Commissioned Wardmaster Thomas A. S. Kadey, Okotoka, Alta., administra-

tive officer and operating room technician, and CPO Martin B. Gardner, Killaly, Sask., and Victoria, instructional chief petty officer.

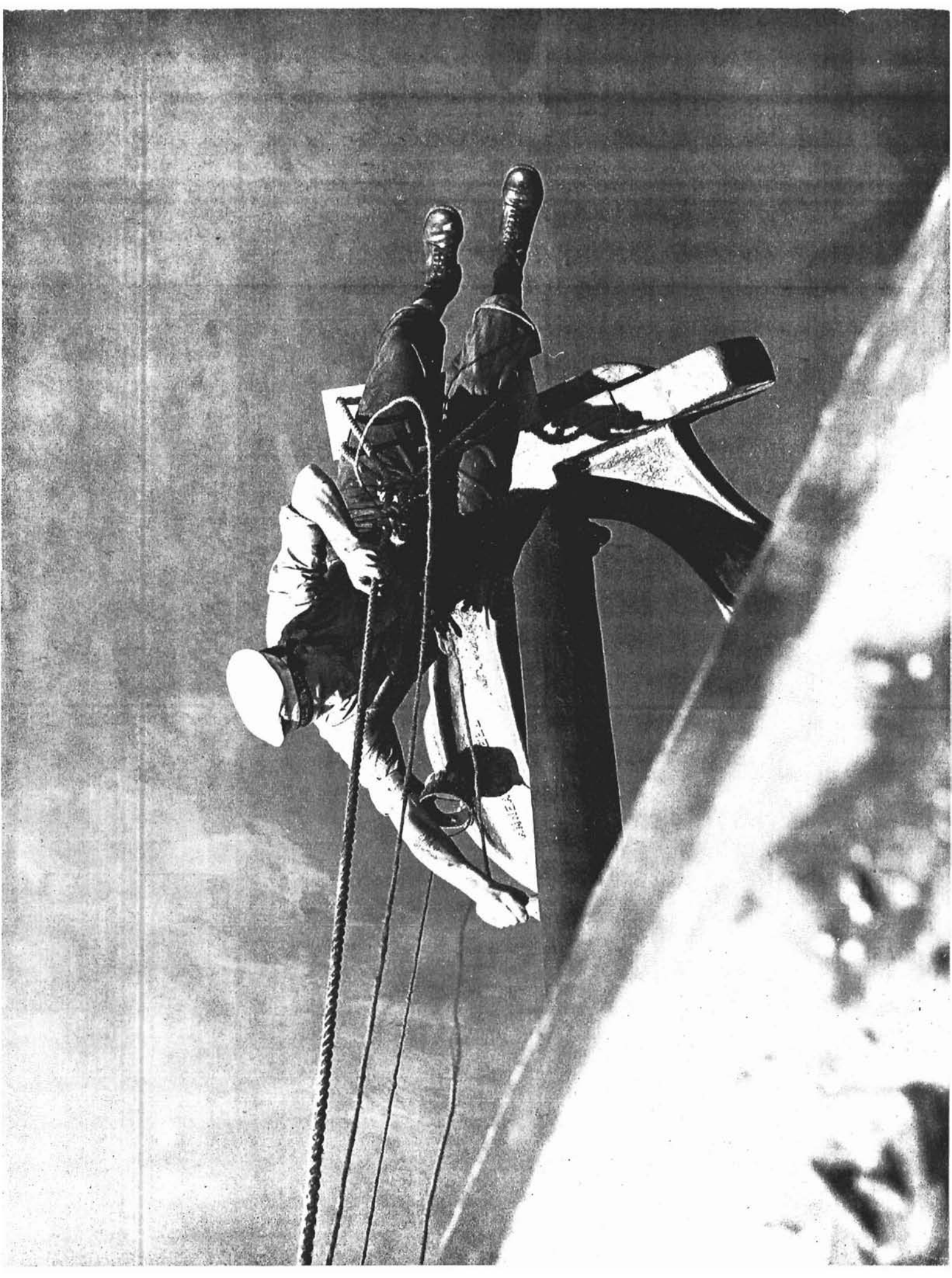
The syllabus includes nine months of study for ordinary seamen entering the medical branch. Senior rates will be provided with refresher courses and advanced training. Medical students in the RCN(R) will also undergo courses and instruction at the centre during their annual training periods with the RCN.

Among the courses for Medical Assistants are pharmacology, bacteriology, physiology, anatomy, therapeutics, medicine and medical nursing, operating room and laboratory procedure and instruction in X-ray.

After successfully completing courses at the school, Medical Assistants may go on to further advanced courses in specialist subjects at civilian and other hospitals,

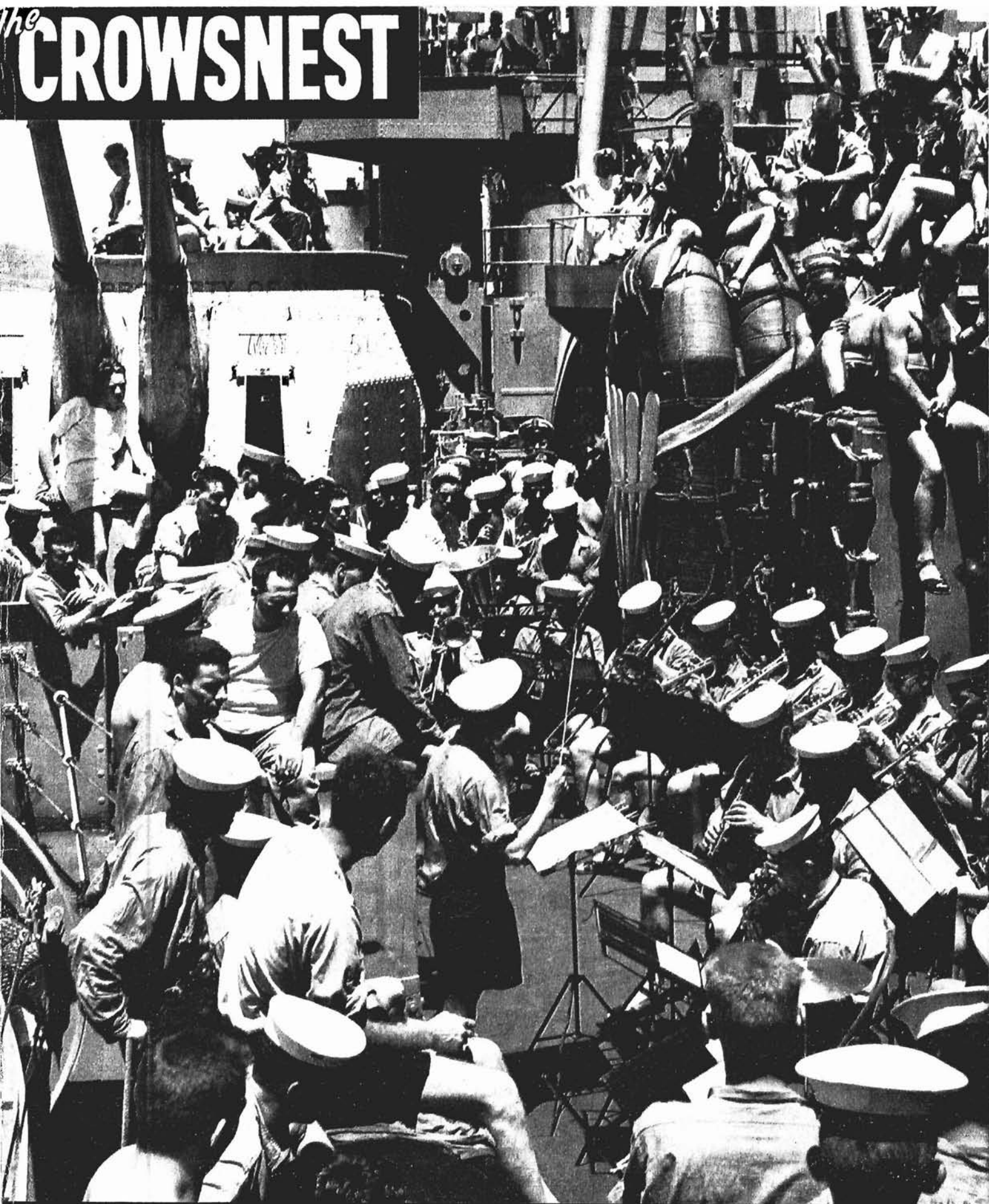
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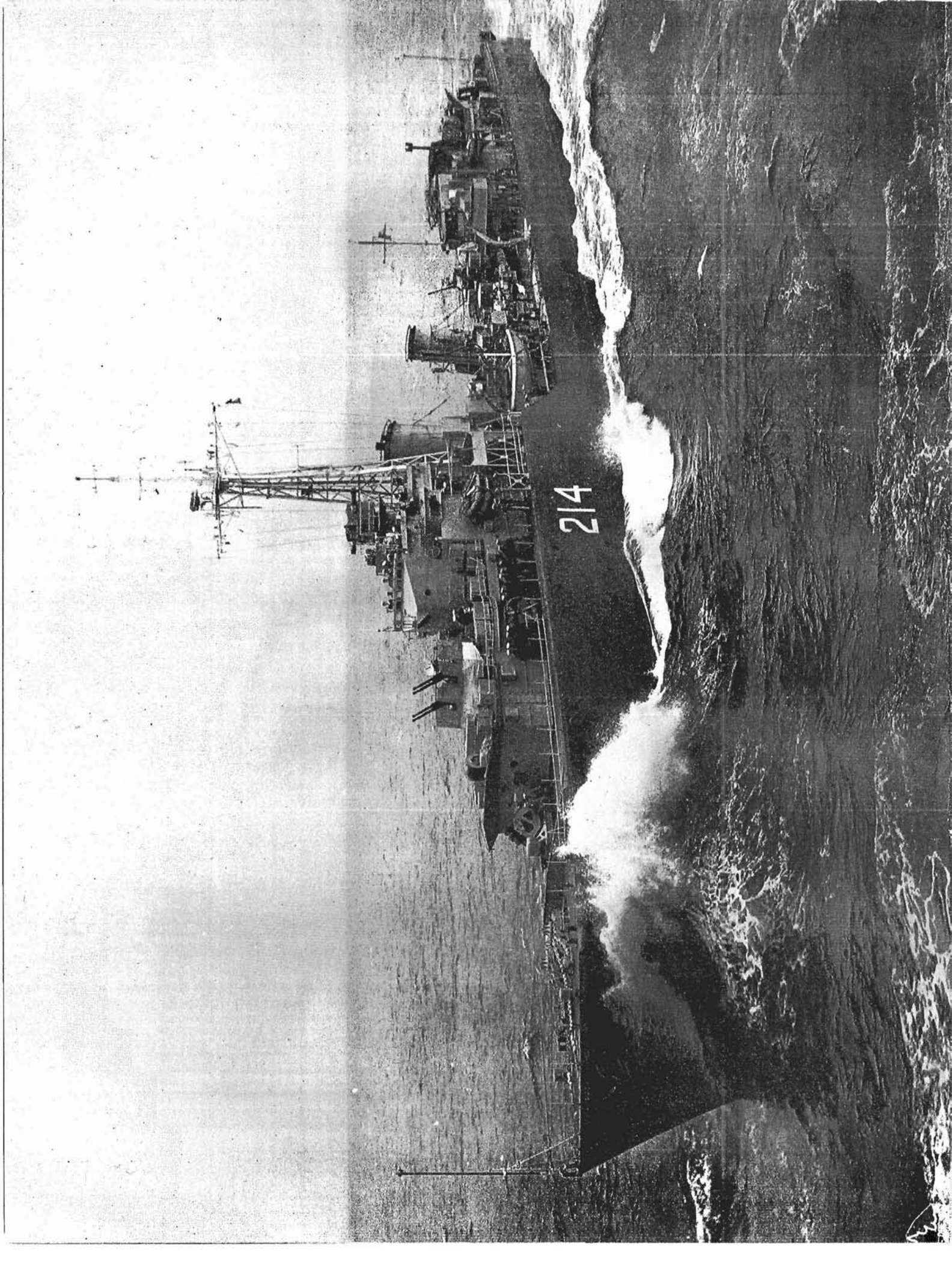
Able Seaman Orville Berryere, of Windsor, Ont., gives HMCS Nootka's port anchor a coat of red lead. The photo was taken at Colon, Canal Zone, during the ship's stay there en route to the Far East. (NK-361).





the CROWSNEST





The CROWSNEST

Vol. 3 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1951

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Cover Photo — "Shipboard Jam Session" might serve as the title for this month's cover photo, taken on board HMCS Ontario while the cruiser was on passage from Pearl Harbor to Pago Pago. The band, under the direction of CPO E. Tudor Jones, plays on deck for the ship's company during the noon hour. The Ontario has entered the tropics, shorts are the working dress of the day and some of the braver (or luckier) souls have shed their shirts in search of tans. (OC-411).

LADY OF THE MONTH

She was featured on the same page a year ago, but only in silhouette. This time a more detailed, close-up view of her is presented. The ship is HMCS MICMAC, first destroyer ever to be built in Canada and currently an active unit of the East Coast fleet.

The Micmac's long list of admirers was augmented last month when the destroyer towed to a safe haven a small Dominican passenger vessel that had broken down in the Caribbean. The vessel, with a crew of 12 and 15 passengers on board, was encountered by the Magnificent and Micmac while they were exercising in the Caribbean, en route to Port of Spain, Trinidad.

The Micmac "buttoned on" to the disabled craft and towed her some 200 miles to Willemstadt, Curacao. There the tow was transferred to a tug and the two Canadian ships sailed on for Trinidad.

From Trinidad the two ships proceeded to Barbados, spent three days there, then set course for Boston. After a four-day stay, they headed home to Halifax, arriving April 28. (Photo No. MAG-1253).

SUBSCRIPTION RATE

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OTTAWA, ONT.

R.C.N. News Review

Europe, Hawaii Cruises on Summer Sea Schedule

Three cruises to the United Kingdom and a similar number to Hawaii will highlight this year's summer sea training program.

Twenty vessels of varying sizes will be engaged during the summer months in providing sea training for personnel of the RCN, RCN (Reserve) and the University Naval Training Divisions.

The cruises to the United Kingdom will be made in company by the destroyer *Crescent* and frigates *La Hulioise* and *Swansea*. Each lasting a little more than a month, the cruises will begin from Halifax on May 21, July 2 and August 13. Ports of call in the UK will include Portsmouth, Rosyth, Belfast, Swansea and Plymouth.

On the west coast, the destroyer *Crusader* and frigates *Beacon Hill* and *Antigonish* will make three 21-day trips to Pearl Harbor, sailing from Esquimalt May 16, June 27 and August 8. In addition, the three ships will carry out six shorter cruises to Bedwell Harbor, B.C.

Less than a fortnight after her return from "down under," HMCS Ontario will take up her portion of the training program, sailing June 18 from Esquimalt on the first of a series of 10-day cruises to ports in B.C. and California.

On the east coast, other ships which will take part in the training program will include the aircraft carrier *Magnificent*, destroyer *Micmac* and Algerine minesweepers *Portage* and *Wallaceburg*.

Until mid-June, the *Magnificent* will carry out dual duties, providing flying training for the 19th Support Air Group and 18th Carrier Air Group and sea training for RCN new entries. The *Micmac* will accompany the *Magnificent*, serving as plane guard for the carrier and carrying out training duties at the same time.

It will be a busy summer, too, for the minesweepers attached as tenders to the naval divisions at Halifax, Saint John, St. John's and Victoria, and the motor launches that will be operated on the Great Lakes by the

divisions at Kingston, Toronto, Hamilton, Windsor, London and Port Arthur.

HMCS *Sault Ste. Marie*, the Victoria division's training ship, has an interesting summer ahead, her schedule taking her to several ports in California and Washington, as well as in B.C.

Sioux Returns to Korea, Relieving Athabaskan

Two old friends meet early in May, but not for long. They are HMC Ships *Athabaskan* and *Sioux*, who, until the *Sioux* sailed for home January 14, served together in the three-ship destroyer flotilla that Canada sent to the Korean theatre last summer. Now the *Sioux* has returned to the Far East, this time to relieve the *Athabaskan*, and the latter comes home for a richly-deserved rest.

The *Athabaskan* is due to reach Esquimalt toward the latter part of May, nearly 11 months from the time that she set forth with the *Cayuga* and *Sioux*.

Meanwhile, the *Cayuga* was well ahead with her refit and leave period. The destroyer returned to Esquimalt April 7 (the day before the *Sioux* sailed), immediately sent all those who could be spared on leave, and was taken in dockyard hands for repairs and refurbishing. According to present plans, she will leave some time in June for Pearl Harbor and onward routing to Japan, where she will relieve HMCS *Nootka*.

Nootka Shells Village, Athabaskan Bags Mine

For the three Canadian destroyers in Korean waters—the *Nootka*, *Athabaskan* and *Huron*—April was a little more eventful than the preceding two months.

A UN naval communique reported that on April 15 the *Nootka* bombarded an enemy-occupied village and did considerable damage. The village was located near Changsan Point, southwest of Chinnampo on the west coast of Korea. The *Nootka* was engaged in blockade duties with



"Good sailing and God bless you" were the closing words of Rear-Admiral W. B. Creery centre, Flag Officer Pacific Coast, after he talked briefly to the ship's company of HMCS *Sioux* just prior to the ship's departure for the Far East. At Admiral Creery's right is Commander Paul D. Taylor, commanding officer of the *Sioux*. (E-13908).

other Commonwealth ships at the time.

The Athabaskan and Huron enjoyed a change of scenery, their operational area being switched early in the month from the west to the east coast of Korea. While patrolling with other UN ships the Athabaskan sighted and destroyed a mine — her seventh of the campaign.

Ontario Leaves Australia, Visits New Zealand Next

For HMCS Ontario the month of April consisted, to begin with, of sea exercises with units of the Royal Australian and Royal Pakistan Navies. Then came a series of memorable visits to the Australian cities of Sydney, Melbourne and Hobart, Tasmania.

The Ontario spent ten days in Sydney — long enough to become well and warmly acquainted — and when she put back to sea to continue her cruise, it was with the hope that she would be able to return, and soon.

Numerous invitations to come again were received by the ship, her officers and men as she prepared to leave Sydney. Among the formal messages was one from Rear-Admiral J. A. S. Eccles, Flag Officer Commanding the Australian fleet, who said: "Your all too short time in company has been a happy and valuable experience for

Welcome Home, Cayuga Good Luck, Sioux

Among the messages that greeted HMCS Cayuga (Captain J. V. Brock) when the destroyer returned April 7 from Korea were the following from Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff:

Mr. Claxton said:

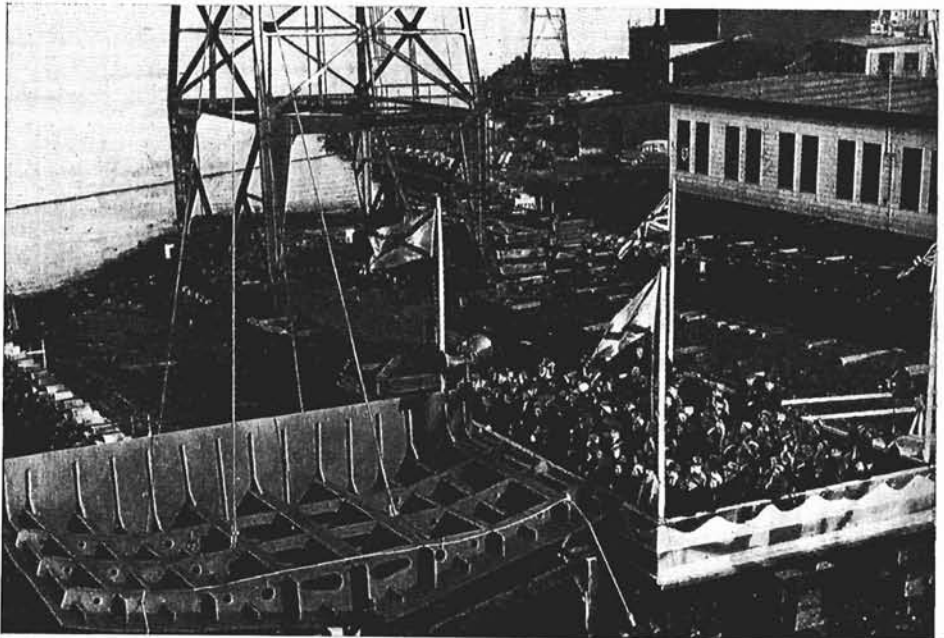
"I wish to extend the heartiest welcome home and our appreciation of the splendid manner in which you and your ship's company have enhanced the reputation of the Royal Canadian Navy and Canada by your fine record of operations in Korean waters."

Admiral Grant said:

"Welcome home and hearty congratulations on an enviable operational record. I wish all officers and men a happy and well deserved leave."

To HMCS Sioux (Commander P. D. Taylor) sailing April 8 to return to the Korean war zone, went the following message:

"The Chief of the Naval Staff and Naval Board wish the old and new members of Sioux the best of luck and a safe return to Canadian waters."



The keel of the first of two anti-submarine escort vessels to be built for the RCN by Halifax Shipyards Limited was laid April 4. The keel was declared "well and truly laid" by Lieutenant Governor J. A. D. McCurdy, of Nova Scotia, marking a further step in the Navy's new construction program, by far the largest ever undertaken in peacetime. As the photo shows, the customary practice of laying flat keel plates on blocks has been abandoned. The yards building the escorts are following a modern development, laying a series of prefabricated units. (HS-14072).

us. We wish you good luck and hope that we may meet again."

Rear-Admiral H. A. Shower, Flag Officer in Charge, New South Wales, sent this message to Commodore H. F. Pullen, commanding officer of the Ontario: "It has been a great pleasure to meet you, your officers and men. I congratulate you on the smart appearance of your liberty men and their excellent behaviour. It is hoped that your visit will be the forerunner of many more."

In his replies, Commodore Pullen expressed his pleasure at being afforded the opportunity to work with ships of the Royal Australian Navy and said he hoped "we may soon see some ships of the RAN in Canadian waters."

Month's end found the Ontario in scenic Milford Sound, one of New Zealand's beauty spots. From there she would go to Lyttleton, Wellington and Auckland before beginning the homeward journey.

At the request of the Governor of the Fiji Islands, the Ontario's schedule was altered to include a return visit to Suva, the island capital, where she spent three days while en route to Australia. The ship will be in Suva May 17 to 19. Closing date at Vancouver for air mail to reach her there will be May 13.

Quebec Being Refitted, Three Ships Commission

His Majesty the King has approved that the cruiser Uganda, now refitting at Esquimalt, shall be re-named Quebec, and as such will she henceforth be known. It is anticipated that the Quebec will commission as a training ship early in 1952.

Three ships were commissioned in April. The destroyer Crusader (Commander H. V. Groos) was commissioned at Esquimalt and at Halifax the minelayer Whitethroat (Lieut.-Cdr. R. S. Hurst) and the Bangor minesweeper Brockville (Lieut.-Cdr. J. C. Marston) returned to service. The Brockville is training tender to the Halifax naval division, HMCS Scotian.

HMCS Wallaceburg, formerly depot ship for the reserve fleet in Halifax, became operational April 4 and three days later sailed in company with HMCS La Hulioise on a one-week cruise to Philadelphia.

RN Submarine Loaned for Training Purposes

Loaned to the RCN for training purpose, HM Submarine Thule arrived in Halifax April 4. The Thule was originally scheduled to reach Canada April 1 from Portsmouth but was diverted while en route to take part in the unsuccessful search for an American Globemaster that had crashed in the Atlantic.

Happy Homecoming

It was a great day for all concerned when HMCS Cayuga returned home to Esquimalt April 7. Memories of the monotony and discomfort that had filled much of their lives for the previous eight months were forgotten by the destroyer's 280 officers and men in the happy tumult that signalled their arrival. Families, friends and hundreds of well-wishers turned out to accord a great welcome to the second Canadian destroyer to return from Korean service.

For her officers and men there will be leave, for the Cayuga there will be a refit, then it's back to Korea again. There will be many new faces aboard, however, as nearly half the ship's company will be going to courses or other duties.



"I knew I should have shaved it off," said PO Norman Hopkins, of Coleman, Alberta, when daughter Gwen burst into tears on being hoisted aloft by the bearded "stranger" with the luxuriant beard. Said Mrs. Hopkins to her sailor-husband, just arrived in the Cayuga: "You will."

As HMCS Cayuga snugged up to her berth, the destroyer's crew members rushed to the guard rails to look for loved ones they hadn't seen for more than nine months. Expressions on the faces of those pictured here reflect the moment of arrival. Some have spotted wives and families and happily exchange greetings with them; others still search with anxious eyes through the crowd massed on the jetty. (E-13906).



OH, HAPPY DAY!

*14 Naval Families Move
Into First Completed
West Coast Homes*

Moving day was a happy day for 14 members of the Royal Canadian Navy and their families, when they took over the first houses to be completed at the new Belmont Naval Married Quarters at Royal Roads, B.C. The development, when finished, will provide living quarters for 490 naval families.

In the course of the day moving vans converged on the Belmont project, some from as far afield as the emergency shelters at Patricia Bay, about 25 miles distant.

The new houses are built in four basic designs, with different color schemes giving each house a distinctive character. Single dwellings and duplex construction add to the variety.

Inside, the houses are completely modern and consist of living room, kitchen, bathroom, two or three bedrooms, and basement. Each is equipped with refrigerator, electric stove, automatic oil-burning furnace and air-conditioning unit. Kitchen and bathroom are tiled.

As new units are completed they will be occupied, first by families



A view of the first houses to be occupied at the new naval married quarters development at Belmont Park, near Royal Roads. (E-13744).

badly in need of adequate housing facilities, and later according to a roster system.

The naval married quarters are being administered by Lieut.-Cdr. I. H. MacDonald. Applications for quarters are reviewed by a board consisting of Captain (S) C. J. Dillon, Commander D. G. King, Chaplain (P) G. L. Gillard and Chaplain (RC) J. H. Laporte.

The first families to occupy the married quarters at Royal Roads were those of Petty Officer Carl H. Rogers, AB Raymond Gavin, Petty Officer Vernon E. Little, Petty Officer James A. Gibson, Ldg. Sea. C. Dibnah, PO John Campsall, PO G. A. Coghill, AB J. G. Bourque, CPO J. C. S. Fox, CPO W. A. Scudamore, CPO Stanley F. Pelan, PO John C. Little and Ldg. Sea. Stanley J. Maxted.



Just getting into practice, six-year-old Arthur Pelan and 20-months-old Patricia raid the still empty refrigerator in their new Belmont Park home. They are the children of CPO Stan Pelan. (E-13775).



Moving is often a depressing business, but the day he moved his family into their new home at the Belmont Park naval married quarters was a happy one for CPO Joe Fox, who takes a brief "stand easy" in the midst of the operation. CPO Fox served in HMCS Sioux during her first tour of duty in Korea and his family lived in an emergency shelter. Now he's in the Antigonish and has a brand new home ashore. (E-13773).



OFFICERS *and* MEN



New Appointments Are Announced

The following are among the appointment changes of interest that have been announced recently:

Captain A. H. G. Storrs, to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Plans) as Director of Naval Plans and Operations. Formerly at the National Defence College, Kingston, as Naval Member of the Directing Staff.

Captain J. V. Brock, to the National Defence College, Kingston, as Naval Member of the Directing Staff. Formerly in command of HMCS Cayuga and Commander Canadian Destroyers Pacific.

Captain D. W. Piers, to National Defence College, Kingston, for NDC course. Formerly at Naval Headquarters as Director of Naval Plans and Operations.

Commander James Plomer, to HMCS Cayuga in Command and as Commander Canadian Destroyers Pacific, From staff course.

Commander (L) H. G. Burchell, to Naden as Assistant Superintendent of HMC Dockyard, Esquimalt. Formerly in HMCS Magnificent as Electrical Officer and Staff Officer (Electrical) to Senior Canadian Naval Officer Afloat.

Commander (L) John Deane, to HMCS Stadacona as Command Electrical Officer. Formerly Officer-in-Charge, HMC Electrical School, Halifax.

Commander (L) W. E. Smith to Magnificent as Electrical Officer and Staff Officer (Electrical) to the Senior Canadian Naval Officer Afloat. Formerly Command Electrical Officer, Halifax.

Lieut.-Cdr. (L) R. M. Battles, to Stadacona as Officer-in-Charge Electrical School. Formerly on staff of Electrical School.

Commander (E) A. B. Arnison, to Bytown as Principal Overseer New Construction, Quebec Area. Formerly Assistant Superintendent, HMC Dockyard, Esquimalt.

Commander (S) Donald McClure, to Magnificent as Supply Officer. Formerly at Headquarters as Deputy Director-General Supply and Fleet Accounting.

Commander (S) W. J. Marshall, to Headquarters as Deputy Director General Supply and Fleet Accounting. Formerly Supply Officer in Magnificent.

Cdr. (S) L. J. Nairn, to HMCS Shearwater as Supply Officer. Formerly at Naval Headquarters as Director of Naval Air Supply.

Cdr. (S) D. T. R. Dawson, to Naden as Officer-in-Charge HMC Supply School. Formerly at Shearwater as Supply Officer.

Lieut.-Cdr. (S) P. H. Sinclair, to Naden as Secretary to the Flag Officer Pacific Coast. Formerly Officer-in-Charge Supply School.

Lieut.-Cdr. (S) Peter Cossette, to Naval Headquarters as Director of Naval Air Supply.



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, stops to talk with Ord. Sea. Merle Reed, of Loughheed, Alberta, while inspecting a guard composed of communicators from Stadacona during his East Coast inspection in March. At the extreme right is Ord. Sea. Thomas Bohn, of Toronto. Officer of the Guard is Lieut. D. M. Waters. (HS-13964).

Three Gunnery Branch CPOs Win Commissions

Three chief petty officers of the Gunnery branch, Denis S. Colegrave, 33, of Camrose, Alta.; Dominic R. Hill, 32, of Ottawa and Halifax, and John E. Abraham, 30, of Halifax, have been promoted to the rank of Acting Commissioned Gunner.

Commissioned Gunner Colegrave entered the RCN in January 1935 as a boy seaman. At the outbreak of war he was on course in the United Kingdom, after which he joined the destroyer Restigouche. He later served in the corvette Drumheller and the destroyer St. Laurent before going ashore for instructional duties in HMCS Cornwallis.

Since the war he has served in the destroyers Crusader, Crescent and Sioux, instructed in the Gunnery Training Centre at Esquimalt and taken additional gunnery courses.

Commissioned Gunner Hill entered the RCN as a boy seaman in September 1935 and saw wartime service at sea in the destroyers Fraser, Saguenay, Skeena and St. Clair, and ashore in HMCS Stadacona and Cornwallis.

Since the war, he has taken advanced gunnery courses and served in the destroyers Athabaskan and Haida.

Commissioned Gunner Abraham joined the RCN in 1939 as a stoker second class. He transferred to the Gunnery branch in 1940 and went to sea as a gunner in the merchant ship Manchester Spinner.

Joining the corvette Windflower in October 1941, he was one of the 44 who survived when she was sunk in a collision two months later. He also served in the destroyers Restigouche and St. Laurent and at Halifax, St. John's, Newfoundland, and Cornwallis.

Gunnery instructor in the destroyer Nootka from July 1947 to October 1948, he subsequently served in HMCS Stadacona and attended advanced gunnery courses in the U.K.

Awards are Presented to Toronto Cadets

Two new awards were presented to the UNTD at HMCS York on Tuesday, March 13. A silver mug went to the best all-round cadet during winter training, and a cup was awarded to the division which was the smartest on parade and had the best attendance record.

The mug was won by Cadet Kent McKelvey and was presented by Lieut. W. T. Lord, RCN(R), Ret'd., president of the Toronto branch of the Naval Officers' Association. The cup was presented by Captain F. R. Base, commanding officer of York, to the combined second, third and fourth year Supply Division.

Immediately after the presentations a meeting was held in the wardroom and next year's Mess Committee was elected as follows: Cadet K. G. Dalglish, president; Cadet L. H. Glassco, secretary; Cadet L. K. Lodge, treasurer, and Cadet D. J. Fry, year representative.

Sub-Lieut. Frank Galloway, and Sub-Lieut. Alec Douglas were recently promoted to that rank from cadet.

Veteran Petty Officer Receives LS and GC Medal

Petty Officer William C. Brown, of Winnipeg, a member of the regulating staff aboard HMCS Ontario, received the RCN Long Service and Good Conduct Medal at Sunday divisions aboard the ship en route to Australia. Presentation was made by Commodore H. F. Pullen, commanding officer.

Born in Winnipeg in March 1915, PO Brown entered the RCN in January 1936. Previously he had been a member of the Royal Canadian Sea Cadet Corps and the RCNVR in Winnipeg.

PO Brown has served on both coasts, in Bermuda, and in a number of His Majesty's Canadian ships, including the destroyers St. Laurent, Skeena and Ottawa, and the aircraft carrier Warrior. He joined the Ontario in January 1950.

Second Observer's Mate Course is Graduated

The second class of observer's mates to be trained in the RCN graduated recently at HMCS Shearwater. Members of the class were PO Harvey Mills, Moose Jaw, Sask.; Ord. Sea. Thomas Copeland, Halifax; Ord. Sea. Vincent Marshall, Smith Falls, Ont.; Ord. Sea. David Williams, Hespeler, Ont., and Ord. Sea. Clyde Thompson, Sackville, N.B.



President Truman chats with Chief Petty Officer Norman Langton of the Royal Canadian Navy during the visit of eight Atlantic Pact trainees to the White House in Washington. From left to right, the other trainees are from Italy, France, Denmark, Great Britain, Norway, The Netherlands and Belgium. Third from right, rear, is Major General Stanley A. Scott, USA. (US Army Photo).

RCN Armourer Spends Memorable Day

Meeting the Chief Executive of the United States, chatting with General Eisenhower, having luncheon at one of Washington's largest hotels, and posing for newsreel and television cameras as a VIP—all that and more happened to Chief Petty Officer Norman Langton, of the Royal Canadian Navy, within the space of a single day in February.

These momentous events took place while CPO Langton, a gunnery armourer, was taking an ordnance course in Washington. Major General Stanley A. Scott, who directs the training and military operations of the Military Aid Program, invited trainees from eight countries to Washington for a day, to meet important people and tour the city. CPO Langton was selected to represent Canada.

The first stop was at General Scott's office in the Pentagon Building. Next they were interviewed in the press briefing room and from there went on to the office of Secretary of Defence George C. Marshall. After a chat with General Marshall the group toured the Pentagon, visited the Standing Group of the North Atlantic Treaty Organization, and were introduced to the Chairman of the Board and some of the members.

Lunch at the Carlton Hotel, one of Washington's largest, was followed by a tour of the city. At 3 p.m.

came the day's high spot. The group was taken to the White House to be received by President Truman. In the President's office the men chatted informally with Mr. Truman.

The next move was to the airport behind a police escort complete with screaming sirens. Awaiting their arrival was General Eisenhower, who spent over half an hour with them before boarding a plane for Europe.

The tough part of the day still lay ahead. On leaving the airport, the men were sped to the studios of the National Broadcasting Company to appear before the television cameras. Later they became targets for batteries of newsreel cameras. Dinner at the famous "Carabar" completed the day.

The seven other trainees represented Belgium, Norway, England, The Netherlands, France, Italy and Denmark. Not all could speak English, but in the course of the exciting day this proved no handicap.

Many Recent Changes in Naden Reg. Staff

There have been a number of recent changes in the Regulating staff at HMCS Naden, Esquimalt.

Petty Officer William Leggett has been drafted to Cornwallis to relieve Petty Officer Val (Rams) Ramsdale, who has just completed a two-year

Medical Officer Taking Pilot Training

The naval doctor who may well lay claim to being the most air-minded medico in the RCN is Surgeon Lieut. Henry D. Oliver, who recently became the only qualified flight surgeon in the RCN and now is continuing training to qualify as a naval pilot.

He first spread his wings when he graduated from the Naval School of Aviation Medicine, US Naval Air Station, Pensacola, Fla., as a naval flight surgeon in February.

Now he is planning to obtain his pilot's qualifications at Pensacola so that he may become the Canadian Navy's only "flying doctor."

Surgeon Lieut. Oliver graduated from Middleton Hospital, London, in 1948 and entered the RCN in 1949.

is back on the staff. PO McPherson underwent a re-entry's qualifying course last fall.

CPO Lin Pollock has taken over the Manual Office left vacant when CPO Ernest Roberts was drafted to Stadacona.

Seven Men Complete Torpedo Detector Course

A torpedo detector's course completed at the TAS Training Centre at HMCS Naden the first week in March with seven men qualifying as TD2s. They were PO Norman Keane, Ldg. Seamen Robert A. Casmey and John C. Yorko and Able Seamen William Ian Bell, Donald McKee, Paul A. Bernard and Arthur R. Beamish.

First Post-War Banquet Held by Naden CPOs

More than 100 chief petty officers attended the first CPOs' mess banquet to be held in HMCS Naden since the war and proclaimed it an outstanding success. Plans are now under way to make the affair a semi-annual function.

Principal guest of the evening was Commodore E. P. Tisdall, Commodore of the RCN Barracks. The dinner also provided an opportunity to welcome Commander F. B. Caldwell, who has taken over as executive officer of the establishment, and say farewell to Commander H. V. W. Groos, now commanding officer of HMCS Crusader.

The guests, accompanied by the

Off to Europe

Two leading seamen of the RCN sailed from Saint John, N.B., in the Empress of France March 28 to take up duties on the clerical staffs of recently appointed Canadian naval attaches in two European capitals.

Headed for The Hague, The Netherlands, was Ldg. Sea. Robert W. Sheppard, 26, of Edmonton and Victoria. To Stockholm, Sweden, went Ldg. Sea. Bruce Tobin, 23, of Toronto. Both are administrative writers.

Ldg. Sea. Sheppard served in the Navy during the war and re-engaged in 1949. For the past year he had been in the Leave and Transportation Office at HMCS Naden. Ldg. Sea. Tobin entered in 1946 and before going to Stockholm had been in HMCS Shearwater, Dartmouth.

stint at that establishment. PO Ramsdale is now on the staff at Naden.

Petty Officer Lin Pollock has been promoted to C2MR3. Other promotions include PO Ernest Roberts and PO John Strickland to C2MR3 and CPO Ronald Crawford to C1MR3, all on conditional basis. They will be attached to the Halifax Port Division.

Additions to the regulating staff at Naden are PO Pierre Bernard, presently learning the ropes prior to taking his regulating examinations, and PO William Jones, from HMCS Unicorn, who has signed on for a year's special naval duty and will also be taking the examinations.

Following a leadership course at Cornwallis, PO William McPherson

mess president, CPO Thomas Booth, and followed by the members, filed into the dining room at 1930. There followed one of the most delicious turkey dinners ever to come out of the galley.

Commodore Tisdall and Commanders Caldwell and Groos were introduced by the mess president. The vice-president, CPO John B. Rimmer, proposed the toast to "The King."

After short speeches by Commodore Tisdall and Commander Groos, a period of free discussion followed. Later the president and guests adjourned to the lounge where they were joined by the mess members.

Three Naval Aviation Specialists Commissioned

Three chief petty officers who have been specializing in naval aviation duties have been promoted to commissioned rank.

They are Acting Commissioned Engineer (AE) Peter G. Wiwcharuck, 36, of Usherville, Sask., and Vancouver; Acting Commissioned Aircraft Officer Thomas F. Stephens, 32, of Toronto, and Acting Commissioned Airman Vincent C. Greco, 33, of Winnipeg.

Commissioned Engineer Wiwcharuck, a veteran of five years' war service in the RCAF, entered the RCN in December 1945 as an air artificer and has since served mostly at the RCN Air Station, Dartmouth, N.S., and in HMCS Magnificent.

Commissioned Aircraft Officer Stephens entered the RCNVR as an ordinary seaman in October 1944 at Toronto. He later qualified as an air mechanic and served in the carriers Warrior and Magnificent and



This is a section of the dining room, looking toward the head table, when the Chief Petty Officers of HMCS Naden held their first post-war banquet. (E-13799).

at the RCN Air Station. He transferred to the RCN in October 1946.

Commissioned Airman Greco joined the RCNVR in October 1938 and transferred to the RCN in January 1940, after which he served almost continuously at sea, his ships including the armed yacht Lynx, the corvettes Chicoutimi, Shediak and Kamsack, the minesweepers Transcona and Drummondville, the destroyer Skeena and the frigate New Waterford. Since the war he has specialized as an aircraft controlman and has served in the Warrior and Magnificent and at Dartmouth.

Scotian Personnel on Full-time Duty

Five officers from HMCS Scotian have accepted short service commissions and a similar number of men from the Halifax division have gone on special naval duty in recent weeks.

Scotian officers taking up full time service in the navy include Lieut.-Cdr. J. H. Maxner, now commanding officer of HMCS Wallaceburg; Lieut. C. R. Martin, appointed to Naval Headquarters; Lieut. F. J. Chaffey, appointed to Stadacona; Lieut. Channing Gillis, commanding officer of HMCS Revelstoke, and Lieut. (E) L. W. Smith, appointed to Cornwallis.

Scotian men now with the RCN include PO G. W. Dunford, PO M. L. Swinamer, PO G. A. Shaw, AB D. Murphy and Ord. Sea. D. W. Cave. The latter two have gone to Esquimalt for courses.

Sailors Donate \$9.40 a Minute

In a whirlwind Red Cross campaign, personnel of HMCS Naden raised a total of \$423 in 45 minutes. This year's drive organized by Lieut.-Cdr., J. W. McDowall, realized nearly \$200 more than last year's.

When he was appointed representative for the Red Cross drive in Naden, Lieut.-Cdr. McDowall decided that with a little advance publicity within the barracks, and a staff of good collectors, a successful drive could be completed in an afternoon.

On the day before the campaign and again on the day itself, one of the fire trucks from the Naval Fire Hall at Naden toured the barracks with part of the RCN Band atop it playing appropriate numbers to boost the drive. On the day of the campaign 20 collectors fanned out to all the schools, training centres and living quarters. Within 45 minutes nearly the whole of the ship's company had been canvassed and the drive was proclaimed a success.



This is the first wedding to be recorded by camera in the new St. Patrick's Roman Catholic Church in Cornwallis. Chaplain (RC) Russell F. White unites in marriage AB Gillis McGuire, of Amos, P.Q., and Miss Jeannine Dore, of Steveston, B.C. Best man is AB Louis Calfat, Montreal. (DB-1024-2).

Weddings

Lieut. John A. Jamieson, HMCS Star, to Miss Lois Isabel Baxter, of Hamilton.

Lieut. H. C. Mecredy, HMCS Bytown, to Miss Joan Hilton Beattie, of London, Ontario.

Lieut. (SB) W. R. Hindle, HMCS Naden, to Sub. Lieut. (NS) Joyce Robinson, of Victoria.

Sub. Lieut. D. A. McDonald, HMCS Niobe, to Miss Marjorie Doreen Hunn, of Greta, Yarmouth, England.

AB Peter Alekson, HMCS Ontario, to Miss Rosemary Ashby, of Victoria.

AB R. E. Kerr, HMCS Ontario, to Miss Pearl Amor, of Victoria.

Two Men Awarded Long Service Medals

Two Long Service and Good Conduct Medals were presented by Commodore J. C. Hibbard, Chief of Naval Personnel, at divisions in HMCS Stadacona March 6.

The recipients were CPO Douglas R. (Knobby) Clarke, of Waverly, N.S., regulating chief petty officer at the Gunnery School, and I.dg. Sea. Kenneth T. Richardson, Montreal, an instructor in the Seamanship School.

Scotian Cadets Promoted To Sub-Lieutenant Rank

Eight former UNTD cadets attached to HMCS Scotian, have been promoted to the rank of sub-lieutenant, RCN(R).

Births

To Lieut.-Cdr. Ernest S. Cassels, HMCS Stadacona, and Mrs. Cassels, a daughter.

To Surg. Lieut.-Cdr. D. B. Maunsell, HMCS Cornwallis, and Mrs. Maunsell, a daughter.

To Lieut. C. J. Benoit, HMCS Stadacona, and Mrs. Benoit, a daughter.

To CPO T. G. Marse, HMCS York, and Mrs. Marse, a son.

To CPO Milton Keseluk, HMCS Cornwallis, and Mrs. Keseluk, a son.

To CPO Douglas Pearson, HMCS Cayuga, and Mrs. Pearson, a son.

To CPO Geoffrey Jones, HMCS Cayuga, and Mrs. Jones, a son.

To PO William E. Goodwin, HMCS Cornwallis, and Mrs. Goodwin, a daughter.

To PO Metro Zabrick, HMCS Cayuga, and Mrs. Zabrick, a daughter.

To PO James Rideout, HMCS Cayuga, and Mrs. Rideout, a son.

To PO James Brahan, HMCS Cayuga, and Mrs. Brahan, a son.

To AB Edwin Elston, HMCS Cayuga, and Mrs. Elston, a son.

To AB Owen Jackson, HMCS Ontario, and Mrs. Jackson, a daughter.

At the same time selection boards have recommended the promotion of 55 new seamen UNTD's to cadets. Of this number 17 are attending Halifax universities attached to the division, while the balance are attending other universities attached to Scotian.

Those promoted to officer rank



Nineteenth-months old Richard Bennett was more intrigued with his father's cap than with the fact that his Dad would be sailing in a few minutes aboard the Sioux, bound for Korea. Ldg. Sea. Bennett is making his first trip in the Sioux, having joined the ship during her "rest" period at Esquimalt. (E-13909).

include Sub-Lieut. C. R. Tingley, Surg. Sub-Lieut. S. Potter, Surg. Sub-Lieut. B. K. Rideout, A/Sub-Lieut. (L) B. F. Nowe, Sub-Lieut. S. J. Farrell and Sub-Lieut. R. A. Smith of St. Francis Xavier University, Antigonish, N.S.; and Sub-Lieut. (S) W. W. Hirtle and Sub-Lieut. (L) R. S. Dustin of Acadia University, Wolfville, N.S.

Commodore Hibbard Presents Cadet Awards

Commodore J. C. Hibbard, Chief of Naval Personnel, was the guest speaker at the annual inspection of the university naval training divisions of McGill University and the University of Montreal. He presented certificates to those successful candidates who had been promoted to the rank of cadet and also presented the Midshipman's Dirk for general proficiency to Cadet M. J. Sherratt.

Veteran Civil Servant Retiring at Esquimalt

After nearly half a century of service, eight years with the Royal Navy and more than 40 years with the Civil Service in HMC Dockyard, Esquimalt, Robert (Tim) Ryley is retiring. During his service "Tim" Ryley saw the dockyard pass into the hands of the Canadian Government

from the Admiralty and watched the development of the Royal Canadian Navy from its tiny beginning, in the days when sailors wore wide straw hats, through several periods of expansion, and up to the present time.

Mr. Ryley was born in Mansfield, Notts, England, on October 23, 1886. He joined the Royal Navy as a boy seaman and started his career aboard

the training ship Ganges. He served with the Home and Channel Fleets for three years and was stationed at Harwich for a time. Then he came to Canada to join the 980-ton sloop, HMS Shearwater, the only ship of the Pacific Fleet to remain at Esquimalt in 1906.

He served for two commissions in the Shearwater, which operated on Bering Sea fisheries patrol duties with USS Bear, and made occasional cruises to British possessions in the South Pacific.

Following his discharge from the RN in 1910, Mr. Ryley lived in the dockyard for the next two years, where he was first employed on guard duties at the gate and was later appointed telegraphist.

In 1911, when the first dockyard stores were set up, Mr. Ryley was appointed victualling storehouseman.

In 1927 he became Foreman of Stores, and remained in that post until 1939. At the outbreak of war he was named Naval Stores Office Representative and for the next five years travelled extensively up and down the coast on his duties. He became Naval Stores Officer at Prince Rupert in 1944 and remained there until the base closed in 1946.

Once more back at Esquimalt, he was appointed Victualling Stores Officer for a period. After the reorganization of the Stores Department, he was appointed Inspector of Stores for duties in Survey Stores, which position he held until his retirement.



Shown above are members of the 15th Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: Petty Officers C. Coombs, J. Orr, J. Connolly and D. Barwis; Cd. Bos'n, W. H. Myer, Course Officer; POs R. Layfield, J. Perras and P. Nicholson. Second row: POs C. Cole, D. Slatter, W. Hinch, J. Ward, C. King, L. Lamoreaux, M. Payne and R. Sallis, instructor. Third row: POs D. Bittorf, A. Moore, W. Cooper, R. Archer, H. Hansen, K. Hyde, C. Butler and F. Pramburg. (DB-1029-1).

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.

ABBOTT, Richard P.....LSEM1
BAKER, Richard P.....C2ET4
BERNIER, Benoit.....LSCK1
BROOKS, Cyrus A.....P2SM2
BROWN, Harry E.....C2ET4
BRYNILDSEN, Sydney W.....LSEM1
BUDGE, Don James.....LSRCS
CALDWELL, George W.....P1RT4
CRAIG, John M.....LSSM1
De WOLFE, Earl A.....P2SHS
DOHERTY, Raymond E.....C2RT4
DOUGLAS, Donald W.....LSSM1
DOUTAZ, George E.....P1ET4
EMMERSON, Ronald.....C2RT4
ENGLISH, Thomas H.....C2SM3
FILO, John.....LSEM1
FISH, Charles G.....LSEM1
FISHER, George F.....LSEM1
FRANK, James C.....LSEM1
GRAHAM, Douglas F.....LSSM1
HAMP, Max.....P2RA3
JEAN, Joseph C. H.....LSSM1
JEWELL, William R.....P1RA4
JOHNSON, Gary E.....LSSM1
JOHNSTON, Harvey N.....LSEM1
KENNEDY, Vernon R.....LSEM1
KINGSTON, William P.....C2RT4
KNOWLES, Ralph E.....LSEM1
KRAMER, Frank G.....LSEM1
LANGDON, Howard.....P1RA4
LA VALLEE, Roderique J.....LSSM1
LAWRENCE, Peter G.....LSEM1
LINCOLN, George B.....LSBD1
LOUCKS, Allan B.....C1RT4
LUTZAC, Alexander L.....P1SM2
MacNEILL, Gordon W.....C1RT4
McCALLUM, Robert D.....LSSM1
McCARVILLE, Ernest G.....P2SM2
McGRAW, J. Nicholas.....P2SHS
MAPLE, Eric J.....C2ET4
MATTATALL, Francis L.....LSEM1
MATTINGSLEY, Anthony M.....P2SM2
MURRAY, Norman.....LSSM1
MURRAY, William J.....C2RT4
NICHOLLS, John H.....P2ET3
NORMANDEAU, Rene J.....P1EA4
OLIVER, Arthur M.....LSSM1
O'NEIL, Robert K.....LSEM1
PARKER, Ellis M.....C1TA4
PARKER, Joseph.....C2RT4
PARKS, Lovett R.....C2RT4
PATTON, Lawrence A.....LSEM2
PEARSON, Douglas J.....C1SM3
PELLOW, Frank A.....C2SM3
PENNEY, Harold J.....P2ET4
PIPE, Mervin L.....LSEM1
RENAUD, William J.....C2GA4
ROBERTS, Hugh P.....LSEM1
SELLARS, Norman E.....P1ET4
SMALTZ, Alvin L.....P1BD2
SMITH, Earle F.....LSSM1

SMITH, Thomas G.....LSEM1
SOUTHWORTH, William R.....C2SM3
SPENCER, Alan.....LSSM1
STEEVES, Gerald L.....LSEM1
STOREY, Francis G.....P1RA4
SUTHERLAND, Neil M.....LSSM1
TAYLOR, Joseph A.....LSSM1
TRIM, Donald W.....P2BD2
TRIPP, Donald.....C1RT4
WARMAN, Herbert E.....C2RT4
WILLIAMSON, Hatfield H.....P1SM2
WILSON, Hugh H.....LSSM1
WISE, Allan E.....C2SM3
WOOD, William J.....LSEM1
WYLIE, Earl S.....P2SM2

ANNUAL NAVAL REUNION HELD AT TRAIL, B.C.

Joe Matelot was officer of the day and all regulating personnel were confined to barracks when the Old Salts of Trail and District, British Columbia, took over the two top floors of the Legion Building in Trail for their third annual banquet and re-union March 9.

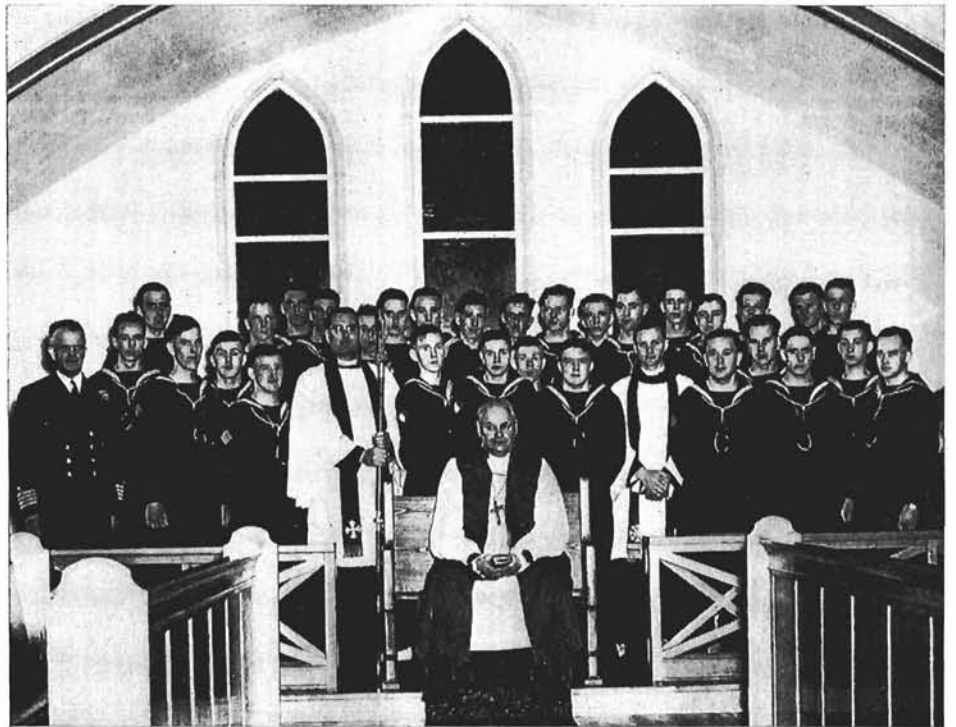
More than 90 Navy types answered the pipe, "Hands to Dinner," and doubled to the wardroom, which had been decorated with signal pendants loaned for the occasion by RCSCC Fort Shepherd.

After grace had been said by Mayor E. G. Fletcher, the boys really did justice to the chicken dinner served by the Ladies' Auxiliary to Legion Branch No. 11. Following dessert and coffee, Legion President C. F. Middleton proposed the "Toast to Canada." The "Toast to the Navy" was given by Captain S. W. Davis, RCN, Ret'd, and then H. P. Cann, president of the Navy League of Canada, Trail Branch, called for a minute's silence in memory of "Our Fallen Shipmates."

The remainder of the evening was highlighted by a top notch show presented by a group of local entertainers, including an ex-sailor, Johnny Fanini.

This annual affair has made a place for itself as one of the musts for everyone in the Trail district who served in the Navy. It all started in January 1949, when half a dozen ex-navy boys sat down at a table in the Legion on a Saturday afternoon and someone said, "Let's throw a Navy re-union."

The committees who plan and stage the affair each year are completely voluntary and pretty well represent a cross-section of the service from both upper and lower decks. What profits are made are presented to the local sea cadet corps.—J.W.E.



Rt. Rev. R. H. Waterman, Anglican Lord Bishop of Nova Scotia, seated centre, officiated at the confirmation of the largest class, 30 in all, to be confirmed at HMCS Cornwallis. Classes were conducted by Chaplain (P) Temple Kingston for half an hour each Tuesday for eight weeks. Pictured with the class are Captain A. P. Musgrave, commanding officer of Cornwallis, left; Chaplain (P) Harry Ploughman, Command Protestant Chaplain, and Chaplain Kingston. (DB-1017-1).

Cornwallis Booming

*Inter-Division Competition
Topped in 1st Month
by Cataraqui*

The RCN is growing. That is apparent, not only in the cold strength figures issued from Headquarters, but in the fleet, the schools and training centres, all of which are gradually beginning to experience an influx of personnel, both newcomers to the Navy and re-entries returned from "civvy street."

The expansion is most evident at Cornwallis. Last June, with the then new entry training program nearing completion, freshman sailors were about as scarce at Cornwallis as Toronto Maple Leaf supporters in the Montreal Forum.

Korea and increasing international tension changed all that. The recruiting rate was stepped up to 300 a month, and Cornwallis prepared once again to operate under a full head of steam. This spring the numbers under training in the es-

tablishment reached and passed the 1,600 mark.

During March, for the first time since the recruiting rate was increased, a double draft was entered. This meant that during the month more than 500 men crossed the threshold of the new entry training school.

A feature of the recent personnel intake has been the re-entry of a large number of men who had left the RCN over the past three years. More than 50 in this category entered in the first two months of 1951. Among these were men who had declined to re-engage and had tried their luck on "civvy street" as late as October, November and December of last year.

A recruiting competition, designed to determine how the various areas across the country were producing

and also to put the recruiters on their toes, was introduced in February.

At the end of the first month, HMCS Cataraqui, Kingston, headed the field, with Tecumseh (Calgary) and Queen (Regina) close behind. Among the other divisions that made good showings were York (Toronto), Donnacona (Montreal), Star (Hamilton), Cabot (St. John's), Hunter (Windsor), Montcalm (Quebec) and Prevost (London).

In the over-all figures, the eastern divisions had a large lead over those in the West.

In the same month, the first complete Mobile Recruiting Unit took to the road and worked its way through the Ontario centres of Peterborough, Oshawa, Welland, Niagara Falls, St. Catharines, Brantford, Galt, Guelph and Kitchener-Waterloo. The team was led by Lieut.-Cdr. Alan Cosh, assisted by Instr. Lieut.-Cdr. R. L. M. Pickard, Surg. Lieut. W. M. Little, CPO George Irving and AB Murray Miner. They were welcomed at each place, found everyone helpful and interested, and got good results.

The success of this initial venture led to the organization of an additional unit and in April there were two on the road, one in the Maritimes and the other in Northern Ontario.

So far as it affects the individual sailor, the Navy's expansion program has opened up career prospects to the extent that they are better today than at any time in RCN history. Men whose terms of engagement will soon be expiring would be well advised to examine and analyze these prospects, and see for themselves what opportunities there are for them to climb the Navy's ladder of advancement in the next five and ten years.

QUALIFY AS ERAs

A group of seven stoker mechanics recently qualified as Petty Officer Engine Room Artificers following an 18-month course at the Mechanical Training Establishment in Halifax.

They were Petty Officers J. H. MacDonald, Walter W. Arthurs, William E. Rhodes, Edward C. Large, Gordon Sutherland, G. E. Payne and Robert A. Wentzell.



Three London, Ont. brothers, two of them 18-year-old twins, entered the RCN March 20 at HMCS Prevost after deciding to embark on Naval careers together. They are now taking basic training at Cornwallis, following which they will go to the Supply School at HMCS Naden for courses. Left to right are Ronald Magee, 18, Ernest, 20, and Donald, 18. Ronald and Ernest intend to become pay writers and Donald plans to be a cook. Their enlistment in the navy reunited the brothers after an eight-year separation. (Photo courtesy The London Free Press).

21 YEARS IN THE NAVAL RESERVE

*CPO Ernest Wood, Veteran Member
of Communication Branch,
Elected by Nonsuch*

ONE of the early members of the naval reserve and still going strong after 21 years of service, Chief Petty Officer Ernest Yarwood Wood is the unanimous choice of the ship's company of HMCS Nonsuch, the Edmonton naval division, as Man of the Month for May.

Many of the present members of the Edmonton division had not even seen the light of day when CPO Wood entered the RCNVR at the Alberta capital in June 1927. Except for a three-year break following the Second World War, he has served continuously in the naval reserve ever since. It is no wonder, then, that his younger shipmates go to the veteran "Chief" for advice and guidance, and it was natural, when the time came to elect a Man of the Month, that they plumped their votes for him.

Some members of the naval reserve are able to apply their civilian trades or professions to their particular lines of endeavor in the Navy. Others lead a "double life," with no connection between the two. CPO Wood comes in the latter category. His civilian occupation is that of a tailor; when he dons his CPO's uniform he becomes an expert in wireless communications.

His association with wireless goes back a long time, too. In 1931 Wood, then a telegraphist, built a wireless set in the Edmonton division and started working routines with the Calgary division and with Esquimalt. So successful was this venture that Headquarters approved the installation of W/T units in all western inland divisions and it became regular practice for the divisions to chatter back and forth. From Wood's small, trial effort grew a regular network which provided valuable practical training for reserve radio operators.

Born in Manchester, England, on March 16, 1909, Wood came to Canada with his parents three years later. The family eventually settled in Edmonton and it was there that Wood obtained his education.

When he entered the Edmonton division in 1927, at the age of 18, it consisted of a half-company of two officers and 50 men. The commanding officer was the division's founder, Lieut. "Scotty" McLeod. For headquarters they had two rooms in

Edmonton's Prince of Wales Armouries.

A month after putting on his ordinary seaman's uniform, Wood had his first taste of life at sea, when he joined HMCS Patrician for a short cruise while taking training at Naden. In the ensuing years he faithfully spent his annual training periods on the west coast, qualifying as an able seaman, then as a tel.



CPO ERNEST Y. WOOD

His first lengthy stretch at sea came in 1934, when he boarded HMCS Skeena for a four-month cruise to the West Indies. The destroyer participated in war games with units of the British Home Fleet and all hands in the Canadian ship, including Telegraphist Wood, gained much useful experience.

Wood went on active service on August 31, 1939, reported in Naden the following day, and 24 hours later joined the old minesweeper Nootka. The ship was employed on examination service at Victoria, and later at Prince Rupert, until the following spring.

One incident from that six-month period lingers in Wood's memory. The Nootka was assigned to serve as

a W/T guard for the RCAF at Ucluelet, on the west side of Vancouver Island, and for three weeks the little ship weathered rough seas and constant rain.

"It was like a 21-day bath with your clothes on," the "Chief" recalls.

In March 1940 the Nootka and her sister ship, the Comox, set sail for Halifax. A coal burner, the Nootka carried extra fuel in the form of a deckload of coal. "The old girl had about six inches of freeboard when we let go her lines at Esquimalt," smiles Wood.

The ships didn't make a stop on their way to the Canal and stayed in Panama only long enough for the crew to get ashore for an hour. In the Caribbean they encountered a severe storm that held them up for two days and led to a report that both had been lost. But they showed up in Kingston, Jamaica, battered but still afloat.

Following their arrival in Halifax, the ships joined their East Coast sisters, the Gaspe and Fundy, in the monotonous but essential daily chore of sweeping the approaches to Halifax.

In October 1940, after more than a year in the Nootka, Wood went ashore and was drafted to Gaspe, P.Q., where the Navy was opening up a base. For the first while he was there, personnel were quartered in a hotel, and a former chicken house served as the wireless "shack."

Early in 1941 Wood went to Kingston, Ontario, to assist in the installation of wireless equipment in a new construction ship. This became a steady, specialized job that was to occupy him for nearly four years and take him to shipyards on the Great Lakes and the St. Lawrence.

On one occasion Wood and an assistant set what was believed to be a record when in five days they fitted and made ready for sea a frigate's wireless equipment. To do this, he says, they "forgot regular hours and slept and ate only when there was a moment to spare."

In February 1945, by now a Chief PO Tel., Wood was drafted to Headquarters, where he sat behind a desk and was concerned with the directing of equipment to various points where ships were under construction.

(Continued on Page 36)

LOOKING ASTERN



The Battle of Midway

TOWARD the latter part of May 1942 there sailed from Japanese home ports and Pacific island bases the components of four powerful naval forces. They consisted, all told, of eight carriers, 11 battleships, 14 cruisers and 46 destroyers, plus troop transports, seaplane tenders, minesweepers and other ancillaries.

They had three main objectives: The occupation of the Western Aleutians, the occupation of Midway Island, and the destruction of the United States Pacific Fleet.

In only one of these, the Aleutian occupation, did they succeed, and even this proved to be a hollow victory. The Japs made landings on Kiska and Attu, but their visions of a further move eastward were dissipated in the fog, rain and snow of the North Pacific.

In their efforts to occupy Midway and to engage the US Pacific Fleet in a one-sided action the Japanese failed completely.

Their forces behaved according to plan, but those of the Americans did not—not, that is, as the Japs expected and desired. As a result, in one of the most notable naval engagements of the Second World War, the Japanese Navy received its first decisive defeat in modern history.

Midway, situated 1,100-odd miles WNW of Pearl Harbor, in the summer of 1942 was the westernmost American base in the Central Pacific. It was of prime strategic value to both sides and, to the Japanese, looked like a plum ready to be plucked.

The Japs estimated, too, that the United States Navy, feeling it could not afford to relinquish Midway, would dispatch the Pacific Fleet to recover the island—after it had been occupied. Superior Jap forces, lying in wait, would annihilate the Americans—and would be lords of the Pacific, free to move and strike as they chose.

The Japs expected a delayed counter-punch. The blow they did

receive caught them entirely by surprise and sent them homeward stunned and shaken, their mouths wry with the sour, unfamiliar taste of defeat.

To the actual Midway operation the Japs assigned a fleet divided

"Looking Astern" last month told of a sea fight, in 1813, between two stately wooden ships of war. The maximum range at which they exchanged shots was 100 yards, and the fight culminated with the two ships close alongside one another and the victor, HMS Shannon, capturing her antagonist, USS Chesapeake, by boarding.

The setting for this month's "Looking Astern" is laid 129 years later. It concerns one of the principal naval engagements of the second World War and illustrates most vividly the changes those 100-odd years have wrought in the prosecution, if not the principles, of naval warfare. The 100 yards of 1813, in 1942 are miles. The cannon balls, grapeshot and cutlasses become bombs, torpedoes and machine-gun bullets, infinitely more deadly in their power to destroy.

into two main forces. In one were four carriers, two battleships, two cruisers and 12 destroyers; the second was composed of two battleships, one carrier, eight cruisers and 21 destroyers, covering transports (loaded with 5,000 troops), two seaplane tenders and a minesweeping group:

Through reports from intelligence sources and from submarines, Admiral Chester W. Nimitz, Commander in Chief Pacific Fleet, had been receiving, at his Pearl Harbor headquarters, frequent and accurate reports of the composition and movements of the enemy forces. More important, perhaps, was the fact that he and his staff made almost amazingly

accurate assessments of the Japs' intentions.

Admiral Nimitz acted accordingly. Although the strength at his disposal was limited, he mustered what ships he could and sent them where he considered they would do the most good.

A Carrier Striking Force, consisting of the carriers Yorktown, Enterprise and Hornet, eight cruisers and 15 destroyers, sailed from Pearl Harbor at virtually the same time as the Japanese armada put to sea.

Their orders were to position themselves to the northeastward of Midway, beyond the likely range of carrier-based enemy search aircraft but close enough to move in for flank attacks on the Japanese.

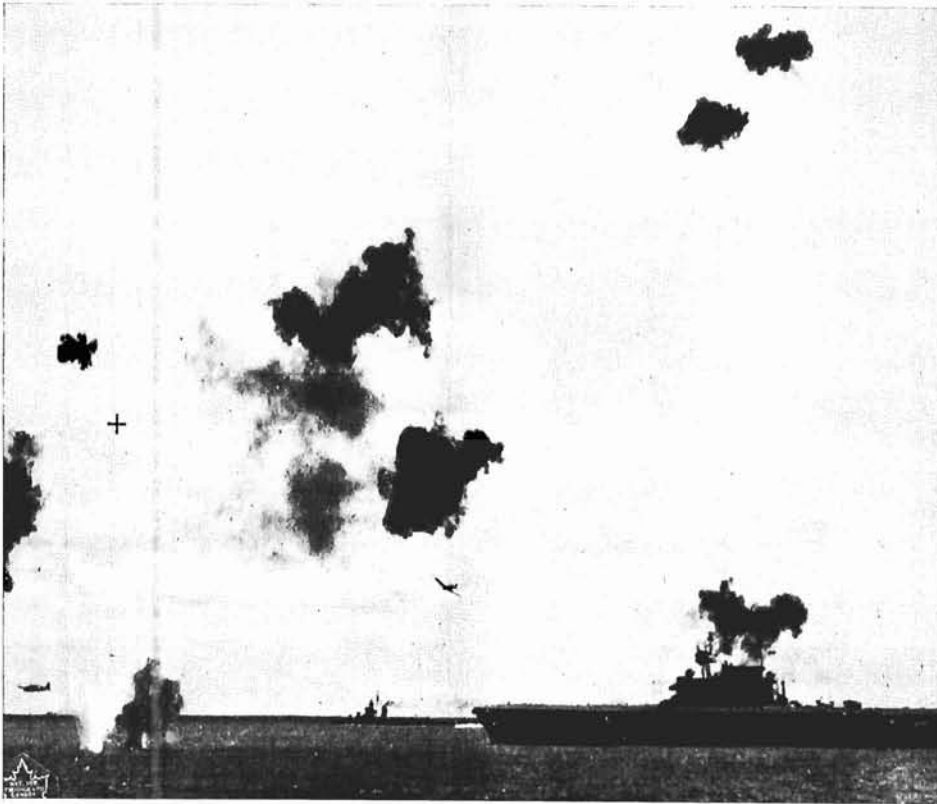
The first contact with the enemy was made on the morning of June 3, when a long-range patrol plane from Midway sighted the ships of the occupation force. That afternoon nine B-17's from Midway attacked without effect and during the night four Catalinas tried a torpedo attack. A tanker was hit but not seriously damaged.

This occurred to the westward of Midway. Meanwhile the Japanese Carrier Striking Force was steaming toward Midway from the northwest, while the American Carrier Striking Force was approaching from the northeast.

Shortly after dawn on the morning of the 4th the Jap carriers turned into the wind and began to launch their aircraft for the strike they expected would pulverize Midway.

As they were doing so, they were sighted and reported by a Catalina from the island. The position given was about 200 miles from the Enterprise and Hornet. The Americans put on all speed and readied their planes for action.

The Japs sent more than 100 aircraft—72 bombers and 36 fighters—against Midway. Opposing them in the air were 27 Marine Corps fighters; on the ground were numer-



The USS Yorktown under attack. Two Japanese planes can be seen attempting to escape the anti-aircraft barrage. (Official photograph, US Navy).

ous anti-aircraft guns of varying calibres.

The raiders did considerable damage, and of the defending planes 15 were lost and four badly damaged. But the Marine pilots and the anti-aircraft gunners took a heavy toll, downing more than one-third of the attackers—and Midway was still operational.

At the same time as the island was under attack, ten aircraft from Midway launched a torpedo attack on the Japanese. It failed. Of the ten, seven were shot down. Then 16 dive bombers went in, failed to connect, and lost eight of their number. An attack by 15 B-17's was no more successful, and the same went for a follow-up effort by 11 Vindicator bombers.

Up to this time, the battle was all in favor of the Japanese. They had pretty well disposed of any aerial threat from Midway and had given the island a severe pounding.

Shortly after 7 a.m., at about the same time as the Japanese planes were striking at Midway, the Enterprise and Hornet came within attacking range of the enemy and began launching their aircraft. Into the air and winging off to the southwest went 67 dive bombers, 29 torpedo bombers and 20 fighters.

Two hours later the Yorktown launched 17 dive bombers, 12 torpedo planes and six fighters.



The Yorktown has been hit and damaged but at first glance the orderly, almost casual, appearance of the men on the flight deck suggests they have just gathered there to enjoy the sun. (Official photograph, USN Navy).

Things were still breaking for the Japanese, however. Just after 9 o'clock Admiral Nagumo turned his force 90 degrees and in so doing eluded the 35 dive bombers from the Hornet, who missed the subsequent action entirely.

The Hornet's torpedo bombers found the enemy, but were without fighter cover, the groups having become separated in the clouds.

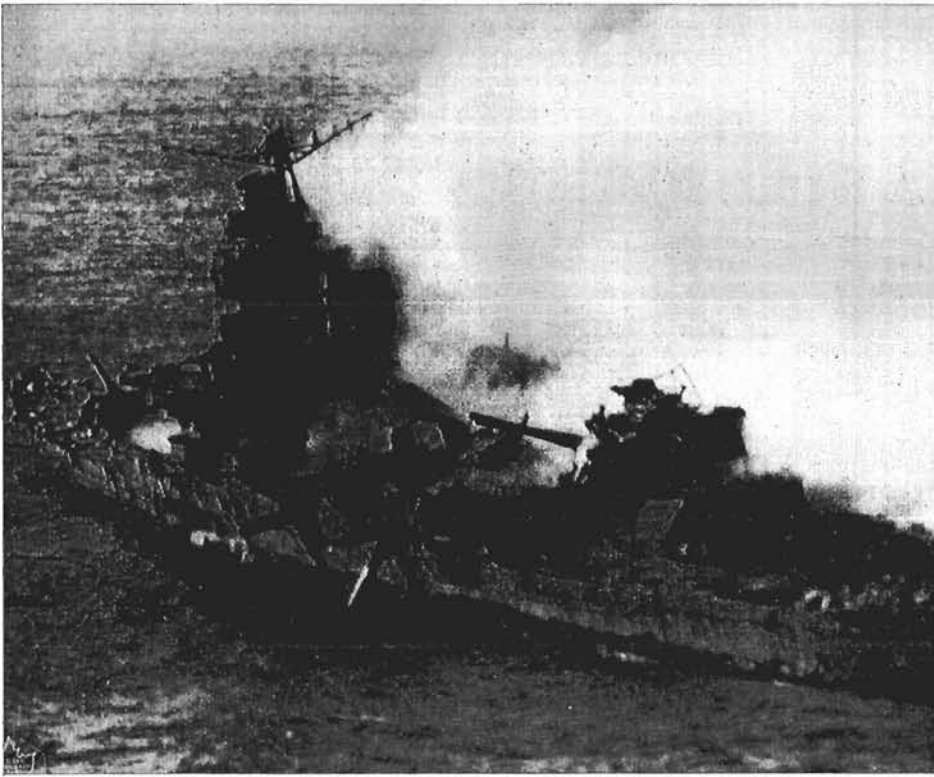
Though they had little doubt as to their fate, the pilots pressed home their attack. Fighters struck at them from all sides, anti-aircraft fire streamed at them from the ships, but they never wavered. One after another splashed into the sea, most of them before they were close enough even to launch their torpedoes. Those that did failed to obtain any hits.

Of the 30 pilots and crewmen in the squadron, only one survived.

The Enterprise torpedo squadron fared little better, losing 10 of 14 planes and missing with all shots. The same went for the Yorktown's torpedo squadron, only two planes out of 12 coming back to their ship.

The battle was still all in favor of the Japanese, who now had added 35 out of 41 torpedo planes to their credit and were themselves untouched.

But they had little time in which to pat themselves on the back. Almost immediately there roared out



One of the most graphic photos of the Second World War was this shot of a Japanese heavy cruiser of the Mogami class, battered into a total wreck by US Navy carrier planes in the closing phase of the Battle of Midway. The ship sank soon after. (Official photograph, US Navy).

of the heavens the dive bomber squadrons from the Enterprise and Yorktown. The 17 dive bombers from the Yorktown concentrated on the carrier Soryu; the Enterprise's 37 planes chose the carriers Kaga and Akagi.

Three bombs hit the Soryu. One penetrated to a hangar before exploding, a second landed in the midst of spotted planes and the third exploded near the after elevator. The ship burst into flames and within 20 minutes the crew was ordered to leave her.

The Akagi, with 40 planes being fuelled and rearmed on her flight deck, was hit by three bombs. Exploding torpedoes rocked the ship, raging fires broke out, and within a few minutes the Japs began to abandon her.

Four hits were registered on the Kaga. One bomb wrecked the island and killed everyone on the bridge, the others turned the carrier into a mass of flames and wreckage.

The Kaga and Soryu sank on the evening of the 4th, with an American submarine applying the coup de grace to the latter. The Akagi, a hopeless wreck, was sunk by the Japanese themselves the following morning.

Thus, in a matter of minutes, the fortunes were completely reversed.

The confident attackers found themselves on the defensive, wondering, indeed, what to do next.

They still had some fight — and one undamaged carrier — however, and from this ship, the Hiryu, flew 18 dive bombers, ten torpedo-bombers and 12 fighters. Their target was the Yorktown and they hit her with three bombs and two torpedoes.

That afternoon, when it looked as though the ship might capsize, she was abandoned. But the Yorktown stayed afloat and salvage parties were put aboard her on the 5th and 6th in an effort to save her. They might have done so, too, but for clever work by a Japanese submarine captain, who penetrated her destroyer screen and connected with two torpedoes. Another torpedo found a destroyer. The latter went down at once, the Yorktown rolled over and sank early on the morning of the 7th.

The Yorktown did not go unavenged. Even as his ship was receiving her first attack, the pilot of one of the American carrier's scout planes sighted and reported the position of the Hiryu.

Twenty-four dive bombers, all of them blooded in the morning attack, flew off the Enterprise, found the Hiryu and hit her with four bombs. She sank at 9 o'clock the next morning.

Following the loss of the four carriers, the Japanese Commander in Chief, 400 miles to the westward in the battleship Yamato, debated whether to carry on with the Midway assault. At 3 a.m. on the 5th he ordered a general retirement. It was a concession of defeat. The main phase of the Battle of Midway was over.

The American score was increased when two retiring Japanese cruisers, damaged in collision, were sighted and reported by a U.S. submarine. Planes from the Enterprise and Hornet sank one and made a shambles of the other.

Even though they still had a tremendous edge in weight and in firepower, the Japanese refused to risk further contact with the Americans. The reason: Their air component had been wiped out. In consequence, their big, fast battleships, their powerful cruisers and swarms of destroyers never did get into action, and might as well have remained at home.

They did not, in fact, get even a sight of the Americans. Midway was the second major sea battle in which the fleets involved operated beyond visibility range of one another and depended on aircraft to do their hitting. It served to emphasize, in most convincing fashion, that sea warfare had reached a new phase and that the ugly duckling, the flat-topped carrier, had become the Queen of the Fleet.

New Galley Equipment Pleases Cruiser's Cooks

The electrical galley equipment installed during the winter in HMCS Ontario has passed its seagoing test with flying colors, according to a report from the cookery staff of the "Big O."

The shiny new grills, bake ovens and other equipment survived without mishap the rough weather encountered by the Ontario when she left Esquimalt, but what pleased the cooks most of all was the way in which the galley stayed comparatively cool when the ship entered the heat of the tropics — nothing like the record temperature of 157 said to have been set when the cruiser's cooking was done on old oil stoves.

The cooks are also delighted by the fact that the officer of the watch can no longer accuse them of making smoke "(which, of course, we never did.)"

During the crossing the line ceremonies, one watch of cooks barricaded the galley and resisted all attackers until a "shellback" cook slipped through a hatch and enabled Neptune's constabulary to apprehend the culprits.

CRESCENT MAKING MARK ON EAST COAST

*Destroyer Completes First Six
Months of Current
Commission*

HMCS Crescent was commissioned on September 26, 1950, and by March 26, 1951, six months later, she had definitely made her mark on the East Coast.

A general summary would run to three words: Work — work — and work.

Because the Crescent has been designated as the East Coast training destroyer, her complement has, of necessity, been a reduced one. From commissioning in Esquimalt in late September until arrival in Halifax November 10 it could even be called a skeleton crew. (Skeleton in number, as opposed to skeleton in size — although the work threatens to waste most of us away to shadows! !).

After a concentrated six weeks in Esquimalt — cleaning, painting and stowing ship and carrying out equipment trials of every kind — the Crescent sailed on November 6 for Halifax. The cruise around was also utilized to the full to clean and paint



Returning from a five-week training cruise, during which she served as plane guard to the Magnificent, HMCS Crescent heads for her berth in HMC Dockyard, Halifax. (HS-13941).

up, in order to make the best possible impression on arrival.

From the Panama Canal onward the weather turned against us and the only time we were able to paint was in harbor. However, during a two-day

stop-over in Charleston, S.C., the ship was painted over all and was quite presentable when she reached Halifax December 10.

During the first week or two after arrival on the East Coast numerous enquiries were made as to what had happened to the Crescent's other funnel. (It may be noted at this point that this was the first time a ship of this class had ever been in Halifax).

A gunnery shoot was carried out during the week of December 19 to 23, as a parting shot for 1950, before the ship settled down for a long leave period and Christmas and New Year's festivities.

On February 5 the Crescent sailed for Bermuda for plane guard duties with HMCS Magnificent. On February 28 the existence of a plane guard as such was justified in a big way! Two pilots were picked up, one of them in well under four minutes.

Members of the sea boat's crew on the latter occasion were PO Norman Webb, Dartmouth (coxswain); AB Leslie Brown and AB Gerry Charlebois, both of Verdun, Que.; AB Lloyd D. Burke and AB Ronald M. Kelly, both of Saint John, N.B., and AB Homer Fox, Regina.

Lieut. H. E. Taylor, Hamilton, Ont., was ship's boats officer.

The ship arrived back in Halifax on March 9 for a short week alongside.

Three torpedo firing exercises took up the rest of March and a week-long gunnery shoot for the Junior Officers' Technical Course was scheduled for the first week in April. — G.H.H.



The Crescent's boat's crew bring Lieut. (P) Bob Fink alongside the destroyer in jig time after rescuing the pilot when his plane ditched after a wave-off from the Magnificent. Coxswain of the boat is PO Norman Webb. Others in the crew are AB Gerry Charlebois, stroke; AB Donald Kelly, 2nd stroke; AB Homer Fox, midships; AB Lloyd Burke, 2nd bows; AB Leslie Brown, bows. (Photo by Sub-Lieut. David Atkinson).



The Navy Plays



Stadacona Swimmers Win Provincial Meet

HMCS Stadacona's team romped off with top honors in the men's division of the first Nova Scotia amateur swimming and diving championships, held under Canadian Amateur Athletic Association specifications, at the Stadacona pool in March.

The team of six Navy swimmers and divers, coached by PO Albert (Trip) Trepanier, racked up 38 points to defeat teams from Acadia University, Halifax YMCA and Dalhousie University.

In the ladies' events, Dalhousie co-eds scored an easy victory, chalking up 47 points to 24 for YWCA, the nearest competitor. The Dalhousie team also was coached by PO Trepanier.

In winning the men's division title, RCN swimmers and divers captured three firsts, three seconds, one third and two fourths in the six championship events. Top scorers for Navy were PO Mike Bidnock and PO George Fry, each with nine points.

In one of the most exciting races

of the meet, PO Fry and Ned Hutt of Acadia University finished in a dead heat in the men's 60-yard backstroke. PO Bidnock won the men's 60-yard free-style race and was a close second in the men's three-meter diving.

The times set in the swimming races will stand as provincial records, being the first ever to be recorded officially.

Members of the Stadacona team were Sub-Lieut. James Gawley, PO Bidnock, PO Fry, PO Trepanier, AB Robert Leclerc and AB Clifford Near.

A feature of the program was a water polo game in which Communication school defeated Electrical School 2-0 to win the Stadacona inter-part championship.

Naval Airmen Capture Dartmouth Hoop Title

HMCS Shearwater won the Dartmouth intermediate basketball championship by edging out Fairey Aviation in a hard-fought best-of-three series. The naval airmen came from behind to take the two final games

of the series after dropping the first by a 43-33 score. Shearwater won the second 50-42 and eked out a 38-36 victory in the deciding match.

The Shearwater team eliminated the Dartmouth Knickerbockers in the semi-final series.

Members of the Air Station team were: PO Robert Fox, PO Ted Peters, Lieut. (P) Ron Heath, Commissioned Bos'n James Arnott, Ord. Sea. "Red" Shoveller (coach), AB George Rhodes, PO John Coughlan and Ldg. Sea. Jerry Kjelstrom.

Electrical School Cops Hockey, Basketball Titles

Two high-powered aggregations from the Electrical School at HMCS Stadacona walked off with the highest priced silverware in the Atlantic Command inter-part sports leagues when they won the hockey and basketball titles in convincing fashion.

In hockey, the Electricians swept to two straight victories over Shearwater Training Air Group in the best-of-three final series for the Command title. The games, played at Dalhousie Memorial Rink, ended in 7-3 and 8-2 wins for the Electrical team.

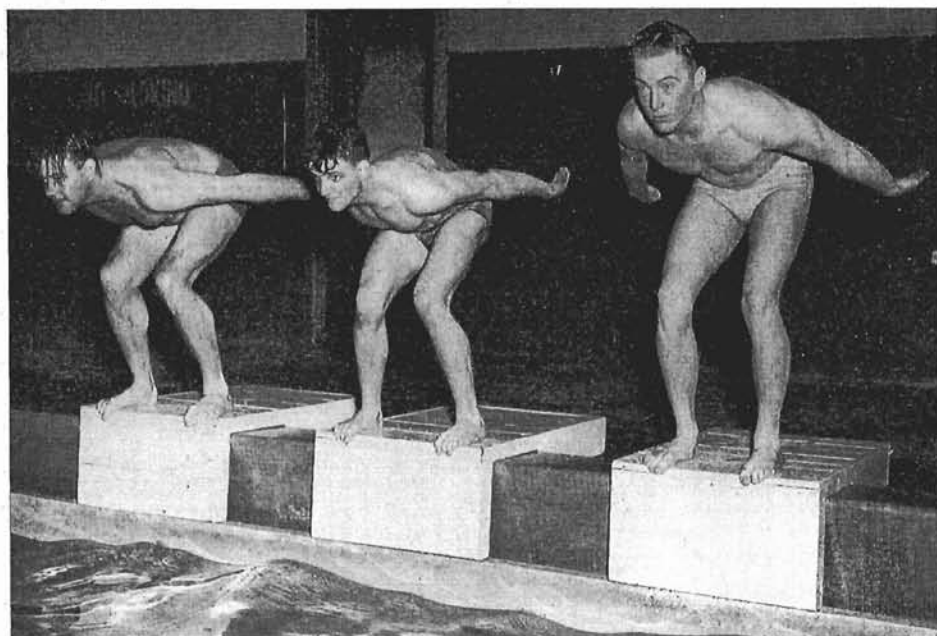
Both finalists had closed out the regular season undefeated in ten league games, with the Electrical School topping "A" section and TAG finishing first in "B" section.

Outstanding performers for the "L" School were the goalie, Ldg. Sea. Ernest Riva, Defenceman AB Eugene Woods and members of the high-scoring front line, Ord. Sea. Norman Brouillard, Ord. Sea. Andre Lebel and CPO Robert Henry.

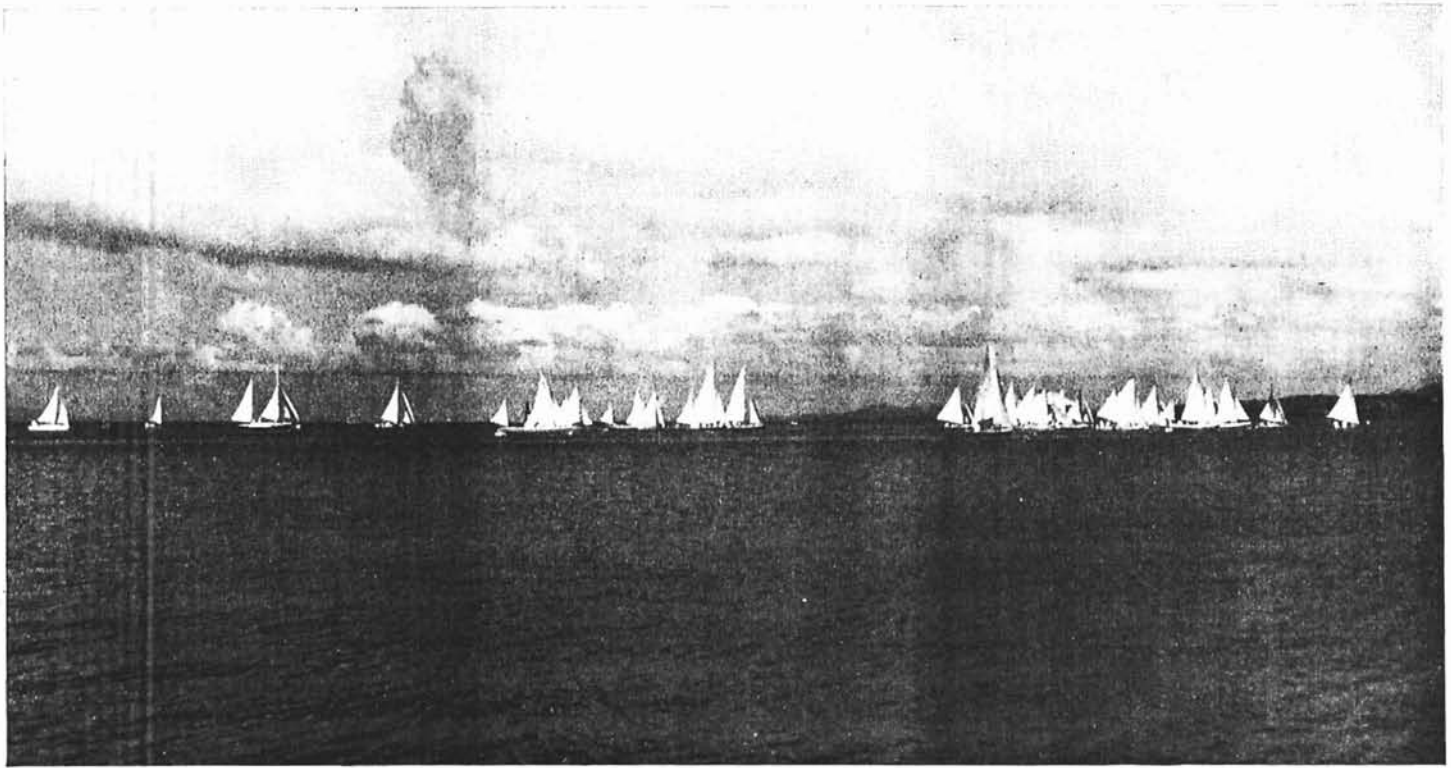
Electrical School's other championship came in the inter-part basketball loop, in which they won two straight in the best of three play-offs with TAS School.

The champions were defeated only once during the entire season's play, the loss coming at the hands of the Electrical Officers in a contest that ended in a 32-29 score.

Leading the Electrical School attack during the season and play-offs were Ldg. Sea. Ted Corbett, PO Jack Strachan and Ldg. Sea. Ivan Latimer.



Pictured above are three members of the Navy team which won top honors in the men's section of the Nova Scotia amateur swimming championships held in the Stadacona pool. Left to right are PO George Fry, AB Robert Leclerc and Sub-Lieut. (S) Jim Gawley. PO Fry and PO Mike Bidnock were top scorers for the Navy with nine points apiece. (HS-13825).



A south sea island regatta was one of the highlights of HMCS Ontario's visit to Suva, capital of Fiji, en route to Australia. This is the start of one of the races in which the Canadians outscored the Royal Suva Yacht Club to become the first naval visitors in 18 years to win the prized Costello Shield. In the lower photo, Commodore H. F. Pullen, commanding officer of the Ontario, receives the shield from Commander J. P. Mullins, commodore of the yacht club. (OC-481 and 480).

Coach of both championship squads was CPO Duncan Stevenson, a familiar figure in Atlantic Command sporting circles. He played on three championship football teams, was a member of last season's intermediate basketball team which journeyed to New Brunswick in quest of the Maritime championship, and has played on Navy softball and hockey teams. He started the season as a playing coach with the Electrical School but later decided to handle the team from the bench.

CPO Stevenson, besides guiding his team to the two titles, was largely instrumental in organizing a drive that enabled the school to purchase sweaters and socks for the hockey team.

Cruiser's Crews Win Prized Sailing Shield

Sailing enthusiasts from HMCS Ontario scored a notable triumph for the RCN during the cruiser's visit to Suva, capital of the Fiji Islands, while en route to Australia.

For the first time since it was donated 18 years ago, a prized sailing trophy, the Costello Shield, passed out of the hands of the Royal Suva Yacht Club when, in a friendly regatta, the Canadians compiled a



total of 431 points to the yacht club's 399.

The Costello Shield, a highly polished tortoise shell, is put up for competition each time one of His Majesty's ships visits Suva in peacetime. In all previous competitions with visiting naval vessels, the Royal Suva Yacht Club had defeated its rivals, the particulars of each being inscribed on separate silver shields mounted on the shell.

"It took the Royal Canadian Navy

to lower our colors," said Commander J. P. Mullins, Commodore of the yacht club, as he presented the shield to Commodore H. F. Pullen, commanding officer of the Ontario, at the prize-giving ceremony at the yacht club.

The Costello Shield itself will remain in the Royal Suva Yacht Club clubhouse, the ship receiving for permanent possession a similar shield.

Eight Canadian boats were entered in the competition, four whalers and four dinghies. Although each carried a crew of personnel from the Ontario, four of the ship's boats were skippered by nine yacht club members. Similarly, RCN officers and men were skippers of nine yacht club boats, each manned by Royal Suva Yacht Club members. A system of handicaps was adopted and the results assessed on the basis of correct time.

Among the high point-getters for the Ontario were Commodore Pullen, sailing one of the ship's whalers; Lieut.-Cdr. R. W. Timbrell, Vancouver, in a yacht club boat; Lieut. R. J. Tirard, Ottawa and Victoria; Sub-Lieut. Earling Stolee, Edmonton; Lieut. C. G. Pratt, Victoria; Sea Cadet Petty Officer Gerald Freill, Montreal, and Ord. Sea. Roderick Petty, Spanish Point, Bermuda.

West Coast Soccer Team Ends Winning Season

The Pacific Command soccer team scored a 4-0 victory over B.C. Electric March 14 to win the Rennie and Taylor Cup. It was the final game of a season in which the Navy team won 14, tied three and lost one out of 18 games played.

Over the season the Navymen scored 54 goals as against a total of 14 for the opposition. The sole loss was a 1-0 defeat suffered at the hands of Victoria United in an exhibition game.

Leading scorers for the team were CPO Vic Dovey, AB Jack (Scully) Scullion, PO Charlie Hall and PO George Kinch. However, the outstanding factor in the squad's success

was the over-all team effort.

The goal-keeping of CPO Bob Murray, the offensive and defensive play of PO John Kennedy, captain and centre-half, the work of the fullbacks, PO Jock Irvine and AB Ernest Gardner, and the efforts of Halfbacks Ldg. Sea. John Potter, Ldg. Sea. Frank Barron, Lieut. (S) "Chuck" Crothers and Lieut. (S) Percy Sands, all contributed to the team's winning record.

There were a number of changes in the forward brigade during the season but these had little, if any, effect on the team's play. CPO Dovey, AB Scullion and PO Hall were the only ones to see action in every game. Others who did part-time service, and did it well, were PO

Bob Sallis, CPO Jack Waldron, Lieut. William (Scoop) Hibbert, Ldg. Sea. Dennis McLean, PO James Sinclair and AB D. Morton.

Lieut. Hibbert handled managerial duties while PO Dave Sadler did the coaching. PO Dick Barwis served as equipment manager during the first half of the season and PO Kinch did the duties in the second half.

Star's Hockey Team Wins Inter-Division Matches

Although formed only this year HMCS Star's hockey team earned for itself an unblemished record in inter-divisional and inter-service competition.

However, in the Hamilton Industrial League the sailors were less successful, chalking up only one point, a hard-fought tie with the league-leading T. H. and B. Railway.

Against the Hagersville Army squad in Hamilton, Star racked up a 5-0 shutout and, in a return match, turned the soldiers back again 5-3.

In two inter-divisional contests with HMCS Hunter, Star ran up a 9-2 count in Hamilton, while, in a return match at Windsor, the Hunter players battled Star on even terms only to be nudged out in the final session 5-3.

Star remained on the victorious side with a bruising 6-2 win over HMCS York to round out the season.

Ord. Sea. P. Gilson, PO G. Broome and Cadet D. Fraser were the big guns up front, while Cadets I. Fraser and G. Arnott shared the limelight on the defence.

Communicators Take Water Polo Honors

In a game played during the Nova Scotia swimming and diving championships in the Stadacona swimming pool, the Communication School water polo team, spurred on to victory by PO Al Bonner, defeated Electrical School 2-0 to win the inter-part championship. The team was congratulated by Cdr. John Charles, officer-in-charge of the school, the following day at evening quarters.

The basketball team, under the guidance of PO Bruce Stong, journeyed to Cornwallis March 10, where it lost a hard-fought game by four points.

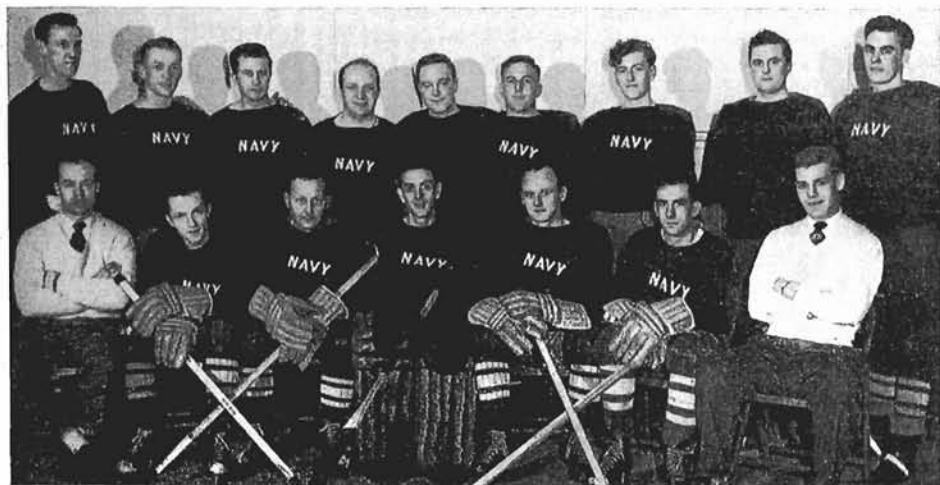
The hockey team finished the regular league schedule in fourth place with a total of six points. This team also travelled to Cornwallis and won its game 4-3.



Though late in getting organized, the hockey teams of two naval divisions, Star and Hunter, enjoyed a successful season once they hit the ice.

In the upper photo is the team that represented the Hamilton division. Front row, left to right: Ord. Seamen A. Ivanko, P. Gilson and S. Spark; PO J. Williamson, manager; Cadet I. Fraser, captain, and Sub-Lieut. D. McLay. Rear row; W. R. Rees, coach; Cadet D. Fraser, PO G. Broome, PO H. Wright, Surg. Lieut. W. R. Ghent, Cadet G. Arnott, Ord. Sea. H. Thornton, AB G. Baker and Ord. Sea. H. McEwen. Absent when the photo was taken was Ldg. Sea. H. Edwards.

Members of the Hunter team are: Front row: Ron Suddick, referee; Ldg. Sea. Fred Farrell, Lieut. C. L. McDerby, Ldg. Sea. Don Lonee, Lieut. (S) J. R. Sutherland, AB Regis Laurin, Gerry Dawson, referee. Rear row; Ldg. Sea. John Clingan, AB Jerry Bodnarchuk, captain and coach; PO George Roscoe, PO Santo Piccinato, PO Arthur Mitchell, PO Howard Hicks, Ord. Sea. Hal Orser, PO Kerri Lewis and AB Dick Shelton.



Supply School Pacing Naden Inter-Part Sports

Supply School was leading the race for the Naden inter-part Cock-of-the-Barracks trophy at the end of March with a total of 31 points. In second spot were the Chief Petty Officers with 29 points, followed by the Officers with 16.

Round-robin tournaments in volleyball and basketball resulted in the CPOs winning the volleyball with a total of 16 points, and Supply School and Stokers tying for top place in basketball with 15 points each.

With the departments halfway through the deck hockey schedule, CPOs and Supply School had undefeated records.

A combined effort by the Chief and Petty Officers was dominating the ice hockey league but, due to a reshuffle in team structure, points do not count for the Cock-of-the-Barracks.

Navy Pucksters Miss Hockey Playoff Berth

Last year's champions in the Victoria Commercial Hockey League, Navy pucksters this year tied for fourth place in the final standings with Gladwell Meteors but, in an additional game for the last playoff berth, were edged out when the Meteors took a 4-3 overtime win.

After a scoreless first period, Meteors took the lead in the second and third frames only to have the sailors even matters on goals by AB Stewart Miller and Ord. Sea. P. D. Wannamaker.

In the overtime, Meteors took an early lead with two goals and Navy, despite a goal by AB Ivan Wood and constant pressure around the Meteor net, was unable to get the all-important equalizer.

Stadacona Sharpshooters Collect Rifle Trophies

HMCS Stadacona won most of the silverware in the Halifax Garrison Indoor Rifle League during the season just completed. The Navy sharpshooters set a new record for season's aggregate in copping the Richard Oland trophy, piling up a score of 4,794 in ten meets.

They added the Moirs trophy for the highest weekly score (484), the Navy League trophy for the best score the most times during the season, and the Simpson's trophy for highest points. City Police finished in second place in the season's aggregate with a score of 4,732.



Shown above are the members of HMCS Chippawa's swimming team who outscored RCMP, their nearest rivals, 25 to 5 in winning an inter-service swimming meet in Winnipeg. Left to right are: Cadet P. Cancilla, Ord. Sea. D. Green, Ord. Sea. J. R. Bateman, Cadet J. Speight, Ord. Sea. G. Robinson. Missing is Cadet V. Carson.

Lieut.-Col. R. L. Simmonds, princess Louise Fusiliers (MG), topped the individual performers with a 97.7 average. Sub-Lieut. (NS) Hazel Mullin finished a close second with an average of 97.2 to win the Bligh trophy. Other members of the Stadacona team were CPO Jack Wolfe, PO Alvin Underhill (Captain), CPO Cassam Marlin and PO George Lauder.

The Stadacona entry in the junior division of the rifle league fared almost as well. They copped the Phinney trophy for the highest aggregate and the Northern Electric trophy for second place under the points system. PO Lyle Millward won the Fisher trophy with the highest individual average.

West Coast Organizes Summer Sports Teams

An early start in the formation of representative softball and lacrosse teams has been made in the Pacific Command. Player response has been so good, particularly in softball, that consideration is being given to an entry in the Victoria Senior "A" Softball League, instead of the "B" league which Navy had entered in previous years.

Among the prominent softball players on the growing roster are CPO F. A. Jones, Padre Ivan Edwards, PO George Kinch, CPO Chester Padget, CPO Vic Dovey and PO John Kennedy.

Senior "B" lacrosse hopefuls include a good nucleus of last year's team along with experienced newcomers from Cornwallis.

Navy Officers Regain Inter-Service Shield

Navy regained the RCN-Army Officers challenge hockey shield, competed for annually by officers of the two services stationed in Halifax, with a 13-5 victory March 28 in Dalhousie rink.

Lieut. Bob Brown accounted for eight of the Navy's tallies and Lieut. Bob Greene added three more. Only two penalties were awarded, one to each side, during the game.

Started in 1947, the series developed into an annual event, with competition for the shield mounting each year. In 1950 the Army iced a strong team and took the trophy for the first time. This year it was the Navy that had the powerful squad. Next year, if Navy wins again, they retain possession of the shield.

Boxing Champions Named at Cornwallis

Champions were named in six weight divisions in a boxing tournament held recently at HMCS Cornwallis. The following emerged as title winners on a card that produced a number of good bouts:

Heavyweight — Ord. Sea. James Bremner, Brussels, Ontario.

Light heavyweight — Ord. Sea. Trent Ketcheson, Norway, Sask.

Middleweight — Ord. Sea. Malcolm Plouffe, Gatineau, P.Q.

Welterweight — Ord. Sea. Russell Sparrow, Toronto.

Lightweight — Ord. Sea. Joseph Arsenault, Cape Egmont, P.E.I.

Featherweight — Ord. Sea. Murdock McLean, Glace Bay, N.S.

Teams are now in training for the inter-divisional boxing championships.

The Cornwallis hockey team, weakened by outgoing drafts, bowed to Annapolis Royal in the Valley Intermediate League playoffs. The Annapolis team romped to three straight victories in the best-of-five series.

In basketball, the base team defeated the Communications School, from Stadacona, 35-29 in an exhibition game.

Dockyard Team Captures Squash League Honors

HMC Dockyard scored two successive victories over HMCS Stadacona to win the best of three series for the RCN Squash League championship at Halifax. The Dockyard officers won the first set-to 13-10 and went on to eke out a 15-13 triumph in the second.

Dockyard advanced into the finals by defeating the Halifax City entry while the Stadacona team won handily over HMCS Shearwater in the other semi-final series.

Members of the winning Dockyard team were Rear-Admiral E. R. Mainguy, Commodore W. W. Porteous, Commander J. C. Reed, Lieut.-Cdr. A. J. Tanner, Lieut. Cdr. J. E. Korning and Lieut. I. A. McPhee.

Naden Officer Wins California Squash Title

A naval officer from HMCS Naden went off for a spot of leave recently and came back with some gleaming silverware.

Lieut.-Cdr. John D. McCormick of New Glasgow, N.S., Physical and Recreational Training Officer for the Pacific Command and one of Canada's better known squash players, returned to Naden carrying a beautiful trophy

INDIGNANT ATHABASKANS SEEKING SIOUX SCALPS

by D.C.L.

On Board HMCS Athabaskan — The Sioux may have collected an impressive list of titles while working with the United Nations fleet in the Far East, but she has grabbed at least one crown too many.

The situation was summed up by Ldg. Sea. J. (Jazzie) Ford of Victoria, who said: "We don't mind the Sioux going home first. We don't even mind her claiming a lot of glory, but when she even suggests she might be softball champ of the UN fleet . . . that's walking on pretty thin ice!"

Throughout the summer months the Athabaskans developed a jealous pride in their softball team. The team played wherever and whenever possible, bowing only twice in over a dozen games played. No man on board ever considered any real need to question which team was "United Nations Softball Champion." That is, until the Sioux chose to claim the honor.

To smooth ruffled feathers, the Athabaskan's team not only protests the Sioux's premature claim but challenges the Sioux to play a return game "any time, any place!"

The Sioux places considerable importance in the defeat of a Chinese all-star team at Hong Kong. "That team was in reality a pick-up team assembled half an hour before the game started," claims PO F. B. (Doc) Kelly, of Toronto. It is further charged that at least two Sioux men played for the Hong Kong team, one

of them pitching.

On the other hand, the Athabaskan team tangled with the Hong Kong Braves, considered the best on the island, and handed them their first defeat (7-3) in more than four years.

"The Sioux may lay some claim to the title," says Ldg. Sea. R. V. (Bob) Connor, of Lethbridge, Alberta, "because they lent us their spikes, but that doesn't make them the champs!"

The Athabaskan squad has chalked up 12 victories since joining the UN fleet. Aside from losing to the base champions in Pearl Harbor and bowing to the Sioux after arrival in Japan, the Athabaskan has made a clean sweep.

The Athabaskan wins include: Sioux (7-5, 9-3 and 16-1), Cayuga 8-3 and 6-4), and the following U.S. ships, ranging from supply ship to carrier: Collette (22-0), Mansfield (9-3), Dixie (4-1), Thomas (5-0), Manchester (5-0) and Sicily (4-2).

Backed by this imposing list of triumphs, plus the pitching ability of PO Ernie Tuttle of Victoria, the Athabaskan is eager to take on any comers, and especially the Sioux.

However, even if the matter is settled between these two, the winner may have another fight on its hands, for at least one US ship at present with the UN fleet in Japan also has laid claim to the title!

for the California State "C" Class squash racquets championship.

As team captain of the Victoria Squash Racquets Club, Lieut.-Cdr. McCormick represented the city club at the state championships played in San Francisco March 16, 17 and 18. He is the first Canadian to win any squash racquets events in California.

Lieut.-Cdr. McCormick holds the Maritime squash racquets championship and was runner-up in the Pacific Coast squash racquets tourney held last month in Seattle.

La Hullose Upsets Fleet Hockey Champs

In an exhibition hockey match, HMCS La Hullose upset HMCS Wallaceburg, newly-crowned champions of the inter-ship league, 8-4 at Halifax.

"The Lady's" bowlers also bested a team from the Wallaceburg in a friendly contest. The Wallaceburgs won the first game by 135 pins but the La Hullose trundlers came back to take the second by a 141-pin margin, putting them on top by six in the total tally.

In games with HMCS Crescent, La Hullose played a 38-38 tie in basketball and went down to a 7-5 defeat in hockey.

Stadacona Swimming Pool Draws Large Attendance

Attendance at the swimming pool in HMCS Stadacona, Halifax, during the month of February totalled 2,485. Of these, 1,174 enjoyed recreational swimming, while 1,321 received organized instruction.

Pucksters Visit Patients

Patients in the RCN hospital at HMCS Naden were visited in February by members of the Victoria Cougars hockey club. The visit was one of a series arranged by the Red Cross to help make life brighter for the hospital patients and was organized by Joe Medynski, right winger on the hockey team. Other players who made the rounds of the hospital were Bernie Strongman, Fioci Goegan, Jerry Cotnoir and Geoff Burman.

Earlier, the hospital was visited by Jerry Gosley and members of his "Smile Show." The half-hour show was staged in one of the wards and included impersonations by Mr. Gosley, songs by Verna Moore and South American dancing by Frances King.

Scotian Completes Winter Sports Program

Making its first appearance in inter-part hockey in the Atlantic Command, HMCS Scotian's hockey team completed the season in third place in its section of the league. Lack of ice prevented playoffs between second and third place teams for the consolation trophy.

In exhibition games the Halifax division's team also made good showings. The Scotian pucksters defeated the Princess Louise Fusiliers 5-3 but suffered a 3-1 defeat in a game with a strong Air Force team.

While Scotian's rifle teams finished well down in the Garrison League standings, the club president, Lieut. (L) F. E. Turner, considered the season to be highly satisfactory in all other respects. There is promise of a strong "A" team next winter, while the "B" team will serve as a training squad for newcomers. The teams will hold outdoor shoots through the summer on the range at Bedford, N.S.

Chippawa Captures Badminton Trophies

Not content with walking off with inter-service hockey and swimming honors in Winnipeg, HMCS Chippawa won the Ted Fraser Memorial and Rossen Memorial Cups, emblematic of Inter-Services badminton supremacy. On March 8, the Navy rolled up enough total points to capture both trophies.

Lieut. (S) George Monckton won the men's singles and Audrey Freeman, ex-WRCNS, won the ladies' singles. Two ex-Wrens, Audrey Ivey and Margaret Sinclair, took the ladies' doubles and CPO J. Gallo teamed up with Mrs. J. Tascona to tie in the mixed doubles.

Windsor Division Plans to Form Sailing Club

Plans are progressing at HMCS Hunter, the Windsor naval division, for the organization of a sailing club this summer. Dinghy and whaler sailing instruction will be given on the Detroit river and Lake St. Clair.

Although Hunter's hockey team came out second best in both games of a home-and-home series with HMCS Star, the team enjoyed the experience and sportsmanship. The series opened at the Dundas arena in Hamilton on March 10 and the return game was played March 14 in the Windsor arena with the Star sextet winning both games 9-1 and 5-3. The visiting team was entertained by the host division after each game.

Shearwater Hoopsters Bow to Dalhousie U.

HMCS Shearwater dropped out of the Halifax intermediate basketball picture by losing two straight games in the best-of-three final playoff to Dalhousie University. The collegians won the first game handily, then came back to outscore Shear-

water 54-37 in the second contest, played in the air station gym.

The naval airmen kept on even terms with Dalhousie until the second half, when the students caught fire and ran up a safe lead. Leading the Shearwater attack was Ord. Sea. Dave LeClerc with 13 points.

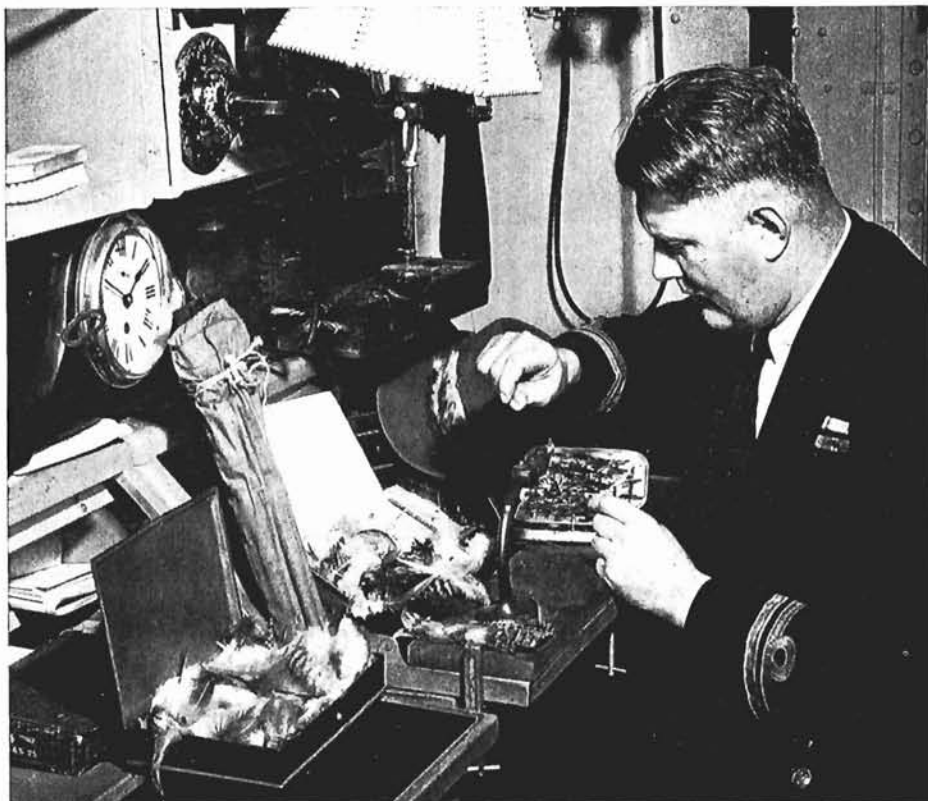
East-Coast Shuttlists Win Inter-club Match

The Atlantic Command Badminton Club defeated RCAF Greenwood 40-21 in an inter-club match played in the Stadacona gymnasium.

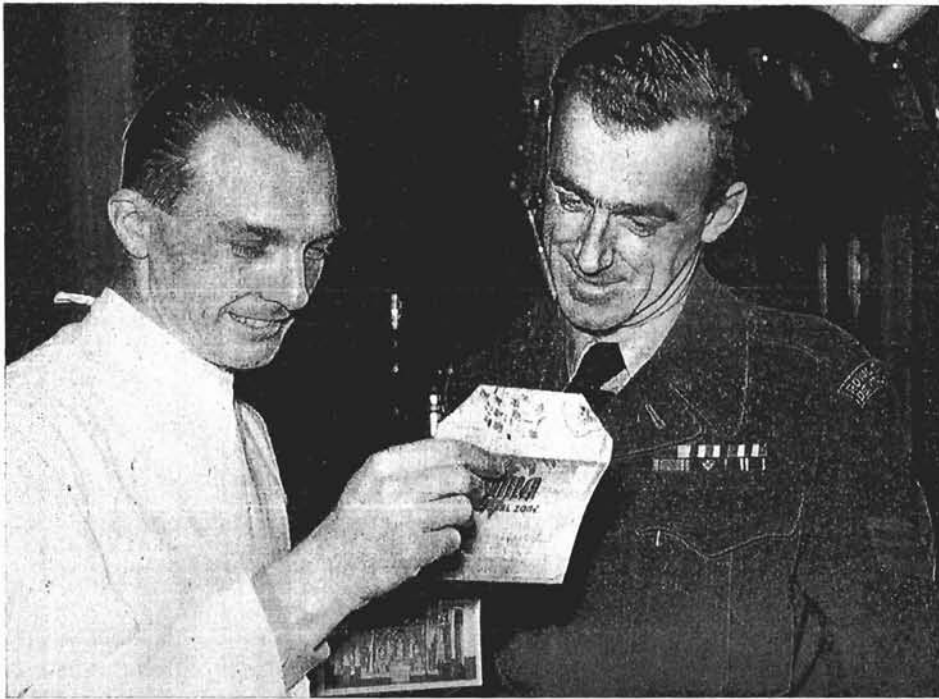
The club has switched its Wednesday night play to Sunday afternoon, with the result that there has been better attendance on Tuesday evenings and at the Sunday matinee sessions.

Instructor Officers Top Bowling League

Instructor Officers "A" finished the season on top of the Inter-part Bowling League in HMCS Stadacona with a comfortable five-point bulge over the Captain's Office entry. Other teams which qualified for the play-offs were Central Stores, Regulating Staff and CVD.



When the salmon and trout fishing seasons roll around in the Maritimes this year, Lieut. (E) John (Moose) Miller will have quite an assortment of artificial lures to try out. An ardent sportsman, Lieut. Miller spends most of his off-duty time hunting and fishing, or else getting ready for same, and one of his favorite hobbies is the tying of flies. He recently took up an appointment on the staff of the Superintendent of HMC Dockyard, Halifax, after serving as an engineer officer in HMCS Magnificent. (MAG-2485).



The dental clinic staff at Stadacona got a big kick out of receiving post cards from two sailors, one in the Nootka and one in the Huron, who had been among their patients when they worked overtime to make the Korea-bound destroyers shipshape from a dental standpoint. Major Ross Covey, left, and Sgt. Arthur Cross chuckle over a card sent from Panama. (HS-14040).

'See Your Dentist...'

*That's Just What Destroyermen Did
As Stadacona 'Toothies' Treated
Whole Ships' Companies*

OFFICERS and men in HMC Ships Nootka and Huron, off the coast of Korea, are biting into their meals with greater enjoyment these days, thanks to the ministrations of the Royal Canadian Dental Clinic at HMCS Stadacona.

In fact, two grateful patients even sent their thanks, via post cards from Panama, during the voyage from Halifax to the Far East. One was from a Nootka seaman and the other from a Huron man. Both reported "teeth okay".

Before the destroyers left Halifax, the dental staffs worked overtime to ensure the Korea-bound sailors would be in "reasonable dental health for a period of six months to a year." They put in a minimum of 9½ hours per day, six days a week, to fulfill that objective in the short periods available before the ships' departures.

OPERATION NOOTKA

Their toughest job was the Nootka, which, if you'll pardon the expression, turned out to be as hard as pulling teeth. Only 17 working days were

available before she left November 25. Four dentists, plus a fifth working part-time, tackled the job of treating 267 officers and men.

Top priority in treatment and lab work was awarded the destroyer. Though hampered by a long leave period for the crew and those inevitable pierhead jumps, 78 per cent of the Nootka's ship's company were proclaimed dentally fit.

Figures tabulated in a report of the Principal Dental Officer, Major Ross Covey, showed that a total of 214 were examined, with an average of 5.4 jobs performed per man. There were 151 extractions, 892 fillings, 13 denture jobs, five bridges made and nine gum ailments treated.

Administration was geared for top efficiency in the short time available. Dental parades were carefully arranged, transport was provided for patients and extra dental stores laid in. Early meals and transport for the dentists working evenings were also arranged.

THE KINGDOM OF STEAM

*Our Captain paces his quarterdeck,
In a glory of golden braid,
Athirst for a fight, which is doubtless
right,
For a gentleman—unafraid.
But, without provokin' an argument,
I frequently let him know,
Though he's the King of the top-side
decks,
I am the God below.*

*The crew, they freeze in a Boreas breeze,
The spindrift lashes their eyes.
Or they're all dead beat in a tropical
heat
Where the hardest cockroach dies.
But whether we're lollin' in treacly seas,
Or buckin' an Arctic blow,
I live in my private "Temperate Zone"
I, who am God, below.*

*Whether she's steaming at thirty knots
Or scarcely turning the screw,
With hand to throttle and phone to ear,
She does—what I bid her do.
Ever with gauges, shaft or gear
Turbine or dynamo,
They all rely on my hand and eye,
I am their God, below.*

H. A. ROSS

OPERATION HURON

With the Huron still better results were obtained. There were 32 working days before the January 22 departure. Top priorities were established again, with five dentists on the job and a sixth available for the "last dog".

This time they treated a fat 93.3 per cent of the ship's company, though once again leave periods and last minute drafts precluded 100 per cent coverage. Two hundred and fifty of the 268 who sailed were treated and a total of 1,227 operations were involved (5.2 per man).

The report tabled 142 extractions, 1,043 fillings, 33 dentures and nine gum cases looked after.

The clinic's staff for the Nootka effort included Major Covey, Capt. Andy Andrews, Capt. Bill Carter, Capt. Harvey Chartrand, Capt. Ben Lavoie, Ronnie Gates, Pat Logan, Sgt. Art Cross, Pte. Mike Redmond, Pte. Art Faulkner and Pte. Bill Rent. Capt. Paul Gueuremont, Norma MacDonald and Jean Lorning were added for "Operation Huron."

'Ring Dem Bells'

*Cadet Chime Charming Tunes
and Exercise Arm Muscles,
Practicing Rare Art*

Cornwallis has its choir, Shearwater its theatrical group and other establishments have their bands, but cadets at Royal Roads, the Canadian Services College, have come up with something a little different.

Six of the cadets have formed a group to master the difficult, and almost forgotten, art of hand bell ringing. With a set of 12 specially-cast and finely-tuned hand bells, the group can "ring" almost any melody with surprising skill and versatility.

Comprising the group are Navy Cadets Richard E. Stone, 18, of Toronto, and Brian Valiquette, 19, of Ottawa; John Rundle, 19, of Port Arthur, an Army Cadet, and William Smallwood, 18, of Dartmouth, N.S., Eric Chappell, 20, Fort William, and Edward Dillistone, 19, of Brandon, Man., all RCAF Cadets.

Mainly responsible for the introduction of bell ringing at the college were E. W. Izard, head bell ringer at Christ Church Cathedral in Victoria and one of the few men in

Canada with the title of Master Bell-Ringer, and his son, Prof. Arthur Izard, an instructor in general engineering subjects at the college and himself an accomplished bell-ringer.

Prof. Izard first interested the cadet group in hand bell ringing and then persuaded his father to act as instructor.

In less than a month Mr. Izard had the cadets ready for their first performance—a concert given under the direction of Chaplain Ivan Edwards, RCN, the college padre, at the annual Christmas Carol Service last December. The following night the group was heard at the Christmas Ball, which marks the end of the fall term, and on Christmas Day broadcast a program over a Victoria radio station.

Owned by Mr. Izard, the bells were cast by Messrs. Mears and Stainbank, of London, England, a firm which has been in business for the past 400 years and lays claim to being the oldest bell foundry

in the world. Another product of the Mears and Stainbank foundry are the bells of world-famous "Big Ben", which weigh more than 13 tons and were cast about 100 years ago.

The hand bells are made of an alloy of copper and tin and are tuned in the key of A Major. All music played on Mr. Izard's bells must be written in, or have been transposed into, this key.

The art of making music with bells calls for split-second timing, a keen sense of rhythm and a pair of strong arms. To sound the notes, the bells are swung in an arc from the waist to the shoulder, the leather-padded clapper striking the bell at each end of the arc. The swing of the bells must be governed so that the note is sounded at exactly the right place in the score and with the correct shade of volume.

The cadets mastered the technique in short order, a tribute not only to their instructor but to the training they receive at Royal Roads, which emphasizes co-ordination and teamwork.

"I think they have done extremely well," says Mr. Izard of his bell ringers. The cadets themselves find it very interesting and "a lot of fun."



Hand bell ringing has become popular with a group of cadets at the Canadian Services College, Royal Roads. Here they pose with Mr. E. W. Izard, of Victoria, extreme right, who trained them in the intricate art of making music with bells. Left to right are Cadets Richard E. Stone of Toronto, Navy; Brian Valiquette, of Ottawa, Navy; John Rundle of Port Arthur, Army; William Smallwood, of Dartmouth, N.S., Air Force; Eric Chappell, of Fort William, Air Force; and Edward Dillistone, of Brandon, Man., Air Force. (E-13099).

REFRESHER FLYING COURSES FOR RESERVES

Flying refresher courses will be held at the RCN Air Station, Dartmouth, from May 1 to September 30 for RCN (Reserve) active and retired officers specialized in naval aviation.

Pilots will fly Harvard and Firefly trainers. Observers will be appointed to Avenger Squadrons for naval training and voluntary service.

To ensure their physical fitness, all officers applying for the courses will be medically examined at their naval divisions prior to leaving for the air station. Each officer is to carry the required medical documents when reporting.

Logistic Organization

*Naval Concept Greatly Changed
by Second World War
Experience*

This is the third of three articles on Naval Logistics. They were adapted for The Crowsnest by Captain H. A. House, USN, Director of Air Logistics, from an address given by him at HMCS Shearwater.

PRIOR to the Second World War, the tasks of the Navy were considered to have been primarily tactical in character, and the training and education of naval officers emphasized tactical principles and the tactical application of weapons. The word "Logistics" was not a household word in those days, and what we know today as "logistic support" entailed little more than providing fuel for exercises, food for the ships, and the furnishing by Headquarters agencies of such necessities as clothing, ammunition, etc.

The Second World War changed all that. Officers commanding whole

operations, as well as those commanding participating units, discovered that to take care of themselves in the presence of the enemy, they must assure the ready availability of much equipment previously unfamiliar to naval officers. This they found must be done by establishing pipelines of material, as well as accumulations of materials along the pipeline, to enable their forces to carry out long sustained operations.

This concept was an abandonment of one-battle thinking, an embracing of the realization that wars can only be won by the long sustained application of military pressure; that the enemy can only be defeated by the cumulative damage and progressive attrition stemming from such unremitting pressure.

Through the first period of defensive holding in the Second World

War, we were building up strength to launch our offensives; the requirements in ships, planes, men, and materials initially needed, and the requirements for their timely resupply and replacement, necessitated vast and complex planning which stretched from the beachhead backward through the ports, warehouses, and railroads to the factories. This requirement forced the organizing of logistical planning agencies from Naval Headquarters, right on through the operational theaters to the beachhead to assure that the needed material and equipment reached the correct point at the right time.

Our planning effort, like Topsy, just grew — it was built up to meet the urgent needs of the moment and did not always conform to the now accepted organizational principles. It did the job, and the war was won, but after the war it devolved on us to analyse our wartime procedures against the day when it might be necessary to reinvoke them.

Postwar logistical study indicated that the Navy and the military establishment as a whole, together with the national organization for the prosecution of war, required revision and streamlining. The establishment of the Directorate of Air Logistics within the Naval Air Branch at Headquarters was one of the results of this study.

These studies covered a wide range of activities and indicated that there was need for better organization and clearer concepts in all levels of logistical thinking; the top level must concern itself with global strategy, global availability of critical materials, transportation needed for obtaining critical materials from overseas areas, and the interrelation of the manpower and technological processes which constitute the industrial capacity of the country. The necessities of the civilian economy required balancing against those of the military; and the needs of allies had to be considered in terms of our own capabilities and requirements.

Farther down the scale, the conflicting claims of the three military services on production needed to be reconciled.



A neat little exercise in logistics was carried out last month when four Avengers which had just completed modification as anti-submarine aircraft were flown from the RCN Air Station, Dartmouth, to Guantanamo, Cuba, thence out to sea to join HMCS Magnificent. They replaced four unmodified Avengers which were flown home over the same route. Here Lieut.-Cdr. (E)(AE)(P) D. B. Morris, officer in charge of Avenger modification, checks over a few last minute details with Lieut.-Cdr. (P) D. W. Knox, 825 Squadron commander, prior to the departure of the Avenger flight from Shearwater. (DNS-5008).

Even within each of the Services there were conflicting demands on material resources, and they, too, had to be brought in line through a better system of concurrent planning and a closer tie-in between strategic need and logistical feasibility.

What was true at the seat of government was also, of course, true in the operating theaters where there was again found the necessity for achieving a balance between the requirements of the several operating components.

It became apparent early in the war that the relationship between industry and the technical agencies and services demanded the closest co-ordination in order to assure the most efficient use of our industrial capacity.

Commercial factors such as cataloguing, inventory control, procurement policies and methods, etc., all were found to be most important because, if not effectively co-ordinated, there would result a vast maze of duplications which would unwittingly and unnecessarily add to the already heavy burden of industry.

These deficiencies, both high and low, all entered into the thinking which culminated in the present National Defence organization. We now have four clearly defined levels in each of which there are appropriate strategic and logistical agencies for the resolution and reconciliation of the operational and logistical aspects of war which must always be brought into balance.

These levels may be defined as:—

1. The Government level (The Cabinet, Cabinet Defence Committee, Treasury Board).
2. Minister of Defence level (Joint Chiefs of Staff, Research and Development Board).
3. The Service level (Chief of Naval Staff, Naval Board).
4. Field level (FOAC, FOPC and other commands).

The logistical activities at all four levels are of interest to the Navy and Naval Aviation, and in varying degrees to virtually all ranks within the Navy. At the field level we will find flag officers and lieutenants engaged in logistical planning and implementation, and the same thing is virtually true at the Service level. At the Minister of Defence level a high degree of experience, ability and specialized knowledge is required; most of the officers who advise at the government level would also be only senior officers of proven qualifications and ability.

An examination into the need for logistical training, viewed from the

standpoint of the composition of our officer strength, reveals the fact that executive officers and all specialist officers are called upon at times to contribute in the matter of logistical planning and its implementation. The types of responsibilities to be encountered by executive officers and specialist officers will vary in considerable degree, but it is nevertheless an all-hands manoeuvre, and a mutual and broad understanding is required of both executive and specialist.

And, finally, we must be constantly aware of the fact that we are living in an era in which concerted effort is mandatory. There is therefore now a fixed and firm requirement for a far greater understanding of the problems, roles and missions, capabilities, and limitations of the other Services and various forces within our own Service than ever existed before.

Each of the foregoing factors has a bearing on considering the basic principles governing assignment of logistic responsibilities.

BASIC PRINCIPLES GOVERNING ASSIGNMENT OF LOGISTIC RESPONSIBILITIES

The assignment of logistic responsibilities should be such that the combat efficiency of the armed services as a whole is the most effective which can be obtained within the limits of available personnel, funds, material and parliamentary authority.

In assigning logistic responsibilities, consideration should be given to the fact that logistic systems should be designed for expansion in an emergency to meet peak loads they must bear. In determining the means for meeting these loads, consideration should be given to full use of all existing facilities available, whether Army, Navy, Air Force, other government agencies, or commercial.

To the maximum extent practicable, assignment of logistic responsibilities should be the same in peace as in an emergency, in order to provide for adequate training and an orderly transition in an emergency.

Any assignment of functions or responsibilities must assure responsiveness to the operational and technical requirements of the commanders concerned. For this reason, the logistic agency directly supporting a given independent operation must be subject to the authority of the commander bearing the responsibility for operational success.

Any logistic system must not deprive operational units of the sup-

port essential to their operational mobility and effectiveness.

Any logistic system which is established must make adequate provision, either through liaison or by other appropriate means, that the needs of the requiring services are satisfactorily met.

Where joint use of facilities is directed, one service, normally the providing service, should exercise administrative control.

Where one service temporarily uses the personnel of another, such personnel should function under the operational control of the service employing them.

Subject to the above, the mission, the operational responsibility, the predominance of military interest, the composition of forces, the logistic capabilities and other local considerations should be the guiding factors used in assignment of logistic responsibilities.

Effective logistic support among services at all levels will be enhanced by the continued development of:—

(a) Uniform policies consistent with the specialized needs essential to the effective functioning of each service.

(b) Co-ordination and standardization of procedures and forms for the procurement, requisition, storage, transportation, distribution, issuance and maintenance of supplies and equipment.

(c) Uniform standards, where practicable and advisable, especially in those field which affect the individual, such as food, shelter, transportation, recreation and hospitalization.

(d) Common terminology and criteria.

(e) Free exchange and flow of information, not only at top service levels but on all working levels within the command and logistic structure.

LOGISTIC PLANNING

Phases of Logistic Planning:

There are three distinct general elements or phases of logistical planning, each of which is a function of different elements of the national governmental organization.

First is the determination of requirements: What and how much do we need to outfit, equip and support the forces determined by the Joint Chiefs of Staff to be necessary to carry out their strategic concept? Determination of requirements is recognized as a military or command function by virtue of the fact that those who are responsible for the direction of the combat forces are the only ones really in position to say what is needed. There-

fore, in the Naval Service the Chief of Naval Staff is responsible for formulation of requirements.

The second element or phase of logistic planning is that of procurement, recognized to be largely commercial and civilian in character. Because of its preponderantly business nature, procurement in the Naval Service was, until recently, a function supervised entirely by the Canadian Commercial Corporation. The CCC was responsible for the establishment of procurement policies and regulations including uniform contract arrangements, prevention of overlapping among services, allocation of industrial capacity and related functions.

The third element or phase of logistic planning is distribution — allocation of end items among claimant military services, transportation from production centers to places of storage and further transportation from storage to the combat areas, and eventually to the final consumer in combat. Part of the distribution phase is patently military and part business or commercial. For example, transportation and delivery of ammunition to combat vessels in the combat area is obviously a military function; delivery of materials and component parts of end item requirements to and from factories and production plants is part of the procurement process.

In general, the "what", "when" and "where" of naval logistics, sometimes called "consumer" logistics, are military functions for the planning of which the Chief of Naval Staff is responsible; the "how", sometimes called "producer" logistics, is essentially a business or commercial function and therefore the responsibility of government agencies.

Levels of Logistic Planning

Under the new organization established since the war, logistic planning can now be done in a much more orderly and systematic manner than formerly. From the logistic standpoint there now exist four general levels of planning effort.

The first level is the government level, embracing the Cabinet, the Cabinet Defence Committee and the Treasury Board.

The second level is that of the Department of National Defence under the Minister of Defence. The staff agencies provided to the Minister of Defence — the Research and Development Board and the Joint Chiefs of Staff — develop for him the studies and analyses that are required to enable him to arrive at his decisions.

The third level is that of the headquarters of the individual military services — Army, Navy and Air Force — in Ottawa, and the fourth level is that of the so-called Field.

Naval Service Logistic Planning

In developing its logistic plans, the Naval Service is confronted with two related but almost separate problems: The formulation of long-range plans for war and plans for coping with the realities of the present.

HOW IT STARTED



Striking the Ship's Bell

Seafarer and landlubber alike know that the striking of the ship's bell is the medium by which sailors tell time. But not so well known is the origin of this practice. It all began back in the days of the half hour glass. It was the duty of the ship's boy to turn the glass at the end of every half hour. To show that he was doing his duty he would give the bell on the quarterdeck a resounding ring every time he turned the glass. Later, ship's quartermasters found that this was an excellent means for showing the passage of time and calling the next watch. They improved the method further by having the bells tolled in increasing numbers as the watch progressed. Thus, one bell denoted the first half hour of the watch, two bells the second half hour, and so on until eight bells, which signified the end of the four-hour watch. When the new watch came on duty, the bells would be tolled anew.

The long-range plan is the plan for reactivating forces, that is, for mobilization for war, for progressively expanding to reach the peak of war effort and for sustaining that peak. Its starting point is the existing inventory on hand; it must provide for a realistically phased build-up in men, ships, aircraft and equipment to the maximum naval force estimated by the Joint Chiefs of Staff to be required for their purposes, the maintenance of the maximum naval force for the duration of the war and demobilization when the war has ended.

Almost but not entirely separate from the long-range plan is the problem of adjusting current planning for operations, supply, stock-piling (if any), experimentation, maintenance, and so on, to current financial or budgetary ceilings imposed by Parliament.

The two problems are quite different, but there is the vital connection between them of maintenance of war reserves. The two plans must be correlated to such an extent as will keep the planners constantly apprised of the impact of current operations on mobilization capabilities.

The Naval Service has also a third type of logistics plan, called a Code Plan by reason of the fact that it is designated by a code name. The Code Plan is a plan for logistic implementation of an operation with a limited objective; a plan for an emergency short of war and not requiring the sustained effort of war.

The long-range plan is the Navy Mobilization Plan. This plan is, in effect, a statement from the Chief of Naval Staff of the military requirements for the type and magnitude of war as conceived by the Joint Chiefs of Staff and interpreted Navy-wise by the Navy's strategic planners. The Navy Mobilization Plan is transmitted to the Chief of Naval Technical Services, who in turn prepares subsidiary plans for actual procurement to implement what the Chief of Naval Staff states has to be done under the strategic concept. Procurement planning, is done under the co-ordinating policies of the Department of Defence Production.

There is, of course, the reverse flow. The Technical Directorates analyze their requirements under the direction of CNTS and transmit their requirements (in end-items, raw materials, and plant capacity), to the Department of Defence Production. If the total requirements for all Services cannot be supported by the nation's economy together with the

concurrent requirement of supporting the populace, then something must be done about it: The nation's economic capacity must be expanded or the phasing of our effort must be adjusted, or perhaps the strategic concept must be altered to conform to realities. Perhaps the adjustments may be a combination of all three courses of action.

The Navy's current peacetime plans are expressed in the Naval Establishment Plan which states what establishment the Navy expects to operate with the equipment on hand and the money that Parliament appropriates for the current fiscal year. This statement is translated into terms of ships, men, bases and facilities. Wherever practicable, missions are assigned to naval activities and personnel allocations are made to accord with the missions. The peacetime naval plan is subject to constant revision. It constitutes guidance for the entire Navy for the current fiscal year.

The Field Level

The Field Level is generally considered to include everything outside Naval Headquarters. Logistics at the Field Level is primarily concerned with determination of requirements for normal maintenance of the fleet and bases; and for special operations, and with the orderly and timely distribution of materials to fulfill these requirements. There are various echelons at the Field Level depending on the organization of the command concerned; they concern themselves with the transportation and supply activities throughout Canada and in the forward areas as well as with planning matters.

In addition to the normal logistic administration, each tactical operation requires the provision of special personnel and material at exact times and places. A major portion of the detailed planning for each operation is done at the Field Level, as is all of the actual assembly and transportation of men and material.

"Hope Chest"

With HMC Ordnance School at Esquimalt planning a full athletic program and hoping to field teams in almost every sport, CPOs John Rimmer and Arnold Parkinson have been prompted to produce a trophy case which, it is agreed, would look very well with the Command Cups in it.

TWO-MAN LAUNDRY FIRM

by D.C.L.

On Board HMCS Athabaskan, in The Yellow Sea — There are a couple of seamen on board this Tribal class destroyer who take in washing.

They take it in by the hundreds of pounds and wash it in water measured by the ton. The two operators of probably one of the most compact laundries in the world are Able Seamen Peter Doyle, of Victoria, and Ed Fleming, of West Summerland, B.C.

The Athabaskan's laundry is situated on the forecastle deck, beneath the bridge, and there, in a space of about ten feet by ten feet, are housed a steam press, a large rotary washer, a drum spin drier and a steam drier. It doesn't leave much room for Doyle and Fleming to swing the proverbial cat but the two men have learned to tote 100 pound bags of laundry between the machines with comparative ease.

During the ship's more than eight months of operations in the Korean theatre, the Athabaskan's laundry has had a complete workout. While spending long stretches at sea the 270 officers and men serving in the destroyer have had to depend on the Doyle-Fleming establishment for clean gear. The laundry has been equal to the task.

Able Seaman Doyle "skippers" the laundry operations and Able Seaman Fleming is his energetic "first lieutenant." The two men, like the rest of their fellow-sailors aboard the Canadian destroyers serving in the Far East, know how to put in a full day's work.

Dungarees, work shirts and jackets

are washed and dried twice a week. Blankets for the ship's company are put through the machines once each week and the remaining days are taken up with cleaning of wardroom and officers' gear and ship's company whites. Then, to fill in the corners, the press is kept busy pressing uniforms for the officers and men.

A busy day will see 400 pairs of dungarees, 400 work shirts and 400 work jackets — all paint-daubed and grease-smeared — tumbling about in the rotary washer, spinning to near dry in the spin drier and eventually emerging clean and bone dry from the steam drier. Four tons of water will have been used by the rotary machine by the time the operation is completed.

While operating the laundry is a full-sized job, Doyle and Fleming have other ship's duties to perform, as well.

Doyle, one of the Athabaskan's gunnery rates, is captain of "X" gun. At action stations or general gunnery drills the chief of a laundry enterprise becomes the efficient senior hand of a four-inch gun's crew.

Fleming is a stoker by trade and when general quarters sounds he takes his post at the tiller flats in readiness for fire-fighting and damage control duties.

"The Sioux is the ship that really has a laundry set-up," AB Doyle commented, "but we figure we can turn out a pretty good job in our two-by-four cubbyhole in the Athabaskan."

And that is what Doyle and Fleming are doing — a good job, often under trying circumstances.



The Athabaskan's two-man "dhobey firm" at work. AB Peter Doyle, left, removes some newly washed dungarees from the rotary washer. AB Ed Fleming puts some wet wash in the drier. (CA-494, 495).

Afloat and Ashore

ATLANTIC COAST

Albro Lake Radio Station

As a result of competitions introduced by CPO Ted Jackson, the station's ship-shore radio traffic bays are humming with activity. By keeping personnel averages and totals of reception of traffic by individual operators, CPO Jackson has all the watches working at fever pitch in an effort to boost their intake, and traffic charts have veered upward at a terrific rate.

The monthly dances have met with great success and have become the leading social events on the station's entertainment calendar.

In the sports field it was age and experience which outlasted and outscored youth and vitality as the day men, self-styled "old men" of the station, took both games from the young watchkeepers in the station's hockey challenge series.

The division in the Communications Branch was extremely well received and the station will undergo a major change in personnel as a result. First to be shifted as a result of the division is PO Don Worthington, who goes to HMCS Wallaceburg soon.

Due for their first breath of deep sea salt air are AB Paul Roberge and AB Gord Matsell, who are joining the Swansea. — J.L.K.

Navigation Direction School

Sixteen able seamen began a 14-week course in mid-March which will qualify them for their RP3 badge. Other qualifying courses during the month included a one-week radio aids course for six officers and a Navigation Part One course for Reserve officers. Both courses concluded in March.



Most sailors grow beards at one time or another but not very many of them make a permanent business of cultivating their facial foliage. Like AB Gilbert Miles, of Fredericton, shown here having his beard shorn by PO Nelson Higham, of Montreal and Halifax, they find the novelty soon wears off. Both men are serving in HMCS Micmac where Higham, a cook, doubles as ship's barber. (HS-13799).

HMCS New Liskeard

The New Liskeard returned to Halifax early in March from Liverpool, N.S., where she had been undergoing annual refit.

Although the 'flu epidemic curtailed many activities, the local citizens endeavored to make shore leave as pleasant as possible for the ship's company and in this were very successful.

On February 27 a ship's company dance was held in the local fire hall. Music was supplied, free of charge, by the Kinsmen Band, "Six Kins and a Kinette."

The ship's badge was presented by the commanding officer to Mrs. Millard, president of the Liverpool Chapter of the IODE, in appreciation of the work done by the IODE for the ship's company of the New Liskeard, in particular, and for the Navy in general. The New Liskeard was the first naval ship since the war to refit in Liverpool and her badge will be hung in the Town Hall alongside the crests of many well remembered wartime ships.

Many sports activities were carried on during refit, hockey, basketball and badminton keeping a large percentage of the ship's company occupied during their spare time.

A number of familiar faces are missing these days around the wardroom and messdecks. Lieut. R. T. McNulty is now at Stadacona, along with Lieut. E. T. (Tubby) Coggins. CPO Wally Muloon, the former coxswain, is also in "Stad," as are PO Charlie Smiley, AB Bill Schwab, PO "Doc" MacDonald and many others. — W.W.P.

Communication School

Twelve petty officers successfully completed a qualifying course for CPO second class on February 23. The class was split into visual and radio after they had been on course two weeks.

Of those graduating POs Dick Johnston, Jeff Bate and Bob Wilson have joined the instructional staff of the school, and POs Al Bonner and Al Young are serving in HMCS Magnificent; PO Bruce Stong has relieved PO Charlie Scott in HMCS

Swansea; POs Bert Best, Dave Larkey and Trevor Reading are well on with their leadership course at Cornwallis, and POs Henry (Aber) Abercrombie and Jim Ellerton went back west to Naden to await disposal.

CR 36 finished on February 5 and immediately left for the West Coast to join HMCS Ontario for her Australian cruise. Those who went to enjoy the warmth of the South Pacific included Able Seamen Ian F. Anderson, Gordon Campbell, Joseph Gagne, D. Gray, Gerald Jenkinson, Rudolph Kukucha, Frank R. Laker, Alexander Lazaruk, Ronald Mark, Joseph Mercure, Robert Moore, Alvin Nelles and Anthony Storm.

AB Gerald Dawson left March 17 for HMCS Wallaceburg.

Other changes in personnel include PO Bob Palmer from HMCS Portage and PO Warren Walker from Crescent who now are on the school staff. They were relieved by POs Jerry Dufour and Jack Carson, respectively. PO George Fenn joined March 12 as a re-entry.



Off to the wars again goes HMCS Sioux. The destroyer sailed from Esquimalt April 8 to resume operations with the United Nations fleet in the Korean campaign. She is scheduled to relieve HMCS Athabaskan early in May. (E-13910).

HMCS La Hulioise

A rousing farewell party, sponsored by the US Navy at New London,

Connecticut, was tendered the ship's company of HMCS La Hulioise on completion of training exercises there recently.

All hands present had a good time, the crew of "The Lady" making a particular hit with their rendition of the "La Hulioise Song."

"The Lady" spent March in the hands of the Halifax Shipyards for conversion and acted as feeding base for her sister ship Swansea.

CPO Jimmie Hann, Man of the Month for La Hulioise in April and a star in ship's sports, was drafted to new construction at Saint John, N.B. His relief is CPO Roy Galloway, from the Reserve Fleet. CPO Alex Chalmers, leader of indoor sports teams, has been drafted to Albro Lake and has been replaced by CPO Stanley Pratt from the Magnificent.

Coverdale Radio Station

Lieut. D. D. Lee took over command of the station early in February from Lieut. M. O. Jones, who is now in Stadacona taking the Junior Officers Technical Course.

Twenty-four new housing units for married personnel were expected to be ready for occupation in April. These, together with the original 16 built in 1949, should alleviate the housing shortage.

Plans for a Valentine's Day dance had to be shelved because of the 'flu epidemic that hit the station hard for about two weeks. However, this left more time to prepare for a

92 PER CENT OF HURON, NOOTKA PERSONNEL HAIL FROM EASTERN PROVINCES

Of the 525 officers and men serving in the destroyers Nootka and Huron in Korean waters, 92 per cent are from Eastern Canada.

Figures based on home addresses given on entry into the Navy reveal that 483 of the 525 officers and men in the two East Coast ships come from Ontario, Quebec and the Maritimes.

This is no coincidence but is the result of the Navy's policy of assigning non-officer personnel from the Eastern provinces to ships and establishments on the East Coast. This "home port division" system is followed as closely as possible but is governed by service requirements.

Ontario, with 252, has the largest

single representation in the two destroyers. Nova Scotia is next with 100. Of the remainder, 64 are from the province of Quebec, 37 from New Brunswick, 20 from Prince Edward Island and 10 from Newfoundland. The four western provinces have a total representation of 42.

The situation was the reverse in the first three destroyers to go to the Far East — the Cayuga, Sioux and Athabaskan. Some 80 per cent of the officers and men in the Esquimalt-based ships were from British Columbia and the three prairie provinces. (Crowsnest, September 1950).

The following is a break-down, by provinces, of the officers and men in the Nootka and Huron:

	<i>Nootka</i>	<i>Huron</i>	<i>Total</i>
Ontario.....	132	120	252
Nova Scotia.....	48	52	100
Quebec.....	27	37	64
New Brunswick.....	24	13	37
Prince Edward Island.....	5	15	20
Alberta.....	3	8	11
British Columbia.....	8	6	14
Saskatchewan.....	5	5	10
Manitoba.....	2	5	7
Newfoundland.....	8	2	10
	<hr/> 262	<hr/> 263	<hr/> 525



King Neptune's Royal Court holds forth during Crossing the Line ceremonies held on board the Ontario during her southward passage across the Equator. Prominent in the photo is Queen Amphrotite (PO Lionel James, Victoria). At her (his) left is the King (CPO Douglas Tyre, Calgary). More than 600 officers and men were initiated as "shellbacks." (OC-437).

bigger and better affair later in the spring.

CPO Larry Mann, PO Jack Wilson and Ldg. Sea. Bill Amos have left the station to take over instructional duties elsewhere. POs Don Filewod, Doug Walker, Tom Clarkson and Sam Miller left for Gloucester to take a course for CPO second class. They will return to Coverdale when the course is completed.

Hockey this year took the form of exhibition contests only. Plans for an outdoor rink met with failure for the most part, due to the poor weather conditions. In other sports, the basketball entry in the Moncton city league fared well for a first year team and the regular table tennis, cribbage, bridge and deck hockey activities rounded out a good winter of recreation. — C.H.W.

PACIFIC COAST

HMCS Ontario

Since leaving Esquimalt February 26, the Ontario has experienced weather ranging from a full gale to humid heat that sent the mercury up close to the 100-degree mark.

Only a day out of her base, on passage to Pearl Harbor, the ship encountered winds of gale force which

One phase of the equatorial initiation consisted of a session in a water tank with King Neptune's rambunctious "bears," shown here with one of their victims, Lieut.-Cdr. R. W. Timbrell, of Vancouver. (OC-440).



necessitated heaving to for eleven hours. The storm gave the ship a good buffeting, but it also served to provide the many trainees on board with a rapid initiation into life at sea.

In Pearl Harbor the traditional Hawaiian hula dancers met the ship

under cloudy and threatening skies. It was not until the ship was nearing the Equator that the sun broke through with full tropical warmth and the hands went into "tropical rig."

At Pago Pago, in the Samoan Islands, the weather was hot and humid but this did not deter the eager sightseers and souvenir hunters. They took advantage of every leave ashore to see the island and its inhabitants and to bargain with the natives for samples of their handicraft. Soon, messdecks and cabins were displaying grass skirts, woven baskets, mats and other goods.

Leaving Pago Pago, the ship set course for Suva, in the Fiji Island group, six days' sailing away. However, when one of the engine room staff severely injured his hand speed was increased to get him to hospital and the ship arrived in Suva a day earlier than expected.

In Suva, the same friendly spirit among the inhabitants, so apparent at Pago Pago, was again in evidence. Entertainment for the ship's company was lavish and varied. Bus tours, picnics, dances and sports events, all were enjoyed by officers and men alike.

At the time of writing the ship was on passage to Brisbane, first port of call in Australia.

Aldergrove Radio Station

Lieut.-Cdr. John S. Hall, who has taken up a new appointment, was relieved as officer-in-charge of Aldergrove Radio Station on February 23 by Lieut. W. H. Waters.

A number of the station's old timers will be putting to sea shortly. Scheduled for sea drafts are PO Ken McLeod, PO Dave Jones, Ldg. Sea. Al Bennett, Ldg. Sea. Stan Bourquin and Able Seamen Gord Whitehead, Frank Tyler and Jake Fehr.

The operating efficiency and appearance of the station's control receiving room have improved considerably with the addition of new bays.

Early in March balmy weather brought a false flash of spring fever to the station only to be checked the following week by 30 inches of snow and an outbreak of influenza and mumps. Reluctantly, baseball bats were replaced by snow shovels.

During this period, when the station was practically snowbound, there was a 72-hour stretch when no milk or bread was delivered. It was interesting, however, to see a sturdy little paper boy arrive close on schedule with the daily paper.

OUR 'AMBASSADORS' AFLOAT

by Richard Marriott, Resident Correspondent,

in the Montreal Daily Star

BRISBANE—Several hundred Canadian ambassadors now in this part of the world are doing a good job for their country. They are the crew of the cruiser Ontario . . .

As Canada's representative for the Australian Jubilee year celebrations, the Ontario is participating in combined naval manoeuvres with ships of the Royal Australian and Pakistani navies. Apart from traditional exercises with British and New Zealand ships, this is the first time Australian naval units have worked, in peacetime, with other British Commonwealth vessels.

Advantages of such manoeuvres are obvious. But is doubtful whether they are of much greater value than will be the visit of the Canadian cruiser to Australian cities.

Not one Australian in 10,000 had ever met a Canadian until the Ontario's boys went on shore leave in Brisbane, their first port of call.

Here are some of the comments of typical Australians:—

The boys know how to behave themselves, and still have a good time . . .

They want to see what's going on, without breaking up the town . . . They're inquisitive about Australia, and don't always want to tell you how marvellous their own country is.

And Canadian sailors from cities about the size of Brisbane (population 420,000) had this to say about us and our country:—

Food and clothing are much cheaper here than in Canada. Our trams are about the same as Canadian street cars, except, perhaps, not as streamlined. Our hotels and our beer are better. We have "some of the most beautiful girls in the world." Queensland beaches are "wonderful sights and amazingly clean." Brisbane has no night life. Fewer people have cars here than in Canada.

The Ontario will spend more than three months on her cruise to Australia. It will be the longest peacetime voyage ever undertaken by a Canadian warship. Australians who so far have met the Ontario's men feel that if they are typical of the average Canadian, then we should see more Canadians.

HMC Ordnance School

Recent changes in personnel involve CPO Tom Angus, who has left the staff to join HMCS Sioux, and CPO Richard Tyler, who has left to join HMCS Crusader and whose duties as chief of the workshop have been taken over by CPO Herbert Thomas, assisted by CPOs Lloyd Johnston, John Graham, John Pinkney and PO Donald Ross. All are busy making models and training aids for the school, in addition to maintaining equipment in the Gun-nery Training Centre.

CPO Richard Polly recently joined the ranks of instructors and, in his spare time, is setting up the hydraulic section.

Members of the school are highly pleased that their Civil Service "school-mate," Miss Eve Lettice, has won her bronze medal for figure-skating. Miss Lettice does her practicing at 0630, which is deserving of a medal in itself.

Serving as civilian foreman examiner on the staff of the Inspector of Naval Ordnance (West Coast) is ex-Chief Ordnance Artificer Jack Dawson, who retired from the Navy in 1946 after 25 years' service. Mr. Dawson is one of the few to be honored with a life membership in the CPOs' mess at Naden. — R.D.

TAS Training Centre

The TAS Training Centre at HMCS Naden is a beehive of activity as personnel prepare for the heavy summer training. Reserve officers and men have begun to arrive, and men from the returning destroyers are being enrolled for higher non-substantive courses.

CPO Brian J. Brown has joined the instructional staff, having been replaced in the Sioux by CPO Walter Fernie. PO Allan Tassell has been drafted to HMCS Discovery from the Sioux and PO Charles Scott, from Discovery, has relieved him.

Commissioned Officer Fred Lubin, formerly of the Sioux, is attending the Junior Officers' Technical Course at Halifax. He was relieved by Commissioned Officer Douglas B. Babineau, who recently completed his qualifying course in the United Kingdom.

CPO W. Charles Sismey is senior TAS man aboard the Crusader.

CPO Ronald Munro of Naden's TAS instructional staff is in HMCS Cornwallis taking the leadership course. — E. V.P.S.



Principals at the opening of the new RCN Medical School at Esquimalt are shown above. Left to right are Surgeon Captain Archie McCallum, Medical Director General of the RCN, who officially opened the school; Lieut. (NS) Mary E. Wilson, officer in charge of studies; Commissioned Wardmaster Thomas A. S. Kadey, administrative officer and operating room technician; CPO Martin B. Gardner, instructional chief petty officer, and Surgeon Lieut.-Cdr. John W. Rogers, officer in charge of the school. (E-13647).

Communications Training Centre

Foremost among the new faces appearing at the centre recently was that of Lieut. P. E. Palmer, who took over as Officer in Charge. POs Alex Ireland and George Mannix joined from HMCS Sioux. PO George Buckingham joined from Stadacona, while PO Alexander Heys returned to the centre for a refresher course after two years in Cornwallis. AB Thomas Hill arrived from Stadacona and is bound for HMCS Crusader. After a turn of long leave CPO "Joe" Meads also has joined the Crusader.

Passing through were PO Henry Abercrombie, coming from a course in Stadacona and going to the Sioux; CPO Walter Clements, on his way from Royal Roads to the Sioux, and PO James Ellerton, coming from a course in Stadacona to HMCS Beacon Hill.

Ldg. Sea. William Ball is trying his hand in the Supply Branch, while Ldg. Sea. Stan Bourquin came in from Aldergrove for a trial period with the Electrical Branch.

NAVAL DIVISIONS

HMCS Cabot

(St. John's)

A recent recruiting tour of Newfoundland by CPO Eric C. Graham and PO W. A. Andrews netted approximately 75 RCN recruits, all of whom are now taking new entry training at Cornwallis. The recruiting tour was highly successful, particularly in view of the fact that travel in the province at that time of year is limited.

Three Cabot men who recently signed on for a further period of five years' service with the RCN include CPO Graham, PO Donald H. Jenkins and Ldg. Sea. George Furey. Lieut.-Cdr. A. A. MacLeod, staff officer at Cabot, has transferred to the RCN on a three-year short service commission and Lieut. Ralph Knight, RCN(R), has commenced a year of special navy duty.

The Cabot team is giving a good account of itself in the Joint Services Bowling League. — *J.F.S.*

HMCS Nonsuch

(Edmonton)

The deck was heaving at Nonsuch Sunday, March 18, as a 70-man band from three Edmonton reserve force units played the first of three massed concerts to a capacity audience.

In a drill hall decked with multi-colored signal flags the Edmonton

Retirements

Chief Petty Officer John Molofy

Rate: C1C03
Age: 42
Address: 486 Grafton Street, Esquimalt, B.C.
Hometown: Two Hills, Alta.
Joined: March 1931, as an Officers' Cook third class.
Served In: HMS Glory; HMCS Naden, Vancouver, Skeena, Stadacona, Fraser, Assiniboine, Prince Robert, Givenchy, Royal Roads, York, St. Hyacinthe, Peregrine, Niobe, Cornwallis, Crusader and Uganda.
Awards: Long Service and Good Conduct Medal, March 1947.
Retired: March 12, 1951.

Petty Officer John Page

Rating: P1CV3
Age: 38
Address: Kingston, N.S.
Hometown: Armdale, N.S.
Joined: January 1929 as a Boy Seaman.
Served In: HMS Victory, Warspite, Champion; HMCS Stadacona, Saguenay, Champlain, Scotian, Iroquois, Portage, York, Prevost, Atholl, Columbia, Prince Rupert, Forest Hill, Kings, Peregrine and Gatineau.
Awards: Long Service and Good Conduct Medal, September 1947.
Retired: March 25, 1951.

division's bandmaster and master of ceremonies, Lieut. Douglas Jones, led off the concert with a musical salute to the three armed forces — "Heart of Oak," "Bonnie Dundee," "The March-Past of the RCAF" and "The Middy."

Conductor for the program which followed was Flt. Sgt. Harry Kirk of the 418 City of Edmonton RCAF reserve band. His opening number with the massed band from Nonsuch, the Loyal Edmonton Regiment and 418 Squadron was the rousing "National Fencibles."

Highlighting the band program, which ran the gamut from "boogie-woogie" to opera, were two "hot numbers" — "At the Gremlin Ball," featuring Bert Ward on the solo trumpet, and "Boogie-Woogie Band," with Charles Brown on the solo trombone.

The second concert was played at the North West Air Command drill hall March 4 for the personnel and friends of the Army and Air Force based in Edmonton. More than 700 were in attendance.

On March 11 the third concert was held in Wetaskiwin by the Navy band under the direction of Lieut. Jones, before an audience of 1,500 people. Lt. Fred Short acted as Master of Ceremonies. — *E.W.H.*

HMCS Donnacona

(Montreal)

Although not officially out of the hands of the contractors, Donnacona commenced weekly training for all ratings last month. It is felt that the much improved and enlarged building, when it is finally handed over, will greatly facilitate training.

A glamorous lady paid a visit to Montreal recently — none other than Sally Rand. A few of the more enterprising young naval officers of Donnacona introduced her to her equally famous prototype — the war-time crest of HMCS St. Laurent, which now hangs in the Naval Officers' Club in Montreal. Miss Rand was most interested in this "work of art" and said she was highly honored that her name was used as a nickname for one of Canada's well-known destroyers.

She said that she had corresponded with the boys of the "St. Laurent" during the war and that she was very often called upon to send pin-up pictures of herself to members of the ship's company.

A short history of the St. Laurent and pictures of the ship and its crest were presented to Miss Rand as souvenirs of her visit. — *R.F.D.S.*

HMCS Hunter

(Windsor)

An addition to the chief and petty officers' mess, tentatively named the "green room", has been completed and, having been fitted with a small band stand, will be used for dancing at future parties as well as for general recreation.

The Canadian Services Decoration was presented to Lieut. C. L. McDerby, Staff Officer Training, at divisions in mid-March. Commander W. A. Wilkinson made the presentation. — *R.M.P.*

HMCS Star

(Hamilton)

Chief and petty officers of Star combined with senior NCOs of the various Hamilton reserve army units to stage a highly successful Tri-Service St. Patrick's dance at Star on March 17. Complete success was attributed to the combined efforts of the three services.

The last Friday in March, ward-room officers and the Hamilton branch of the NOAC staged an Admiralty Ball at the division, with Vice-Admiral H. T. W. Grant, Chief

of the Naval Staff, and Mrs. Grant in attendance. Other prominent guests included Captain A. G. Boulton, Director of Naval Reserves, and Mrs. Boulton.

United Kingdom and United States naval attaches, Captain G. E. Fardell, RN, and Captain F. H. Gardner, USN, respectively, visited Star in mid-March. — *C.S.L.*

HMCS Prevost (London)

According to plans now underway, Prevost will be host division to reserve units from Toronto, Windsor, Hamilton, Kingston and Port Arthur in mid-June during large-scale tri-service manoeuvres in Western Ontario.

Navy, army and air force units will take part, as attackers and defenders, in an "invasion" of Western Ontario "by sea." The navy's role will be to transport an invading infantry brigade to the beaches of Erieau. Some 200 naval personnel and at least four Fairmiles will participate in the exercises.

Recent visitors to Prevost included Captain A. G. Boulton, Director of Naval Reserves, who attended the officers' annual mess dinner; Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast, and Instr. Commander C. H. Little, Staff Officer UNTD.

Fourteen candidates were recently promoted to Cadets in the UNTD. The cadets' gunroom has been re-decorated.

Recent personnel changes saw Lieut. N. J. Russell appointed Staff Officer, succeeding Lieut. L. J. C. Walker; Lieut.-Cdr. C. J. Metcalfe taking over as UNTD Staff Officer, and CPO G. E. Short arriving for recruiting duties. — *N.C.*

HMCS York (Toronto)

Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, visited Toronto during the week-end of March 16th. Admiral Mainguy spoke at the annual dinner of the Toronto branch of the Naval Officers' Association of Canada on Friday evening, inspected the Greater Toronto Royal Canadian Sea Cadet Corps at RCSC Ship Haida on Saturday afternoon, and attended a reception given in his honor by the officers of York on Sunday. The following Monday he spoke to the Canadian Club of Toronto.

York personnel manned the Navy exhibit at the Annual Sportmen's Show, held in the Canadian National

Exhibition Coliseum March 9 to 17. Members of the ship's company who staffed the exhibit were: Lieut. David Gill, Lieut. (E)(AE) T. B. Rutherford, Sub-Lieut. Bill McDougal, Sub-Lieut (SB) Peter Newman, CPO Len Rutherford and CPO Guy Cross.

The men's mess held a highly successful St. Patrick's Dance on on Saturday, March 17. The mess recently purchased a television set and almost any night a crowd of sailors watches the "fights" or the latest "show" from New York.

Services. A similar function was held by the UNTDs March 7 to conclude their activities for the season and at the same time mark the visit of Instr. Commander C. H. Little, Staff Officer UNTDs. More than 100 cadets were paraded for his inspection March 6.

Completion of nine new classrooms during March will greatly assist in the training of new entries.

Active in providing books, magazines and games for personnel serving in Korean waters, the Reserve officers' wives on March 10 held a successful



An exhibit designed to present the activities of the Navy as clearly and simply as possible was staged by HMCS York at the Canadian National Sportsmen's Show in Toronto in March. More than 300,000 persons visited the show and a good many of these walked through York's exhibit. On duty at the time the photo was taken were Sub-Lieut. W. G. McDougall and CPO G. A. Cross. (Photo by Ashley and Crippen, Toronto).

The cribbage team of the chief and petty officers' mess is now in second place in the Toronto Garrison cribbage tournament. CPO Ted Izzard and PO Jack Nufendorf starred for the team when they defeated the 48th Highlanders' Team on March 19.

On March 24 a farewell party was held for CPO Jack Parker, who was presented with a silver mug by his messmates.

The annual chief and petty officers' dance was planned for April 27. The dance was organized by CPO L. Franklin. — *P.C.N.*

HMCS Chippawa (Winnipeg)

March began with a wardroom mess dinner to which were invited representatives of the other two

tea to further this undertaking.

The Winnipeg division was honored by a visit from Capt. F. H. Gardner, USN, US Naval Attache at Ottawa, who, during his visit, spoke to the Canadian Club and to members of the Reserve and UNTDs.

Two well-attended dances were held aboard the Winnipeg division during the month, the annual St. Patrick's Day frolic, sponsored by the chief and POs' mess, and a tri-service affair under the auspices of the Senior NCOs' Association of Winnipeg.

Apart from financial support to the Red Cross during its March drive for funds, Chippawa also aided by giving the Red Cross full use of the pool from March 26 to 30 for swimming and life-saving examinations.

Two officers were granted short service appointments during the month. They are A/Lieut.-Cdr. D. S. Menzies and Lieut. J. Pegg. — *L.B. McI.*

HMCS Scotian (Halifax)

In line with Scotian's seaward defence training program, a depth charge thrower is being installed in the division and a hedgehog mounting is being readied.

With the recent addition of the Bangor minesweeper HMCS Brockville and the installation of a communications room, the division is making a drive for new recruits and is planning an active summer training schedule. Approval has been obtained for the installation of a rifle range at Scotian.

UNTD tenders to HMCS Scotian have been marking the end of winter training programs with annual cadet dances. One was held at Mount Allison University and another at Scotian, where Dalhousie University, Nova Scotia Technical College and St. Mary's College combined their efforts. Acadia University cadets marked the end of the winter training season with their annual formal dinner while Mount Allison University held their dance in conjunction with the annual COTC dance.

Lieut. P. M. Birch-Jones arrived early in April to take up the duties of Staff Officer, relieving Lieut. A. T. Love, who has been appointed Executive Officer of HMCS Wallaceburg. — *A.C.R.*

SHEARWATER PLAYERS CLICK WITH 'HARVEY'

The Shearwater Players tackled a tough assignment when they staged the play "Harvey," by Mary Chase, at the RCN Air Station gymnasium in March. Some measure of their success can be gained from excerpts from reviews in the Halifax and Dartmouth newspapers.

The Halifax Mail-Star said: "The show was one of the best ever seen locally... The play supported to the full extent one of the aims of the group—to bring forth latent talent in the Royal Canadian Navy and their families, and did much to promote another aim, that of building a legitimate theatre following in this district."

The Dartmouth Patriot called it a good performance of a "difficult vehicle" by an ably directed cast.

Lieut. (E) (O/E) Ronald A. E. Marwood directed the play and

NOAC Council Meets Early in June

The annual meeting of the Dominion Council of Naval Officers' Associations of Canada will be held in HMCS York, Toronto, June 7, 8 and 9.

Presiding over the annual meeting will be Richard Underhill, of Vancouver. The 22 associations across Canada will be represented at the meeting by some 35 delegates.

Among the more important business on the agenda is the annual election of officers. Nominations for the Board of Directors, which consists of a president and five vice-presidents, will be received from the delegates in attendance at the meeting in accordance with a resolution passed last year in Vancouver.

Both the Minister of National Defence, Mr. Brooke Claxton, and the Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, will deliver addresses at the meeting.

played the leading role of Elwood P. Dowd, a congenial member of a socially prominent family whose best pal is a six-foot rabbit named Harvey, visible only to Elwood and a few select personages. When he begins to introduce his hallucination to friends of the family, thereby endangering their social reputation, the family counters by attempting to spirit Dowd and his rabbit off to a rest home.

The consequent shenanigans provide some situations which can be termed very fine comedy.

The play ran for three nights at Shearwater and then was staged again the following week at the Dalhousie gym in aid of the Walter Callow Fund.

It was no easy task to get Harvey into production. The play was eight weeks in rehearsals before opening night, there were three changes of cast, and the entire group contracted 'flu during this period, with four players being out of action on one occasion.

But it was old hat to Director-Actor Marwood, who spends most of his spare time promoting, studying or participating in the theatre. Since he began his association with greasepaint and footlights some 20 years ago, Lieut. Marwood has taken part in countless ships' concerts and has played in theatrical groups in England, the United States and Canada.

He arrived in Halifax on loan from the RN 16 months ago and wasted no time in joining the Shearwater Players. Since then he has directed "Death Takes a Holiday," played the lead in "The Shop at Sly Corner," and directed and played

MAN OF THE MONTH (Continued from Page 13)

Demobilized in November 1945, CPO Wood returned to "civvy street" after more than six years of active service. Just before his discharge he received a clasp to the Reserve Long Service and Good Conduct medal, becoming one of the few to achieve this rare distinction. His LS and GC was awarded in September 1939.

In November 1948 CPO Wood entered the active list of the RCN (Reserve) and was placed in charge of the communications branch in Non-such. It was like old times.

A married man, CPO Wood has few other interests outside of his home and the Navy. His hobby, when he can find time for it, is wood carving, with animals his favorite subjects. — *E.W.H.*

the lead in the current production of "Harvey."

He is serving at the Naval Armament Depot as an ordnance officer.

Other members of the cast were Miss Anne Cribby, Mrs. Elsie Young, Mrs. Ruth Britton, PO Robert McCutcheon, Ldg. Sea. Peter Britton, Ord. Lieut. Gordon Spergel, Mrs. Wendy Noad, PO Peter Bailey and Lieut. (L) M. Milovick.

Members of the production staff besides Lieut. Marwood, were: Production manager, Lieut. (L) S. J. Noad; stage manager, CPO Robert Dalley; decor, CPO Robert Dalley and Mr. Ennis Garland; make-up, Mrs. Barbara Hudson and Mrs. Jean Smith; wardrobe, Mrs. Christine Marwood. Others included Miss Sybil Hibbert, CPO Douglas Cooke, Commissioned Supply Officer Jack Young, Miss Margaret Dunn, Miss Dorothy Dunn, Mrs. Rita Bailey, Ord. Sea. Robert Booth and Ldg. Sea. Peter Britton.

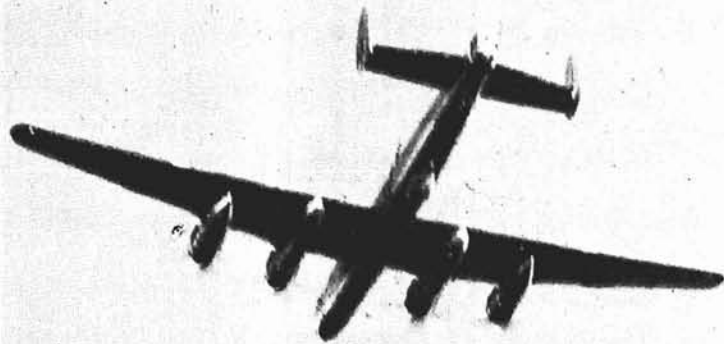
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"They also serve
who only stand and wait."

For the crews of the Canadian destroyers serving in the Korean war there is a good deal of waiting—at their weapons, their instruments, their lookout posts—waiting for an enemy who does not appear but for whom a constant vigil nevertheless must be kept. It's tiresome, monotonous work and the sole consolation it offers is the knowledge that by their presence the Canadians are doing their part in maintaining complete domination by the United Nations of the seas around Korea. (NK-468).





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June, 1951



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1951

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Cover Photo — While HMCS Ontario was on passage between ports of call in Australia, planes with which to give the cruiser's radar operators and plotting crews practice in aircraft tracking were made available by the Royal Australian Air Force. Guns' crews were also closed up for practice in sighting and training their weapons, and the cover photo shows an anti-aircraft gunner firing a last few imaginary bursts at an RAAF Lincoln bomber as it roars away after completing a tracking run. (OC-554).

LADY OF THE MONTH

It so happened that it became necessary to select a "Lady of the Month" on the eve of "Be Kind to Animals Week." By a further coincidence, there came to hand the photo on the opposite page. The result was that Alice, mascot of HMCS Cayuga and now a Petty Officer Wren, won the choice for the second time.

No doubt there will be charges of favoritism—this being Alice's second appearance in the role—and to them we shall plead guilty. However, we are fortified by the knowledge that there are, at the very least, 300 navymen—serving and former Cayugas—who will support our selection.

Frankly, we feel she deserves it. While the rest of her shipmates went happily home on leave, Alice's sojourn in Canada has been spent in a Victoria veterinary hospital, wherein she was confined by the law of the land. Only when it comes time for the Cayuga to return to Korea will she be freed from bondage. Then she will rejoin her ship and mingle with her sailor-comrades once again.

As the photo testifies, Alice has not been forgotten. On the occasion pictured, Ldg. Sea. James Tyre went to the vet's to cheer her up and, to add body to the gesture, took along a very large bone.

Sad and listless when brought from the kennels, Alice's mood changed to gleeful excitement when she spotted Tyre. The bone was ignored as she leaped happily up and down and tried to lick every inch of her visitor's face.

Later she calmed down and sniffed the bone appreciatively, but her attentions invariably returned to the sailor. Occasionally she whimpered, as if to say, "Please, pal, take me back to the ship."

Alice was found, hungry and abandoned, on a wharf at Guam last July by Ldg. Sea. George Johnson. So small then that she could be tucked in a sailor's jacket (see "Crowsnest", October 1950) she quickly became a favorite aboard the ship.

Soon she will go back to the Cayuga. And when her shipmates start talking nostalgically of the times they had on leave, she very likely will sniff disdainfully, as if to say, "Chum, you just don't know when you're well off . . . Me, I'll stay right here."

R.C.N. News Review

The latter part of May and the first part of June found a good deal of coming and going on the part of ships of the Fleet.

Here, in chronological order, are some of the ship movements that have been or will be taking place:

May 17—HMCS Athabaskan returned to Esquimalt after an absence of more than ten months, nine of which were spent on active service in the Korean war zone.

May 21—HMC Ships La Hullose, Crescent and Swansea departed Halifax on the first of three summer training cruises to the United Kingdom.

May 28—HMC Ships Crusader, Beacon Hill and Antigonish sailed from Esquimalt on a 10-day training cruise to Los Angeles.

May 30—HMC Ships Magnificent and Micmac sailed from Halifax for two weeks' flying and anti-submarine training in the Bermuda area. Embarked in the Magnificent was the 30th Carrier Air Group, while accompanying the ships was HM Submarine Thule.

June 7—HMCS Ontario returns to Esquimalt from her three-and-a-half month training cruise to Australia and New Zealand.

On both coasts other ships were engaged in minesweeping, anti-submarine and other forms of sea training in local waters.

Athabaskan Returns From Korean Duty

On May 17, ten months and 12 days from the time she set forth with the Cayuga and Sioux for the Far East, HMCS Athabaskan returned to Esquimalt. The ship was originally due to arrive on the 24th but her route was altered to the northward and, following the great circle track, she cut a full week off her schedule.

The welcomes accorded her predecessors were repeated for the Athabaskan, hundreds of persons turning out to greet the destroyer as she steamed into Esquimalt harbor and secured at her berth in HMCS Naden. It was a fitting tribute to a ship that had served her country well and proudly in the cause of the United Nations.

In the nine months the Athabaskan was in the Korean theatre, she was engaged in a variety of operations. To begin with, she did a brief period of convoy duty between Japan and the Korean port of Pusan.

Then she was switched to the west coast of Korea for what was probably the most interesting portion of her entire Korean service. Frequently detached to operate independently, the Athabaskan on several occasions bombarded communist positions on enemy-held islands and supported South Korean naval units in local landing operations.

In September she took part in the Inchon invasion and, while pa-

trolling the southern flank of the invasion area, carried out further bombardments of Red shore positions and destroyed five enemy-laid mines in the approaches to Kunsan.

In October she was attached to the US Seventh Fleet for the Wonsan landing operation, on the Korean east coast. During this period she bombarded San Podong, destroyed three mines and, from having worked with USS Missouri, earned the nickname of "Little Mo."

Early in November came her only respite from war duty—a brief trip to Hong Kong with the Cayuga and Sioux. Then the three ships began a long session of patrol duty on the west coast which was featured in December by the withdrawal and bombardment operation at Chinnampo.

From the first of the year until the Sioux arrived to take over from her on the west coast of Korea, the Athabaskan was employed mainly in routine patrols and in screening aircraft carriers in the Yellow Sea.

Out of 273 days in the war zone, the Athabaskan spent 202 at sea. She steamed 62,000 miles in setting what was probably the longest continuous record of service of any destroyer in the UN fleet. In bombardments of enemy targets, she fired well over 1,000 rounds of four-inch ammunition.

Cayuga Sails June 19, Will Relieve Nootka

Her refit and leave period completed, HMCS Cayuga swings into a period of trials and work-ups prior to returning to operational duty in Korean waters. The destroyer will sail from Esquimalt June 19 for Pearl Harbor, from where she will proceed onward to the Far East.

On arrival, the Cayuga will relieve HMCS Nootka and the latter will begin the long journey home to Halifax.

This change-over will leave the Cayuga, Sioux and Huron representing Canada in the United Nations fleet.



Members of three Commonwealth navies pose on board HMCS Ontario following exercises in which the Canadian cruiser participated with ships of the Royal Navy, Royal Australian Navy and Royal Pakistan Navy. Standing at the back are Signalman M. Amil, of Montgomery, Pakistan, left, and Able Seaman Peter Lambert, of Adelaide, S. Australia. In front is Ord. Sea. Gabriel Caron, of Montreal. (OC-600).

Praise for Athabaskan

To HMCS Athabaskan, as she sailed for Canada after nine months' service with the United Nations fleet, went a warmly worded message from Vice-Admiral C. T. Joy, USN, Commander Naval Forces Far East.

Said Admiral Joy in a signal to the destroyer:

"HMCS Athabaskan has served the United Nations effort in Korean waters honorably and bravely and it is with deep reluctance that I note her departure for a well deserved rest. To the commanding officer, officers and men my sincere well done."

Battle of the Atlantic Sunday Observed May 20

In naval establishments ashore, on board ships at sea and in many churches across Canada, Battle of the Atlantic Sunday was observed on May 20.

Serving and former naval and Merchant Navy personnel were joined by their fellow-citizens in commemorating the part played by the Royal Canadian Navy and Canada's Merchant Navy in the longest, and in many ways the bitterest, battle of the Second World War. Church parades were held in many centres and, at special services, tribute was paid to those who lost their lives in the war at sea.

Commencing this year, Battle of the Atlantic Sunday will be observed annually on the third Sunday in May.

Wren Reserves to be Recruited

Defence Minister Brooke Claxton announced in the House of Commons April 24 that a limited number of women would be recruited for the regular Air Force and for the reserve forces of the Navy, Army and Air Force.

Mr. Claxton stated that "with the expansion of our armed forces, there is a real need for a limited number of women to carry out duties for which they are specially fitted." These included occupations related to radar and communications, in addition to the more obvious duties such as those of clerks and stenographers.

Recruiting for the Air Force was expected to start this summer and for the Navy and Army in the late summer or early fall.

A new uniform is being ordered for the Wrens which is expected to be a much better and much smarter outfit than was worn during the Second World War.



Shortly before her return to Canada, HMCS Athabaskan embarked Vice-Admiral Sir Guy Russell, Commander in Chief of the Royal Navy's Far East Station, for passage through the Inland Sea of Japan. Keenly interested in the Canadian ship, its gear and equipment, Admiral Russell is shown discussing the merits of the RCN's winter clothing with Commander R. P. Welland, commanding officer of the Athabaskan, while AB Claire Mayhew, of Kensington, P.E.I., "models" the regulation winter cap. (NK-580).

Two Keels Laid in May, Two More due in June

The new construction program was proceeding in high gear, with two keel-layings taking place in May and at least two more scheduled for June.

During the month, the keel of a gate vessel was laid at Pictou, N.S., and that of a minesweeper at Montreal. Early in June, the keel of a destroyer escort will be laid at Vancouver and that of a minesweeper at Port Arthur.

South Pacific Service Honors Atlantic Warriors

On May 14, HMCS Ontario completed her round of visits to Australian and New Zealand ports and set sail from Auckland, N.Z., for Suva in Fiji Islands, on the first leg of the journey back to Canada.

A day out of Suva, Royal New Zealand Air Force planes from Fiji met the ship and provided facilities for close-range weapons crew to exercise in aircraft tracking and in firing at a towed target. Later the Ontario streamed a splash target to give the planes a turn at practice shooting and, on her arrival off Suva, acted as target towing ship for shore batteries on the island.

Leaving Suva on the 19th, the Ontario exercised again with RNZAF planes before setting course for Fanning Island, just north of the Equator, to land stores and mail, a consignment of which she had also delivered to Suva.

Fanning Island was visited briefly and the Ontario then proceeded to Pearl Harbor, arriving May 26 for a four-day visit before beginning the last lap of the homeward trip.

Sioux Participates in Korean Shelling

For security reasons, news from the Korean front was scanty, but there were indications that the Canadian destroyers were getting a change from the carrier screening duties that had occupied them for most of the past four months.

A United Nations naval communique released from Tokyo May 20 reported that HMCS Sioux was part of a UN seaborne artillery group that scored hits on enemy gun emplacements and other targets on Kalma peninsula, on the west coast of Korea. Two days later it was announced that HMCS Nootka had also been engaged in bombardment operations.

Caribbean Cruise

by S. G.-C.

A HEAVY schedule of training interspersed with interesting and eventful visits in hospitable ports of call featured the spring cruise of HMC Ships *Magnificent* (Commodore K. F. Adams) and *Micmac* (Lieut.-Cdr. F. C. Frewer).

The ships sailed from Halifax on March 19 and returned April 28. On board the *Magnificent* was the 18th (now 30th) Carrier Air Group (Lieut.-Cdr. R. E. Bartlett), composed of 883 (now 871) Squadron, armed with Sea Fury fighters, and 825 (now 880) Squadron, flying anti-submarine Avengers.

It was the third successive year in which the *Magnificent* had made a spring cruise to the Caribbean. On this occasion her ports of call included Bermuda; Port of Spain, Trinidad; Barbados and Boston.

Ship-Air Co-operation

One of the most difficult daily problems facing the Task Group Commander was that of meeting the many and varied training requirements of carrier operations and those of the surface force. For, even though the *Micmac* acted unflinchingly

as a plane guard during flying operations off and on the deck of the "Maggie," she had her own fighting efficiency to work up and maintain. Her plane guard duties had, therefore, to be incidental in her training program, even though this bit deeply into her working day.

The difficulties were overcome by pre-training period meetings between the ship and the air group, and time was found for gunnery, torpedo firing, communications, battle manoeuvring and seamanship evolutions in this short but intensive training cruise.

West Indies

The sailing date had coincided with Easter, and to observe the customary holiday and religious devotions the task force put into Great Sound Anchorage, Bermuda, for the first weekend. A pleasant few days' swimming and other recreations were made possible by the excellent supplementation of the ship's boats by the *Corona*, a local pleasure boat with a capacity of about 350 which comfortably handled the 1,100 officers and men who all, in turn, wished to get ashore as often as duty would permit.

The ships departed from Bermuda on March 28 and headed for Trinidad by way of the Windward Passage to rendezvous with four Avenger A/S3s which had been flown from Halifax to replace unmodified Avengers held on board the *Magnificent*. The exchange of aircraft, and mail, took place at the USN base at Guantanamo, Cuba.

While the exchange of aircraft was taking place at Guantanamo, the *Micmac* was taken alongside the *Magnificent* and both ships steamed in perfect close formation while 300 tons of oil fuel flowed from the carrier into the fuel tanks of the destroyer. This procedure was repeated on the homeward run off Puerto Rico.

Unexpected Encounter

The exchange of aircraft and refuelling of the *Micmac* completed, the task force continued on its way to Port of Spain, Trinidad. Shortly after dawn on April 3, a small ship, later identified as the S.S. *Gilbert Jr.*, of Dominican registry, was sighted off the port bow of the *Magnificent* flying distress signals. The *Micmac* was ordered to close and investigate.

It was found that the small ship had run out of fuel two days out of Ciudad Trujillo, Dominican Republic, while bound for the Dutch possession of Curacao. At the time of sighting she was stranded 188 miles NNW of her destination, which was also the nearest land. It was a tough situation for the 500-ton ex-steam yacht. The chief engineer of the *Gilbert Jr.* was making his first trip in her and had accepted his first engineer's word that the fuel tanks were full before sailing. Needless to say, they were not. The passengers included eight women and the cargo included two horses and a flock of chickens.

Commodore Adams ordered the *Micmac* to take the *Gilbert Jr.* in tow. The *Micmac's* First Lieutenant, Lieut. H. J. Hunter, was put aboard the *Gilbert Jr.* to provide the necessary communication between the *Micmac* and her tow and take charge generally until she could be handed over to tugs. Course was altered for Curacao at a speed between 8 and 10 knots, which was as fast as the *Gilbert Jr.* would take the choppy sea under tow.



The *Magnificent* and *Micmac* observed Easter Sunday at Bermuda, the first stop on their spring cruise. Here the ship's company of the carrier is shown at divisions on the flight deck just prior to the Easter service. (MAG-2909).

Curacao was reached during the afternoon of the following day and tugs took over the final job of hauling the Gilbert Jr. into harbor.

Trinidad

The tow safely delivered, course once more was set for Port of Spain and the ships steamed parallel to the Venezuelan coast. Early on the morning of April 6 they passed through the Dragon's Mouth and tied up alongside in Port of Spain.

The stay in Trinidad was greatly enjoyed by all hands. Considerable organized entertainment had been laid on by the townspeople, by clubs and association. Picnic parties, bus tours, swimming, cricket, softball, shooting competitions, dances and receptions filled the three days' stay.

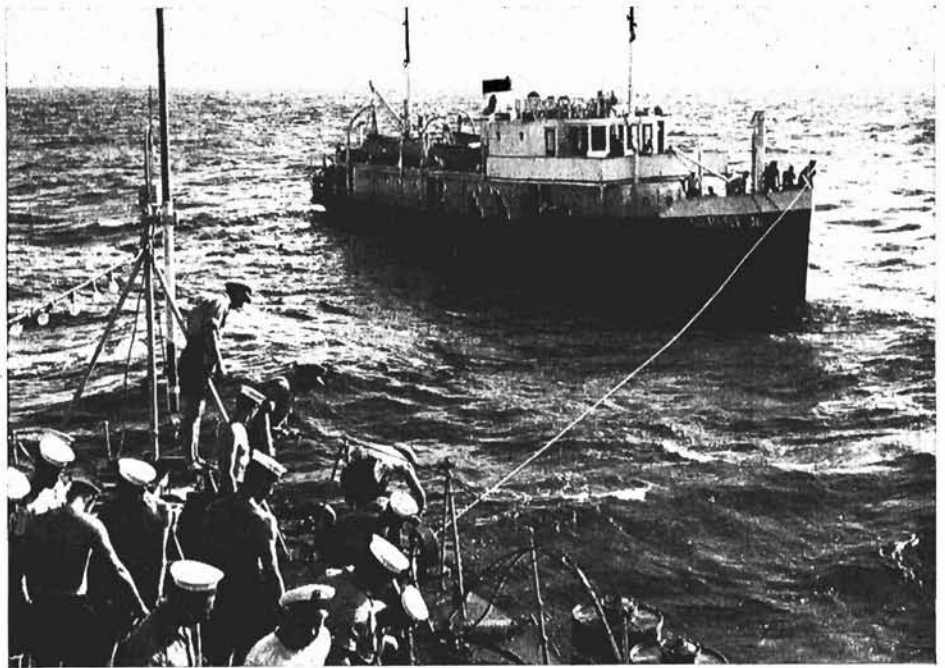
On Public Days aboard the ship, the local populace so rushed to get aboard that at times the police were unable to control them and the Magnificent had to close the gangways until order was restored. The crowd was in a happy mood but would not be controlled until a police car had been driven through it to make a clear path to the carrier's gangway. Once cleared, the roadway was lined with police reinforcements. Unfortunately, many thousands had to be turned away due to lack of time.

The only casualty suffered during the rush came when the toes of a barefoot boy were crushed under the gangway as a slight movement of the ship caused it to move an inch or two in and out. First aid was provided by the sick bay aboard the Magnificent and the boy was later removed to the town's Central Hospital.

Barbados

The charming, old-world island of Barbados was reached on April 13 and provided no less a reception than Trinidad. A repetition of recreational activities on the Port of Spain standard was provided. The ships lay at anchor within easy distance of the shore and the cooling easterly trade wind made conditions aboard and ashore very pleasant.

Sunday Divisions were made notable at Barbados by the presence of a 40-man military band of the Barbados Police, who delighted the ship's company of the Magnificent with their performance of musical marches reminiscent of the Royal Marines "Beating the Retreat." The Police Band then played the hymns for Divine Service and after Divisions continued playing for half an hour. During Divisions, wings were pre-



It wasn't a straightforward towing job, such as is practised during work-ups, when HMCS Micmac took in tow the small Dominican passenger vessel, Gilbert Jr., in the middle of the Caribbean. The destroyer had to furnish all the gear and a party to supervise the securing of the towline on board the disabled craft. By dint of improvisation and generally good seamanship, the Micmac's Executive Officer, Lieut. H. J. Hunter, and Chief Boatswain's Mate, CPO A. Burns, surmounted the many difficulties and the 188-mile tow was carried out practically without a hitch. The photo shows the tow being secured just prior to getting under way. (MAG-3108).

sented to five Observer's Mates who had qualified for them before sailing from Halifax.

Boston

On April 16 the task force headed for Boston, with a week's seetime en route in which to complete the training schedule.

Baseball fever rose to a high pitch in the two ships when it became known there would be three games in Fenway Park during the stay in Boston. Some fans wanted good seats and nearly \$400 was collected by Commissioned Bos'n J. L. Blades, P. & R. T. Officer, to enable early reservation. RCN authorities in Washington assisted and before arrival in Boston a signal arrived reading, "Baseball tickets secured."

On top of this, the Boston Red Sox gave 200 free tickets to personnel from the ships for each of the three games and the path to Fenway Park was well beaten. The games were good and seeing such stars as Joe and Dom DiMaggio, Ted Williams, Ellis Kinder, Allie Reynolds, Scooter Rizzuto, Johnnie Pesky and Bobby Doerr in action was, for the baseball fans, the high point of the cruise.

Fire and police boats formed an escort as the Magnificent and Micmac entered the harbor and headed for Pier 6 at Charlestown Navy Yard, the fire boats spouting

columns of colored spray into the air on each side of the Canadian ships.

A US Navy band was assembled on the jetty to play the ships alongside while numerous press and newsreel representatives waited to board the Magnificent for an interview with Commodore Adams. Tugs and small craft in the harbor blew welcoming blasts on their sirens. Rain, which had threatened to dampen the arrival program, ceased 20 minutes before the ships came alongside and the sun had broken through the clouds by the time they were secured.

Included in the program of official entertainment was a breakfast for officers given by the City of Boston at the Hotel Statler, with Mayor Hynes acting as host. A dance for the ships' companies was held in the Navy Building on Summer street and a reception at the Ritz-Carlton Hotel was given by the Canadian Consul-General. The US Naval Air Station, Squantum; the Commandant of Boston Navy Yard, Rear-Admiral H. L. Thebaud, and the Chamber of Commerce also entertained and helped make the Canadians feel welcome and at home at Boston.

Friday, April 27, brought to a close four very enjoyable days and the Magnificent and Micmac headed for their home port of Halifax to complete a successful and instructive spring cruise.



Yellow Sea Duty

by C.T.

*For Every Exciting Moment
on Korean Front, There's
a Day of Dull Routine*

WITH THE CANADIAN DESTROYERS IN THE FAR EAST — For every hour of bombardment of enemy positions ashore the Canadian destroyers fighting under the United Nations flag in Korea spend day upon day of long, uneventful patrol in the Yellow Sea.

Early this year, the Cayuga, Nootka and Athabaskan, along with HMS Comus, a Royal Navy destroyer, carried out successive assignments screening the light fleet carrier HMS Theseus off the Korean west coast.

Guarding a floating airbase while the Sea Furies and Fireflies roar shorewards to blast enemy positions along the front is a vital job for the small ships — a task that has to be discharged efficiently as long as the enemy may have the potential to strike from below the surface or from the air. But it is a job that rarely sends the destroyer crews hurrying to their action stations.

Much has been written about bombardments of enemy positions ashore and the counter-engagements with Red guns. Little, if anything, has been recorded of an average day aboard a

Canadian destroyer screening an aircraft carrier somewhere in the Yellow Sea.

This is a sketch of a day's operations in one of the Canadian destroyers. It is typical of the routine in her sister-ships engaged on the same mission.

Dawn breaks about 6 a.m. over the Yellow Sea, the first thin light of morning chasing the shadows on the destroyer's bridge. A little over a mile away the shape of HMS Theseus assumes clarity and colour and one by one the other destroyers, disposed at their screening positions about the carrier, come into focus. It is cold on the bridge. The officer of the watch and the lookouts shiver.

The bridge radio telephone speaker comes to life and a metallic voice calling from the carrier chatters instructions to the screening destroyers . . . The day's operations are about to begin.

It is lighter now and a swift breeze whips the Yellow Sea into small, breaking wavetops. Her aircraft ranged on the flight deck, the Theseus turns into the wind. As her bow swings the destroyers burst into sud-

den activity. Speed is increased to conform with the carrier's new course. HMCS Athabaskan, detailed to act as plane guard for the day, drives forward at nearly 30 knots to take station a few hundred yards astern of the carrier.

Aboard the Cayuga the officer of the watch concentrates on keeping perfect station. As senior ship, Cayuga is Screen Commander. He is responsible for all the destroyers guarding the Theseus.

The carrier is headed into the wind and one by one her aircraft zoom off the flight deck into the brightening sky. On the destroyer's bridge, glasses are trained on the carrier and on the deck below members of the duty watch silently watch each plane take to the air from the flight deck.

It is a sight that never fails to intrigue the onlooker. The aircraft look like toys on the deck of a model carrier. Then a toy suddenly moves down the flight deck, reaches the end at a speed that seems from a distance far too slow, appears to hang in mid-air for a moment — and the watcher feels a sudden agony that something is wrong — but then it climbs, circles and becomes a speck fading from view.

Again the voice reaches out through the R/T from the Theseus. The message is passed and executed and the ships swing back to their original course. Once more there is a spasm of activity from the destroyers as they shift their screening positions while the carrier turns away from the wind.

Breakfast comes and goes aboard the destroyers and the men turn to for the day's work — the usual routine jobs that go on in ships no matter what the day's business. However, in the control positions there is a warlike note. Asdic operators hunch over their sets sending probing fingers beneath the surface of the sea. Radar operators peer at their glowing scans, passing information to the seamen grouped around the plotting tables, and on deck the cruising watch stands at the ready beside the guns.

The morning passes smoothly, broken only by the sudden increases of speed and the tilt of the deck as the destroyer heels to her rudder as she alters course. Every two and a half hours the carrier turns to windward to land on returning planes and send fresh striking aircraft skyward. Every two and a half hours the destroyers wheel in their tracks and race to their changing screening position.

By mid-afternoon the wind has freshened and the Yellow Sea presents a rhumba dance of whitecaps. The seas curl at the destroyer's bow, sending sheets of spray stinging over the salt rimmed forecastle. The slim hull moves to the lift of the waves; a little over a mile away the solid bulk of the Theseus cuts evenly through the advancing seas. Above the sun is warm in a pale blue sky.

"Stand Easy!" is piped. Ten minutes later comes the call, "Out pipes . . . hands carry on with their work." There is a lull between flying operations . . .

Afternoon passes into early evening and the constant round of ship's routine and flying operations drags on. The Theseus and her destroyers cut long furrows in the Yellow Sea.

It is almost dark and the last strike returns from its mission over the Korean front. The aircraft swarm out of the darkening sky, dipping low as they come into the circuit. One by one they peel out of formation, bank in a tight turn, skim down the carrier's side, turn again and head up the track and then settle quickly to the flight deck. They land on in steady precision — one plane every 15

seconds — until the last aircraft touches down.

The Theseus turns out of the wind and for the last time that day the destroyers gather their skirts about them and hurry to their night screening positions.

The ship is darkened now. Deadlights blank out the lighted portholes, blackout curtains blanket doorways. Gradually the ships melt into the night. Only the radar scans show their positions as tiny blobs of light . . .

Another uneventful day has passed on the Yellow Sea patrol.

'Chummy Ships'

'Warrabaskan', 'Athamunga'
Are New Additions
to UN Fleet

With the Canadian Destroyers in the Far East — The Korean war has given birth to a classic friendship between two ships of the Commonwealth and has produced two vessels of war not to be found in Jane's Fighting Ships or, in fact, in any other lists of naval craft.

These two phantom ships some day may sail the seven seas in company with the famous Flying Dutchman, and from their peaks will fly, side by side, the flags of Canada and Australia. They are the "Warrabaskan" and the "Athamunga," symbols of a common bond between two nations.

The ghost ships were conceived when the Australian destroyer Warramunga and the Canadian destroyer Athabaskan joined with US Navy units last fall to take part in bombardments and the invasion of Wonsan.

During the 24-day patrol, the Athabaskan and Warramunga became firm friends and good neighbors. They both are Tribal class destroyers and that may have started it, but the main doors of good-will were opened by the men themselves.

One day when the two ships were lying alongside, the Athabaskan's commanding officer, Commander R. P. Welland, asked if the Australian Tribal had facilities aboard for making ice cream. When told there were none, Commander Welland offered to provide the sailors from "down under" with enough ice cream for noonday dessert.

The gift was accepted with thanks, and the keels of the ghost ships were laid.

The common bond between the sailors of two countries strengthened as the ships became better acquainted. The crews began swapping yarns and individual friendships gradually came into being. As time went on, the destroyermen mingled so completely they even ate and slept aboard each other's ship.

As the weeks went by and the two destroyers fought and played as a team, the name HMAS "Warrabaskan" developed for the Warramunga, and it was only natural that the Athabaskan should be re-christened HMCS "Athamunga."

However, the friendship never did blossom to the point where the Canadian beaver would allow himself to be outdone by the Australian kangaroo.

When the Warramunga joined the UN fleet in the Far East she flew her commissioning pendant from the tail of a brass model of a kangaroo mounted atop the mainmast.

The Athabaskans never will admit they were jealous or copied the idea, but, today, HMCS Athabaskan proudly flies her commissioning pendant from a model beaver which is much the same in design and shining appearance . . . but which is much, much larger. — D.C.L.



Housekeeping is part of the daily routine on board ship and the fact that a vessel may be operating in a theatre of war makes no difference—it goes on just the same. Here, on board HMCS Athabaskan, Leading Seamen Bruce Legatt, left, of Jasper, Alberta, and Harvey Symington, of Edmonton, wash the after-breakfast dishes in their mess during a patrol off the Korean coast. Both men are communicators by trade. (CA-485)



OFFICERS *and* MEN



Commodore Godfrey on Retirement Leave

A distinguished, 38-year naval career came to an end on May 15 when Commodore Valentine S. Godfrey, Commodore Newfoundland, proceeded on retirement leave.

Born in London, England, on August 14, 1898, Commodore Godfrey came to Canada at an early age and was attending Ashbury College, Ottawa, when his application for entry into the Royal Naval College of Canada was accepted in January, 1913.

During the First World War, Commodore Godfrey saw service in warships and submarines of the Royal Navy. In the peacetime years which followed, he served in ships and establishments of both the RCN and RN. His appointments included command of the destroyer HMCS Champlain for two years and the posts of Naval Intelligence Officer, Esquimalt, and Inspector of Naval Ordnance, Halifax.

Following the outbreak of the Second World War, Commodore Godfrey was appointed in command of the auxiliary cruiser Prince David. She served in both the Pacific and Atlantic under his command.

After a time ashore in Washington as Chief of Staff to the Naval Member of the Canadian Joint Staff, Commodore Godfrey took command of the infantry landing ship, HMCS Prince Henry, which carried the first wave of Canadian troops to the Normandy beachhead on D-Day and later took part in the landing of US and Canadian forces on the beaches of Southern France.

Commodore Godfrey was twice mentioned in dispatches for his services in the successful invasion of the south of France.

At the close of the European war he became Chief of Staff to the Commanding Officer Pacific Coast and in September 1947 was appointed Naval Member of the Canadian Joint Staff in Washington. His appointment as Commodore Newfound-

land, with headquarters at St. John's, was made shortly after Newfoundland became Canada's 10th province.

Recognition of Commodore Godfrey's service during the Second World War was given in the King's Birthday Honors List of June 1946, in which he was awarded the OBE. For his wartime service in Washington he was awarded the US Legion of Merit, Degree of Officer.



COMMODORE V. S. GODFREY

New Appointments are Announced

The following are among the appointment changes of interest that have been announced recently.

Commodore C. L. Keighly-Peach, to Naval Headquarters on loan from RN as Assistant Chief of the Naval Staff (Air) and member of the Naval Board. Formerly Directing Captain of the Senior Officers War Course at the Royal Naval College, Greenwich.

Commodore Charles N. Lentaigne, to HMCS Niobe to revert to Royal Navy. Formerly on loan to RCN as ACNS (Air) and member of the Naval Board.

Commander D. G. King, to HMCS Athabaskan in command. Formerly Chief of Staff to the Flag Officer Pacific Coast.

Commander R. P. Welland, to Naden as Chief of Staff to the Flag Officer Pacific Coast (temporary appointment). Formerly in command of HMCS Athabaskan.

Commander (S) R. G. Harris, to Naden as Supply Officer. Formerly in Naden as Inspector of Supply and Fleet Accounting.

Commander (S) B. F. Gorely, to Cornwallis as Supply Officer. Formerly at Naden as Supply Officer.

Commander (S) D. K. M. Graham, to Shearwater as Supply Officer. Formerly at Cornwallis as Supply Officer.

Lieut.-Cdr. W. D. F. Johnston, to Stadacona as officer in charge of the Navigation Direction School. Formerly at Headquarters on the staff of the Director of Plans and Operations as Staff Officer Operations.

Chaplain of the Fleet Receives Honorary Degree

An honorary degree of Doctor of Divinity was conferred on Rev. Ernest G. B. Foote, of Ottawa and New Glasgow, N.S., Protestant Chaplain of the Fleet, during Convocation ceremonies at the Presbyterian College of Montreal on May 1.

Rev. Dr. Robert Lennox, PhD., principal of the college, officiated at the Convocation, while Rev. Dr. Robert Good, DD, of Erskine Presbyterian Church, Ottawa, made the presentation on behalf of the college.

Chaplain Foote, who has headed the RCN's Protestant Chaplain service since December 1945, graduated in theology from the Presbyterian College in 1936. He has been with the RCN since January 1941.

Chaplain Foote is one of the youngest clergymen in Canada to be honored with the college's highest degree.

Four CPOs Promoted to A/Commissioned Bos'n

Four chief petty officers have been promoted to the rank of acting commissioned bos'n.

They are Peter Samuel Cox, 30, of Victoria; George William Peakman, 32, of Calgary; George Alvin Carroll, 29, of Bagot, Manitoba, and Allan Chalmers Gorsline, 30, of Toronto.

Three of them, Commissioned Bos'ns Cox, Peakman and Carroll entered the RCN prior to the war. Commissioned Bos'n Gorsline entered the RCNVR in 1940 and transferred to the RCN in 1944.

All four officers recently completed courses in the United Kingdom in which they qualified for commissioned rank.

Aircraft Controlmen Qualify for Higher Rate

The first class of Aircraft Controlmen to qualify as Petty Officers 2nd Class graduated recently from the School of Naval Aircraft Maintenance in HMCS Shearwater, Dartmouth, N.S.

Under the instruction of CPO Lloyd B. Taylor, the class included: Leading Seamen Raymond Harkens, Hull, P.Q.; Laurier Shewan, Brockville, Ont.; Victor Green, Simcoe, Ont.; Bruce Kelly, Windsor, Ont.; George Kinsman, Yarmouth, N.S.; Ronald Schaws, Hanover, Ont.; Robert Fex, Windsor, Ont., and Eric J. Jellstrom, Niagara Falls.

Unicorn Holds Annual Award Presentation

The award for the most proficient member of the RCN(R) in Saskatoon went to AB Gerald Clackson during the annual presentation of awards at HMCS Unicorn recently.

Other awards included the Pendlebury Award, which was presented by Lieut.-Cdr. E. L. Pendlebury to CPO C. C. Chapman, president of the chief and petty officers' mess; the Band Prize for faithfulness, attendance and good example, which went to AB A. Mackie, and the Seamanship Prize, which was awarded to Ord. Sea. George Porteous for the best aptitude in seamanship and keenness in the division.

Silver spoons were presented to members of the Navy rifle team which competed against the Army and Air Force teams. They were Cadet M. D. Cameron, Cadet A. B. Chanin, PO W. E. Cole, Ldg. Sea. H. A. Humphries, Ldg. Sea. D. H. Campbell, AB P. T. Maybin and Ord. Sea. V. B. Schwager.

Awards to members of the University Naval Training Division were as follows: Cadet G. G. Armstrong, general proficiency; Cadet A. B. Chanin, best results in Navigation I; Cadet C. T. Paseka, best results in Navigation II; Cadet R. J. Robinson, first year seamanship prize; Cadet M. D. Cameron, second year seamanship prize, and Cadet (S) K. A. Wotherpoon, second year supply prize.

Commander (SB) J. B. Mawdsley, commanding officer UNTD, also presented promotion documents to 13 new cadets. Promotion of seven cadets to the rank of Sub.-Lieut., RCN and RCN(R), also was announced.



Able Seaman Gerald Clackson receives the Unicorn Proficiency Award from Commander O. K. McClocklin, commanding officer of the Saskatoon naval division, at the annual presentation of awards April 2. (Photo courtesy The Saskatoon Star-Phoenix).

Early Medical Training Serves Radiographer Well

Sound naval medical training and individual initiative were put to good use in the rugged interior of Nova Scotia recently when a chief petty officer radiographer played a major part in the successful rescue of a pilot with a fractured spine.

CPO H. J. Ward, a medical assistant specialized in radiography, was the senior medical assistant at HMCS Shearwater the day an RCN aircraft crashed into Wright's Lake, in central Nova Scotia. To get first aid to the pilot as soon as possible, CPO Ward was flown in by private plane, a Seabee amphibian, while a medical officer set out over the logging trails in an ambulance to effect the rescue of the injured man, Lieut. (P) D. D. Peacocke.

Guided by circling planes, the

pilot of the civilian aircraft landed CPO Ward at the scene of the crash only 10 minutes after leaving Shearwater. CPO Ward found the pilot in a sawmill cabin, where he had been taken by a logger, and an examination indicated a back injury and shock.

Suspecting a fracture and realizing the ambulance probably would take hours to reach the scene over the rough logging trails, CPO Ward decided to try to get the pilot out by air, despite the limited space in the Seabee. He found a ladder and placed Lieut. Peacocke on it face down. He and two loggers then carried the pilot to the lake edge on this improvised stretcher and

carefully placed him in the plane.

Back at Shearwater only two hours and 15 minutes after his departure, CPO Ward, having put to use his medical assistant's training, then turned to his specialist trade and, at the station hospital, took x-rays of Lieut. Peacocke's spine. The plates showed a fractured vertebrae, verifying CPO Ward's first assessment of the injury. Lieut. Peacocke was transferred to the RCN Hospital, Halifax, for treatment and has been making a satisfactory recovery from his injury.

Awards Presented at Scotian Inspection

The annual inspection of the ship's company of HMCS Scotian, followed by the presentation of awards won during the past year, was carried out at the Halifax naval division April 12.

Seating accommodation was taxed as friends, relatives and members of the Halifax Press Club crowded the drill shed for the occasion.

The inspection was carried out by Captain W. E. S. Briggs, commanding officer of the division. In the inspecting party were Lt.-Col. Leo Simmonds, commanding officer, Princess Louise Fusiliers (MG) (Reserve), and Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast.

Also present for the occasion were Captain (E) A. D. M. Curry, RCN, Ret'd, representing the Halifax branch of the Naval Officers' Association; Major Fred MacIntosh, PLF; Lieut.-Cdr. George Guy, RCSC, commanding officer, RCSCC Nelson, and S. R. Kennedy, acting president of the Halifax Press Club.

Following the march past, Mr. Kennedy, on behalf of the Press Club, presented the division with a new trophy to be competed for annually and to be awarded to the "best all-round athlete." Its first winner was PO A. A. MacGillivray.

Other prize winners included:

The NOAC Trophy (a mounted silver barometer) for "best all-round rating"—PO G. R. Bradley, who also received a silver dirk as a permanent trophy.

Best first year UNTD Cadet — Cadet D. J. Rogers.

Best new entry rating — Ord. Sea. R. Comeau.

Inter-part parade training trophy — won by Seamen and received by Ord. Sea. H. E. Saulnier.

Inter-part rifle trophy — won by officers and received by Lieut.-Cdr. J. Burns.

Most valuable hockey player — PO J. S. White.

High aggregate rifle score and best average in external rifle shoots — both won by AB E. A. Nickerson.

Radio Technicians (Air) Earn Advancement

A group of ten Radio Technicians (Air) recently completed a six-month course at HMC Electrical School, Halifax, which qualified them professionally for advancement to Petty Officer First Class.

The class included the following: Petty Officers Richard Jacob, Windsor, Ont.; Wilfred McAllister, Blackfalls, Alta.; Ralph White, Victoria; Wilson Lawrence, Edmonton; Harold Green, Moose Jaw; David Irving, Montreal; Arthur Curtis, Stickney, N.B.; Robert Budd, Swift Current, Sask.; Robert Jackson, Thessalon, Ont.; and Jean-Marie Mousseau, Montreal.

UNB Cadets Receive Annual Awards

Presentation of efficiency awards and promotion certificates took place at an inspection April 4 of 26 cadets of the UNTD of the University of New Brunswick by Captain C. H. Bonnycastle, commanding officer of HMCS Brunswicker, at the Saint John naval division.

Efficiency awards were presented to Cadet Rene A. Ouellette, of Edmundston, and Cadet John Bishop of Fredericton.

Promotion certificates denoting cadet qualification in electrical engineering were presented to Cadets John E. Bliss, James D. Brown, Guy A. Caron, J. E. Cleland, Peter J. Collis, John C. Smith and R. B. MacKenzie.

Another feature of the inspection was the presentation to Captain Bonnycastle of the division's official crest. Cadet John McNaughton, of Stellarton, N.S., made the presentation on behalf of the division.

On completion of his inspection, Captain Bonnycastle praised the cadets for their "smart appearance, good spirit and progress during the past year."

The division was accompanied to Saint John by its commanding officer, Lieut.-Cdr. A. F. Baird, who is dean of science at UNB, and by Lieut. A. H. Sutherland, staff officer, UNTD.

Twelve POs Qualify as Electrical Technicians

Twelve petty officers have joined ships of the fleet after completing an electrical technicians' qualifying course at the Electrical School, Halifax.

They are Leading Seamen Elmer Childerhose, Port Hope, Ont.; Herbert Herman, Leduc, Alberta; Leonard Keen, St. Paul, Alberta; Stewart Myers, Winnipeg; Ivan Latimer, Regina; Archie MacArthur, Barrie, Ontario; Lawrence Patton, Vancouver; Edwin Hibbert, Winnipeg; Elmer Ferguson, Kamloops, B.C.; John Muir, Exeter, Ont.; Harold Grant, Webb, Sask.; and Harold Price, Hampton, N.B.

TAS Instructors Finish Course at Stadacona

The following completed a course for Torpedo Anti-Submarine Instructor at the TAS School, HMCS Stadacona, April 30: CPOs C. E. Buckley, G. R. Freeman, Frank Rushton, Leonard Rousell and Sydney R. Crossley, and POs Frederick Barteau, Gordon White and E. M. Carter.



Chosen as "best all round rating" in HMCS Scotian during the past year, PO G. R. Bradley was winner of the Naval Officers' Association (Halifax branch) trophy, a mounted silver barometer which hangs on the quarterdeck of the division with the winner's name inscribed. The winner also receives a silver dirk for permanent possession. Here PO Bradley is congratulated by Capt. (E) A. D. M. Curry, RCN, Ret'd., as he receives the dirk. (HS-14174).

Cadets Complete Year At RMC, Royal Roads

Ceremonies marking the end of the academic year at the Canadian Services Colleges, Royal Roads, B.C., and Royal Military College, Kingston, Ont., were observed April 27.

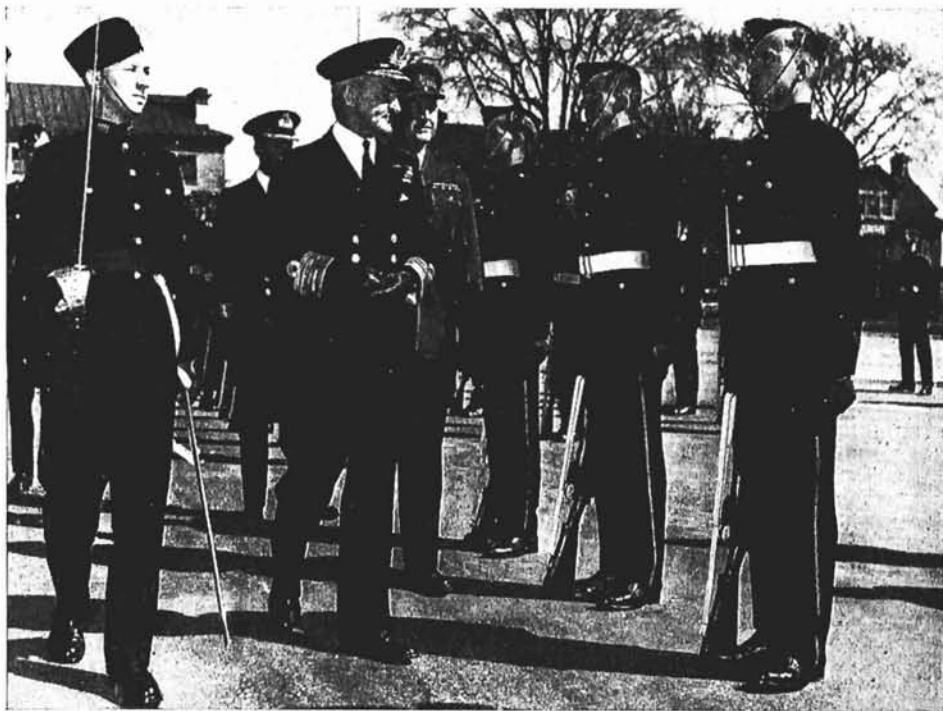
At Royal Roads, rain forced the traditional graduation ceremony indoors for the first time since 1943. At RMC, however, the weatherman favored the affair with the finest day of the year, permitting the closing parade to be held with full ceremony on the square outside Currie Hall.

Vice-Admiral H. T. W. Grant, Chief of The Naval Staff, inspected and addressed the RMC cadets and presented athletic award winners with their trophies. It was the first time a naval officer had performed these functions at RMC.

At Royal Roads, Air Vice Marshal J. L. Plant, Air Member for Personnel at RCAF Headquarters, Ottawa, inspected the cadets and addressed the graduating class, following which he presented scholastic and proficiency awards to outstanding members of the junior and senior terms.

Two navy cadets figured in the list of awards made at Royal Roads. The Governor General's Silver Medal was awarded to Naval Cadet Robert C. Orme of Chilliwack, B.C. This award is made annually to the second year cadet who proves himself to be the most proficient academically in his year. Another top award, the Commandant's Cup, was presented to Naval Cadet Flight Leader Victor G. Ernst, of Halifax.

Out of eight members of the graduating class at Royal Roads who attained first class honors, five of them were navy. They included Cadets Robert C. Orme; Roderick M. Houston, Enderby, B.C.; George E. Forman, Prince Rupert, B.C.; Jerome M. Vivian (ex-Ordinary Sea-



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, inspects the cadets at the Canadian Services College, Royal Military College, Kingston, at the closing ceremonies April 27. At his left is Brigadier D. R. Agnew, Commandant of the College. Admiral Grant later addressed the cadets and presented athletic awards won during the year. (O-1833-3).

man, RCN), Drumheller, Alta., and John D. Chalmers, Timmins, Ont.

Since the first tri-service class at RMC will not graduate until next year, athletic awards only were presented there. Naval Cadet Palle Kiar, of Shawinigan Falls, P.Q., received the Militia Staff Course (1929) Cup for obtaining the highest number of points in all track and field events that count toward the Rainnie Bugle, the 50-yard swim, the annual rifle competition and in all boxing events.

Naval cadets in the two colleges will spend the summer months taking professional training in naval ships and establishments. Air Force cadets will take aircrew training at Trenton and Centralia, Ont., and at Summerside, P.E.I., while Army cadets will spend their summer in various Army corps training establishments.

Ordnance Lieut. Marwood Again Heads Stage Group

Ordnance Lieut. Ronald A. E. Marwood was re-elected chairman of the Shearwater Players at their annual meeting in Dartmouth in April. Other officers include: Vice chairman, CPO Robert Dalley; secretary, Sybil Hibbert; business manager, Commissioned Supply Officer Jack Young, and production manager, Lieut. (L) S. J. (Ned) Noad.

The Players will produce one more play before the season closes. "The Glass Menagerie", current playhouse and movie drama, will be staged at the Shearwater Theatre late in May. Casting for the play began in the middle of April.

Radio Class Completes Course at Comschool

The first radio class to complete at the Communication School, Halifax, since the Communication branch was split into radio and visual sections finished its courses on Friday, April 13. AB Edward Bellefontaine was drafted to HMCS Portage, AB Robert Thynne joined the Swansea and ABs Walter Deakin, Wesley Garvin and Ronald Bartram were drafted to Naden for disposal.

Soldier Thanks Sailors

An ex-Navy man now in the Army expressed gratitude to scores of rescue workers who searched woods near Beechville, N.S., for his four-year-old daughter Lili Marlene and another little girl who were lost for more than 12 hours in early April.

Cpl. Charles Stewart, father of Lili Marlene, wrote to the Halifax Mail-Star: "Would it be possible to express my deepest thanks to all those people who aided in the rescue of my daughter... I am very proud, too, that the Navy had a hand in the search, being a naval veteran myself." Cpl. Stewart is serving with the Canadian Special Force.

In Father's Footsteps

Russell Mackintosh of Tufts Cove, Dartmouth, N.S., set off in his father's footsteps recently when he entered the RCN as an ordinary seaman. His father is Lieut. (E) J. Frank Mackintosh, who holds the distinction of having the largest family of anyone in the Navy ("Crowsnest", October 1950). Russell is the oldest boy in the family of six girls and five boys. He was reunited with his father when he went to Cornwallis for training, Lieut. Mackintosh having been appointed there earlier for a course.

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.

ALLDAY, Beverley J.....P1TD1
ALLEN, John G.....C2A03
ARMSTRONG, James A.....LSRP1
ATTON, William J.....LSAF2

BAILEY, Ralph W.....P1RA4
BARON, Harold R.....P2RC1
BASKEY, James A.....LSCM1
BATSFORD, Eric C.....LSFM2
BATSFORD, Stanley M.....LSLRS
BATTEN, Donald.....C1FM3
BEAMISH, Arthur L.....LSTD1
BENNETT, Christie L.....C2ET4
BERRY, Gordon E.....LSLRS
BOON, Paul G.....P1RA4
BOURNE, Harold C.....C1ET4
BRAHAM, Lawrence C.....P2TD1
BREWSTER, Lewis R.....P1RT4
BRONSON, Murray K.....C2AT4
BROOKS, Irvine C.....LSLRS
BROWN, Brian J.....C1TI3
BRUCE, John P.....P2AR2
BRUNK, James E.....LSRPS
BRUSHETT, Gerald R.....P1EA4
BUTLER, Peter J.....LSRCS

CARMICHAEL, Howard J.....LSFM1
CAVANAGH, James F.....LSLR1
CAWLEY, William.....C2A03
CHANCE, Joseph L.....LSRCS
CHAPMAN, Hartin I.....LSRPS
CHATVAIRE, Jacques M.....LSAAS
CHOLOSKEY, Walter.....LSAL1
CHRISTIE, Donald T.....P1RA4
CHURCHER, Walter R.....P2RT3
CLERMONT, Jean B.....LSFM1
CONNOLLY, John F.....LSRP1
CONRAD, Earl L.....LSRC1
COPPING, William J.....LSEM1
COSTIN, John C.....P1ET4
CROSS, Guy A.....C2RP1
CULLEN, James P.....P1QR1

DAVIS, Gordon K.....LSRP1
DAVIDSON, Philip H.....LSCM1
DeCANDIDO, Candido.....C2TD2
DENNY, Russell M.....LSSM1
DODSWORTH, Guy K.....P1RT4
DONALDSON, James E.....P1AC2

EASTWOOD, Willard F.....LSFM1
EVANS, David R.....P1ET4

FINDLAY, Alexander R.....C2AT4
FLECKNELL, Neil P.....P1SM2
FLETCHER, Joseph R.....LSAN1
FOX, Homer A.....LSTD1
FRANKENFIELD, Thomas D.....LSRC1
FREEMAN, John W.....P1RA4
FRYER, Lloyd J.....P1RC1

GARDNER, Thomas W.....LSRPS
GASCHO, Douglas R.....LSAR1
GAYNOR, Jack S.....C2GI3
GEARING, Daniel W.....C2ET4
GODDARD, Piers E.....LSAC2
GOODING, Ronald G.....LSFM1
GORDON, Charles A.....LSPH2
GORDON, Robert.....LSTD5
GRANT, Erland H.....C2GI3
GRAHAM, Thomas H.....P1RT4
GRAY, Angus A.....P1TD1
GREGORY, Albert P.....LSAL2
GUIMARD, Joseph J. L.....P2RP1

HADDEN, James L.....P2AN2
HALL, Kenneth G.....P2AF2
HAYTER, Ronald W. F.....LSAC1
HOLLAND, Delmar A.....P2FM2
HOWE, Alexander.....P1ET4
HULL, Leslie.....P1RA4
HUMEN, John.....LSAN2

IRVINE, Bernard V.....C1TI3
IVES, Victor E.....LSAN1
IVEY, Gordon W.....P1SM2

JACKSON, Arthur H.....LSFM2
JACKSON, Leonard B.....C2ET4
JAMIESON, George E.....C2TI3
JONES, Geoffrey C.....C2RT4

KAY, Lloyd D.....LSAAS
KEILLOR, Frederick M.....LSFM2
KELLY, Bruce M.....LSAC1
KITTSO, William J.....P1ET4
KJELLSTROM, Eric G.....LSAC1
KRUEGER, Harold W.....LSFM1
KUBICEK, Alfred F.....P2RC1
KUCHER, Lawrence V.....C1AT4

LAATSCH, Howard D.....LSLRS
LaRAMEE, Guy L.....C1AT4
LAWRENCE, Henry C.....LSTD1
LAYCHUK, Raymond.....P2RC1
LEDUC, Marcel J.....LSEM1
LEONARD, John B.....LSAL2
LINDE, William G.....LSAAS
LOCKHART, Walter T.....C2MR3

McCALLUM, Leslie J.....LSMO1
McCOWELL, Daniel L.....P2A02
McCOY, Charles K.....LSEM1
McCOY, Donald.....LDTD5
McCUTCHEON, Robert W.....P1AL2
McGIRR, Robert C.....P2ET3
McKARNEY, George.....LSRPS
McLEOD, Frank T.....LSTD5
McMULLEN, Clifford P.....C2ET4
McEACHERN, Samuel E.....C1AT4
MacKENZIE, James R.....C2AT4
MacKINNON, William J.....LSAR1
MacLEOD, John F.....LSRPS
MAHALEK, George P.....LSFM1
MALIN, Richard R.....C1TI3
MALLETTE, George H.....LSSM1

MILLER, James R.....C2ET4
MILLER, Thomas A.....P2AF2
MILLS, Robert G.....LSRP1
MITCHELL, George W.....P2AL2
MITCHELL, Roy L.....P1SM3
MOLYNEUX, Gerald W.....LSTD1
MOODY, Harold S.....C2QR2
MOSLEY, Michael D.....LSSM1
MOSS, Brian E.....P2RP1

NAYSMITH, David.....C2SM3
NEWMAN, Donald R.....P1TD1
NICHOLSON, Robert K.....P2RP1
NUNNERLEY, Richard.....LSAN2

O'BRIEN, Joseph M.....LSRCS
O'CONNOR, Wilbert P.....LSFM1
O'HERON, Maurice H.....LSAC2
O'KEEFE, George S.....P1RP1
OPOCENSKY, Frederick.....LSAL2

PALMER, Charles N.....LSAAS
PATTERSON, Ronald L.....LSRPS
PAYEUR, George J.....LSPW2
PEARSON, John D.....P1SM2
PEEL, Robert R.....C2ET4
PEGG, James A.....P1ER4
POWELL, James B.....P2SM2

RAWDING, Dean H.....P2AR2
RHYMES, Reginald H.....LSTD1
RICE, Douglas D.....C2RA4
RIGBY, Kenneth J.....LSMO2
ROBINSON, William J.....P2RC1
RUBIN, Donald.....P2AR2
RUSHTON, Frank E.....C2TI2

SANFORD, William F.....LSRPS
SAUVE, Edouard E.....LSFM1
SCHWAB, William C.....LSTD1
SCOTT, Lawrence R.....LSRCS
SCOVILLE, Walter D.....P1QR1
SCRATCH, Thomas W.....LSTD1
SHARPE, John R.....P1ET4
SHELLEY, William A.....P1SM2
SHERRING, Reginald J.....P2LR1
SHEWAN, Laurie G.....LSAC1
SINGER, Glenn A.....LSTD1
SMITH, Robert H.....C2RC2
SMITH, Thomas L.....LSAR1
SMYTH, Alan.....LSAN1
STANBROOK, Wilfred T.....P1TD1
STAUFFER, William G.....LSTD5
STENSRUD, Wallace M.....P2PT1
STUMPH, Mark A.....LSRP1

TAYLOR, Robert D.....C1RT4
THOMAS, Ernest J.....P1RP1
THOMPSON, Peter.....LSRP1
THOMPSON, David J.....C2TD2
TURGEON, Armand J.....LSQRS

UNWIN, Roger W.....C1FM3

VARGA, Nelson A.....LSAL2
VINCENT, Lorne K.....LSRCS

WALKER, John K.....C1RT4
WATSON, Alexander G.....P2ET3
WEBB, Nelson.....P1AA2
WHITELAND, Dennis N.....LSAR1
WINDROSS, Patrick G.....LSAC1

YUILLE, Clifford R.....LSRCS

Navy to the Rescue

The path of progress and industry was threatened near London, Ontario, until the Navy was called in to push through a project for the Hydro-Electric Power Commission of Ontario, considered to be the biggest electrical distribution system in the world.

For two-and-a-half days hydro crews stood by while repeated attempts to put a power line across the flood swollen Thames river failed.

Then they called in the Navy.

Lieut. (E) Gordon Gilbride, CPO G. E. Short and PO A. S. Clements, all from HMCS Prevost, took on the job. Six attempts to fire a line across with a Coston gun failed. Then the Coston line was attached to a one-pound rocket and shot across the 400-foot wide river. It travelled about 600 feet.

With this a heavier line was pulled across, and then the power line. Hydro had previously tried to shoot a line across with a bow and arrow.

In the list of lower deck advancements published in the April Issue of The "Crownsnest," James G. McQuarrie was shown as having been advanced to "C2RG3". This should have been "C2MR3".

'VR' VETERAN CHOSEN BY 'SOO'

*CPO 'Ed' Peters is Elected
by Ship's Company
of 'Sweeper*

THERE was no indecision on board HMCS Sault Ste. Marie when it became the turn of her ship's company to choose their "Man of the Month." In short order the crew of the Algerine minesweeper, training tender for the Victoria naval division, came up with the name of CPO Ed Peters, a stoker mechanic with a good many years of reserve and permanent force time behind him and five years of whaling thrown in for good measure.

Born in Vancouver on October 27, 1908, and christened Edward Alexander, CPO Peters was a month away from his 18th birthday when he entered the RCNVR at the coast city. It was 1926 and Vancouver's first naval division had just been launched, in a drill hall in the industrial section of the city.

He spent his drill nights in the old East Hastings Street hall and that summer went to sea for the first time on a two-week training cruise in the minesweeper HMCS Thiepval.

"They took a delight in giving the reserves a good run," he recalls. "I remember a big PO had us coaling the ship... I won't forget those hours in the bunkers, trimming. But that early discipline was my best education." And he hasn't forgotten much he has learned in the Navy, then or since.

By 1928, Peters was training with the reserves in the old Stanley Park Yacht Club. That was in the days when what is now HMCS Discovery was just Dead Man's Island. Salt water time accumulated quickly for him when he went whaling for five seasons in the 1930s, and he learned seamanship in large quantities in those years which twice saw his ship beached with started seams and sheared rivets.

Now that he was a merchant seaman, Peters transferred from "VR" to "NR," entering the RCNR in Victoria in 1934. He continued his naval training and on different occasions served in the minesweeper Armentieres and the destroyers Skeena and Vancouver.

He was called on active service on September 7, 1939, and, in 1942, he transferred to the RCN. The

war took him to many places both at sea and ashore.

From it all, he has memories, both humorous and serious, which have taught him to see a lot of fun in life while still being able to settle down to some pretty serious discussions.

On the one side, he remembers an embarrassing situation in Valparaiso when, with half the ships of the Chilean Navy watching, a boat's crew from his ship was dumped into the harbor when a slip on the whaler failed to release. On the other side,



CPO EDWARD PETERS

there are memories of such activities as the boarding of the German motorship Weser during her capture by the Prince Robert.

Following a mechanical training course and a stint of instructing at Esquimalt and Comox, early in the war, Peters served for three years in the Kenora, minesweeping off the East Coast and, later, in the English Channel up to D-Day plus one.

He joined the new destroyer Crescent in 1945 and was with her during a visit to the islands of Jersey and Guernsey in October of that year. The invitation to make the visit came from the Lieutenant-Governor and people of Jersey while the Crescent was at Portland undergoing her shakedown. Both Jersey and

Guernsey were visited and the islanders showed boundless hospitality in expressing, through the Crescent's ship's company, their appreciation for Canadian Red Cross supplies sent them during the German occupation.

Shortly after her visit to the Islands, the Crescent sailed on her voyage to Esquimalt, B.C. The trip home was not without incident, either. While the Crescent was en route to San Pedro after having passed through the Panama Canal, one of the ship's company developed acute appendicitis and the destroyer turned and sped back to Balboa where the seaman was landed for an immediate and successful operation.

Other voyages had other incidents, such as the one that occurred in Acapulco, Mexico, in 1946, when the Crescent was visiting there in company with the Warrior and Uganda. She arrived alongside just in time to take an active part in subduing a fire which had broken out in two shops close to her berth. A fire-fighting party from the destroyer, with CPO Peters one of its busiest members, was given credit for being largely responsible for extinguishing the blaze.

The chief joined the "Soo" on May 7, 1949, and in a very short time had acquired the respect and popularity which eventually were to earn him his shipmates' selection as "Man of the Month."

Home life is good to CPO Peters, too, and one can often find him busy in the garden of his place at 919 Hereward Road, Victoria, perhaps under the watchful eyes of his 10-year-old daughter, Loa, and five-year-old son, Noel.

Gardening does not take up all his leisure periods, however, and Peters usually makes sure he has time to get in some deer hunting, salmon fishing (he has his own boat) and the odd game of softball (despite his 44 years, he still plays a smart game on the diamond).

In spite of all these activities, Peters still manages to set aside a few quiet hours on board and at home to study for his stationary engineer's certificate in preparation for civilian life at the end of his service career in 1958. — A.C.

'Cock o' the Fleet'

by P. L. McC.

It's Going to Take Some Doing
to Better Athabaskan's
Fuelling Record

ON BOARD HMCS ATHABASKAN—March 28 was a great day in the Yellow Sea. It began quietly, with the first silver-gray of dawn streaking the sky over the west coast of Korea. Officers of the watch and lookouts peered into the half light to pick out the forms of the ships in company as the British carrier Theseus and her four-destroyer screen steamed calmly northward. Normally this would be nothing unusual, and everybody would be preparing for a day's flying operations off Inchon.

But this morning there was a new tension in the air. Men employed uncovering guns or undarkening ship had a preoccupied look about them. The "Buffer", Chief Petty Officer R. A. Crichton, had probably tossed and turned in his hammock all night.

All this was to be expected, for it was the third fuelling day of the patrol and the suspense was not about how many tons of fuel we would take, but how many seconds we could knock off the record.

The Canadian destroyers first started vying for the fuelling at sea record last September, when it was discovered that the record for British ships in the UN fleet was around eight minutes. The Sioux was the first to break this one and the record, from the time of firing the Coston gun to when the tanker started pumping, became 4 minutes and 46 seconds. During the winter the Cayuga bettered this mark, once lowering it to 3 minutes and 55, and later to 3 minutes and 40 seconds.

On the first fuelling day of this patrol the Athabaskan connected up in 3 minutes and 20 seconds and duly informed the other ships that she considered herself the "Cock o' the Fleet".

A few days later, when the destroyers fuelled again, the Nootka, who had fuelled first, proudly announced that she had cut it down to 3:10.

So, when it came the Athabaskan's turn to "drink" again, she girded her loins, turned and raced in toward the tanker determined to do her utmost. As she nosed into position alongside the tanker the Coston gun fired and

three stop-watches clicked off to a start. Moments later, when the white hand-flag was whipped out, indicating that the oiler had started to pump, the three clock-watchers looked down to read 2:50, 2:52 and 2:52.



This is the diploma presented to the Athabaskan by the master of Royal Fleet Auxiliary Wave Knight after the Canadian destroyer had set a new record for fuelling at sea from the oiler.

It reads as follows:

R.F.A. "Wave Knight"
Diploma
Oiling At Sea Championship
Korean Waters
Know Ye Men by these Presents
On the twenty-eighth of March
in the Year of Our Lord
One Thousand Nine Hundred and Fifty One
the Good Ship H.M.C.S. "Athabaskan"
Won the Championship
for Oiling at Sea
in the Record Time
of
1 Min. and 40 Secs.
Creating a New World's Record
Previous Record set up by H.M.C.S. Nootka
was 2 Min. and 6 Secs.
From Firing of Gun to Coupling of Fuel Hoses
Per Augusta ad Augusta
Signatrix
Neptunus Rex
Captain "Hot Water" Flint,
Magister

Patroculus
Ye Scribe

But the captain of the tanker, who is the final authority on the time, said three minutes! It was quickly pointed out that our stop-watches averaged 2:52, and so, without our even having to turn the Bofors on him, he agreed to 2:52, as he had only been using his wristwatch. When the happy news spread around the ship, the Athabaskans were jubilant.

However, on this particular morning we were well aware that in a short time our precious record would be more hotly contested than ever before, and that it stood very little chance of surviving.

Again the Nootka went to fuel first. She seemed no sooner to have gone alongside the tanker than she was quick to signal to all ships in company the astonishing news that she'd done it in 2 minutes and 12 seconds.

The Athabaskans were stunned. The captain was besieged by incredulous people who wanted to have the signal verified. Nevertheless, he was just about the only person in the ship who was confident that we could better even this one.

Down below, the First Lieutenant's breakfast had been ruined by the news. The No. 1, Lieut.-Cdr. T. S. R. Peacock, just sat staring vacantly ahead, muttering between sips of cold coffee, "Impossible!... it's impossible!" The "Buffer" was hopping around like a ball of fire, making rash promises of free fluid to all if we broke this latest record.

At last the Nootka finished and steamed out triumphantly to relieve us on the screen. As we altered in towards the tanker every man was tense and itching to get on with it. The captain himself brought the ship alongside, close enough so that CPO John Rogers, a line-heaver of great repute, could drop a heaving line right on the tanker's well-deck.

Precious seconds flew by while the oiler's Chinese crew fumbled with the messenger. Eventually the hose came across and after a fine piece of hand-ling by the stokers it was connected. Up shot the white flag, followed by a mighty cheer from our crew, and also from HMS Theseus, who was fuelling on the other side of the tanker and on

board whom we had quite an interested audience. But the most amusing sight of all was the way that Chinese crew waved their hats and danced around in glee.

And rightly so, too, for a new record had been set . . . *1 MINUTE and 40 SECONDS!*

It cost the "Buffer" about six dollars but he reckons it was well worth it. And so would anyone else, to see the happy faces of this ship's company, and the spirit this competition had aroused.

It has thrown straight seamanship right back into the limelight, too. In fuelling here in the Yellow Sea, an 8-minute record was challenged and reduced, first to 4 minutes, and then finally down to 1 minute and 40 seconds. This, we understand from the Master of the tanker, might even be a world's record.

THE BULLETIN BOARD

Age Requirements for Marriage Allowance Lowered

Effective April 1, 1951, the age requirements for payment of marriage allowance have been lowered as follows:

1. For an officer, to 23 years of age;
2. For a man, to 21 years of age.

With certain exceptions, an officer formerly had to be 25 years of age and a man 23 in order to qualify for marriage allowance. These regulations were waived, however, with respect to personnel who had served on active service during the Second World War and to officers and men of the Canadian Special Force.

Those eligible under the change in requirements should submit applications for marriage allowance, together with marriage certificates, in the normal manner.

Air Groups, Squadrons Given New Numbers

In accordance with a Commonwealth system of numbering naval and air force air groups and squadrons, the Royal Canadian Navy has recently been allocated its own blocks of numbers.

The new numbering system has been adopted in order to afford a certain measure of Canadian identity to RCN air units within the Commonwealth numbering system and to provide a practical means of numbering additional air groups and squadrons in the event of expansion.

Sioux Had Most Seetime, Athabaskan Best Batting Average, in 1950

HMCS Sioux topped all ships of the RCN in the number of days spent at sea during 1950, according to a report tabled in the House of Commons April 9.

The Sioux logged a total of 194 days at sea, four better than HMCS Cayuga. In third place was HMCS Athabaskan with 177 days. Thus, running one-two-three were the ships which formed the destroyer division despatched by Canada to the Far East shortly after the outbreak of the Korean war.

Actually, the figures do not give an entirely true picture. Refits, conversions, rearmament and other factors which rendered various ships immobile for varying periods should be taken into account.

On this basis — reckoning sea time in comparison with the time a ship was operationally available — the Athabaskan goes to the head of the list. From when she came out of a prolonged refit and conversion at the end of March to the end of 1950, the busy "Athabee" spent 64 per cent of her time at sea.

The Sioux, on the other hand, commissioned January 18 and ended the year with a seetime average of 56 per cent — still a highly creditable figure.

Among the other ships well up on the list were: Micmac (161), Swansea (153), Magnificent (152) and Huron (119).

The number blocks are 30 to 39, inclusive, for carrier air groups; 870 to 879, inclusive for fighter squadrons, and 880 to 889, inclusive, for anti-submarine squadrons. Numbers 890 to 899, inclusive, are spares.

To conform with these blocks of numbers, RCN air units have had their numbers altered, as of May 1, as follows:

FROM	TO
18th Carrier Air Group	30th Carrier Air Group
19th Carrier Air Group	31st Carrier Air Group
803 Squadron	870 Squadron
883 Squadron	871 Squadron
825 Squadron	880 Squadron
826 Squadron	881 Squadron

While the 31st Carrier Air Group is operating in its present capacity as a support group, it will be known as the 31st Support Air Group.

Outfit Allowance, Officers At University

When an officer attending university under a special agreement with the navy is required to undergo naval drills or training during the period at university, and has attended in the uniform of his rank, he shall be paid part of the outfit allowance in the amount of \$100.

On graduation from the University, and after reporting to the navy for full duty, he shall be paid the remaining \$150 of the outfit allowance.

Communications Branch, Revised Nomenclature

In order that the Communications branch (CM) may operate more proficiently, it has been decided to divide the branch into three sections — Communicator Visual (CV), Communicator Radio (CR) and Communicator Crypto (CC).

In peacetime, the Communicator Crypto (CC) will not be established and the duties and responsibilities of that section will be primarily assumed by the Communicator Visual (CV) section.

General Order 2.01/12 outlines the duties and conditions of service brought about by this reorganization.

Mail Arrangements For Ships Cruising

Except in the case of ships in the RCN Special Force, personnel in ships cruising may use, on mail bearing Canadian addresses, Canadian air mail postage at the rate charged for air mail from Canada to the country concerned.

For example, bagged air mail forwarded from Australia to addresses in Canada may be sent at the air mail rate as charged from Canada to addresses in Australia.

In almost all cases, rate charged for air mail from other countries to Canada are higher than those charged from Canada to those countries.

Petty Officer Stoker Mechanics' Course

Effective April 16, 1951, a candidate for the Petty Officer Stoker Mechanics' Course is no longer required to pass the Basic Educational Test in Arithmetic and English.

Promotion of Medical Assistants

Effective March 15, 1951, the seetime requirement for promotion in the Medical Assistant branch has been abolished.

Benevolent Fund's Annual Meeting

*\$109,159.68 Paid Out
in Grants, Loans
in 1950*

Grants and loans totalling \$109,158.68 were paid out during 1950 to members and former members of the Naval Service by the Canadian Naval Service Benevolent Trust Fund, Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., president and board chairman, reported to the sixth annual general meeting in Ottawa in April.

During the year, \$57,263.65 was distributed in the form of grants and \$51,895.03 in loans. There were 869 applications for assistance and in 666 of these the board approved financial aid. Many of the other applicants were given advice and assistance which enabled them to solve their financial problems through their own resources.

The meeting was attended by members of the fund and a representative number of observers from ships and establishments.

Admiral Stephens noted there had been an increase in capital surplus as of December 31, 1950, over that of December 31, 1949. He explained that this increase was entirely due to the receipt of the first installment

of prize money, which amounted to \$380,557.40. Without this installment of prize money there would have been a decrease in capital of \$42,202.69.

The president reported that a further installment of prize money amounting to \$1,379,709.85 was re-

of the terms on which their contributions will be made.

On the subject of donations, Admiral Stephens made an appeal to all ships and establishments to make regular quarterly contributions on the basis of "at least one per cent of gross canteen sales."

BOARD OF DIRECTORS RE-ELECTED TO OFFICE

Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., was re-elected president and chairman of the board of directors of the Canadian Naval Service Benevolent Trust Fund at the sixth annual meeting held April 9 and 10 at Naval Headquarters.

The entire board of directors was also re-elected to office. However, Commander P. R. Hurcomb, of Naval Headquarters, declined re-election in favor of creating a vacancy on the board for CPO D. H. Nelson of HMCS Naden. Commander Hurcomb will continue to be active in connection with the fund.

Directors re-elected were: Commodore P. W. Earl, RCN(R), Ret'd., Montreal; Alan B. Coulter, Ottawa; Captain (S) Joseph Jeffery, RCN(R), Ret'd., London, Ont., and Commander K. S. MacLachlan, RCN(R), Ret'd., Toronto, all vice-presidents; Commodore J. C. Hibbard, Ottawa; Captain Barry German, RCN, Ret'd., Ottawa; Commander A. C. Bethune, RCN(R), Ret'd., Ottawa; Miss A. I. McPhee, Lieut.-Cdr. (S) WRCNS, Ret'd., Ottawa; J. Barry O'Brien, Ottawa; Griffith Jones, ex-CPO Writer and Chairman, Western Claims Committee, Victoria; Lieut.-at-Arms William Pember, Victoria; Willard MacKenzie, Halifax; R. C. Stevenson, Montreal, and G. C. DeWolfe,

Halifax. Cdr. Bethune, Mr. Stevenson and Mr. DeWolfe were not present at the meeting.

Other members present, in addition to the directors, were E. A. Sellers, Toronto; Lieut. (S) Harry McClymont, Ottawa; Lieut. (S) William Woodward, secretary-treasurer; Lieut. (SB) G. A. Ball, RCN(R), Ret'd.; Captain (SB) A. W. Baker, RCN(R), Ret'd., Guelph, Ont.; Cdr. N. L. Pickersgill, RCN(R), Ret'd., Ottawa; Miss B. E. Budd, ex-WRCNS, St. Stephen, N.B.; Cdr. F. M. Jeffery, OBE, RCN(R), Ret'd., Toronto; Commissioned Stores Officer M. B. Young, Halifax; R. E. Franklin, Ottawa; Chaplain (P) B. A. Silcox, RCN(R), Windsor, Ont.; Chaplain (P) Ivan Edwards, Royal Roads; A. B. Campbell, Halifax; CPO R. D. Carter, Cornwallis; CPO G. J. Beaulieu, Stadacona; CPO L. G. Lawson, Crescent, and CPO P. J. McKenna, Shearwater.

Also in attendance were the following observers: Lieut.-Cdr. H. H. MacDonald, HMCS Discovery, Vancouver; Chaplain (RC) J. H. Laporte, HMCS Naden; Chaplain (P) C. H. MacLean, Stadacona; Commander A. F. Pickard, Naval Headquarters; R. J. Ventham, Halifax; CPO R. McWilliams, HMCS Donnacona, and PO K. Graham, HMCS Montcalm.

Individual Donation Forms to be Issued

As the result of a proposal made at the annual meeting of the Canadian Naval Service Benevolent Trust Fund, special forms are being produced for the declaration of individual allotments to the fund.

Those making the proposal expressed the opinion that there were many officers and men who would like to contribute small monthly amounts to the fund but considered the ordinary allotment procedure too much trouble. It was suggested that simple forms similar to those used by other welfare organizations be produced and distributed throughout the service.

Naval authorities agreed to implement this proposal and the forms will shortly become available. The president and chairman of the Benevolent Fund, Engineer Rear-Admiral G. L. Stephens, expressed the hope that personnel would take advantage of this system and support the fund to the best of their ability.

Contributions to the fund are deductible for income tax purposes and receipts will be issued for all contributions.

ceived in January of this year and the total additional capital had been invested in Federal Government bonds.

"Even with this increased capital and interest, it is obvious that expenditures, even at last year's rate, will exceed the interest by \$20,000 annually," Admiral Stephens said. "Unless capital and interest are to be decreased in succeeding years, the difference between interest and expenditure must be met by contributions and donations."

Rear-Admiral Stephens predicted an increase in the number of requests for assistance in view of the steadily increasing strength of both the RCN and RCN(Reserve).

The fund has been officially advised by a number of ships and establishments that they will make regular contributions to the fund, while a number of others intend to do so but have not yet advised the fund

"We are all very much indebted to the members of the three claims committees for their excellent and capable services," Admiral Stephens said. "Your directors also wish to record, with many thanks, their appreciation for the assistance given by Naval Headquarters, Flag Officers, Commanding Officers of naval ships and establishments, Naval Divisions, Chaplains, members of the Department of Veterans' Affairs, various Social Services, the Canadian Red Cross Society, Canadian Legion and many provincial and municipal welfare bureaus, whose assistance to the work of the fund has been of the greatest possible help."

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, addressed the members at the opening of their annual meeting and expressed appreciation on behalf of the Naval Service for the fund's work in 1950.

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

(Incorporated without share capital under the Dominion "Companies Act", 1934)

Balance Sheet as at December 31, 1950

ASSETS

Cash on Hand and in Banks.....	\$	21,370.81	
Investments:			
Securities at par (Schedule 1) (market value \$1,141,081.25)	\$	1,151,500.00	
Unamortized portion of net premium on bonds purchased.		5,466.68	
War Savings Certificates at current redemption values....		75.00	
			1,157,041.68
Interest Accrued on Investments.....			6,578.53
Loans Receivable (Schedule 2)..	\$	62,749.76	
Less: Reserve for Conversion of Loans to Grants		25,099.90	
			37,649.86
Unexpired Insurance.....			212.15
			<u>\$1,222,853.03</u>

LIABILITIES and CAPITAL

Accounts Payable.....	\$	168.86	
Capital of the Fund:			
Balance at 31 December, 1949..	\$	884,329.46	
Add: Excess of income over expenditure for the year (Exhibit "B").....		338,354.71	
			1,222,684.17
			<u>\$1,222,853.03</u>

NOTE:— While the financial statements set out above and below show that the excess of Income over Expenditure for the year amounts to \$ 338,354.71, this is entirely due to the first payment of prize money in the amount of \$ 380,557.40, which is a non-recurring item. Without this, expenditure exceeds other income by \$ 42,202.69.

I have examined the accounts of the Canadian Naval Service Benevolent Trust Fund for the year ended 31 December 1950 and have obtained all the information and explanations I have required.

In my opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Fund, according to the best of my information and the explanations given to me and as shown by the books of the Fund.

Leslie H. Sullivan

Ottawa, 6 March 1951.

Auditor General.

Exhibit "B"

Statement of Income and Expenditure For the year ended December 31, 1950

INCOME

Prize Money received pursuant to the Canada Prize Act, 1950 Sec. 2.....	\$380,557.40	
Donations.....	5,706.45	
Financial Earnings—		
Interest on bonds.....	\$25,414.54	
Interest accrued on War Savings Certificates.....	4.50	
Interest on bank deposits.....	181.99	
		25,601.03
Miscellaneous Income—		
Net Profit on sale of investments.....	2,215.85	
TOTAL INCOME.....		\$414,080.73

EXPENDITURE

Grants.....	\$57,263.65	
Administrative expenses—		
Salaries.....	\$7,356.67	
Travelling.....	1,396.27	
Office expenses.....	1,032.77	
Fidelity bond.....	59.77	
Office furniture.....	69.00	
Audit fees.....	60.00	
		9,974.48
Provision for conversion of loans to grants.....	8,487.89	
TOTAL EXPENDITURE.....		75,726.02
Excess of income over expenditure for the year (Exhibit A).....		\$338,354.71

Afloat and Ashore

PACIFIC COAST

Bright spring weather in the Pacific Command for the past two months provided an ideal backdrop for the return of HMCS Athabaskan, the last of the three original destroyers to return from the Korean war zone for refit and leave period. June will see the Cayuga refitted and, with many new crew members, heading "west for the Far East" once again.

In the training picture, the destroyer Crusader and the frigates Beacon Hill and Antigonish are well into their summer program. It was the same at the schools and training centres, where there have been a steady series of courses for reserves and cadets.

The only break came during the few days preceding Victoria Day Celebrations on May 24. Again this year the Navy had charge of the regatta at the Gorge.

Naval participation assumed major proportions in the third annual Esquimalt Day celebrations, with parades, sunset ceremonies, competitive sports and other events.

A highly interesting hobby craft exhibit, staged at HMCS "Naden," ran for four days and illustrated once again that the sailor is a versatile citizen.

At Royal Roads, 69 cadets completed the academic portion of their training year. Nineteen of the 25 naval cadets are now Midshipmen, RCN, and have been appointed to ships and establishments for professional training.

Aldergrove Radio Station

With improved weather conditions prevailing, softball and other outdoor sports enthusiasts have been turning out in full force. Still fresh, however, are memories of the storm that hit the station in March. It is regretted that there are no pictures available of sailors from the station manning a stoneboat on that occasion, the excuse being that the snowflakes were so large they filled the lens of the camera.

New arrivals include PO Dave Bruce, Ldg. Sea. Wilbert Stephens

and ABs John Genik and Ed Pritchard, all from HMCS Sioux.

While a survey line was being run at the station recently, a gremlin in the form of a small-sized service dependent became interested in and followed the surveyors. On completion of the job, the surveyors turned to observe their carefully laid line. Standing there was the gremlin, who politely held forth a bunch of pegs announcing, "Say, mister, I picked up these pieces of wood for you!"

Regulating Office, HMCS Naden

During a three-week voluntary service period, CPO William Sandham, of HMCS Queen, Regina, helped CPO Lindsay Pollok cope with the rush in the manual office at Naden. Another Queen man, PO William Swain, carried out yeoman service by lending a hand to PO Clifford J. Stephenson at the Supply School. PO Swain wrote his exams for Regulator before returning to his division.

PO Loyd Bradshaw is regulating at the Reserve Training Establishment,

HMC Dockyard, Esquimalt, along with CPO Raymond Price.

A change in port division from Halifax to the land of sunshine and flowers brought PO Bernard Clare to Naden as an addition to the regulating staff.

HMCS Sault Ste. Marie

The "Soo" began her spring and summer cruise schedule in April with a trip to New Westminster, B.C. Brilliant weather provided ideal conditions for boatwork and other evolutions.

Later the ship made a weekend voyage to Ganges, in the Gulf Islands, then began a series of short cruises to ports in B.C. and the state of Washington.

In a ceremony in which the ship's bell served as the font, Bonnie Anne, infant daughter of PO and Mrs. G. A. Coghill, was christened on board the ship by Chaplain (P) D. G. Peebles. Lieut.-Cdr. A. R. Heater and Mr. and Mrs. J. Featherstone attended as godparents.

HMC Ordnance School

One of the latest additions to the school staff is CPO Kenneth Province, who was drafted from HMCS Cayuga shortly after her arrival from Korean waters. His duties in the Cayuga have been taken over by CPO David (Bert) Nelson, formerly the senior fire control instructor in the school.

The trials party has been putting in a lot of "dog-watch" work of late, particularly the underwater weapon section, and CPOs Jack Frost and Pat Rigg are deserving of a pat on the back for the capable assistance rendered various ships. They are also deep in instructional work, having a class of armourers under their wing.

CPOs Arnold Parkinson and Richard Polly were in HMCS Griffon, Port Arthur, for several weeks on an installation job. CPO John Grahame served temporarily in HMCS Crusader during her commissioning trials and work-ups.

CPO Stewart Mein, senior gunnery section instructor, has been busy lately on the draughting board turning



Posing with a koala bear at Lone Pine Park near Brisbane, Australia, is Ldg. Sea. Ronald Harbidge, of Calgary, a crew member of HMCS Ontario. Brisbane was the first Australian port of call for the Ontario during her cruise "down under". (OC-551).

out prints to facilitate instruction in his department. His opposite number, CPO John Anslow, meanwhile has been stripping the units down to obtain the dimensions of the component parts.

Although the ships are returning from Korea with more frequency, the thrill of greeting old shipmates and other friends never dies away, and so it has been with HMCS Athabaskan. The school considers itself fortunate in that most returning ships secure almost alongside, permitting an early and close contact.

Everyone is now looking forward to the arrival of HMCS Ontario with all the news of the Antipodes and other interesting ports of call.

ATLANTIC COAST

Communication School

On their one-week trip to Philadelphia in April, HMC Ships La Hulloise and Wallaceburg provided practical training for two classes of communicators from the Communication School. CV38, under the guidance of CPO Ted Light, and CR38, led by PO Len Murray, had an opportunity to take part in communications in a unit at sea.

The week's cruise was part of a scheme whereby all junior classes will spend a period of up to ten days at sea during their courses to acquaint them with the problems they will face when actually on the job. The men enjoyed the trip immensely, many getting their first glimpse of the famous New York skyline.

On the occasion of the visit of the Chief of the Naval Staff to the East Coast during March, the Communication School provided a Guard of Honor of 48 men, the officer of the guard being Lieut. D. M. Waters, senior staff officer in the Communication School.

On Friday, March 15, the school's water polo team accepted a challenge from HMCS Magnificent. AB Stanley (Doc) Wells led the communicators to a 4-0 victory.

The basketball team finished the league schedule in third place. Star player throughout the season was Ord. Sea. Ken Snow, a member of CR39.

PO Bert Best has completed his leadership course and is now in the school waiting to join HMCS Crescent.

AB "Doc" Wells is back at sea again, having traded the Message Centre, Stadacona, for a berth in HMCS Swansea. — D.A.P.



During their patrols in the Yellow Sea, crewmen of the Canadian destroyers in the Far East depend on news reports received on their ships' radios to keep them in touch with what's going on in the world. In HMCS Athabaskan's W/T office, Ldg. Sea. Jim MacKenzie of Yorkton, Sask., types out a short wave news broadcast from Tokyo, while Leading Seamen Harvey Symington, Edmonton; Bruce Leggatt, Jasper, Alta., and Bob Connor, Lethbridge, Alta., kibitz over his shoulder. The ships receive a daily short wave news report, which includes a Commonwealth newscast, from the US Armed Forces Radio Service in Tokyo. Canadian news items are compiled from The Canadian Press News for the Forces. (CA-492).

HMCS Cornwallis

Pontifical High Mass was celebrated for the first time in the Royal Canadian Navy April 22 with Most Rev. A. B. Leverman, Auxiliary Bishop of Halifax, officiating at the service in St. Patrick's Church at HMCS Cornwallis.

The celebration marked the formal opening of the church, which has been in use since last fall.

The Mass was attended by more than 500 sailors and dependents. During the Mass, Bishop Leverman addressed the congregation in both French and English.

A select group of 25 new entry seamen, under special coaching from Lieut. J. J. P. Cote, sang Mass "De Angelis" and the Proper, given "recto Tono." The group spent a hectic fortnight, as did another 14, selected as altar servers, in mastering the complexities of the Pontifical ceremony under the direction of Instr. Lieut. L. W. Maundcote-Carter. Afterward they were highly praised by the Bishop.

Assisting His Excellency were Very Rev. M. P. MacIsaac, Vicar General of the Navy and Chaplain of the Fleet, as High Priest; Rev. Joseph

E. Whelly, Command Chaplain, as Deacon; Rev. Walter Murphy, OMI, as Sub-Deacon, and Rev. Albert O'Driscoll, Halifax, as Master of Ceremonies.

In the afternoon His Excellency conferred the Sacrament of Confirmation on five candidates. Assisting were Father Whelly as Deacon and Rev. Russell T. White, Chaplain (RC) of Cornwallis, as Sub-Deacon.

HMCS Crescent

During the latter part of March and throughout all of April, the Crescent operated in local waters as training destroyer, East Coast, and, as such, the demands for her services were heavy and varied.

Three separate classes were taken to sea for successful torpedo firings. During this period, a "fish" was recovered in 12 minutes from the time the boat hit the water until the torpedo was inboard.

The first week in April was spent trying to get to sea for gunnery firings with the Junior Officers Technical Course. The sailor's arch-enemy, fog, prevented all but one day's shooting. However, the one day was very successful, both from the ship's and the gunners' point of view.



Members of the four Greater Toronto Royal Canadian Sea Cadet Corps were inspected by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, at RCSCS Haida in Toronto March 17. In an address to the cadets, Admiral Mainguy described the rigours of life at sea, stressed the value of teamwork on board ship and stated that the qualities that marked the true seaman were reliability, unselfishness, cheerfulness and honesty. He paid tribute to the Navy League of Canada, sponsor of the Sea Cadet movement, whose officials received no reward other than the hope that through their efforts many young Canadians became finer and better men.

The next chore was a jaunt to the Bay of Fundy for anti-submarine exercises with HM Submarine Thule.

The two vessels stopped in at Saint John for a three-day visit and held "open house" for the citizens of the New Brunswick city. More than 2,000 persons came down to the jetty to visit the Crescent and the Thule. There was a steady stream of traffic as members of the duty watch took visitors on Cook's tours of the destroyer and then passed them along to the submariners, who did the honors in the Thule.

The Crescent returned to Halifax in time for the Admiral's inspection on April 24, then began to prepare for the first of three UNTD cadet cruises to the United Kingdom.

HMCS Micmac

All branches on board the Micmac profited from the training exercises held during the recent spring cruise. There were gunnery shoots, night encounters, plotting and control team drills and starshell and rocket illuminations.

The jackstay was used between the two ships as the padres were passed to conduct services and two Micmac men requiring dental care were transferred at sea to the Magnificent.

An opportunity to put some seamanship knowledge to practical use came when the ships came upon a Dominican passenger ship, the Gilbert Jr., bound for Curacao, off the coast of South America. She had run out of fuel and the Micmac towed the vessel to safety. For this effort the Canadian ship received messages of thanks from the owners of the ship and from the Dominican government.

Visits to Port of Spain and Boston rounded out the cruise. On arrival at Halifax, the Micmac found a full slate of activities awaiting her. On the books were a number of short cruises to give practical training to personnel from the various schools in Stadacona.

The ship has become very damage control conscious. Classes of instruction have been carried out and every second sentence is a "D.C. Puzzler." — A.B.

Torpedo Anti-Submarine School

CPO Jerry Mason, who had held down the post of school electrician for the past couple of years, now finds himself seaborne in HMCS Crescent.

Also leaving the school is Lieut. Donald R. Saxon, who has been appointed to HMCS Cayuga and will sail in her for the Far East in June. — F.J.B.

NAVAL DIVISIONS

HMCS Brunswick (Saint John)

Brunswick is bustling these days with preparations for summer training activities. For the first time since the end of hostilities, the division has a sea-going vessel in which officers and men will have the opportunity to test the skills they have acquired in classroom lectures and demonstrations.

The minesweeper HMCS Llewellyn arrived in Saint John from Halifax on April 1 and on the following day was officially turned over to Captain C. H. Bonnycastle, Brunswick's commanding officer. The vessel has been placed under the operational and administrative control of Brunswick to be used for training purposes.

On April 7, Captain Bonnycastle announced the temporary appointment of Lieut.-Cdr. John MacKinnon as commanding officer of the Llewellyn. Thus, after eight years, Lieut.-Cdr. MacKinnon returned "home." In 1942-44 he commanded the Llewellyn when she was minesweeping in the approaches to Halifax.

The Llewellyn will make several weekend cruises up the Saint John River and longer jaunts to Nova Scotia and United States ports. — R.S.M.

HMCS Star (Hamilton)

A series of lectures has been given by the medical officers of Star to the whole ship's company on the subject of Atomic Radiation Defense. The lectures have been very interesting and well attended.

The division will be staging an inter-part regatta in June. Star is determined to make a strong bid for first place in the Great Lakes Naval Regatta and the inter-part competitions will assist the division's crews in getting in shape for that event. — C.S.J.L.

HMCS Scotian (Halifax)

The annual church parade for the ship's company and UNTD cadets attached to Scotian was held April 1. The parade was led by the band of HMCS Stadacona and was accompanied by the bugle band of RCSCC Nelson.

Services were conducted in St. Mary's Basilica and Fort Massey United Church. At the latter, Rev. D. M. Sinclair, the division's Protestant Chaplain, preached a special sermon for the occasion.

The salute during the march to the churches was taken by Col. G. S. Kinley, Mayor of Halifax.

A smoker to honor Lieut. Alan T. Love, whose transfer to HMCS Wallaceburg as executive officer occurred April 11, was held in the ward-room early in April. Lieut. Love had been staff officer of the division for the past two years. During the evening he was presented with a brief case by Captain W. E. S. Briggs, commanding officer, on behalf of the ship's officers.

HMCS Malahat (Victoria)

Commodore E. P. Tisdall, Commodore of the RCN Barracks, Esquimalt, inspected the ship's company of Malahat April 9 during their regular weekly training period in HMCS Sault Ste Marie. The inspection was of an informal nature and was carried out while personnel were under instruction.

Officers and men of Malahat are looking forward to an active summer of training, now that the schedule of their tender, the Sault Ste Marie, has been promulgated. In mid-April the "Soo" made a weekend trip to Ganges, in the Gulf Islands north of Esquimalt. This visit will be repeated in August. Other ports of call during the summer will include Bellingham, Anacortes, Everett, Seattle and Port Angeles, all in the state of Washington; Santa Barbara, Monterey and San Francisco, California, and Vancouver, Nanaimo, Ladysmith and Powell River in B.C.

HMCS Unicorn (Saskatoon)

For the second time in four years, the Saskatoon naval division took an active part in rescue work during the flooding of a number of farming communities near the prairie city.

Warning of the flood threat reached Unicorn almost a week ahead of time when the RCMP informed the division of the possibility of flooding in the Moon and Pike Lake areas. Work was begun immediately to prepare all available boats, including those of the division, the Sea Cadets and the local boat club.

On Sunday afternoon, April 8, the RCMP alerted Unicorn to be on call momentarily as the South Saskatchewan river had begun to flow dangerously high. All RCN personnel were recalled to duty, augmented by several Reserve officers and petty officers. When four boats and various other gear had been loaded on the two

available trucks, the ship's company was allowed ashore but was warned to be on immediate notice of recall.

At 0545 Monday morning the RCMP called to say help was needed immediately to evacuate civilian personnel in an area 25 miles southwest of the city. By 0600, all personnel alerted for the first trip were ready to leave, they having slept on board.

The first part of the trip was uneventful but later, because of road conditions, the naval staff car was abandoned and the party pushed ahead in the truck and the RCMP radio car. The latter was required

because telephone communications were out ahead.

At the flood area, the rescuers found nearly 60 square miles of land completely inundated and hundreds of head of livestock drowned.

All boats were launched by 0900 and the business of evacuating got under way. Three hours later all civilian residents in the Valley Park area had been accounted for and those desiring evacuation had been removed.

In the early afternoon an attempt was made to swim some cattle to dry



Personnel from HMCS Unicorn turned out early in April to assist in relief and rescue work in the flooded Pike Lake district, near Saskatoon. In the top photo, Ldg. Sea. Howard Humphreys (bow) and PO Charlie Cluff handle the paddles of a rescue canoe. With them are Cpl. Rupert Salt, RCMP, and Reporter Bill Holden.

The lower photo shows flood workers receiving a welcome lunch and hot coffee in the Pike Lake General Store. Naval personnel are, left to right: Sub-Lieut. Les Wood, PO Joe McPherson, PO Ken Hurl, AB Jim Maybin, AB Bill Earley, Sub-Lieut. Al Swain, PO Bud Cole and Ldg. Sea. Bob Sears. (Photos courtesy the Saskatoon Star-Phoenix).

land but it proved unsuccessful, due to the high winds.

Later, the party headed for the Moon Lake area where the water had come up badly and it was feared some families had been marooned. However, on arrival there a survey showed there was no immediate danger and the first crew was returned to Saskatoon while the fresh crew, which had arrived in the meantime, remained.

By 2100, the RCMP reported the river was receding and it was felt the danger had passed, so the remaining naval personnel returned to the city, where they stood by during the night. On Tuesday the river was still receding and the flood threat was over.

In 1947, flood rescue work by the division took place when Unicorn's boats evacuated farmers stranded by spring floods in the Pike Lake area.

In the disastrous Winnipeg floods last year, Unicorn dispatched men and equipment to aid in rescue and control work.

HMCS Montcalm (Quebec City)

Captain E. F. Noel, commanding officer of Montcalm, served as naval aide-de-camp to President Vincent Auriol of France during the latter's official visit to Canada in April.

The annual inspection of UNTDs at Laval University was held the first week in April. The inspection was

attended by government officials, officers from Naval Headquarters and the clergy.

The Montcalm hockey team has put its gear away after a successful season. Special thanks are due to Lieut. Louis Laroche, CPO Laval Turgeon and the team's trainer, Mr. George Drolet, for their efforts on the squad's behalf. — S.P.

HMCS Catarqui (Kingston)

Apart from the annual visit of auditors from National Defence Headquarters, the month of April was a quiet one in Catarqui. CPO J. G. Brown arrived from HMCS York to replace CPO F. C. Morford. One other permanent staff change saw AB S. Iszak replacing AB John L. Smith, who is in hospital with a broken leg received in an automobile accident.

The Queen's University UNTD held their annual mess dinner in March, with Principal R. C. Wallace and Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast, as speakers.

HMCS Donnacona (Montreal)

On April 4 the Mobile Unit of the Red Cross Blood Donor Clinic paid its annual visit to Donnacona. More than 100 of the division's complement volunteered to give their blood and

made this visit even more successful than last year's.

On April 17 the division was honored with an informal visit by Bishop A. Brissolle, Senior Chaplain of the French Fleet. Bishop Brissolle was on a tour of Canada and the United States.

The new drill deck was the scene on April 14 of a very successful opening dance attended by more than 200 members of the ship's company and guests.

The Ex-Wren Association (Montreal) held a party in Donnacona April 21 to raise money to go toward hospital visiting. This event was well attended by ex-wrens, personnel of the division and friends and a substantial sum was realized.

Members of the ship's company participated in the welcome accorded President Vincent Auriol of France on his visit to Montreal, helping to line the streets, along with members of the other two services, during his tour of the city.—R.F.D.S.

HMCS Chippawa (Winnipeg)

A new classroom block was completed in April and, besides providing additional space, its modern, fluorescent lighted rooms, now well on the way to being completely equipped, are expected to result in a great improvement in training techniques.

Two training nights have now been established, with re-entries training Monday nights and new entries on Tuesdays. Advanced lectures and leadership courses will be given to the "old hands," leaving the instructional staff free on Tuesdays to give intensive basic training to those who have newly joined. The entire establishment has now been given a "face lifting," with a thorough painting job having been done both inside and out. The completion of a boulevard and garden at the front entrance should make the establishment one of the show places of Winnipeg.

During the month Lieut.-Cdr. George Rooke relieved Lieut. E. J. Hyman as staff officer (administration) on the latter's appointment to the Magnificent.

At the end of the month, Chippawa had the pleasure of welcoming home a former commanding officer, Captain J. V. Brock, who received a formal reception from the city and the province as well. Captain Brock spoke to members of the ship's company and to the Sea Cadets after a parade from the railway station to the division. On April 29, the day prior to Captain Brock's



Members of the ship's company of HMCS Donnacona, the Montreal naval division, turned out more than 100 strong, April 4, to make their donations of blood to a Red Cross mobile blood clinic.



When HMCS Ontario was opened to visitors during her stay in Sydney, Australia, Sea Cadets aboard the ship undertook to act as guides for a party of Australian Sea Rangers. The three cadets pictured are, left to right, Gerald Freill, Montreal; Edward Kennedy, Vancouver, and Douglas Crouse, Bridgewater, N.S. They are three of six Sea Cadets selected from across Canada to make the trip in the Ontario. The Australian girls are, left to right, Jeanette Merner, Anne Parsons, Shirley Wilken, Evie Freeman and Norah Wadge. (OC-619).

arrival, the ship's company paraded to Holy Trinity Church for the spring church parade.

There were a number of interesting social events during April. On the 14th, cadets of the three services held their Cadet Ball in the Sea Cadet headquarters of Chippawa. On the same day the WRCNS held their annual spring tea. The Naval Officers Association on April 18 heard Mr. J. R. K. Millen discuss the work of the Sea Cadets in the city.

On April 21 the chief and petty officers held their bowling banquet, and another dinner on the 26th. The Navy League of Canada (Manitoba Division) tendered a farewell dinner to Lieut. Hyman on April 25. — *L.B.McI.*

HMCS Cabot (St. John's)

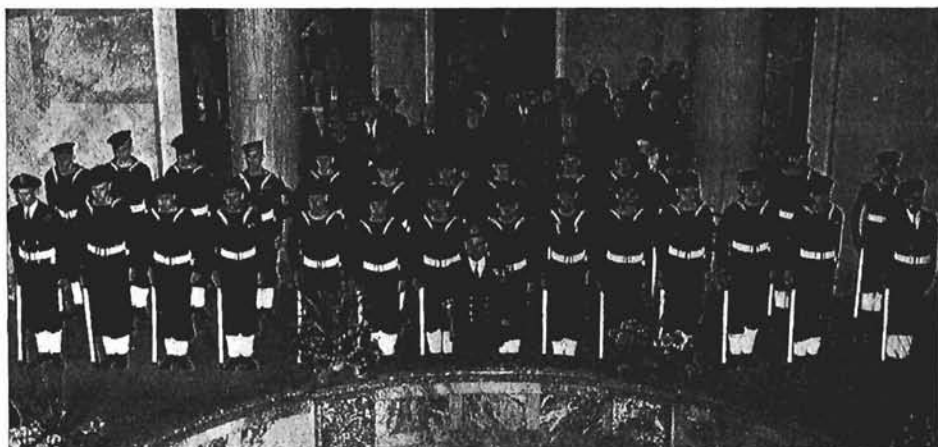
With Commodore V. S. Godfrey, who proceeded on retirement leave last month, went the best wishes for a happy retirement from all naval personnel in Newfoundland. During the period he was in command here as Commodore Newfoundland, Commodore Godfrey contributed greatly to the rapid progress of naval affairs in Canada's newest province and provided a strong link in the Joint Service organization in St. John's.

HMCS Revelstoke, tender to Cabot, returned to St. John's April 8 after serving for two months as a tender to

HMCS Magnificent. During this period she logged nearly 5,000 miles.

A successful dance was held in the men's mess at the end of March to commemorate the first anniversary of its opening. Members of the ship's company of Cabot pitched in recently to supply cigarettes and candy to AB John Slaney, who has been hospitalized in St. John's following his return from Korea in HMCS Sioux.

A number of officers and men from Cabot have been away for courses and conferences in recent weeks. — *J.F.S.*



HMCS Nonsuch had the distinction of providing the guard of honor at the opening of the fourth session of the Alberta Legislature at Edmonton. Pictured above is the 27-man guard, under Lieut. Fred Short, just prior to its inspection by Lieut.-Gov. J. J. Bowlen and Premier E. C. Manning. (Photo courtesy the Alberta Government Photographic Bureau).

HMCS York (Toronto)

Activity at York during the latter part of April and the early part of May centered around the many preparations for another summer training period. The RCN staff, under the direction of Lieut.-Cdr. L. D. M. Saunders, Staff Officer, has scraped and refinished all the boats and York's Fairmile will soon arrive from Hamilton, where she has been hibernating for the past five months.

The officers held a mess dinner on Saturday, April 21. Ten officers from Sunnybrook Hospital and ten from the 48th Highlanders of Canada were guests.

The chief and petty officers' mess held its annual dance on April 27. Arrangements to welcome and entertain 700 guests were under the direction of CPO Wilfred Franklin.

On April 10 Lieut.-Cdr. Saunders presented, on behalf of Defence Minister Brooke Claxton, a scroll and the ship's bell of HMCS Parry Sound to the citizens of Parry Sound as tribute to their support during the Second World War.

HMCS Queen Charlotte (Charlottetown)

Navy rifle teams from Queen Charlotte showed a marked improvement this season in the regular schedule of the Charlottetown Garrison Indoor Rifle League, which completed in mid-April. The navy officers' team, under Captain J. J. Connolly, gave the Fifth Division Signals Regiment a close run for first place, while the Navy "A" team, led by CPO S. G. Bowles, finished in fifth place, one wicket below a shoot-off berth.

AB H. MacCullough has joined Queen Charlotte's permanent staff from HMCS Magnificent, relieving Ldg. Sea. M. J. Arbique, who has gone to HMCS Wallaceburg. Another staff change brought Ldg. Sea. B. L. Stinton, a 240-pounder from Cornwallis, to relieve Ldg. Sea. A. H. Coffin, a 250-pounder, who is now serving in the Magnificent.

HMCS Queen (Regina)

Queen's annual ship's company dance, held in March, was well attended. About 200 members of the division and their guests danced in the drill hall, which was decorated for the occasion with signal flags. Music was provided by Bill Winter's orchestra. Success of the affair was due to hard work by committees of both reserve and permanent force personnel.

Meanwhile, the training program began a new phase with a divisional course for officers starting about May 1. Keen interest was shown in the proposed classes.—C.E.B.

TECUMSEH SETS RECRUITING PACE

Leadership in the inter-division recruiting competition switched from east to west in March, with HMCS Tecumseh, Calgary, going out in front by a substantial margin.

In second place was Prevost (London), followed closely by Queen



A recruiting drive conducted this spring by HMCS Malahat, the Victoria naval division, produced excellent results and was marked on one occasion by the attestation of six men on a single night. The six were PO Patrick Doran, CPO Percival Napier and CPO William P. Shaw, all naval veterans, AB Raymond Chamberlain and Ord. Seamen Basil Fox and Norman Murphy. Left to right in the photo are PO C. J. Clark, of Malahat's recruiting staff; AB Chamberlain, PO Doran, Ord. Sea. Fox, CPO Napier, CPO Shaw, Ord. Sea. Murphy and Lieut. A. G. Bird, staff officer. (Photo by George N. Y. Simpson, Victoria)

(Regina), Unicorn (Saskatoon), Catarqui (Kingston) and Star (Hamilton). This was the second month in succession that Tecumseh, Catarqui and Queen had been well up in the race.

Recruiting continued at a brisk pace and there were two double sized drafts, in addition to the regular ones, to Cornwallis during the month. This brought the total of new entries under training in the establishment to well over the 1,600 mark.

In March, too, there was another

good-sized quota of re-entries, among them a number of men who only recently had "gone outside."

Two mobile recruiting units were organized early in May, one going to Northern Ontario and the other being scheduled for a tour of Nova Scotia and New Brunswick. With them they had a new naval film depicting new entry training at Cornwallis and life at sea in various ships of the RCN. When sufficient prints become available it is intended to circulate the film widely for recruiting purposes.

HALIFAX JILL TARS NAME 1951 OFFICERS

One of the most active groups in Halifax is the naval wives organization, The Jill Tars, who elected the following slate of officers recently: President, Mrs. Jean Brodie; vice-presidents, Marg Rushton and Frances Jackson; secretary, Kay Rowan; treasurer, Joyce Pilkington, committee conveners' Elsie Iscoe (program), Eleanor Purcival (social), Helen Hughes and Marion Coupe (press), Kay Handley (telephone) and Barbara Anderson (hospital and visiting).

From an original seven members in 1949, the group has grown to where it is now over the 60 mark. The Jill Tars bowl at Stadacona every other Saturday and hold business and social meetings in Scotian the first and third Wednesdays of the month.



Members of the 16th Chief and Petty Officers' Leadership Course to complete at HMCS Cornwallis are pictured above. Front row, left to right: CPOs J. Hughes, R. A. Munro, A. E. Wilson, A. P. Howard (instructor), J. A. Peters, T. A. Decker, H. Beaumont and R. J. Hamilton. Centre row: POs R. L. Caldwell, B. O. Clare, M. J. Middleton, R. G. Baldwin, A. W. Holmesdale, L. A. Wood and A. F. West. Rear row: POs B. A. Best, D. G. Larkey, T. G. Reading, C. F. Mann, B. R. Walls, J. R. V. Pettigrew and J. Senger. (DB-1040-1).

AN ANCIENT SPORT

*Bowling Said To Date
Back To Fifth
Century*

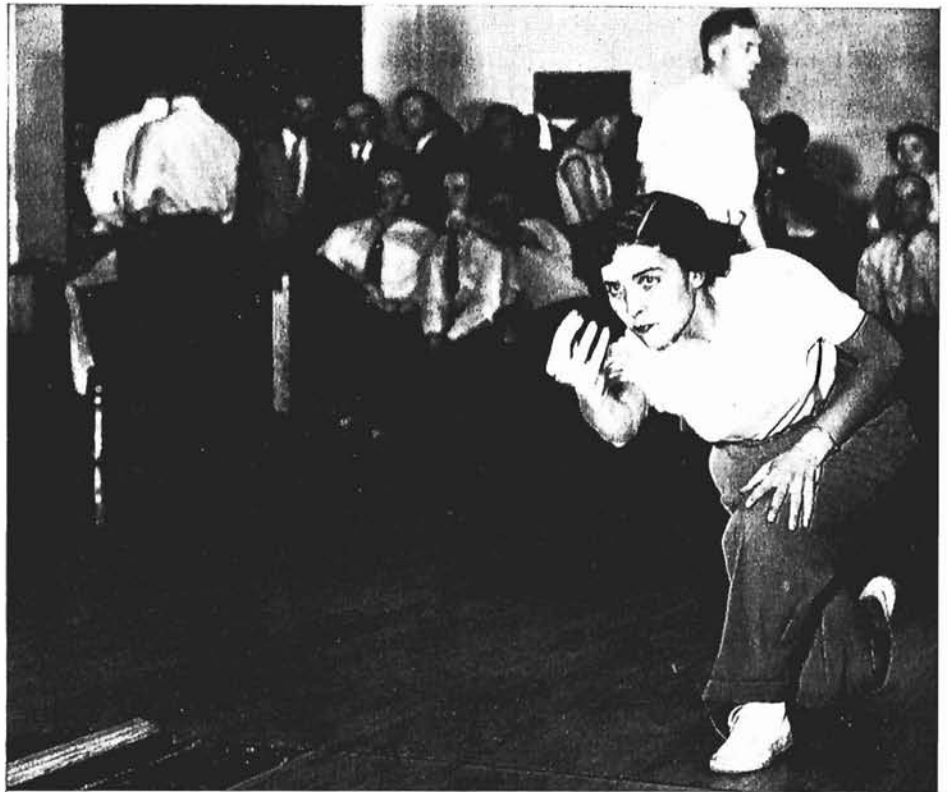
Bowling has become one of the Navy's most popular winter sports, but do "keglers" know that their pastime goes back to the Fifth Century?

At that time, as legend has it, two citizens of Paderborn, Germany, Hans and Almerie, were fighting over stolen sheep. A religious Brother, Gastus, saw them swinging their "kegels" (long, bottle-shaped clubs) at each other. He stopped them fighting and bade them go to the cathedral and settle it in the ordained manner.

Later, in the aisle of the great cathedral, he said: "Hans, let your kegel stand for Heide or Evil! Soon we shall prove your innocence or guilt! If the stone strikes your kegel, you are innocent, for you have overthrown evil. If you miss, then you have sinned as Almerie says."

Hans trundled the stone down the aisle. Like lightning towards an oak, it rolled straight and struck his kegel.

Brother Gastus said, "The test never fails. Were you a thief the stone thrown from your arm could not strike down evil!" Thus did Hans establish his innocence. Almerie forgave him and they went out together. Back at the cathedral, Brother Gastus gathered several monks and asked why only those suspected of sin should have a chance to overthrow the kegel. It looked like a good sport. Another suggested using several kegels and they started off, standing four kegels up at the far end of the aisle and knocking them down.



More than 300 keglers in three RCN leagues used the alleys in HMCS Stadacona, Halifax, during the past season. Here Sub Lieut (NS) Margaret Wallace, of Winnipeg, bowls for the Nursing Officers' team. (HS-12710).

By the 6th Century the kegel was no longer used to determine innocence, but the sport of bowling at the kegels had been adopted by people all over Germany.

Once a chap was told not to set up so many. They would be too easy to knock down by falling against one another, was the contention. He was told to use eight. "Eight pins?" he retorted, "Are you mad? We will use 17, as they do in Marburg!"

For 1,000 years the argument raged as to how many pins or kegels to use. Each city had its own rules and not until the 16th Century was the game standardized by Martin Luther, the great religious leader. For months Luther devoted all his spare time experimenting with various combinations of kegels. Finally the ideal arrangement — nine pins!

It took skill to knock them all over with one ball yet did not discourage players. Luther's decision made nine pins the standard for the game all over the world.

Bowling was popular among the early Dutch and German settlers of America (remember Rip Van Winkle?) and the game soon spread. But as a result of the intrusion of the gambling element the Connecticut Legislature in the mid-1800's found it necessary to forbid the playing of nine-pins.

Though a fine sport, it was completely in the hands of gamblers and sharpers. Banned by law in one state, it was soon ostracized all over America.

With nine-pins banned, bowling addicts developed games of ten and five-pins and bowling as we know it today was born. The sport was properly organized, the gambling element was cleaned up and bowling in America acquired more followers than any other sport. — C.M.



MAXIMUM EFFICIENCY, MAXIMUM ECONOMY

'Enough But No More,' Is Principle Governing Logistic Planning

This is the fourth and last of a series of articles on Naval Logistics prepared by Captain H. A. House, USN, Director of Air Logistics.

LAST month's article concluded with the statement that a major portion of the detailed planning for each operation is done at the Field Level, as is all of the actual assembly and transportation of men and material.

From the standpoint of the theatre and subordinate commanders, strategical and tactical plans must be analyzed in the light of available resources and a solution evolved which fulfills all logistical requirements. In arriving at this solution there are certain broad principles of approach that can be applied to every logistic problem with a consequent saving of time and effort. These principles can be broken down into the following five phases:

First Phase

The primary instrument of guidance for any logistic planner is the operational directive received from the commander of the next higher echelon. The first step towards producing a logistic plan for the contemplated operation is a careful study of that directive and all its annexes and appendices. From the basic directive, the logistician gains information as to the task assigned his own commander for which logistic preparation must be provided; the specific logistic obligations assigned to his commander by his superior; the logistic facilities made available to his commander; the forces made available to his commander; and a general concept of the over-all operation. With the above information the logistic planner is able to make an analysis of the broad logistic requirements and match them against availabilities. At this point he will be able to meet the requirements of the Second Phase.

Second Phase

This phase commences with the first staff meeting to discuss the possible tactical courses of action open to the commander to accomplish his assigned task. The feasibility of each course of action is examined and those that are found to be questionable when considered in the light of forces

assigned, intelligence information, and logistic capabilities are rejected.

Third Phase

This phase is devoted to a detailed analysis of the logistic capabilities and requirements for each of the retained courses of action under consideration. Frequent consultations with other staff sections are necessary in order to determine fully the logistic feasibility of each promising course of action. During this study of feasibility, the operational staff section will have adopted one preferred planned course of action with possibly one or more alternate plans. Now a concrete logistic annex to the operation plan can be developed.

Fourth Phase

Under detailed headings such as General, Supply, Transportation, Repair and Maintenance, Medical and Miscellaneous, computations of requirements are made. During this period it is to be expected that strategical, tactical and logistical considerations will result in numerous modifications of plans. Eventually there will arrive a time when the operational plan becomes firm and general approval of tentative drafts of the logistical annex will permit the production of a final draft.

Set Flying Record

A new record for a month's flying at HMCS Shearwater, the RCN Air Station, at Dartmouth, N.S., was set early this spring when the 31st Support Air Group and Training Air Group logged a total of 1,023.5 hours in the air.

Fifth Phase

The fifth phase consists of the distribution of the logistic annex and the preparation of subsidiary directives and communications as required for the proper implementation of the logistic plans. It behooves the logistic planner to make a careful study to determine all activities that will be concerned in any way with the implementation of, or dependent on, the provisions of the logistic annex. Those activities should receive copies of the logistic annex.

THE NAVY LOGISTIC ORGANIZATION

In outlining the Navy's logistics organization it is well to point out that its reason for being is to maintain the naval establishment in material readiness for the prosecution of war in accordance with approved supply depots, training centres, schools, fuel depots, tankers, ordnance depots, research laboratories and advanced bases. All of these exist for the single purpose of supporting the fighting elements.

The basic organization is designed to meet on a world-wide basis the demands of the combat forces which are deployed and employed in accordance with operational plans, prepared months or even years in advance. It is obviously impossible for the operational planners to call the turn as to time and place so far in the future. Yet it is equally obvious that the planning must be done thus so that the logistic elements of the service may have sufficient time to procure the material and personnel and effect delivery to the combatant elements at the place and time they are needed and in sufficient quantity.

It follows that the logistic organization must be extremely flexible and, as a corollary, a cushion of excess men and equipment must be maintained to meet changes in plans such as a speed-up of operations resulting from an unforeseen collapse of an enemy position or to repair unexpectedly heavy battle damage.

There are three distinct types of overseas logistic problems. The first is the delivery of supplies and men to sustain the day by day operations of ships, airplanes and advanced bases. This is paralleled by the operation of a village general store where the customer buys a can of beans, kerosene for his lantern, shells for his shotgun and an axe handle to replace the one he broke last week.

Periodically, as his stock runs low, the storekeeper will order from his jobber a quantity of each item based upon his experience of how fast the item moves; how many he has on hand, how long it will take him to get delivery and his guess as to what unusual sales he is likely to make

because of the firemen's carnival that is to be held in town next month. The jobber in turn orders from several different manufacturers or supply houses the storekeeper's items, plus similar items for a dozen other storekeepers in the area. In due time the manufacturer delivers to the jobber, the jobber to the storekeeper, and the cycle starts again with the purchase by the customer.

This is, in effect, a very much simplified outline of the Navy Supply System.

The second type of overseas logistic problem is that of maintaining at sea the task forces that were so effective in the Second World War.

A carrier force is composed of a carrier, or carriers, and destroyers. In addition to the food, clothing, soap, tobacco and candy that are required for the hundreds of men carried in the ships, the logistic agencies must provide fuel, various types of ammunition for several different types of guns, assorted sizes of bombs and rockets, depth charges, torpedoes, spare parts for dozens of different types of machinery, and replacement airplanes, airplane repair parts, engines, propellers, carburetors; to name only a few of several thousand items. In addition, and of major importance, replacement pilots are required to relieve those who have become exhausted by constant combat.

This type of logistic support may be provided by mobile service squadrons which can be subdivisions of the fleet, designed, constituted and provisioned to discharge this specific task.

The service squadron may include tankers, ammunition ships, transport carriers, general stores ships and provision ships, each carrying a balanced load tailored to meet the needs of the task force to be resupplied.

The service squadron remains continuously at sea in the combat area. As each vessel of the squadron is discharged it returns to the nearest base for reloading while another ship of the same type replaces it in the squadron.

The third type of overseas logistic problem is that of the support of an initial assault on and the subsequent occupation of enemy-held territory.

It is obvious that in order to have available properly trained personnel, allocate shipping adequate in capacity and suitable in type, and assemble the thousands of tons of ammunition, supplies, construction equipment, camp equipment and hospitals, the planning for such an operation must be done many months in advance.

The plans are based necessarily upon assumptions as to the probable strategic and tactical situation, estimated enemy naval and military forces to be overcome and the navy, army and air force strength that can be made available for the operation.

In order to obtain sufficient flexibility to meet changes resulting from errors in the basic assumptions, either as to timing or as to forces necessary to carry out the planned operation, a system of components has been developed which can be tailored quickly to meet actual conditions.



Two ships, HMCS Nootka (from which the photo was taken) and HMS Theseus, fuel at the same time from the Royal Fleet Auxiliary Wave Knight in the Yellow Sea during a Korean patrol. The fuelling operation is routine stuff for the ships of the UN fleets. The employment of fleet tankers and supply ships enables them to spend far longer sustained periods at sea than would otherwise be possible. (NK-527).

These components include camps, hospitals, storage units, ship repair units; ordnance units for mine repair, torpedo repair, etc., and units for harbor defence, airplane repair, tank farm, supply depot and so on.

Coming nearer home, the logistics problem is somewhat simpler in that the delivery of supplies to the consumer does not involve overseas shipment with its concomitant planning ahead and mobility, but the basic principles are the same.

As we have seen, the organization to effect the full logistic support to the Naval Establishment follows an established pattern and is divided horizontally on four administrative levels:

the field level, service level, the National Defence Department level and the Cabinet or National level. In each of these strata two or more echelons may exist.

The organization is further divided vertically along functional lines. Throughout the administrative agencies the vertical segments are as precisely integrated in most instances as are the horizontal echelons. They include such functions as maintenance, fiscal accounting, planning, transportation, and distribution, each of which may be further subdivided. For ex-

ample, transportation falls naturally under sea, air and land categories, maintenance into fleet and base maintenance, and so on. It is at the field level of the logistics organization that the myriad details are worked out which results in an orderly, carefully timed flow of goods and services to the ultimate consumer. The two agencies executing the function of distribution are the Supply System and the Transportation System.

CONCLUSION

The Second World War cost Canada thousands of casualties and a monetary "down payment" of billions of dollars and constituted one of the

greatest outpourings of national wealth and substance that this country has ever known.

Attempts have been made to rationalize this by saying that, after all, war is a wasteful business and that we prefer to expend material rather than lives. It is also true that the war cost us far more than it should have, in men, money and material. We made mistakes — literally thousands of costly mistakes — and yet in spite of our mistakes we and our allies were still able to smother our enemies with a sheer preponderance of the material of war. The prospect that we shall be able to win a future war in this manner is a slender one indeed.

This study of Naval Logistics has been devoted to the thesis that while we must expect to make new mistakes in the logistics of a future war, we should not repeat the old ones. An effort has been made herein to stress the principle that the cost of military operations *can* be reduced by the avoidance of past mistakes, by the adherence to proven methods and techniques, and by a conscious, unrelenting effort on the part of everyone to improve the operating efficiency of our logistic support systems. In peace or war, or in the shadowy vale which lies between the two, the answer to the question of how much logistic support should be provided for an operation must always be, "Enough, but no more than absolutely necessary."

From a proper understanding and evaluation of Air Logistics and its application to the RCN can come a better insight into the organization and functioning of naval aviation and a realization of how to get things done more efficiently and economically. This can make possible better and more economical support for naval air operations and therefore general progress in attaining the ultimate objective of maximum effective current readiness for war in the field of naval aviation.

Discipline

as defined by Field Marshal Sir William Slim, Chief of the Imperial General Staff, in London Calling:

"Discipline, as the British soldier has demonstrated it in peace and war, is the old Christian virtue of unselfishness, of standing by your neighbor, your comrade. It is the sacrifice of a man's comfort, inclination, safety, even life, for others, for something greater than himself. It is the refusal to be the weak link in the chain that snaps under strain."

WHAT? WHY? HOW?

*Thousands Answer
Job Analysis
Queries*

The questions, "What do you do? — Why do you do it? — How do you do it?" are now familiar ones to more than half the men in the Royal Canadian Navy, who, since last year, have put their minds to work in an earnest endeavour to assist their service in an extensive fact-finding program.

This program — naval job analysis — has progressed far since its inception in 1950. All the field work, in which the men played an active part in filling out the job inventory pamphlets, has been completed on the East Coast and in Newfoundland. The field survey work now is in the process of completion on the West Coast.

Already several thousand of these pamphlets are being dealt with at Naval Headquarters by a staff whose task is to take the information given them by the men and assemble it to give an overall picture for each rate, trade and trade group.

From this factual data, trade specifications are prepared which contain trade classification; a summary of the trade, training, experience, skills and knowledge required in the various jobs; responsibility held and supervision given by the various men; working conditions, service requirements and career possibilities, and related occupations in other services and civilian life.

These trade specifications will form

the basis for comparison of various jobs in each service, in the three services and in civilian industry.

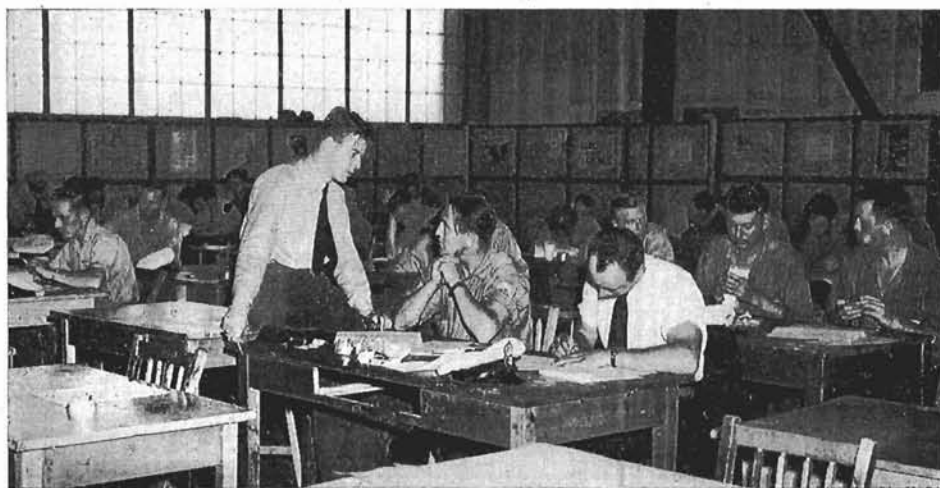
The job analysis program is unusual in that a major part is being played by the men themselves, they having been asked to take the responsibility of giving a clear and extensive description of the type of work they are doing in the service.

Their efforts will help in determining a number of important facts and in arriving at decisions, including those on recruiting, selection placement, training and careers.

Also of great importance are the aspects of the program which will give an indication of comparable trades in civilian life and, in addition, tie in the service requirements for skilled men in time of war with those of civilian industry with a view to causing no more disruption of the latter than is physically possible.

On completion of the West Coast field survey, the entire job analysis staff, under Lieut.-Cdr. (E) L. E. Simms, as chairman, will concentrate on dealing with the pamphlets and the subsequent details of the job analysis program.

It now is under consideration to do a survey of the ships in Korea with the intention of getting an accurate description of the work performed by the men of the navy under war conditions.



Men of the 31st Support Air Group fill out their forms during the job analysis survey at HMCS Shearwater, the RCN Air Station at Dartmouth, N.S. (DMS-3375).

BROCKVILLE COMMISSIONS AS TRAINING TENDER

In a simple ceremony at HMC Dockyard, Halifax, HMCS Brockville, a veteran of Second World War convoy escort duties and of postwar Atlantic patrol and rescue work, was commissioned as tender to the Halifax naval division, HMCS Scotian, on April 4.

Usual ceremonies connected with commissioning of a ship were dispensed with as the Brockville—turned back to the Navy last year by the RCMP—was just beginning a six-week refit to ready her for the summer training season.

Captain W. E. S. Briggs, commanding officer of Scotian; Lieut.-Cdr. J. C. Marston, commanding officer of the Brockville; Superintendent James Fraser, head of the RCMP Marine Division, Halifax, and Staff Sergeant John Prudence, RCMP Marine Division, were on hand as the white ensign was hoisted.

For Staff Sergeant Prudence, the occasion had more than usual significance. During the war he was an engineer officer aboard the Brockville from the time she was commissioned at Sorel, Que., until just before she was paid off.

The Bangor class, diesel-engined minesweeper was expected to be ready for trials about May 20, and to begin her first cruise about 10 days later.

MAIN BRACE VETS ELECT NEW OFFICERS

E. Ronald MacDonald of Saint John, N.B., was elected national president of the Main Brace Naval Veterans' Association, succeeding Donald N. Golding, also of Saint John, at the annual meeting in April.

Lieutenant-Governor D. L. MacLaren of New Brunswick accepted election as honorary president.

The elections took place at a meeting of the group's national council in Saint John. The sessions were presided over by Harold O. Price, Moncton, newly elected national chairman, and were attended by delegates from St. Stephen, Dalhousie and Moncton.

Others elected were Bruce S. Scott, Saint John, vice-chairman; George A. Van Tassel, president of the Saint John branch, first vice-president; Robert Mellway, Moncton, second vice-president; Frank D. Savoy, Dalhousie, third vice-president; Frank Sullivan, Saint John, secretary-treasurer; David C. MacKenzie, Toronto, assistant secretary treasurer; Geary



Members of the Electrical School staff prepare another parcel of food and clothing for 11-year-old John Chourpouliadis, fatherless Greek boy "adopted" by the school. Left to right are: Ldg. Sea. Ted Davy, Yarmouth, Eng., CPO John Fleming (seated), Edmonton, Lieut.-Cdr. J. A. M. Lynch, MacGregor, Man., and PO Frank Jobborn, Burlington, Ont. (HS-14107).

GREEK BOY WOULD LIKE TO MEET HIS NAVAL FOSTER PARENTS

The Eastern Mediterranean is a long distance off, but the way the Navy's ships have been getting around lately has given rise in HMC Electrical School to hopes that one or more representatives of the school may be able to visit their "adopted" son at his home in Greece in the next year or so.

An earnest invitation to visit him was received in a letter from 11-year-old John Chorpouliadis acknowledging the monthly parcels the school has been sending him under the Foster Parents for War Children scheme.

Said John: "You write me that you haven't had the chance to visit Greece. I hope that you will soon find an opportunity to come and visit us. As you may know, our

country is rich in antiquities which might interest you."

In a later letter to his "Foster Parents" he wrote:

"I am in good health and hope the same goes with you too. I was very happy to receive your parcel. It contained: 1 box of toys, 1 blanket, 1 tie, marbles, 1 balloon, 2 tins of canned meat and the money. I also received your letter and the pictures you sent me. I am very glad to have them and keep repeating to myself: 'May I also go over there some day and meet my Foster Parents.' From your letter I learned many things about your great country, which all Greeks love and admire.

"... I send you a picture of me wearing the jacket you sent me."

The picture was posted on the notice board at the "L" School. It contrasts sharply with the first photo received of John, showing an undernourished, ragged and barefoot moppet (Crowsnest, January 1951).

Though the mails take months to get through, hardly a week goes by that some members of the Electrical School staff doesn't send a letter to foster son John.

Boyd, St. Stephen, recording secretary, and John W. B. Letourneau, Dalhousie, publicity secretary.

During the meeting, membership charters in the association were granted to naval groups in Toronto and St. Stephen and a decision was made to incorporate the association as a national company.



The Navy Plays



Atlantic Command Shuttle Club Decides Champions

Members of the Atlantic Command Badminton Club put away their racquets late in April to close an eventful season. The club had over 50 active members and more than a dozen turning out on a nightly basis. Two days a week were utilized to handle the increased membership.

They met out of town clubs nine times and on all but two occasions were victorious. Members are already thinking about next season, with a particular eye to attracting as many married couples as possible.

The season closed with the first club tourney ever held. Results were:

Men's Singles — Instr. Lieut. Don Robertson defeated Lieut. John Murphy 15-6, 15-10.

Ladies' Singles — Nancy Jones defeated Mrs. J. E. Korning 1-11, 11-9, 11-1.

Ladies' Doubles — Patsy Timbrell and Nancy Jones defeated Mrs. Doug Campbell and Dot Sims 15-10, 15-13.

Men's Doubles — Lieut. Bob Manifold and PO Harold Jackson defeated Lieut. Robertson and Lieut. D. S. McNichol 15-11, 6-15, 15-9.

Mixed Doubles — Mr. and Mrs. F. MacAlpine defeated Lieut. Robertson and Patsy Timbrell 15-9, 17-4.

Results of the consolation series were:

Men's Singles — F. MacAlpine defeated Instr. Lieut.-Cdr. Doug Campbell 12-15, 15-12, 17-15.

Ladies' Singles — Felice Arsenault defeated Mrs. Bob Manifold 12-11, 12-11.

Ladies Doubles — Mrs. Bob Greene and Betty Bowers defeated Mrs. Harold Jackson and Mrs. Manifold 15-12, 12-15, 18-16.

Men's Doubles — Lieut. John Turner and F. MacAlpine defeated Lieut. Frank Proud and J. Laey 15-5, 15-2.

Mixed Doubles — PO and Mrs. Jackson defeated Lieut. and Mrs. Manifold 15-11, 18-14.

Prizes were presented at a gathering of club members at "B" Mess, HMCS Stadacona, April 26.

Navy Boxer Receives Golden Gloves Award

An award for the best fight in the tournament went to Able Seaman Gaston Bruneau, of HMCS Naden, at the B.C. Golden Gloves in Vancouver. Bruneau received the prize for his performance in scoring decision over Hoop Davis of the New Westminster Police in the light heavyweight division.

In his second fight, Bruneau pulled a shoulder muscle and lost by a decision to Lon Bianco of the Active Club. The former was ahead on points until the pulled muscle caused him to lose his effectiveness.

Another Navy Boxer, AB Frank McLean, also bowed out of the tournament, losing on points to Gordie McDonald, of the Burrard Lions Club.

Earlier, Bruneau won the light heavyweight division of the Vancouver Island Golden Gloves with a first round knockout victory over R. T. Lloyd of the Canadian Army camp at Gordon Head. The young sailor-scrapper was coached by PO Roderick Bolt.

Electrical School Wins Inter-Part Volleyball

Electrical School won its third inter-part sports championship at HMCS Stadacona by defeating the Physical Training Staff in two games out of three to take the volleyball title.

The PT staff finished the regular season with a perfect record but failed to match the Electricians in the playoff final. The "clubswingers" went down to defeat again when they dropped a 3-0 decision to RCAF Greenwood in an exhibition game.

Sports Interest Shifts Outdoors at Cornwallis

Hockey wound up at HMCS Cornwallis with a rugged crew of Chief and Petty Officers winning the base championship by toppling a keen young team from Huron Division in two straight games, 4-1 and 5-2.

The basketball team proved to be the dark horse at the invitation tourney held in Halifax. In spite of



Members of HMCS Stadacona's senior rifle team pose proudly with the individual and team trophies they captured in the Halifax Garrison Indoor Rifle League during the past season. The large trophy in the centre is the Richard Oland Trophy for high aggregate during the season. The sharpshooters are, left to right: Sub-Lieut. (NS) Hazel Mullin, PO George Lauder, CPO Frank Rushton, CPO Cassam Marlin, CPO Jack Wolfe and PO Alvin Underhill. (HS-14241).

sudden changes and replacements, the Cornwallis squad handed Dalhousie University, the eventual winner, its only defeat of the meet.

Huron Division defeated Skeena 14-13 to capture the monthly inter-divisional boxing championships in a set of bouts which was only decided when the final gong had rung.

With the advent of warmer weather, sports interest shifted to spring and summer games, which were due to get into high gear as soon as condition of the grounds permitted. — *F.C.P.*

Captain's Office Cops Stad Bowling Playoff

Captain's Office upset Instructor Officers "A" to win the playoff for the inter-part bowling championship at HMCS Stadacona. The "schoolies" topped the league with 69 points in the regular schedule, followed by Captain's Office with 67, Central Stores with 60, Regulating Staff 59, CVD 58 and Electrical School "C" 57.

A 400 score by one of the Army trundlers featured an exhibition series in which an Army Officers team scored two straight victories over the Navy Instructors.

In the Men's Service League, Boiler Shop wound up in first place in the "A" section, followed by Electrical "A" and Captain's Office. Electrical Maintenance topped the "B" section, with Refrigeration in second place and Outside Fitters and Civilian Plumbers tied for third.

PO Mike Bidnock racked up the high average for the season with a mark of 205.4, while Commissioned Gunner J. K. Crotty registered the high cross, 836, and high single, 358.

Bentley is Big Winner in Headquarters Bowling

Commissioned Stores Officer Frank Bentley was the big winner when trophies and prizes were presented at the annual banquet of the Naval Headquarters Bowling League in Ottawa April 25.

As captain of the league champion Algonquin team, Bentley received the McCallum trophy and an individual prize, then stepped forward to receive the Naval Headquarters Sports Association trophy which a Bentley-skipped team won in a post-season competition.

It was Bentley again when the high average prize was handed out, and the same player stepped forward to accept the prize for the high single in the Sports Association



Undeclared in 10 league games, the Electrical School maintained its winning ways in scoring two straight victories over Shearwater Training Air Group in the best of three finals for the Atlantic Command inter-part hockey title. The team is shown above. Front row, left to right: Ldg. Sea. Archie McArthur, Ldg. Sea. Gordon Young, Ldg. Sea. Douglas Norbury, Ord. Sea. Norman Brouillard, Ord. Sea. Andre LeBel and Ldg. Sea. Ernest Riva. Back row; Ldg. Sea. Ivan Latimer, Ldg. Sea. Stewart Myers, CPO Duncan Stevenson (playing coach), Lieut.-Cdr. (L) R. M. Battles, senior staff officer, AB John Cribb, Ord. Sea. Fred Jardine, Ord. Sea. Jack Kilburn and Ord. Sea. Fred Free. Missing from the photo is AB Michael Crowley. (HS-14081).



Electrical School also won the inter-part basketball championship, topping TAS School in two straight games. Left to right are: PO Jack Strachan, Ldg. Sea. Ivan Latimer, Ldg. Sea. Ted Corbett, AB Donald Fredette, Lieut.-Cdr. Battles, Ldg. Sea. Bertram Godding, Ldg. Sea. Archie McArthur, CPO Duncan Stevenson (coach) and Ldg. Sea. Robert Miller. (HS-14079).

trophy matches. His season's average, incidentally, was 228.

Other individual prize-winners were: Ladies' high average, Connie Gratton (194); men's high cross, Lieut. (S) Doug Samson (832); ladies' high cross, Gerry Atkinson (781); men's high single, Lieut.-Cdr. (S) Dave Walton (331); ladies' high single, Miss Gratton (330).

Magnificent, captained by Lloyd Bethell, won the "A" series playoff prize, and Lieut. Samson's Athabaskans took the "B" series booty.

Lieut.-Cdr. (SB) Bill Simpkin, league president, presided at the highly successful banquet and dance.

Civil Service Trundlers Win Cornwallis Title

The Inter-part Bowling League at HMCS Cornwallis concluded with the Civil Service team defeating the Seamanship School in the finals by 449 pins. Members of the winning team were Syd Kilmister (captain), George Auby, E. Spurr, Bernie O'Neil, Jim Sanford and George Townsend.

Individual honors were cornered by Instr. Lieut.-Cdr. B. S. Lake, who topped the league in three departments — high average (232.4), high

three (891) and high single (375).

The trophies and prizes were presented by Captain A. P. Musgrave on the final evening of bowling.

Scotian Pucksters Rewarded for Efforts

Completing its first season of competition, the hockey team representing HMCS Scotian lost out in a hard-fought sudden-death game to Royal Canadian Engineers (Reserve) for the Halifax Reserve Forces championship. Score was 5-3.

Earlier the Scotian team had defeated their traditional rivals from the Reserve Army, the Princess Louise Fusiliers.

At the annual inspection and prize presentation ceremonies at the division on April 12, each member of the team was presented with a gift for his efforts.

In the Garrison Rifle League, the division's two teams finished well down in the scoring but gave a good account of themselves during the season.

In the division's inter-part rifle competitions, the officers again took possession of the trophy held for the past year by the seamen.

Commodore Porteous Wins Squash Title

Commodore (E) W. W. Porteous won the Maritime squash racquets singles championship at HMCS Stadacona April 13 by outscoring Rear-Admiral E. R. Mainguy three games to none in the best-of-five final.

Games were close with numerous interesting rallies. In the first, Admiral Mainguy carried his opponent to extra points before going down 18-14. Commodore Porteous followed up this initial triumph with 15-9 and 15-13 victories.

Commodore Porteous was presented with the Birks championship cup at the conclusion of the match.

Top Softball Award Goes to Star Padre

Chaplain (RC) William Flaherty, mainstay of HMCS Star's team, was voted the most valuable player award in the Hamilton Garrison Officers Softball League.

On Saturday, April 7, the Star wardroom softball team went to Toronto to take on York. After starting out well, the Star team fell apart at the seams and ended up on the short end of a 26-10 score. One casualty was Lieut.-Cdr. (S)

M. J. Doll, who bumped into the York first baseman, somersaulted and landed on his head. He had to leave the game and his loss had its effect on the team's play. X-rays showed later his injuries were not serious.

Captain F. R. Base, commanding officer of York, presented the challenge trophy to the captain of the Toronto division's team after the game.

Golf School Graduates Get Jump on Season

At least a dozen golfers in Halifax and Dartmouth approached the links with a lot more savoir faire this spring. They were graduates of the Atlantic Command Golf School, held during the winter at the Stadacona gymnasium, and their game was polished up in eight concentrated sessions by Kas Zabowski, Maritime open professional golf champion.

The school, which started February 14, continued two nights a week until April 19 and featured movies, lectures and practice in padded squash courts. Attendance was good as veteran golfers labored to improve their styles and newcomers learned the rudiments the easy way. However, only a dozen turned out for the full eight lessons.



Members of the Huron Division boxing team which won the inter-divisional boxing trophy at Cornwallis in April are pictured above. Front row, left to right: Ord. Sea. Edward Carter, Kamloops, B. C.; John Walsh, St. John's, Nfld.; and Alexander Griffin, Kingsmere, P.Q. Centre row: Ord. Sea. Herbert West, Edmonton, and Fred Clair, Montague, P.E.I. Rear row: Ord. Sea. Carl Kaizer, Halifax, and Kenneth Johnson, Windsor, Ont.; PO Raymond Ellison, Cornwallis, manager; and Ord. Sea. John and Ronald Geary, brothers, of Windsor, Ont. (DB-1039-1).

Weekly Sports Meets Held by Comschool

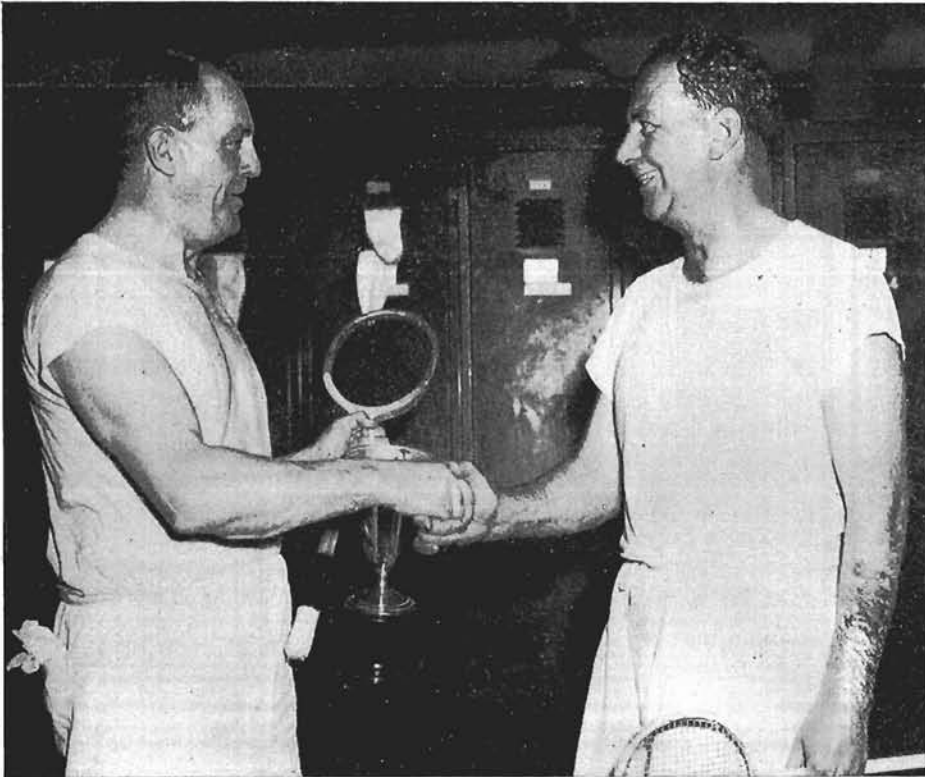
Eight teams with a total of 84 competitors participated in a successful inter-class swimming meet for Communication School personnel in the pool at HMCS Stadacona, Halifax. Top point-getter was the team from CV 38.

Directed by PO Albert Trepanier and members of the PT staff, the following events were run off: 30 yards free style, breast, back and side strokes, flutter board plunge, 90 yards medley and 120 yards free style medley.

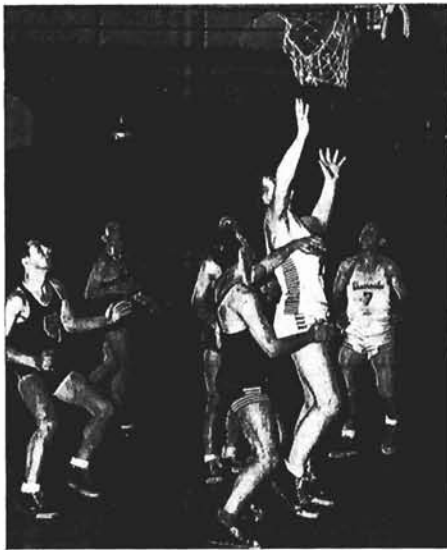
The Comschool classes vie for honors in all branches of sport, with meets staged each Wednesday in the Stadacona gymnasium.

CPOs, Supply School Battling for Trophy

With the deck hockey schedule completed, the race for the Cock of the Barracks trophy at HMCS Naden narrowed down to a two-way duel between Supply School and the CPOs. At the time of writing, Supply held a slim two-point lead but the Chiefs were depending on their strong soccer squad to overtake the leaders and bring them home in front.



The winner and the runner-up in the Maritime squash singles final shake hands after their gruelling match in the Stadacona gymnasium April 13. They are Commodore (E) W. W. Porteous (left) winner of the Birks trophy, and Rear-Admiral E. R. Mainguy. (HS-14163).



Ord. Sea. Dave LeClair, centre for HMCS Shearwater, sinks a basket during the final game with Dalhousie University in the third annual Halifax and district invitation basketball tournament at Stadacona. AB Jim Kitchen, captain of the air station team, backs him up. Dalhousie won the game and the championship. (HS-14083)

Shearwater Runner-up in Basketball Tourney

HMCS Stadacona played host to eight teams in the third annual Halifax and District invitation basketball tournament, held at the "Stad" gymnasium on April 6 and 7.

Dalhousie Tigers, winners of the Ernst Glass Trophy the previous two seasons, made it three in a row when they downed HMCS Shearwater by scores of 31-27 and 51-46 in the final games of the tourney. The high-flying collegians were defeated only once during the two-day tournament. The loss came at the hands of HMCS Cornwallis in a thrilling 32-31 game.

Until meeting the Dal team, the Shearwater quintet had racked up an unbeaten record.

Lieut. R. M. Greene, Command P. and R.T. Officer, who directed the tourney, presented the Ernst Glass Trophy to Fraser Mooney, Dalhousie captain, and the runner-up trophy to AB Jim Kitchen, captain of the Shearwater team.

Queen Team Practicing for Inter-Service Shoot

A six-man rifle team will represent HMCS Queen, the Regina naval division, in a forthcoming inter-service shooting competition. Strong teams from the Royal Canadian Mounted Police and the Army have also been entered. CPO Les Paige has been instructing the Navy team.

PACIFIC ISLAND PICNIC

*Party from Huron Warmly
Entertained by USN
During Guam Stop*

ON BOARD HMCS HURON—While HMCS Huron was at Kwajalein, on her way across the Pacific to Japan, a US Navy chief petty officer suggested to the Canadians that they organize an outing when the ship arrived at Guam, three days hence.

No sooner said than done. A signal asking if facilities could be provided was despatched to the USN base at Guam and an affirmative reply was quickly forthcoming.

A committee headed by CPO Douglas Backman started the ball rolling. Of assistance there was plenty. The chief cook, CPO Ronald Cragg, and his staff prepared the ingredients for sandwiches and whipped up some fruit cake. Others pitched in to help get ready a lunch sufficient in size to satisfy at least 100 men. The sports department, headed by AB Rowan Carroll, dug up equipment for a variety of games.

Otherwise the ship had no idea of what was in store for the picnickers. In fact, so doubtful were they that they filled a large milk can with water, in case there might not be any available. No one was worried, though, just so long as they could go somewhere—anywhere—and relax.

As it transpired, there was no

reason for concern. Waiting on the jetty at Guam were three large trailer-trucks, and within 15 minutes after berthing the party had trooped ashore and was away in the trucks to the picnic spot.

The US authorities really had the situation in hand!

The scenic, 10-mile drive, which was a treat in itself, ended at a recreation ground where there were roofed tables and benches scattered beneath the palms, a baseball diamond, glistening sand beach, volleyball court, horseshoe pitch and other facilities.

First thing on the menu was a swim in the inviting waters of the Pacific. Then the American hosts took over and did everything they could to make sure the Canadians had a good time. Very successful they were, too.

Throughout the remainder of the afternoon, the Huron sailors partook of every event available, interrupting their activities only long enough to dispose of the lunch. As dusk settled and it came near time to return to the ship, the Hurons called an end to the festivities and pitched in to clean up the grounds so they would be in the same tidy state they were when the party arrived.

Back aboard the transports, they joined their voices in a rousing sing-song that lasted until they arrived at the jetty. Happily, then, they returned on board ship.

It had been a memorable day. A picnic may not sound very exciting to folks ashore, but for the 80 Hurons who were fortunate enough to attend this one it was a great event. The trip out from Halifax had been long and somewhat tedious, ahead of them was a long stretch of war zone duty that wasn't going to be much fun, and this pleasant break, on a tiny Pacific island, gave them a fresh outlook on life.

To the US Navy Recreation Committee at Guam, who gave them an overwhelming reception and thoroughly fine time, went a hearty vote of thanks.

... As for the milk can full of water, it was taken back to the ship in the same condition in which it left. An unlimited supply and variety of beverages, provided free of charge by the American hosts, made it unnecessary, unwanted and untouched. — (Contributed by *The Fan Shaft*.)



The naval fire-fighting school at Halifax needed a 10,000 gallon static water tank, so the staff pitched in and, with the help of civilian workmen from the Halifax dockyard, built one inside of a month. Here CPO Syd Nettleton (right) and AB Ed MacLeod are shown on the job with welding equipment. (HS-12854).

THE GOOD SAMARITAN



An officer whose sleeve bore four bright rings and whose heart brimmed with the milk of human kindness found recently that the role of Good Samaritan can be an uncomfortable one. This officer (not an executive branch type) was getting in his car on the parade ground at Stadacona when he spied a young seaman staggering out of the Gunnery School with a heavy parcel.

So he gave the lad a lift to Communications School.

The seaman beamed, "This sure helps a lot, Sir."

CPO Doug Clarke, regulating CPO in the Gunnery School, saw all and wasn't quite so happy. He made an indignant report.

Back in his office again, the officer was called by:

1. Lieutenant-Commander (G)
2. Commander (G)

3. Commander RCN Barracks.
Substance of the messages: "Interference with discipline."

The seaman had fallen asleep in class, was sent to the Gunnery School's own special little parcel post office and was given his 96-pound, six-inch practice projectile to lug to the Comschool and back — to wake him up.

The officer didn't recognize the "parcel" as a "projy," but it didn't take long for him to find out!

The Gunnery School staff says this one topped all of the many articles used to lighten the load their postal service provides. Some have dragged the shell along in a snow shovel, and one even borrowed a little wagon belonging to the Commander's youngster — but a ride in a captain's car, that was the ultimate.

LETTER TO THE EDITOR

HMCS Huron, at Sea

Sir:

We of the Huron faithfully follow the editorials, news events and articles of the Navy magazine, The "Crowsnest". However, a "beef" has arisen ... no dope on the Huron.

This ship is loaded with news value (so we think) and we have therefore decided to do something about it! A group got together and formed the editorial staff of what was hoped to be a small ship's newspaper. By the end of a two-week period of excitement, commotion and anxiety, the enclosed was brought to press. Plans are under way whereby a similar edition will be published bi-monthly from now on.

We would greatly appreciate your using this paper, or portions thereof (especially the cover), in your magazine. May we, too, draw your attention to photographs taken aboard the ship while in Pearl Harbor, Guam and Sasebo, Japan. From what we gather, many more of such photos will be taken and it is hoped that some of these may soon appear in The "Crowsnest".

Publicity of the Huron has been rather limited, to say the least, but this, we admit, is largely our own fault. However, it is expected, what with a ship's newspaper and photographic coverage of ship's activities, there will be a sufficient supply of material from which a suitable selection can be made for your magazine.

Thank you.

*Yours truly,
The Editorial Staff,
"The Fan Shaft",
HMCS Huron.
per "R.F."*

Editor's Note: The "Crowsnest" regrets that, for technical reasons, it cannot reproduce the cover of "The Fan Shaft" but wishes to congratulate the editorial staff on an excellent piece of work, both with respect to the cover and the contents. "The Fan Shaft" is a bright, breezy effort and is a credit to the staff — AB Phillip Cochrane, Ldg. Sea. Robert Flack, PO David Kurts, PO Raymond Laychuk, CPO Douglas Backman, PO Edgar Colebourne, AB Leslie McCallum and PO John MacDonald.

As for the "no dope on the Huron", the reason graciously given by the "The Fan Shaft" happens to be correct. It is an old refrain, but The "Crowsnest" depends very largely on the correspondents in ships and establishments for its material. No "dope" from the ships, no "dope" in The "Crowsnest."

Regarding photographs, it might be noted that a photo taken of the Huron in Pearl Harbor served as the cover for the April issue of The "Crowsnest".

15 ATHABASKANS SIGHT NEW OFFSPRING

While HMCS Athabaskan was sailing the Yellow Sea, in all kinds of weather and on all kinds of missions, the stork was pretty busy at home in Canada. Although saved from having to pace the floor outside the maternity ward, the sailor-husbands are inclined to think the strain of being 7,000 miles away at the time of the great event was even harder on the nerves.

To add to the suspense was the fact that it was sometimes two or three weeks before a prospective father would receive the glad tidings, due to delays caused by congested wireless traffic or periods of radio silence imposed during a lengthy patrol.

Some of those on board the Athabaskan who got their first sight of the new additions to their families when the ship came home in May were:

PO Kenneth Perry (a daughter),
AB Chester Kenyon (a daughter),
PO Thomas Cooper (a daughter),
PO Nikolaus Baier (a daughter),
PO Lawrence Orton (a daughter),
AB Stanley Whythe (a daughter),
AB Michael Shymkovich (a daughter),
Ldg. Sea. Charles Alliston (a daughter),
PO Eric Keil (a son),
Ldg. Sea. James Ashworth (twin daughters),
PO Norman Town (a son),
Commander Robert Welland (a daughter),
CPO Frank Logan (a son).

The names are listed in the order in which the fathers qualified to pass out the cigars.

Births

To Lieut.-Cdr. J. W. Dangerfield, HMCS Chippawa, and Mrs. Dangerfield, a daughter.

To Lieut. J. A. Morris, HMCS Chippawa, and Mrs. Morris, a daughter.

To Lieut. Marcel Belanger, HMCS Cornwallis, and Mrs. Belanger, a son.

To Lieut. (S) John D. Agnew, HMCS Magnificent, and Mrs. Agnew, a daughter.

To CPO Andy Chartren, HMCS Stadacona, and Mrs. Chartren, a daughter.

To PO E. Ross Brock, HMCS Catarauqui, and Mrs. Brock, a daughter.

To PO Everett Anderson, HMCS Queen Charlotte, and Mrs. Anderson, a daughter.

To PO Thomas Plume, HMCS Naden, and Mrs. Plume, a daughter.

To AB Roy Dingley, HMCS Catarauqui, and Mrs. Dingley, a son.

To AB Frank Howell, HMCS Catarauqui, and Mrs. Howell, a daughter.

To AB John Murray, HMCS Catarauqui, and Mrs. Murray, a son.

To AB Vincent Marr, HMCS Huron, and Mrs. Marr, a son.

To AB Gordon Bonhert, HMCS Huron, and Mrs. Bonhert, a daughter.

To Ord. Sea. R. O. Austin, HMCS Cornwallis, and Mrs. Austin, a daughter.

Weddings

Surg. Lieut. Gerard J. Breton, RCN(R), Ret'd, of HMCS Star, to Acting Sub-Lieut. (NS) Lois Dorothy Atkins, RCN(R), of HMCS Star.

A/Sub-Lieut. J. E. Hobbs, HMCS Carleton, to Miss Audrey Clare Hill of Hamilton.

Ldg. Sea. Stanley Raynham, HMCS Malabat, to Miss Irene M. Porter, of Vancouver.

Ldg. Sea. Howard Oja, Aldergrove Radio Station, to Miss Helen Louise Mitchell.

Able Seaman G. Waddell, HMCS Chippawa, to Miss Madeline Sleaven, of Winnipeg.

Able Seaman George F. McKarney, HMCS Stadacona, to Miss Norma Robson, New Glasgow, N.S.

GEORGE F. O'CONNELL HEADS SAINT JOHN NOAC

George F. O'Connell was elected president of the Brunswick branch of the Naval Officers' Association of Canada at the annual meeting in HMCS Brunswick April 27. He succeeds F. Gerald Elkin.

West Coast Golfers Print Own Booklet

Out on the West Coast, where the climate is particularly conducive to a long and almost uninterrupted love affair with the game, golf has taken such a leading place in the naval sports picture that the service's club-swingers are even publishing a booklet to keep members up to date on the many activities of the RCN Golf Association.

The informative little publication is called "The Naval Golfer." Its contents include news of past and future competitions, items of interest concerning association members and tips on play and etiquette.

Other officers elected were: George W. Winters, vice-president; J. J. Donahue, secretary; Ralph B. Marr, treasurer, and K. W. Salmon, K. D. McAlpine, Donald H. Newton, A. P. Gregory and Arnold Watson, executive.

REMEMBER THE NAVY

(An editorial in The Saint John Telegraph-Journal)

We noticed some observations in a contemporary elaborating on the statement that "oceans are no longer moats." Up to a point that is true, but can be overemphasized. Moreover, moats were never counted impassable obstacles and there have been few, if any, fortified places that used moats other than as adjuncts to walls, ramparts, earthworks and so on. Moats have had their distinct uses. If available, they are not to be scorned today; and we rather fancy that up to a point oceans can still be put to similar uses.

That little strip of sea, the English Channel, is not to be classed as ocean, but it has, as we know, great stopping value. The wider expanses of salt water are likewise valuable deterrents to invaders, always remembering that no nation is fully defeated until its land is occupied by the enemy. Hammering from the air will never complete a victory unless the spirit of defence is broken, which so far no bombing has effected. The function of oceans as moats has not entirely passed away.

Nevertheless, gradually over centuries, and increasingly so of late, oceans have become sea-

lanes to carry armies and supplies.

The seas connect as well as separate. They offer scope for wide strategic movements and afford a channel for maintenance of nations with superior seapower, and these by blockade can also deny the use of the sea to their adversaries. To assist seapower and keep free the sea-lanes the oceans have become battle-grounds to an ever greater extent. Men and munitions can now be carried by air, but there is a vast difference between the largest planeload and even a small shipload. To accept that oceans are no longer moats must not lead us to diminish our concern for seapower. We still need our fighting navy and our merchant navy.

It may be that modern fighting ships and their armament will be of types differing from those of the past. The submarine for combat and also for freight-carrying may play a more important role. Nonetheless the ocean remains their element. A strong and efficient navy, guarding the seas that retain the characteristics of moats and those also which enable men and materials to be transported is an essential. So let us never forget it.

THIS IS THE NAVY ...OR IS IT?

An Admiral has little chance for advancement and a seaman has few opportunities to sit down — at least, those are among the observations on naval life penned by a group of Halifax high school students.

Members of the ninth and tenth grades, the students expressed their opinions in career booklets they

prepared as an assignment in vocational and educational guidance. The books are aimed at helping the boys choose a lifetime work. They select a career and analyse it, carefully listing the pros and cons and special requirements. The books are often illustrated with photographs, magazine and newspaper clippings and drawings.

Outstanding among the comments was that of one youngster who rued the fact that "In the Navy you can get from Able Seaman up to Admiral, but I don't believe



Two western naval establishments looked like this after being hit by man-sized storms this spring. The upper photo was taken at Aldergrove Naval Radio Station, near Vancouver, following a storm in late March that all but isolated the station. In the lower photo, deep snowbanks left by an April blizzard gave HMCS Queen, at Regina, anything but a spring-like look.



Retirement

Chief Petty Officer Frank Leo Gervais

Rate: C2QR1
Age: 42
Address: 76 Lady Hammond Road,
Halifax, N.S.
Hometown: Winnipeg, Man.
Joined: January 1931, as an Ordinary
Seaman
Served In: HMS Warren, Vernon and Ferret;
HMCS Naden, Vancouver,
Stadacona, Saguenay, Skeena,
Prince Robert, Givenchy,
Prince David, Niobe, Tillson-
burg, Avalon, Nene, Peregrine,
Strathadam, Cornwallis, Bow-
manville, Haida, Brunswick,
St. Stephen, Iroquois, La Hui-
loise, Shearwater.
Awards: Commended for gallantry,
August 19, 1936.
Retired: April 12, 1951.

"See Canada First"

Canadian sailors busily absorbing the scenery "Down Under" during HMCS Ontario's South Pacific cruise managed at the same time to get a good look at their homeland.

This extraordinary geographic feat was accomplished because of an intention to publicize Canada abroad. A number of colored films depicting scenes from various parts of the country were embarked in the Ontario primarily for exhibition overseas, but it was decided to show them also to the ship's company, along with the regular entertainment films, with a view to developing an appreciation of Canada by Canadians.

you can get any higher."

In discussing the working conditions, an account contained in one book read as follows: "The officers have a lot of desk work which requires no standing. An ordinary seaman or other low ranking naval personnel have PT, marching, manning the boats and keeping them in condition. There are schools which give the men a chance to sit down for a while."

Another saw "no disadvantages in the type of work unless a man is a CPO or some ranking officer."

In dealing with the sailor's life in wartime, a young career seeker said, "The hours are bad with hardly any pay. No time to run around. No leave."

EUROPEAN CRUISE MEMENTO

Reproduced on the opposite page is the memento of the Canadian Special Service Squadron's European cruise last fall. It is available to all officers and men who served in the three ships of the squadron — the Magnificent, Huron and Micmac — during the cruise.

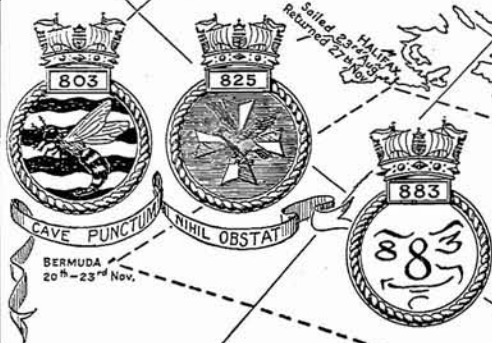
Produced by Cdr. H. W. Soulsby, RCN, Ret'd., the memento is 17 by 14 inches, printed black on white, on good stock linen paper, and is suitable for framing. The price is 25 cents per copy.

Mementoes may be obtained by writing the Flag Officer Atlantic Coast, HMC Dockyard, Halifax. To facilitate handling, ships should send group orders wherever possible.

Cheques or money orders should be made payable to the Flag Officer Atlantic Coast. All proceeds will be donated to the Canadian Naval Service Benevolent Trust Fund.

CANADIAN SPECIAL SERVICE SQUADRON

1950



TO COMMEMORATE the cruise of the Canadian Special Service Squadron under the command of Rear Admiral E.R. Mainguy O.B.E. R.C.N. flying his flag in H.M.C.S. MAGNIFICENT, to the United Kingdom and Europe, THIS MEMENTO shows that

served in H.M.C.S. during the cruise.



Commodore K.F. ADAMS R.C.N.



Lieut.-Commander
F.C. FREWER
R.C.N.



Lieut.-Commander
E.T.G. MADGWICK
R.C.N.

