

'CROWSNEST'

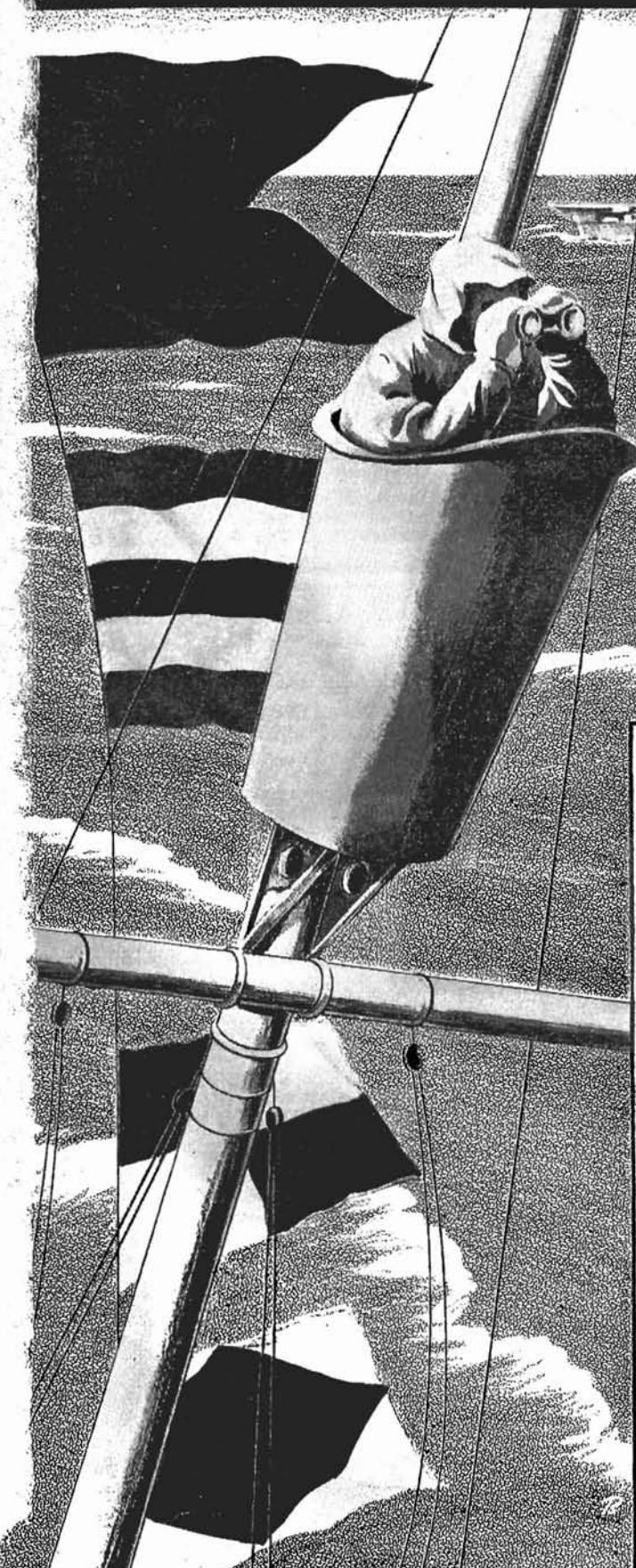
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Vol. 1 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

November 1948

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Editorial

The "Crowsnest" Magazine is produced primarily for the serving personnel of the Permanent and Reserve Navy. It is hoped, however, that it will prove of equal interest to those who served in the Navy and the Merchant Navy during the years of war.

The mechanics of production, and the amount of editing and co-ordination needed to publish a magazine of this nature, make it necessary for the control to be at Naval Headquarters. But for its life, the interest of its contents, and its value to the sailor, the "Crowsnest" must depend to a large extent on contributions from the sea-going navy, from Establishments at the Coasts, and from Divisions inland.

The success of this publication can only be assured to a real and lively extent by the willing and enthusiastic support in a practical way by those for whom it is intended.

This is our first issue, and you will readily understand that some contributions have had to be cut, some re-edited, and one or two re-written, in order to establish a pattern from which we can work. Such things always have to happen in an initial venture of this kind, and those whose space has been cut will, I hope, realise with understanding that it has been done for the ultimate good of the Magazine as a whole. I would like to thank personally all those who have given and are giving their time and energy in the supply of material to the working editors.

We are aiming for a magazine which will have something in it of interest to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories — fictional or fact; which, by sound editing, will have dignity and life; and which will help us to know our Service and each other better.

I commend the venture to every officer and man in the Naval Service, and to former naval personnel to whom it is available, and I ask your help in making it worthy in every way of the Fleet in which we serve.



(H.T. W. GRANT)
Vice-Admiral R.C.N.
Editor-in-Chief

The CROWSNEST

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THANKS ARE DUE . . .

To . . . Hon. Brooke Claxton, Minister of National Defence, whose keen and sympathetic interest in the Naval Service has made possible the existence of this magazine.

To . . . Commander John S. Dalison, D.S.O., R.N., S.M.A. who has given generously of both time and talent in the design of the front cover of the "Crowsnest", and of the headings for the regular "departments" of the magazine. Commander Dalison is Executive Assistant to the Senior Naval Liaison Officer (United Kingdom) at Ottawa, and is an artist of international reputation.

To . . . Officers and Men who have contributed special articles, serious and light, on a variety of topics of interest to sailors. May their ranks be swelled, and their pens never run dry!

To . . . "Crowsnest" correspondents, afloat and ashore, on whose efforts the success of the magazine must depend.

* * *

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

The Editors



R.C.N. News Review

Plenty of Seertime

More than 30,000 nautical miles have been logged this fall by ships of the Royal Canadian Navy.

The biggest single chunk of that total was accounted for by the northern cruise. H.M.C. Destroyers "Nootka" and "Haida", first Canadian warships ever to penetrate Hudson Bay, steamed 5,000 miles in the 27 days they were away from their home base of Halifax. H.M.C.S. "Magnificent" covered 3,064 miles on her trip to Wakeham Bay and back.

October 11th saw the largest group of Canadian ships to put to sea in company since the war leave Esquimalt on a month-long cruise to Pearl

Harbor. In the group were H.M.C. Ships "Ontario" (Captain J. C. Hibbard, D.S.C. and Bar, R.C.N., senior officer), "Cayuga", "Athabaskan", "Crescent" and "Antigonish".

Earlier in the month, H.M.C.S. "St. Stephen" completed her annual refit and steamed off to resume her vigil on Weather Station "Baker".

"Magnificent" in October paid her first visit to several Canadian ports. Saint John, N.B., saw the carrier — every bit of her, from keel up — when she went there for her semi-annual docking. From Saint John the carrier returned to Halifax, then sailed for Quebec City, Seven Islands, Charlottetown and Sydney.

"Haida" visited Montreal early in October and played host during her stay to delegates to the annual convention of the Canadian Ordnance Association.

Oceanographic duties occupied H.M.C. Ships "New Liskeard", "Rockcliffe", "Ehkoli" and the newly-commissioned "Cedarwood".

Command Changes

Rear-Admiral E. R. Mainguy, O.B.E., R.C.N., hoisted his flag as Flag Officer Atlantic Coast on October 1st.. He succeeded Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N., who hauled down his flag on the same day. Rear-Admiral Taylor has proceeded on retirement leave and will make his home at Chester, N.S.

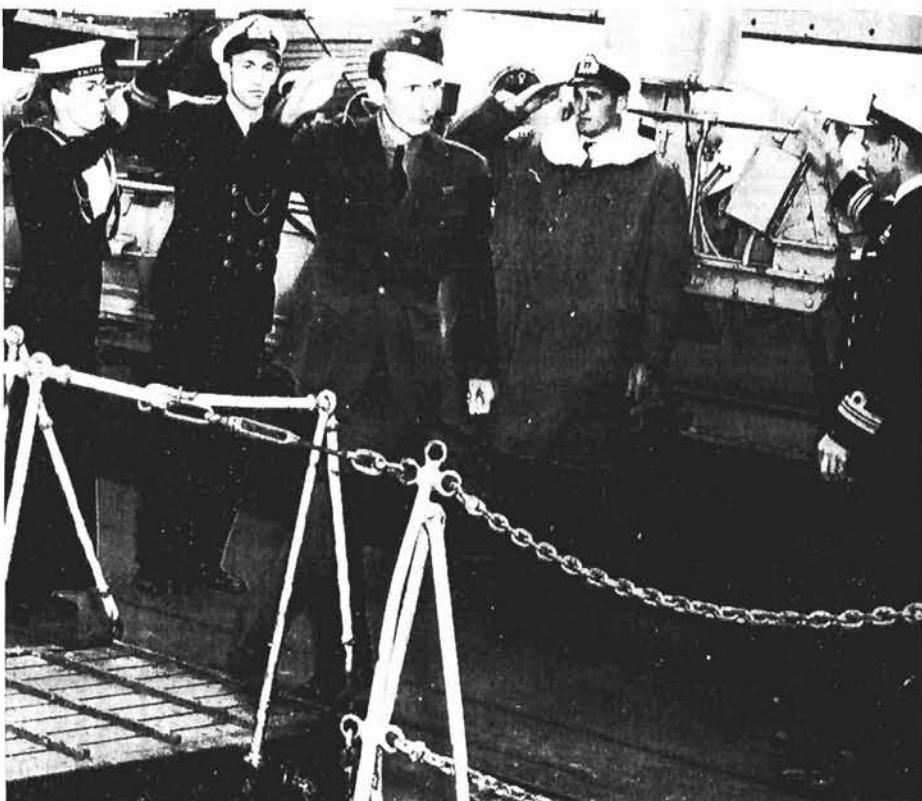
Formerly Flag Officer Pacific Coast, Rear-Admiral Mainguy was succeeded in that post September 8th by Rear-Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N. Rear-Admiral DeWolf was promoted to that rank on the same day his new appointment became effective.

His former command, that of H.M.C.S. "Magnificent", was taken over by Commodore G. R. Miles, O.B.E., whose previous appointment had been that of Chief of Naval Personnel. His successor as C.N.P. was Commodore W. B. Creery, C.B.E., R.C.N. (See Officers and Men)

R.C.N.(R.) Conference

Every phase of the Naval reserve picture came in for thorough discussion at an early October conference attended by the commanding officers of all the naval divisions across Canada and held at Naval Headquarters under the chairmanship of Captain K. F. Adams, R.C.N., Director of Naval Reserves.

The conference, first of its kind ever held, was described by Captain Adams



Going ashore at Churchill, Manitoba, from H.M.C.S. "Haida" is Captain Benjamin Scott Custer, A.V.H., U.S.N., United States Naval Attaché to Canada. Captain Custer and four other men subsequently were lost for 12 days when the aircraft in which they were flying from Churchill to The Pas made a forced landing in the bush. At the extreme right is Lt. Cdr. A. F. Pickard, OBE, R.C.N., commanding officer of "Haida."

as having been extremely profitable for all concerned. The exchange of ideas and the increased co-ordination of planning undoubtedly will be felt this winter in the divisions and be reflected in next summer's reserve training program.

Off to College

The newly introduced Naval University Training Program got under way this fall. Seventeen men from the "lower deck" enrolled at various Canadian universities and three at H.M.C.S. "Royal Roads." Their tuition fees are being paid by the naval service. (See Officers and Men)

Station becomes R.C.N.

Transfer of the Command of the air station at Dartmouth, N.S., from the R.C.A.F. to the R.C.N. has been approved. Since establishing Greenwood, N.S., as its principal Maritime air base, the R.C.A.F. has had a comparatively small commitment at Dartmouth. The R.C.N. Air Section, on the other hand, has been expanding steadily. Just how far it has advanced was well demonstrated this summer when the section staged Canada's first full-fledged naval air display.



Everything was on the top line when the five ships comprising an R.C.N. training force left Esquimalt October 11th on a cruise to Pearl Harbour. Here Ldg. Sea. Richard Eldridge (left) and Armourer l/c John Anslow carry out a maintenance routine on a "tin fish" on board H.M.C.S. "Crescent," in preparation for the voyage.

Glad Tidings

The biggest and best news story broke on September 23rd. Out of the north that evening came word that a party of five men, missing for 12 days, had been found alive and well. They had left Churchill, Man., September 12 in a U.S. Navy Beechcraft, bound for The Pas. When the plane failed to arrive, the biggest air search in Canada's history was instituted.

There were no R.C.N. personnel in the party but two of its members had sailed with the northern task force to Churchill and had become close shipmates of the Canadians. They were Captain Sir Robert Stirling-Hamilton, Naval adviser to the British High Commissioner to Canada, and Captain Benjamin Scott Custer, U.S.N., United States naval attache to Canada. News that they had been found cheered the service in general and "Magnificent", "Nootka" and "Haida" in particular.

Soldier — Sailors

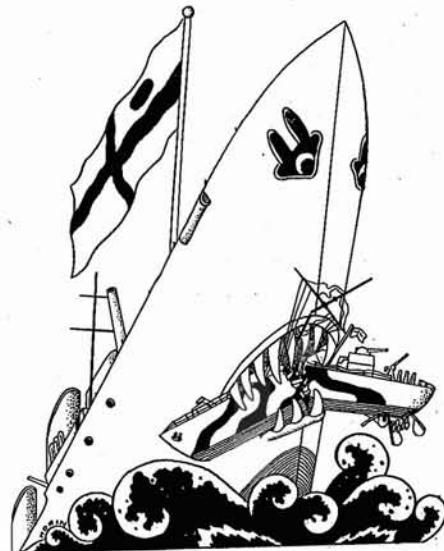
When H.M.C.S. "Portage" sailed on the Great Lakes this summer she carried more than fresh-water sailors from Ontario naval divisions. In Hamilton, fifteen N.C.O.'s and men of the Argyle and Sutherland Highlanders joined the Algerine escort vessel for a 24-hour cruise. The Army private went through his paces on board just like a naval reservist and, as the report of proceedings has it, "Proved no different from other new entries except for his habit of applying Army terms to naval life, such as calling the First Lieutenant 'two i/c' and the buffer, 'sergeant.'"

West Coast Postal Address . . .

All mail for personnel serving in West Coast ships and establishments, including the Canadian Services College, H.M.C.S. "Royal Roads," should be addressed to the GENERAL POST OFFICE, VICTORIA, B.C. As there is no Post Office at Esquimalt mail addressed to personnel serving in this area must be addressed to Victoria, otherwise it may be sent to the Dead Letter Office. Example:—
Able Seaman J. Smith, (Official No.), H.M.C.S. "Athabaskan," c/o G.P.O., Victoria, B.C.

SLIPS IN THE NIGHT

(During the early hours of September 6th, 1948, H.M.C.S. "Antigonish" in company with the destroyers "Cayuga" and "Crescent" carried out a night shadowing exercise with H.M.S. "Sheffield" flying the flag of Vice-Admiral, Sir William George Tennant, K.C.B., C.B.E., M.V.O., Commander-in-Chief, America and West Indies Station. During one of the many twists and turns in the darkness, "Antigonish's" radar operator mistook "Sheffield" for "Cayuga" . . . with the result the frigate spent the entire night within constant gun range of the British cruiser and was sunk repeatedly.)



C-in-C

Put to sea

With nary a care or wish.

But under his wing

(Poor little thing)

Came the frigate, "Antigonish."

C-in-C

Said with glee,

"I've prepared a special dish . . .

This very night,

If the seasoning's right,

I'll eat the "Antigonish".

C-in-C

Prettily

Came through the darkness . . . "swish".

And there in his track,

Through a radar "black",

Was the frigate, "Antigonish".

C-in-C

(Tickled was he)

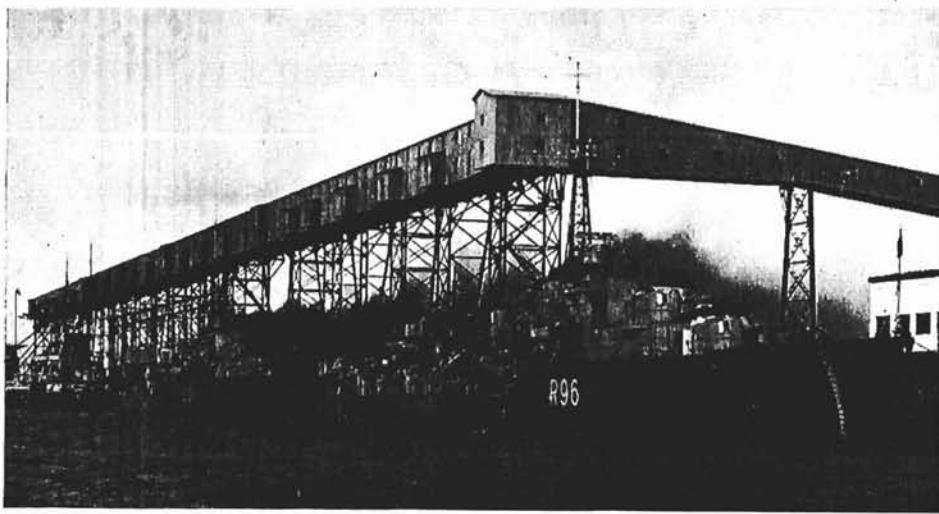
Sent for his favourite "Bish" . . .

"Oh, bless with your palm,

And sing us a psalm . . .

I've sunk the "Antigonish"!

C.T.



"Nootka" and "Haida" alongside the National Harbours Board pier at Churchill. Astern of "Haida" are the icebreaker "N.B. McLean" and, loading grain for the United Kingdom, the S.S. "Great City."

Cruise Story

IN HUDSON'S WAKE

When it was announced that the Royal Canadian Navy was to send the greater part of its Atlantic strength to the Hudson's Bay area, the world situation made it inevitable that in some non-naval quarters the operation should be credited with international significance. The facts of the matter, however, had been plainly pointed out. Canada's home waters were predominantly northern waters, and now that the R.C.N. was equipped with winterized ships, it was logical that it should equip its personnel with the training and familiarization that only the Sub-Arctic could provide.

"Magnificent" accompanied by "Nootka" and "Haida" steamed to the upper end of Hudson Strait and gained well-concentrated experience of the type she sought. At Wakeham Bay, her northern terminal, she was far beyond any point on the Canadian Atlantic coast previously touched by R.C.N. warcraft. To the Tribal destroyers "Nootka" and "Haida" fell the lot of sailing on into Hudson Bay itself, including a call on Southampton Island at the northern extremity of that vast sheet of water. They had logged 5,000 miles when they returned to Halifax and there had been no waste in the month they had required to do it.

From the operational point of view the cruise was a crisp success. E.T.A.'s were made in businesslike fashion. Weather conditions were good enough to allow prearranged exercises, and bad enough to provide sound practical experience. Scientific observations were carried out to schedule and new soundings added to the chart where they would be of most use. Planning and execution were well nigh perfect. Yet, perhaps equally important, 1,200 seamen came into first-hand contact with a section of the continent steeped in Canadian history and where the land and its inhabitants were less changed by the passing centuries than anywhere else in the Dominion.

On the morning of September 1, when the ships were due to leave Halifax, the wind was blowing 90 miles an hour on Sable Island. Sailing was delayed 24 hours, but the hurricane had swept the sea and sky clean ahead of it, and until the force was well up the Labrador coast flying conditions could scarcely have been improved upon. "Magnificent's" two squadrons, the Sea Furies of "803" and the Fireflies of "825", crowded in as much action as the servicing crews could sustain.

"Operation Grindstone", a double strike against one of the Magdeline

Islands, was the most ambitious single exercise. Flying crews were on deck at 0430 and it was past noon when the final flight of 11 aircraft returned, "beating up" the ships of the task force in masterly fashion as they did so. After clearing the Straits of Belle Isle and heading along the Labrador coast, tracking and interception were made possible by courtesy of R.C.A.F. land-based aircraft.

The appearance of the first icebergs was followed by chill fog, and flying ceased. The beauty of radar became apparent as the searching beam reached out unerringly and spotted the massive bergs in the night or the fog. Never was there need to ease the 14 knot advance, not even when the destroyers sidled alongside "Magnificent" to refuel.

In the region of 62° North, just short of the turn into Hudson Bay, Wakeham Bay welcomed the force to the sub-Arctic mainland. A succession of desolate cliffs, opening out at daybreak, led the way to a fine anchorage among bare rock hills that rolled for fifty miles without a tree. There was no sign of life in the little cluster of huts and tents ashore until some time after the anchors dropped. Then the North came out to greet the ships—a number of magnificently handled kayaks carrying Eskimos who looked just like they do in the story books.

Father Schneider, the settlement's lone white man and the only one speaking English, never lacked for someone to talk to when the liberty boats were ashore. The latter, incidentally, didn't have everything their own way. There is no dock at Wakeham Bay and it is a rocky beach. The tide rises and falls with considerable speed. Crews and passengers of the first boats ashore got some brisk "familiarization" with a surf whose temperature was 34°F. when they climbed overboard to manhandle their suddenly grounded craft.

"Magnificent" then headed south from Wakeham Bay and the destroyers rounded Cape Wostenholme into the great, enclosed sea which Henry

Hudson, in his 70-ton cockleshell, explored in 1611. Skirting the barren, precipitous headland between snow squalls — and recalling that Hudson was ultimately set adrift in a small boat by his mutinous crew while in the Bay — the men in "Nootka" and "Haida" decided that making history in 1948 had its advantages. The atmosphere on the decks of the first Canadian warships ever to enter the Bay had its pioneering elements, but below decks the winterized ships were completely comfortable.

A brief stop at Erik Cove revealed a tenantless Hudson's Bay post, though a neatly kept graveyard told of men and women who had lived and died in the treeless valley that broke the wall of frowning mountains. Big flocks of Canada Geese that filled the air when "Haida" exercised her close-range armament shortly after leaving the cove, raised an interesting point of sportsmanship. It was the judgment of the gunnery officer, however, that 4-inch high angle wasn't playing cricket — even for geese.

To have steamed more than 2,000 miles into the wilderness and then to be confronted by a modern waterfront complete with grain elevator towering over 200 feet in the air, was an experience not to be forgotten. That was what happened at Churchill.

The arrival of the destroyers coincided with that of the Governor General, who was making an informal visit, and the five days in Churchill were crowded. A sports meet and social events that included all members of the ships' companies had been enthusiastically set up at the base and were participated in with equal enthusiasm. Visitors to the ships were numerous. The general remark as bows headed again into the strengthening swell of Hudson's Bay was, "That was tops — and, boy, won't it be something to get a full night's sleep now we're at sea again."

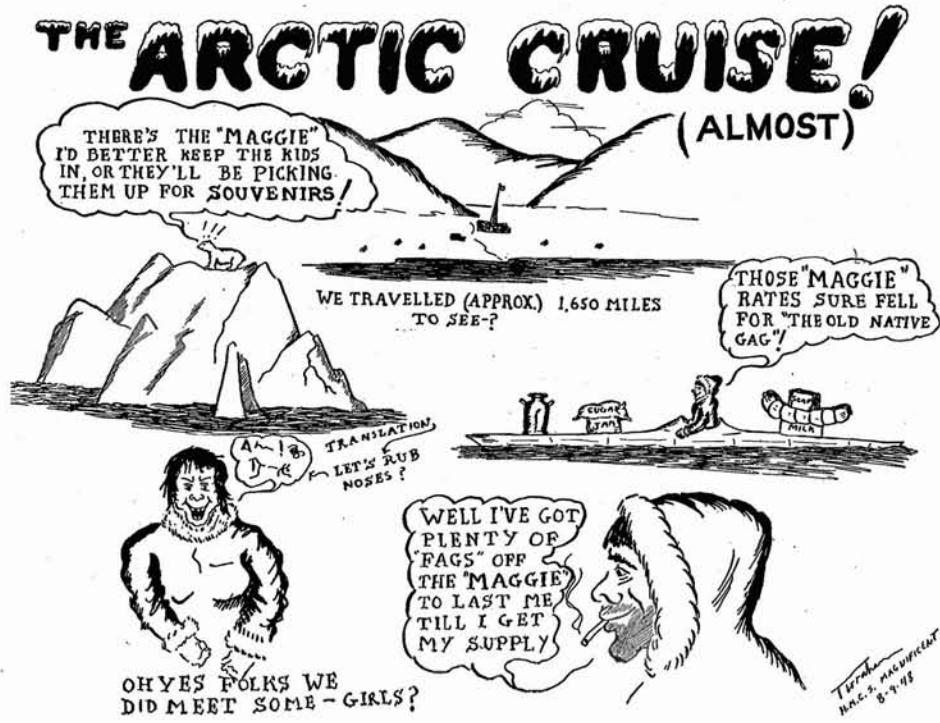
Coral Harbor, on Southampton Island, was tricky going for the navigators, but the charts were considerably improved by the time sounding parties had put in a couple of vigorous

days. There had been an air strip ten miles further along the island's low lying southern shore for several years, and the Coral Harbor Eskimos were the brightest and most civilized of any encountered on the cruise. This was the centre for walrus hunters, and the destroyers left heavily in ballast with ivory as souvenir collectors returned aboard laden with tusks and teeth. Guides and friends during the stay were Alan Scott, the Hudson's Bay Company manager, his wife, and Father Rio, the Roman Catholic missionary. These, with the Scotts' two young daughters, formed the white population.

Hudson Bay bade the ships a lusty farewell, playfully clubbing them with a half gale and snow squalls until they got around the corner into the Strait. At Port Burwell the naval tanker "Dundalk" was waiting with the fuel for the final 1,200 miles. Here, too, the sub-Arctic produced a perfect Indian Summer day to make amends for the sailor's farewell administered by the Bay. A group of amiable Eskimos occupied the buildings ashore which had been used by traders, missionaries and the Mounties before their abandonment several years ago. A stranded iceberg at the harbor entrance gave it an authentic northern appearance.

This being the last port of call, barter with the natives rose to a fever pitch as souvenir seekers outdid one another. One Eskimo went home in his bare feet from a call alongside one of the destroyers. This set in motion some exaggerated accounts of close trading. It was generally agreed that the Eskimos had a good sense of current values, however. Back of all this the serious work of the cruise continued with scientific and navigational data steadily accumulating.

From Port Burwell the ships headed on the final 1,200 mile leg of the long journey home. It had been a perfect cruise — with one heavily-shadowing exception. At Churchill the two senior observers, Captain Sir Robert Stirling Hamilton, and Captain Benjamin Scott Custer, had taken off for Winnipeg and their plane had vanished in the wilderness. Both had been extremely popular shipmates. For twelve days, with hope slowly draining away, no word came from the great aerial search that was staged. Then, as the destroyers were being given some brisk treatment in the seas off Labrador, came the payoff in the form of a wireless message. The lost had been found! There could have been no more fitting conclusion to an historic voyage.



The Bulletin Board

Income Tax Revision

Nearly 3,000 sea-going officers and men of the Royal Canadian Navy now benefit from a new method of computing the taxable incomes of naval personnel serving at sea.

The reduction in taxable income resulting from the plan has been computed at \$13.50 monthly for men, and approximately \$7.50 monthly for senior officers. Income tax will be paid, however, on the value of rations supplied. The revised scale is retroactive to January 1st, 1948.

Good News for Travelling Sailors

As of October first, members of the R.C.N. entitled to transportation of furniture and household effects will be fully reimbursed for the actual cost of packing, crating, cartage, transportation, unpacking and uncrating. These new regulations abolish the old "Transfer Allowance" and iron out earlier discrepancies which existed between the three services.

If you happen to have an automobile as well, any extra cost resulting from its inclusion in the shipment will have to be paid personally. The new ruling also applies to officers and men on special naval duty.

Qualifications on Re-entry

A man re-entering the Navy within five years of his release may now count former service qualifications in the R.C.N. or Active Service in the R.C.N. (Reserve), as equivalent to examinations of a similar standard and towards further advancement.

New Regulations

The recent amalgamation of the Torpedo and Anti-Submarine Branches, reorganization of the Ordnance Branch, and the forming of the Electrical Branch have caused the printing of amendments to Chapters

33, 34, 38 and 42 of K.R.C.N. The broad changes will cancel a number of Naval General Orders which have governed duties in these branches during the change-over period.

Standard Colour Scheme for R.C.N. Buildings

From now on, all Naval-owned buildings will be decorated inside and out with standard colours. Interiors of offices, schools, barracks and messes will have upper walls painted in water paint, a sky blue, with lower walls of a ready-mixed azure blue oil paint. Outside, wooden buildings will be painted light grey, with dark grey trim.

Uniform Note

The Class III uniform—the one

worn by cooks, stewards, store assistants, writers, S.B.A.'s and electricians 5th class and above—has been abolished. Starting January 1st, 1949, all men below the rank of confirmed petty officer are to be dressed as seamen.

Men affected by this style change will be permitted, however, to continue to wear their Class III uniforms as working dress until such time as they wear out. Then they are to be replaced with Class II rig.

Men now entering the service who would formerly have been issued with Class III uniform are receiving Class II's.

These changes apply alike to the R.C.N. and R.C.N. (Reserve).



"-AND HE CALLING NO ONE ON HIS BEHALF-

Landing Party

OPERATION SOLDIER

"There hasn't been one on this coast for nine years," said Commander (D).

"And it's a thing we really ought to know more about," said Staff (ND).

"It can't be very difficult," said Staff (G). "The infantry do it all the time."

So the Canadian destroyers decided to do a landing in force.

The Gunnery people loved it. They frothed about for days, issuing orders, mustering arms, having conferences and placating the Ordnance Officer who watched with resentful eyes the masses of his stores being spread all over the ship.

The Navigator swore that not one more chart of the place could they have... "Look what you did to the last flamer."

We had two sources of local knowledge, but they disagreed:

X.O. "Quite flat and woody as I remember."

T.A.S/O: "Oh no, old boy, quite rocky except for the swamp... and nearly all logged out."

There was a coolness between these two officers for days.

Early one dawn H.M.C. destroyers "Cayuga", "Athabaskan", and "Crescent" steamed into Naden harbour, on the north coast of the Queen Charlotte Islands... down rattled the "picks" and soon 150 men in battle rig steamed towards the beaches in motor cutters and whalers.

The tactical situation was this:

An enemy raider, before being destroyed off the coast had landed a small body of fifth columnists and saboteurs with an armed body of men to cover their activities.

A company was landed on either shore, each platoon equipped with a Type 58 for radiocommunication (these proved useless) and the plan was to strike along the two sides of the harbour with the two companies forming a junction at the head of the bay. The landing itself was "opposed" with some spirit — thunderflashes, blanks and tear gas adding to the realism.



Armed and in battle kit, seamen from H.M.C.S. Cayuga wade ashore during mock landings in Naden Harbour on the northern coast of Queen Charlotte Islands. The sailors were engaging in the exercise "Operation Soldier."

But a beachhead and then a bridgehead were established. All units started their advance.

The advance took six hours hard marching. It was found that no more than two miles per hour could be made through the bush, and it was necessary to stop every hour to adjust webbing. A compass is essential for every section... this was found out the hard way. One section struck off to traverse about seventy yards of bush, on a small peninsula, to hit the water on the far side. Five hours later they wound up six miles down the coast in the wrong direction!

The night camp was not an unqualified success. Water had to be obtained by motor cutter from a spot about a mile up the river which empties into the head of the harbour. The falling tide marooned the cutter. We had a water shortage!

The cooks proved themselves first class. . . Good hot meals, and plenty of it, was the order of the day.

At the camp a Command Post was set up and an FR 12 was installed in one of the tents giving us excellent radio communication with the ships. However the supply of tents was limited and many of us had to cultivate the bushman's art. Those who had no tents built lean-to's of bran-

ches. The wind was south-west so these were built with the openings facing north-east. Two hours of hard work and the lean-to's were completed, and the wind promptly backed to the north-east, and blew into them — force 4 — all night. Also it rained.

During the night in the bush two lessons were learned: (1) Fir lean-to's are *not* watertight no matter how many layers are packed on the roof. (2) The best place for a ground sheet — if the ground is initially dry — is *over* the body. . . *not* under.

Having exterminated the "enemy" we called a halt to "Operation Soldier" the next forenoon. . . but not before the Gunner (T) had given a noisy exhibition of demolition charges. Slightly bushed we returned to the ships.

Once aboard the post-mortems began. "That was good fun," one UNTD was heard to say . . . and then . . . "What was the object of it, I wonder?"

"Propaganda," his chum snorted. . . "Pure propaganda! They want to make sure we stay in the Navy by showing us what it's like in the Army . . . And me? I'M convinced."

H. E. T. L.

Page seven

COME WEST YOUNG MEN!

While serving on the East Coast of Canada, I shared in the belief that, whereas we in the east lived in a fever of activity, the Navy on the West Coast remained in a state of complete placidity. On returning to B.C. I found this to be far from true. Admittedly, the climate is unsurpassed — sunshine in February, summer days in November (well, usually).

Increasingly, the citizens of Greater Victoria (and of the rest of the island) are becoming conscious of the meaning of the Navy and of the growing fleet based here. The Canadian Services College at Royal Roads — ten miles from the centre of Victoria — has become a centre of interest. Every Saturday and Sunday the Dockyard is visited by swarms of people, and Saturday Divisions always attracts a large crowd. The Naval Band has become a familiar and popu-

lar organization and attends virtually all charity affairs.

This is all secondary, of course, to the main activity at H.M.C.S. "Naden" — the training of Canadian naval personnel. Here are trained all new entries and members of the Supply and Secretariat branches, while training centres keep ships' companies up to the minute.

One might say that extra training has been forced upon us by the constant need to search out and dispose of mines, usually as a result of some vague report from a wandering fisherman or shore ranger. Great bustle is evident in the Ops. room as cruising ships in the vicinity are immediately notified and "units" of the energetic mine-disposal fleet, consisting of C.N.A.V. "Heatherton" and "Glendon," are dispatched with all haste. In many cases the Japanese Current — the searcher's curse — has sent the mines scurrying south to the U.S.

coast, thus passing the buck to our good neighbors.

The newspapers and the radio have told the story of the Fraser River flood, and of "Operation Overflow". But perhaps it would be of interest to know the story as it unfolded at CANFLAGPAC Headquarters.

When the situation began to appear really serious, H.M.C.S. "Discovery," the Vancouver Naval Division, was told to get in touch with civic authorities along the Fraser River Valley so that the Navy could form a clearer picture of what was happening and prepare accordingly. However, we were informed that the population was fully prepared.

Nothing more transpired until May 20th, when a Vancouver reporter telephoned to say that "Discovery" was sending two harbour craft, two whalers and two skiffs to Mission City. On contacting "Discovery" we were told that the orders had been given as a precautionary measure only. Later the same day we received a call from the District Engineer at Mission requesting landing craft. He said that the flood was really bad at Agassiz, and that help was urgently needed.

That evening at 1830 C.N.A.V. "Glendon" left for Mission City fully stored, with orders to contact the District Engineer.

At 0800 the next day the port was alive with activity. H.M.C.S. "Ontario," "Crescent," "Cayuga" and "Antigonish" returned from exercises and were put on immediate notice for steam; C.N.A.V. "Laymore" was loading motor cutters, motor boats and skiffs, and stowing provisions and first aid equipment; the dockyard had been working all night installing engines in the dormant L.C.A.'s (last used by H.M.C.S. "Prince David" at Piraeus, Greece.)

At 1000 "Cayuga" was ordered to sail for New Westminster, but when reports were received that the Fraser River was running at six to seven knots and that progress up the river was made hazardous by the tumbling and jostling of large trees floating downstream, the order was cancelled.

OVERFLOW

Looking down the Fraser river, flooded Mission City is in the foreground and Matsqui on the other side of the bridge.



The Man of the Month

(The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. It so happens that "Nootka" was invited to make the first choice. 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.)

In recognition of the important part played by communications, not only during the recent Northern Cruise, but throughout all phases of Naval activity, the "Man of the Month" elected by H.M.C.S. "Nootka" is a member of the communications branch.

The man chosen is Petty Officer Telegraphist (Visual) Albert Leo Bonner, B.E.M., R.C.N., whose service career started in the old R.C.N.V.R. Division at St. John, N.B.

On active service in August, 1939, as a signalman with the N.C.S.O. at Sydney, N.S., Bonner was shortly afterwards drafted to the corvette, H.M.C.S. "Chambly," where, in his own words, he "put in tons of sea-time." He was aboard "Chambly," when in company with "Moose Jaw," she sank the German submarine, U-501, in Denmark Strait, one of the earliest Canadian sea actions in which prisoners were taken. His "good services" at this time resulted in a "Mention in Despatches", the citation reading "throughout a considerable period of service at sea which has included action against enemy submarines in the North Atlantic, this rating has displayed the utmost zeal, cheerfulness and devotion to duty."

A period of six months ashore in H.M.C. Signal School, St. Hyacinthe, P.Q., was followed by a draft to the Royal Navy cruiser, H.M.S. "Belfast". On board the famous flagship, Bonner carried out the duties of a Chief Yeoman of Signals. He saw action against the German battleship "Scharnhorst," and in the Norwegian

Coastal strikes of March and April, 1944. He recalls with regret that he was drafted ashore two days before D-Day.

His next assignment was to stand by the R.C.N.'s first cruiser, H.M.C.S.



P.O. Tel. A. L. Bonner, B.E.M.

"Uganda," at that time refitting in Charleston, S.C., prior to being commissioned by the R.C.N. Here for a while he found opportunity to indulge in his hobby—knitting, at which he is an expert. In fact, if pressed, Bonner will admit winning a knitting competition in St. John in 1935, the rest of the contestants being rather shamefaced ladies.

After serving throughout the Pacific campaign in "Uganda" Bonner transferred to the permanent force, and, once again, found himself in the Signal School. His rating was changed to Telegraphist (V).

Later, while serving in "Nootka," he was invested with the British Empire Medal in a ceremony on the quarterdeck by the ship's commanding officer, Captain Hugh F. Pullen, O.B.E., R.C.N.

Petty Officer Telegraphist Bonner's citation stated that he "had joined

the Royal Canadian Naval Volunteer Reserve a year prior to the commencement of hostilities and had served at sea for over three years during the war, in the Battle of the Atlantic, and latterly in the Pacific Theatre in H.M.C.S. 'Uganda'".

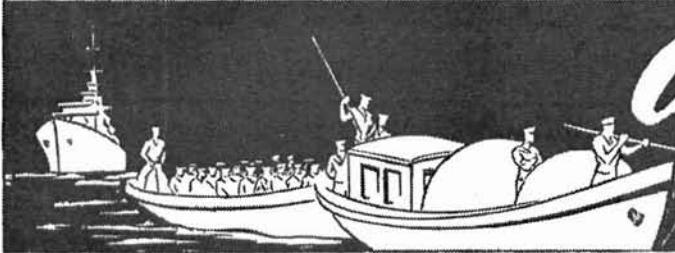
In the performance of his duties Bonner had always "displayed keenness and integrity to a marked degree and at all times proved an inspiration to the junior ratings of his branch," the citation read.

Speaking of the recent Northern Cruise, Bonner says he really didn't feel the cold too much, and produced for inspection the famous "Blue Nose Certificate" originated on the Russian convoy routes. He won his in H.M.S. "Belfast" when, on the Murmansk run, she went several degrees north of the most northerly point touched on the recent Hudson Bay cruise.

Bonner's hobbies, apart from his knitting, include sports of all kinds. He's an excellent basketball and softball player and gives a good account of himself at the bridge table. A good deal of his interest, nevertheless, always remains with his job, which he finds more fascinating than ever now that the art of "bunting tossing" is merged with that of the "sparkers".

"It's a whole new field," says Bonner, "and I mean to learn it thoroughly."

(Editor's Note: The selection by his shipmates of PO Tel. Bonner as "Nootka's" "Man of the Month" proved to be particularly appropriate. Shortly after his biography was received by the Editors, Bonner's name appeared on a list of advancements issued by the Naval Personnel Branch. It was a pleasure to change his rate from L/Tel. to PO Tel. in the copy).



Afloat and Ashore

PACIFIC COAST

H.M.C.S. "Naden"

The West Coast training centre, H.M.C.S. "Naden", operated on an accelerated scale all summer. One notable interruption was Victoria's Navy Week celebration, a commitment involving every ship and establishment. During this week the visiting public — from Victoria, Esquimalt and many out of town points — gained a comprehensive picture of the Canadian sailor at work and at play.

"Naden" supplied guards of honour for Vice Admiral Sir William George Tennant K.C.B., C.B.E., M.V.O., Commander-in-Chief of the America and West Indies Station; precision squads for the sun-set ceremony; guides, program salesmen, side-boys, attendants — all the personnel necessary to make Navy Week a success.

After Navy Week the Canadian Red Cross Society held a two-day clinic for blood donations. The New Entry Division set a record of sorts when 95 percent of the class subscribed.

On August 21st a guard of honour for the visiting French Ambassador to Canada was made up solely of new entries.

"Naden", in co-operation with all ships and establishments of the Pacific Command, staged an eminently successful children's picnic on the lower playing field for all Navy Blue young 'uns in the vicinity.

Supply and Secretariat School

It has been a full and busy Summer for the men at the Supply and Secretariat School. After the flurried work of Navy Week, the school settled down to its fall activities and by mid-September five classes had come and gone.

Page ten

Stewards' classes 16 and 18 left the school in August and most of the members headed home for annual leave. Cooks' class 26 left in August, class 27 the first week in September.

W-10 class graduated during the first week in September. Their volleyball team, finished with an undefeated record. Cooks' Class 26 won the school's softball.

H.M.C.S. "Ontario"

It was a hectic summer for the big "O". Until the ship went alongside for the first leave period, training cruises and fleet exercises kept everyone on the jump and accomplished a good deal in developing our efficiency.

An interesting exercise was carried out with H.M.S. "Sheffield" when the British cruiser endeavoured to slip undetected past units of the Pacific fleet. She failed, and in a battle lasting most of the night, was



He missed his shore leave but Able Seaman George Gillingham found, when H.M.C.S. "Swansea" visited Bar Harbour, Maine, that being laid up in sick bay has its advantages. A. B. Gillingham, nursing an injured leg, was visited by Movie Actress Penny Edwards, who had come on board "Swansea" when the ship was opened to visitors.

"sunk" by "Crescent's" torpedoes.

The next morning the whole fleet sailed into Esquimalt and Navy Week was officially under way. "Ontario" was open to visitors every afternoon of the week. Besides being shown around the ship and introduced to the armament and equipment, the visitors saw two torpedoes fired each afternoon.

There were several other events in which men from the ship participated. "Ontario's" team, under C.P.O. Stoker Mechanic Ernest Clark won the swimming meet. Team members were Midshipman John Belcher, P.O. Stoker (M) Dennis Walker and E.R.A. 2/c Peter Jackson.

In an investiture held on board "Ontario", former L/Cpl. A. J. Kellerman, of the Canadian Scottish Regiment, was presented with the Military Medal by the Commanding Officer, Captain J. C. Hibbard. Kellerman is now a resident of Seattle, and the investiture took place during a visit by the ship to the U.S. port.

H.M.C.S. "Cayuga"

"Cayuga" entertained the populace of Prince Rupert's Port Day parade with a craft carrying men plastered with a vile mixture of boiled oil and cocoa, lipstick, bunting and bangles. In the bows of this noble galley a U.N.T.D. blew discordant fanfares on an ailing bugle. The slave master, P.O. James Ross, wielded his lash with professional zeal. The Queen Empress, AB Jim Barclay, relaxed languidly, all the while puffing on a big black cigar.

"Cayuga" managed without any trouble to win first prize (\$25), despite a malicious attack by "Crescent's" pirate crew.

H.M.C.S. "Athabaskan"

A ravishing Cleopatra (Tel. Andre Baribeau), with richly robed atten-

dants and slaves in tow, represented "Athabaskan" in the Prince Rupert parade. The queen lounged in a seaman's hammock, slung between two uprights rigged in the ship's whaler.

The motor cutter, streamlined with canvas, supercharged with fuelling hose and loaded down with smoke-making apparatus, was to be a jet-propelled runabout. When the jets wouldn't propel, the Engineer Officer rent the air with some good old-fashioned engine room curses, deeply offending all executive personnel in the vicinity. However, the apparition finally spluttered into life and the parade got under way with no casualties.

H.M.C.S. "Crescent"

During the local Navy Week "Crescent" won the annual Pacific Command Regatta — a rare distinction — and the ship proudly wore the "Cock of the Fleet." Some of the canny coxswains who deserve a good share of credit for the win were L/Seaman Arthur Julius, LT 2/c Harry Brown and SA Arthur Chamberlain.

Earlier in the week, AB Richard Carter was third in the 100-yard free style at the swimming gala, while L/Sto. Mech. George Clarke, Tel. John Vassos, Sto. Mech. Archibald Langston and AB Reg McLuskie represented the ship in the track and field meet. Clarke accounted for 16 points by winning the high jump and placing 2nd in the broad jump and hop, step and jump.

H.M.C.S. "Antigonish"

Travelling about with destroyers and cruisers hasn't given this frigate an inferiority complex. As a matter of fact, except for one embarrassing incident during a night exercise with "Sheffield," we feel we've done pretty well in such fast company.

For example, in the CANDESDIV-PAC Regatta in Nootka Sound, "Antigonish" made a very creditable showing in taking second place.

The stork fulfilled his contract with Lieut. and Mrs. A. G. Kilpatrick on September 4th . . . Stoker Mech. E. Forester has taken himself a wife . . . The "Buffer," PO H. Silvester, is in

hospital and all wish him a speedy recovery.

H.M.C.S. "Rockcliffe"

Unlike those of the Big "O," the destroyers, and even the lowly "Swish," our accomplishments have not been lauded in the papers. Our ship's name has not become a household word. Indeed, civilians have stared with perplexity at our call letters and murmured, "Rockcliffe? Must be a new ship!"

But, we ask, who went through 17 days and nights of the Fraser Valley floods? Who looks after the West Coast reserve fleet? Who comes to the rescue when a ship is needed for some particular job and the "active" fleet is engaged elsewhere? Who indeed!

ATLANTIC COAST

H.M.C.S. "Iroquois"

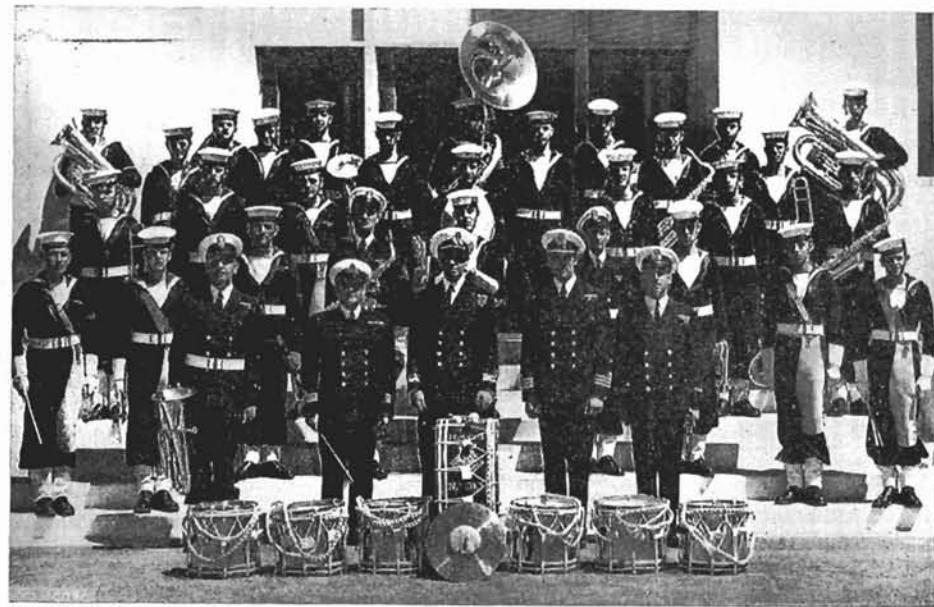
Those unfamiliar with the duties of H.M.C.S. "Iroquois" apparently think that all she has to do is keep No. 1 jetty from floating away on

the first high tide and provide a substantial shoulder for "Huron" to lean against.

The fact is that her job is quite important. "Iroquois" is mother ship to that brood of ugly ducklings comprising the reserve fleet. She provides the maintenance necessary to keep those ships in a state of preservation, ready to commission and "go active" at a moment's notice.

"Iroquois" also is administrative authority for Algerines and frigates on the East Coast.

Nearly 50 per cent of the ship's company donated blood when the Red Cross recently held a clinic on board "Iroquois". Among those who lined up were the commanding officer, Lieut.-Cdr. B. P. Young; Lieut. Kenneth Stone, executive officer; Lieut.-Cdr. (S) George Geddes, supply officer; Lieut. (E) N. F. Lee, engineer officer, reserve fleet; Warrant Shipwright "Gus" Gilhen; Chief E.R.A.'s Brackett and Walford, Petty Officer



This summer the band of H.M.C.S. "Naden" toured 25 Western Canadian Cities and made a distinct hit wherever it performed. In the photo are:

Front Row (Left to Right) CPO E. Michaux; Lt. Cdr. (SB) H. G. Cuthbert, RCN, Director of Music; Commodore J. C. I. Edwards, OBE, RCN, Commodore, R.C.N. Barracks, Esquimalt; Commander M. A. Medland, R.C.N., Executive Officer, R.C.N. Barracks, Esquimalt; Mr. F. Freeman, Gunner, R.C.N.

Second Row L/Bandsman Griffiths; Bandsman Little; Bandsman McKay; PO Tucker; Bandsman Moncur; PO Jones; Bandsman Harbridge; Bandsman Paris; Bandsman Trim.

Third Row P/Bandsman Lett; Bandsman Scott; Bandsman Simmons; Bandsman Nelson; Bandsman D. Fisher; Bandsman Lother; Bandsman Adolphe.

Fourth Row P/Bandsman McCarthy; P/Bandsman R. Fisher; Bandsman Tupper; P/Bandsman Drake; Bandsman Maas; L/Bandsman Delamont.

Fifth Row Bandsman Anslow; P/Bandsman Sauve; Bandsman Mundy; L/Bandsman Botten; Bandsman Pilon; P/Bandsman Kitzul; P/Bandsman Rolston.

Smith and P.O. Stoker Mechanic Faulkner.

H.M.C.S. "Swansea"

Anyone seeking advice as to the capabilities of a 1931 Ford car can get it from Leading Seaman Donald Worthington, of H.M.C.S. "Swansea". He should know the answers. This fall L/Sea. Worthington drove a newly-bought '31 Ford home to Port Colborne, Ontario, and back—3,400 miles—without experiencing any trouble, not even a flat.

L/Sea. Worthington bought the car when, with seven days' leave on his hands, he decided to go home. He drove there in 51 hours, and, after a thoroughly enjoyable leave, cut 10 hours off that time on the return journey.

"Swansea" has been a busy ship, since she was brought forward early this summer from the reserve fleet. She spent the summer providing sea training for reserves and is now engaged in giving practical training to R.C.N. men taking specialist courses.

The ship had quite a number of fair—very fair—visitors during her peregrinations this past summer. At Bar Harbor, Maine, a movie starlet graced the ship with her presence; at Charlottetown, a number of attractive young ladies came over the brow when "Swansea" held "open ship", and at the Lunenburg Fishermen's Festival, the newly-crowned Queen of the Sea and her princesses were guests on board.—R.H.

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

Refit is over, leave is up and the doughty "St. Stephen" is back on the job again. Once more it's Station Baker, that rough, wind-swept patch of ocean up there between Greenland and Labrador.

There are many new faces in the messdecks and the wardroom and all are looking forward to getting to sea. Not a bit dismayed are they by the prospect of long tours of duty and frequent spells of dirty weather. It's a challenge they're eager to accept.

Quite a few of the hands were married during their leave periods. To RT 2/c Ross Parks, AB Keith

Patrick, L/Sea. Kenneth Thompson and L/Sto. Mech. Malcolm Greeley and Guy Mercier their shipmates offer congratulations and wish the best of luck. —T.P.H.

T. A/S School

Leading off the items of interest among the Subchasers is news of the addition to the family of Petty Officer John Jackson. The new baby, their first, is a boy who tipped the scales at a solid seven pounds. Congratulations, John!

Able Seaman Hackett, taking a course here, recently "tied the knot".

Among those who have recently qualified for higher rating is Able Seaman Smylie, who has passed professionally for Leading Seaman.

A new addition to the school and soon to be a loss to the Navy is Mr. Ronald Hockley, Gunner (T) (TAS), R.C.N., whose retirement from the Service will take place shortly.—R.E.D.



NAVAL DIVISIONS

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

Citizens of Montreal are in for a

treat. The band of H.M.C.S. "Donnacona" is preparing something new in the musical line. The idea is to arrange classical numbers in march form. Instead of "Marching Through Georgia", "Donnacona's" crew expects to be "Tramping Down Sherbrooke Street in B. Flat Major".

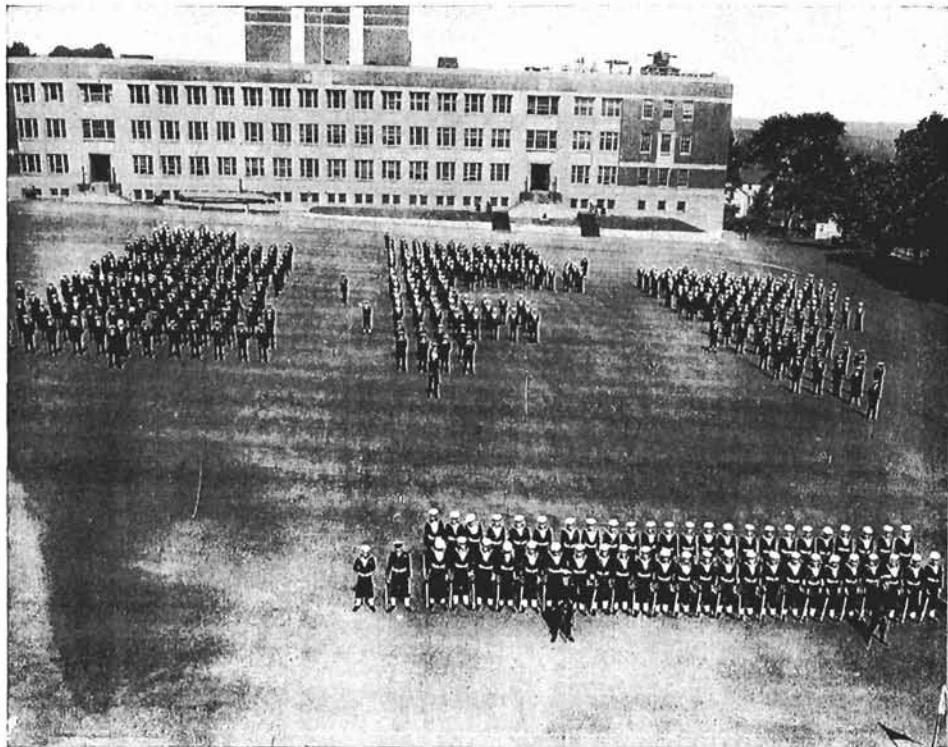
In the world of sports, Leading Seaman Eric Brimble and A/B Jimmy Simpson, R.C.N. (Reserve) are keeping the ship's name to the front, but the days of the Navy winning the Dominion football championship are at least temporarily past. Instead, "Donnacona" has turned to softball and hockey for her main sports.

H.M.C.S. "Star"

(Hamilton)

"Open House" was held for members of two U.S. Navy Minesweepers, "Seagull" and "Egret", when they visited H.M.C.S. "Star" on September 21st and 22nd. The visitors were pleased with several aspects of Canadian messes, as well as with the modern training equipment installed in the ship.

The summer was not without misfortune. A galley fire during a



Divisions at R.C.N. Barracks, Halifax, on the occasion of the visit of Vice-Admiral H. T. W. Grant, C.B.E., D.S.O., R.C.N., Chief of the Naval Staff. In the foreground is the guard of honor. The large building in the background houses the Torpedo-Anti-Submarine and Gunnery schools.



PHOTO - FOAL

Probably no spot in Halifax was more popular this summer than the 90-foot swimming pool at the Royal Canadian Naval Barracks. Here young Halifax learned to swim — the right way — and had a splashing good time doing it. Throughout July and August, hundreds of holidaying school children attended classes conducted by trained instructors and held under the auspices of the R.C.N., the Civic Recreation Commission and the Canadian Red Cross. Special classes were given for children of Naval personnel. In the above photo Petty Officer J. R. Carisse is shown winning the confidence of Billy Bodin, six-year-old son of Mr. A. W. Bodin, Warrant Electrician, Halifax, before the boy learns how to duck his head under water.

July training cruise damaged M.L. 106. Quick action on the part of Reserve officers and crew prevented more serious damage and the ship made an Oakville jetty under her own power. Local firemen who were having their annual picnic near the jetty took time out to help put out the blaze.

H.M.C.S. "Tecumseh"
(Calgary)

With the commencement of winter training a reserve recruiting campaign was launched to help fill the reserve quota at "Tecumseh". A particular effort has been made by Mr. R. Dalton, Warrant Bandmaster, to increase the strength of the band.

This winter, new recruits as well as oldtimers will have lots of opportunities to get in specialized training on radar, asdic, wireless telegraphy and other equipment, newly installed with the help of reserve members.

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

Reserve training is once more well

under way following a close-down for the summer months to facilitate naval training and voluntary service. Training classes for both U.N.T.D.'s and new entries are receiving their initial training at "Naden", after which they will be transferred to division headquarters at "Malahat".

The Victoria College University Naval Training Division, a tender to "Malahat" and under Lieutenant W. Ostler, R.C.N. (R), acting commanding officer, held its first parade September 24.

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

Regular divisional drill resumed at H.M.C.S. "Hunter" on September 27th. Prior to that, a refresher course for officers and chief petty officers was conducted by Lieut. Stuart Slade, R.C.N., staff officer, and Mr. Charles Rhodes, gunner, R.C.N.

Under the direction of Mr. E. T. Wood, bandmaster, H.M.C.S. "Hun-

ter's" band has made a number of public appearances in recent months. In the Ontario band festival and tattoo at Waterloo, the band placed third in the competition for military bands.

H.M.C.S. "Unicorn"
(Saskatoon)

"Operation Hub", a combined scheme involving Navy, Army and Air Force, was carried out before some 5,000 persons — five times as many as had been expected — at Saskatoon Sunday, September 26th. "Unicorn" contributed a landing party and four boats to the attacking force and assisted in setting up and maintaining communications. Useful experience was gained by all those involved, while the public saw quite a realistic show.

Lieut. J. R. Strachan, R.C.N. (R) represented the Navy on the "command" staff, while Lieut. Wilfred McCorkell was in charge of naval planning.

Surprise! Surprise!

The sophisticated sailors of H.M.C.S. "Magnificent" will be talking for a long time about an Eskimo who lives at Wakeham Bay.

This particular Eskimo — a chap with a Clark Gable moustache — had been one of the recipients of a shower of fruit, cigarettes and other articles tossed down to a flotilla of kayaks that had come out to inspect the ships.

When the deluge stopped and he saw he was getting no more, this Eskimo reached into his newly-acquired hoard and produced a package of cigarettes.

"I wonder if he knows what they are?" queried a voice from G1 gun sponson.

The Eskimo deliberately removed the wrapper, took a cigarette and offered one to a companion.

The sailors gleefully waited to see what he would do. Maybe he'd eat it.

The Eskimo paused for a moment. Then, from some recess within his parka, he pulled out a shiny, new Ronson.



Hon. Brooke Claxton

CITIZENSHIP AND N

◆ An important broadcast of interest to every sailor, St. Laurent, Acting Prime Minister, and Hon. Brooke Canada Network of the C.B.C. at 1930 on Sunday, 19t

This was the opening day of Army Week in Canada, was taken to draw the attention of the public to the Mr. St. Laurent said: "We are asking all citizens to responsibility, and that support of all the defence force

The full text of the broadcast is given below:—

ANNOUNCER:

To the Armed Forces of Canada this has been a day of significance. Not only is it the first day of the first official Army Week held in Canada, but it is also Battle of Britain Sunday. The C.B.C. is privileged at this time to present two Canadians who will together say something of the importance of national defence, and its meaning to the citizens of Canada. They are the Acting Prime Minister, The Rt. Hon. Louis St. Laurent, and the Hon. Brooke Claxton, Minister of National Defence.

The first speaker will be the Hon. Brooke Claxton.

HON. BROOKE CLAXTON:

This is Army Week. Its purpose is to put before the people of Canada the work and the opportunities of service in the armed forces of Canada. Today and during this week, in practically every city and town across our country, there will be parades and exhibits. Today, in many of our churches, there have been services attended by men of the Canadian Army. In the churches, too, there have, this Sunday, been men of the Royal Canadian Air Force commemorating that great series of heroic combats known collectively as the Battle of Britain. At sea, men of the Royal Canadian Navy have held their services on the quarterdecks of their ships.

The three services are one in spirit, and one in purpose. Their men are engaged in training themselves, and in making ready to train those who join their ranks, in the performance of a citizen's duty — the defence of his country.

From day to day newspaper headlines reflect the tension and insecurity that make it necessary for us to look to our defences. The defence of our country is the business of every citizen in Canada. Because this is so important, I would like to call, now, on my very distinguished friend, the Rt. Hon. Louis St. Laurent, the Acting Prime Minister, to speak to you on this all-important subject.

RT. HON. LOUIS ST. LAURENT

It is a pleasure for me to talk to you, today, in your own homes. I shall not take very much of your time, but this fact will not detract in any way from importance of what I have to say.

There is, I think you will all agree, no prouder title in the world for a man or woman than the simple 'Canadian citizen'. Because our Canadian citizenship is something we already possess, we are sometimes inclined to take it for granted. But it is a good thing to remember that our fortunate position as citizens of Canada, which I believe to be the happiest country on the face of the earth, has been earned by hard work and preserved by high endeavour and great sacrifice. The present generation owes a great debt to those who built this nation and to those who, in two world wars, helped to preserve the freedom we enjoy. We can only repay that debt by showing our willingness to do what is necessary to maintain a heritage unexcelled in any land.

As Canada has grown into a nation through times of prosperity and peace, and through times of adversity and of war, our people have acquired responsibilities. The first of these responsibilities is to do what is necessary for the national security. We have learned that there is no security in isolation; security must be collective between nations because there is no other way in which we can prevent aggression and secure peace. The responsibility for security is also collective within the nation and every citizen should be ready to do his part.

As my colleague, the Minister of National Defence, has said, we are living in a world in which there is tension and insecurity. War, however, is not inevitable. We know that it is possible for men and nations to work and live together to gain a measure of security and prosperity never before attained. That is the goal towards which we wish all the nations were working. But, unfortunately, all the nations are not working for peace and welfare. In the face of the present attitude of certain nations dominated by Communism, every true Canadian must recognize the need of military forces to defend our country and to take their place in any arrangements for collective security that we may assume.

NATIONAL DEFENCE

soldier and airman was made jointly by Rt. Hon. Louis Claxton, Minister of National Defence, on the Trans-Canada Trail in September.

as well as being Battle of Britain Sunday. The occasion emphasizes the importance of public support of all three services. As a member that the defence of the nation is a common responsibility is, in very simple fact, support of Canada."



Photo by Karsh

Rt. Hon. Louis St. Laurent

We Canadians cannot, nor would we wish to, maintain fighting services of a size large enough to threaten anyone. No Canadian even dreams of threatening other nations. But it is only common prudence to see to it that we have defence forces which will make plain to our neighbours as well as to those in more distant places our determination to stand on guard for those things that we hold dear. We must leave no doubt that our resolve is not a matter of words alone.

That is why we are today building defence forces stronger than ever before in the peacetime history of Canada. That is why young Canadian citizens — no matter what their race or creed — are being asked to come forward, not in any excited spirit of fear or frenzy — that is not our nature — but as responsible citizens conscious of the value both to themselves and their country of service in the Navy, the Army or the Air Force. That, too, is why on this first day of Army Week, we are asking all citizens to remember that the defence of the nation is a common responsibility, and that support of all the defence forces is, in very simple fact, support of Canada.

But it is more, very much more than that. Love of Canada, love of our country, is perhaps enough, but when we speak of love of our country and the defence of Canada we think not only of our country, its lakes and rivers and mountains, its fields of grain, its deep forests, its vast extent and resources, we think of lives of devotion, of great human qualities, of tolerance, self-respect, of freedom and Christianity. We have a faith as well as a country. We must be prepared to defend both our country and our faith.

May I leave the last word with the Minister of National Defence, who will finish our talk with you by telling you something of what the services can mean today to young Canadians.

HON. BROOKE CLAXTON:

During the time that I have been privileged to be Minister of National Defence I have taken every possible occasion to visit officers and men of the Canadian Navy, Army and Air Force. I have seen how they live, how they work and how they play. It has been a very impressive experience. I can imagine no group of men who by their example and their ready comradeship would have more to offer to those who join their ranks.

The permanent forces provide careers of service in which the prospects of advancement are excellent. Conditions of service generally are as good as those of any country and better than most. If a man cannot join the Active Navy, Army or Air Force, there is another way in which he can belong to the armed forces and contribute personally to our country's defence. He can join a Reserve Naval Division, an army reserve unit or the Air Force Auxiliary. Here is a means by which a Canadian can contribute to the security of the nation and at the same time carry out his normal civilian activities.

In both the Active and Reserve forces training is of the best, and the equipment is the most modern obtainable. There are trades to be learnt in the services, and these have a value for the future which is certainly not to be overlooked.

Alertness and the habit of teamwork, opportunity for many kinds of sports under first-class instructors, the chance to develop character and to build these many qualities whose sum total is "good citizenship" — all these are offered in addition to those tangible advantages which are becoming increasingly familiar.

This could, indeed, become a very long list. It may best be summed up by saying that men of good character, good physique and good education joining active or reserve services will find themselves at home amongst comrades of high calibre. They will add to their quality as citizens, the fact that they are able as well as willing to defend their country. They will become, with their comrades, "Citizens Plus".

One object of this army week and other activities of the Navy, Army and Air Force is to bring it home that just as sailors, soldiers and airmen, active and reserve, must be members of a team, so there must be no division between the armed forces and civilians; the good soldier must be a good citizen. We are all members of the team working for Canada.

Officers and Men



REAR ADMIRAL TAYLOR RETIRES

37 Years' Service . . .

The flag of Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N., Flag Officer Atlantic Coast, was struck at sunset on October 1. After 37 years' service, he proceeded on retirement leave as of that date.

The high esteem in which Rear Admiral Taylor is held, both by servicemen and civilians, was expressed in the following editorial in the Halifax Herald and Mail:

"Another of that famous group of officers who had their first training in the old Naval College in Halifax before the first World War is retiring from the service of his country. Rear-Admiral C. R. H. Taylor, C.B.E., who has been Flag Officer Atlantic Coast since 1945, is ending a career which saw him start as a cadet in this port in 1912.

"Throughout the First Great War, Rear-Admiral Taylor served with the Royal Navy, advancing from Midshipman to Lieutenant, and seeing much service in many waters. He remained with the Navy, making it his life's work, and he advanced steadily in rank and responsibility as his capacity for hard work and his knowledge of naval affairs was recognized.

"In 1940, he attained Captain's rank and commanded ships in active service here. He was abroad, commanding Canadian ships in the United Kingdom, and then returned to Halifax, not staying here long but going on to Newfoundland where again he was in command as Commodore first class. There, when Newfoundland was at the apex of the great sea defence triangle, he fulfilled in more than even measure the duties laid upon him.

"Now, after a command at Halifax, he is retiring with the respect and esteem of the Service and its best wishes, with which are joined the wishes of the many friends he has in civilian circles in this community."

Personal from Admiral Taylor

Message to former shipmates . . .

The following message, signed by Rear Admiral Taylor, was promulgated just prior to his retirement:

"On my flag being struck at sunset October 1 and proceeding to pension leave, I wish to thank each and every individual who ever served under my command anywhere and at any time for their loyalty and support. In particular, I wish again to congratulate those fine young men and some now not so young of the old Wavy Navy whose monumental efforts during the war years was a vital contribution to final victory over our enemies. To those still serving, good luck for the future and always remember, the smaller the service the more efficient it must be."

In a reply the Chief of the Naval Staff, said "Your message is much appreciated. After 37 years we are confident that your contribution to the Naval cause will continue in civilian life in proportion to your untiring effort while in uniform. Good luck and a happy leave."

LOWER DECK ADVANCEMENTS

16 on latest list . . .

The following men have been promoted to higher ratings in the Royal Canadian Navy recently: to Petty Officer, John P. Mason, 3639H; to Acting Petty Officer, George A. D. Steele, 3055H; to Acting Leading Seaman, John R. E. Buckland, 4517E, John J. Oster, 5198E, Edward C. Alexander, 5255E; to Acting Leading Stoker Mechanic, Ernest K. Luke-meyer, 22469E, Fernand Trottier, 22429H, William R. Montieth, 5047E; to Leading Writer, William E. Joy, 40957H, Herbert E. George, 50254E; to Leading Cook, (S), Frederick J. Scott, 51042H; to Acting Leading Photographer, James W. Ward, 4635H, Douglas S. Howes, 3775H; to Acting Petty Officer Air Mechanic (A), William E. Leaming, 22159E; to Acting Petty Officer Air Mechanic, Richard M. Dupchak, 5334E; to Air Artificer (AE) 1/c, Cyril F. Gilhen, 22122H.



Rear Admiral E. R. Mainguy, O.B.E., R.C.N., new Flag Officer Atlantic Coast, receives the best wishes of his predecessor, Rear Admiral C. R. H. Taylor, C.B.E., R.C.N. The change became effective October 1st when Rear Admiral Taylor proceeded on retirement leave.



Captain (S) R. A. Wright
To West Coast . . .

EXCHANGE APPOINTMENTS

Supply Officers Move . . .

Captain (S) R. A. Wright, O.B.E., R.C.N., became Command Supply Officer on the Staff of the Flag Officer Pacific Coast, and A/Captain (S) Murray A. Davidson, R.C.N., Director General of Fleet Accounting at Naval Headquarters, in an exchange of appointments between the two senior Supply Branch officers early in October.

Prior to his appointment as Director General of Fleet Accounting in February, 1946, Captain Wright was Director General Supply and Secretariat Branch for four years. He was awarded the O.B.E. in June,

1946, for his work in organizing the Supply and Secretariat Branch in the Navy during the war years.

Captain Davidson has held responsible posts in the Supply Branch on both coasts, and in Newfoundland. He served aboard the cruiser, H.M.C.S. "Ontario", before his appointment as Command Supply Officer, Pacific Command.

NEW FLAG OFFICER

Rear-Admiral DeWolf . . .

Promotion of Commodore H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., of Bedford, N.S., to the rank of Rear-Admiral was announced by Hon. Brooke Claxton, Minister of National Defence. Rear-Admiral DeWolf is the new Flag Officer Pacific Coast, succeeding Rear-Admiral E. R. Mainguy, O.B.E., R.C.N., who transferred to the Navy's Eastern Command as Flag Officer Atlantic Coast.

Rear-Admiral DeWolf was commanding officer of the Tribal Class destroyer H.M.C.S. "Haida" and the aircraft carriers, "Warrior" and "Magnificent". He was succeeded in command of "Magnificent" by Commodore G. R. Miles, O.B.E., R.C.N.



Rear Admiral (then Commodore) H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., (Left) extends best wishes to Commodore G. R. Miles, O.B.E., R.C.N., as the latter takes over command of the R.C.N.'s newest aircraft carrier, H.M.C.S. "Magnificent". Rear Admiral DeWolf left "Magnificent" to take up a shore appointment as Flag Officer Pacific Coast.



A/Ldg. Sto.-Mech. B. M. Watson
To University . . .

UNIVERSITY COURSES

20 Men Selected . . .

Twenty men of the Royal Canadian Navy will receive university educations or courses at the Canadian Services College, H.M.C.S. "Royal Roads", under a new plan put into operation by the R.C.N. for the first time during the present academic year.

Tuition fees, costs of text books, etc., will be borne by the Navy, and on successful completion of their courses men will be granted commissions in appropriate branches of the R.C.N.

Those attending universities this year are: L.M. 1/c J. E. Elson, Wtr. G. W. Blackburn; Wtr. P. R. J. Savoie, A/Ldg. Sto. Mech. B. M. Watson, E. R. A. 1/c K. Fiddy, L/A.R.M. E. L. Klassen, Ord. Tel. D. L. Morrison, R.L. 3/c R. F. Dobberthien, L.T. 1/c C. G. L. Joudrey, L/A.R.M. M. R. Nickerson, El. 3/c G. A. Kastner, A.A. 1/c D. C. Di-Cenzo, A/Armourer 2/c G. T. Mainer, Tel. R. C. Eastman, R.T. 2/c W. R. Hewitt, A.R.M. R. L. Carr and A.R.M. W. C. Klassen. Those who will attend "Royal Roads" are Service Cadets R. D. Okros, W. L. Watt and P. D. Sivertsen.

(Continued on page 28)

THE T.A.S. BRANCH IN OUR ANTI-SUBMARINE NAVY

Most of us agree that changes are essential for progress but we like to resist any change, if for no other reason than to make the reformers prove that their ideas will, in fact, mean progress and not confusion.

The Torpedo-men held out for a long time, so did the Pingers. There wasn't much change for twenty years, and while I'm not suggesting that our old friend the Low Power L.T.O. or his chum, the H.S.D., were suffering from dry rot it had been suggested that: "It's time those Torpedo-men got a shaking up." This suggestion usually came from a source not qualified to understand the need for peace, and especially quiet, in the pursuit of one's duties.

The day is here when the Seaman Torpedoman and the Submarine Detector have seen fit to join forces and become known as Torpedo-Detectors, the Branch as Torpedo Anti-Submarine.

There have been questions asked on both sides as to why this union was necessary; there have been a multitude of answers. Electricians and Oscilloscopes, Ordnance wallas and Influence fuses, have all received their fair share of discussion; but I feel that the proper answer lies in the history of the last war and the great Anti-Submarine battles in which the Canadians took so large a part.

On looking back, the first signs of this problem, and its solution, began appearing on the upper decks of our Destroyers in 1940. First, "Y" gun was whisked away and in its place went a couple of throwers and longer rails, — the magazine was filled with depth charges — and off we went to sea. A couple of years later "A" gun got the "axe" and that "anti-dive bombing device" — with the 24 spigots, took over. At the same time off came the Director, and our once proud 4.7 control system became a bow and arrow set-up.

Other changes were coming. I'll not forget the day when two of our very-

well-cared-for fish were hoisted ashore and in their places we got two articles, each weighing a big British ton. The book of words supplied with this young block buster said "Be sure you're going over 18 knots when you fire this one, the bang is king sized." Into the tubes they went, and off we went. I think that was the day when the Torpedomen and the Pingers felt that their engagement was imminent.

The changes in the appearance of the upper deck caused by these engines of destruction was to be blamed, not on the Lords of the Admiralty, or anyone else on our side, but on our worthy enemies, the Germans. Our Destroyers had been built to shoot down other destroyers; instead their opponents turned out to be the submarines, who were not much impressed by any assortment of cannon and musket.

The German U-Boats are now history, and also is the fact that they lost 992 U-Boats sunk and 30,000 submariners killed or captured out of a possible 38,000. But history has a habit of repeating itself, and we know that others, too, can build submarines and indeed are doing so: faster, better armed, and infinitely more dangerous than the U-Boat of the Second World War.

The submarine is our biggest menace at sea, and, moreover, threatens to become even more potent as new developments are perfected. Anti-Submarine measures must get ahead of the Submarine, and stay ahead.

Within our R.C.N. there is no doubt that our Admirals have had a real problem in deciding just what the fleet should consist of — and believe me there is an abundance of advice to help them decide — some of it bad. The airmen want 1000 foot flight decks and hundreds of mad pilots to fly screaming jets. The lads with the "G" stamp want ships with thick sides, guns and Radar aerials by the dozens and all the associated noise. Some of our signalmen would merely

communicate with others: the engineers swear that 1000 pound boiler pressure will make the boats do forty knots.

It has been decided that the Canadian Fleet will be an Anti-Submarine Fleet: This doesn't mean we'll find ourselves in a Corvette again, or that we'll scrap the "Magnificent". A/S Warfare is a complicated business. The modern submarine has high speed, a bellyful of torpedoes and an ever ready supply of cunning tricks. It can dive until there's 500 pounds of sea pressure on every square inch of its hull. Its hide is thick and tough. It need never fully surface, it runs as quietly as a good watch, and most dangerous of all, is manned almost always with a little band of experts. These "better" submarines call for bigger, faster and more Anti-Submarine ships to hunt them down — and get in the first blow. It means aircraft to patrol the sea and beat them up at every chance. It means having a gun to administer the coup-de-grace in the final chapter.

This dedicated purpose of the fleet is going to mean some changes in the upper decks of our now heavily gunned Destroyers; it's going to mean a lot of other things too. New ping sets to find, hold on and guide the new weapons to the target. There'll be torpedoes that are — intelligent. The ships that carry this gear need space for brain power and don't be surprised to see the old bridge team under cover eyeing P.P.I.'s well out of the salt spray. It's going to require more skill on the part of each one engaged in this business of catching submarines. The results of this program that I've outlined won't be long in taking shape. Before a year is out some of the ships will have had their faces lifted. There may be a few new ones building in our yards — and who knows, some of our T.A.S. stalwarts might even get promoted.

R.P.W.

Comrades in Arms



THE CANADIAN ARMY

Audience of 6,000,000

The Canadian Army held its first full scale "open house" from Sept. 20 to 26 this year to inaugurate the first "Army Week" in the peace-time history of the Dominion.

Approximately 50,000 troops, comprising Canadian Army Active and Reserve Forces went all out to acquaint the Canadian public with the function of the Army today and the activities of its full time and Reserve soldiers.

The purpose of Army Week was to put before the people the work and opportunities of service in the armed forces of Canada and help all Canadians to familiarize themselves with the soldier's constructive peace-time role.

Official estimates are that during Army Week 6,000,000 Canadians saw Army displays and functions held in cities and towns, camps and military establishments from Halifax, N.S. to Whitehorse, Y.T.

The Acting Prime Minister, Right Hon. L. S. St. Laurent, officially opened "Army Week" with a radio address over a national network Sunday, September 20. Mr. St. Laurent stated that Canadians must recognize the need for defence forces as all nations were not working for peace and welfare, and expressed the view that "we are living in a world in which there is tension and insecurity".

He proceeded in part:

"Every true Canadian must recognize the need of military forces to defend our country and to take their place in any arrangements for collective security that we may assume."

On the same broadcast, Hon. Brooke Claxton, Minister of National De-

fence, stated: "One object of this army week is to bring it home that just as sailors, soldiers and airmen, active and reserve, must be members of a team, so there must be no division between the armed forces and civilians; the good soldier must be a good citizen. We are all members of the team working for Canada."



The Royal Canadian Regiment Colour party leads the regiment in a march-past at Brockville, Ont. Shown taking the salute is Col. M. P. Bogert, DSO, OBE, Commander Eastern Ontario Area, who conducted the annual inspection of the troops. (Canadian Army Photo) 27-10-47.

In a press announcement concerning Army Week, Major-Gen. E. G. Weeks, CB, CBE, MC, MM, Adjutant General of the Canadian Army, had this to say: "Above all, we want the Canadian people to meet the men of the Canadian Army; to see how they live and work, and to understand some of the constructive jobs they perform in their peace-time role."

Some of the highlights of Army Week across the Dominion included: The United States Army Band — 90 strong — which arrived in Ottawa on the opening day of the celebrations. Concerts were given by this famous

Band in the Capital City and later in Montreal, Kingston and Hull.

In Toronto, Army Week got off to a start with a special band concert, seventeen massed bands playing in the new grandstand of the Canadian National Exhibition before an audience of 25,000.

In Montreal and Quebec, local citizens were treated to the colourful display of the trooping of the colour by crack troops of the Royal 22e Regiment.

Special mobile army exhibits displayed army equipments in many centres large and small throughout the country during Army Week.

The opening of Canada's famed Royal Military College at Kingston, Ont., on a tri-service basis, coincided with the opening of Army Week in that area and lent a colourful touch to the ceremonies as 100 picked students comprising the initial class, paraded before the Minister of National Defence.

Demonstrations of paratroop training by a team of qualified jumpers from the Joint Air Training School, Rivers, Man., highlighted Army Week activities in Winnipeg.

In Halifax, massed pipe and brass bands of army units in that area played "retreat" in a nightly ceremony for the people of that East Coast seaport.

Fireworks and searchlight demonstrations, equipment displays, band concerts, drill movements and special parades were featured by both Reserve and Active soldiers before enthusiastic crowds in army units, large and small, from Coast to Coast.

On the conclusion of Army Week, the Hon. Brooke Claxton, Minister of National Defence, summed up the Canadian Army's first "Open House" as follows:

"This highly successful week would not have been possible without the energy and generous support of all corporate bodies and individuals who co-operated in Army Week."

"From all sides I have heard nothing but praise. Many people have expressed to me their surprise and satisfaction at seeing the equipment and the kind of training carried on. Never before in peace-time has the country at large shown such interest in our Armed Forces. That interest is a reflection of the concern Canadians feel with regard to the present situation."

Army Week was held this year for the first time since the formation of the new Active Force in 1946. In future, it will be held as an annual event.

THE R.C.A.F.

Slow, Stop, Sideways and Handy

Today most people think of the modern aircraft as a machine that travels at or near the speed of sound. New records are being set at an ever increasing rate. However, one of the newer types of aircraft today that will never break any speed records is the Helicopter. Although lacking in speed — it seldom does more than 100 mph — it makes up for this short coming with its extreme maneuverability. The modern Helicopter employed by the RCAF is able to back up, fly sideways, hover over the ground and fly forward at speeds ranging from zero to a literally breath-taking 120 mph.

A practical example of the use of this strange aircraft was given recently when a helicopter, flown by F/O T. A. Causey, 103 Search and Rescue Squadron, Greenwood, N.S., located a missing woman in the dense bush near Halifax. Although she was hiding in the bush, the pilot spotted her from the slow flying machine, landed in a nearby clearing, and returned her to the safety of a Halifax hospital.

This is but one of the many uses of this remarkable machine. As more

helicopters become available the RCAF's Search and Rescue organization will use them in all phases of rescue work where a conventional aircraft would be of no assistance. The helicopter is also being employed in co-operation with the Canadian Navy, Army, RCMP, and other Government departments.

Tailless Trailbreaker Tested

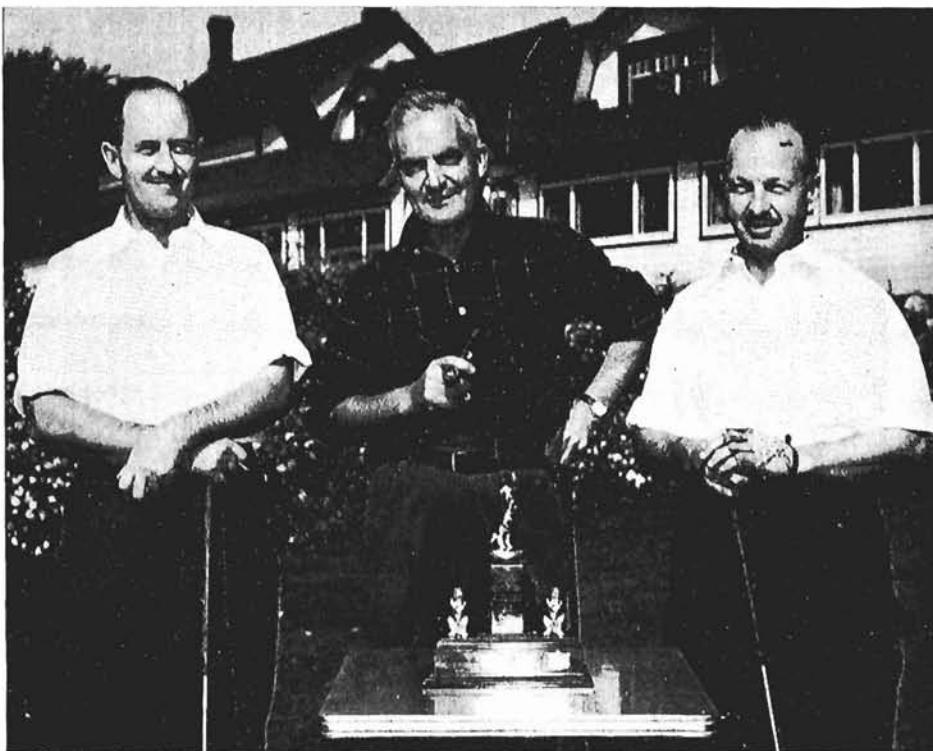
One of the longest flights ever undertaken by an aircraft of its type was recently completed at Arnprior, Ontario, when the National Research Council's Tailless Glider, towed behind an RCAF Dakota aircraft, cast loose and glided in for graceful landing. This experimental aircraft, built by the NRC's Structures Laboratory, is another example of how the NRC and the RCAF have co-operated for the advancement of science in the field of aviation.

The tailless glider, actually a flying wing, looks not unlike an Australian boomerang. The aircraft, with a span of 46 feet, is approximately 18 feet in

length at the largest part of the wing. It has a crew of two, the pilot and observer being housed in separate cockpits. Having a tricycle undercarriage it is fitted with retractable skids for emergency landings.

The Arnprior arrival completed a three year testing program carried out at Namao (Edmonton), Alta., by the RCAF's Winter Experimental Flight. During the three seasons of operation, the glider flew approximately 100 hours, of which the first 30 were devoted to handling trials. F/L G. A. Lee, of Ottawa, and F/L C. F. Phripp, of Edmonton, were chief pilots during the tests carried out during 1948.

From such experimental models as the Tailless Glider, the RCAF and other government agencies, such as the National Research Council, hope to be able to unravel a lot of the mysteries that still exist about problems in design and engineering of future aircraft.



Friendly competition on the sports field is a feature of the three armed services, and it goes up to the very top. Shown above, with the Ottawa Inter Service Athletic Council's Golf Trophy, (left to right) are: Major General N. E. Rodger, Quartermaster General; Vice Admiral H. T. W. Grant, Chief of the Naval Staff, and Air Marshal W. A. Curtis, Chief of the Air Staff, prior to teeing off for the second annual competition for the cup. The Army team, captained by Major J. G. "Joe" Lamb, won the trophy for the second successive year. (RCAF Photo)

Looking Afters

Lest we Forget

Five years ago . . .

The approaching winter, with its gales, and cold, and long black nights . . . the knowledge that the enemy had, in the acoustic torpedo, a new and wicked weapon . . . the memory of the toll exacted by the U-boat in the same month the year before . . . these and other factors brought a general tightening of belts among our escort forces as November, 1943, appeared on calendars in messdecks and wardrooms.

It should have been a grim month.

Instead, not a single ship was torpedoed on the North Atlantic convoy routes. The only sinkings were of unescorted vessels in more remote parts of the South Atlantic and Indian oceans and of two tankers and some smaller craft in the Caribbean.

Ten U-Boats Sunk

On the other side of the ledger, Allied A/S vessels accounted for seven U-boats and our aircraft sank three more.

Hunter-killer groups—the "glamor boys" of A/S warfare—continued their successes of the previous months. The U.S. carrier "Card," which had chalked up the remarkable record of seven kills and two probables in October, stood graciously aside when a destroyer from her group, U.S.S. "Borie," picked up a nice fat contact on the first day of the month. "Borie" did not disappoint, and another victim was added to the list.

Five days later, the famous Second Escort Group sank two U-boats within 12 hours. This remarkable group demonstrated once again the value of teamwork. In the early morning, H.M.S. "Starling" directed H.M.S. "Woodcock" in a successful

attack. In the afternoon, a U-boat that had broken W/T silence and been spotted by "Kite" was disposed of by "Wild Goose." "Starling" again directed proceedings.

Canadians Share Kill

The Canadians were not out of the picture. On the 13th H.M.C.S. "Timmins" carried out six attacks on a target 300 miles SE of Cape Race and produced two sizeable oil slicks.

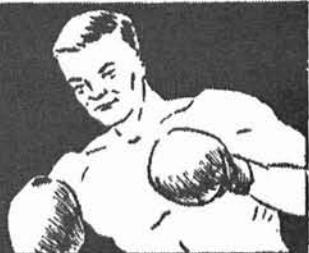
A week later, the Canadian Escort Group, EG 6, while escorting a convoy some 450 miles northeast of the Azores, flushed a U-boat with depth charges, then sank her with gunfire. "Nene," "Snowberry" and "Calgary" shared in the success, which resulted in the taking of 17 prisoners.

(Continued on page 28)



Five years ago this month, H.M.C.S. "Snowberry" and H.M.C.S. "Calgary" teamed with H.M.S. "Nene" in destroying a U-boat some 450 miles north of the Azores. Here the two Corvettes, with "Snowberry" in the lead, are shown on their way into port after their engagement. The photo was taken from H.M.C.S. "Prince Robert", auxiliary anti-aircraft cruiser. The convoy of which the Canadian ships had formed part of the escort had been attacked by both U-boats and long range aircraft.

The Navy Plays



ATLANTIC COAST

The Navy has been well represented in competitive sports in the Halifax district in recent months.

Coached by C.P.O. Bernie Gordon and managed by Lt. Cdr. Charles McDonald, the Navy softball team finished third in the Halifax Commercial Softball League. Not to be outdone, the Navy baseball team took second place in the Halifax People's Baseball League, under the guidance of P.O. Johnny Rowland.

With the coming of shorter days and cooler evenings, football and soccer take the spotlight. Coached by Padre Ivan Edwards and P.O. "Ginger" O'Brien, this year's Navy football team looks as if it will make

a strong bid to hold the city championship it won last year. The soccer team has won two, tied one and lost two of five exhibition games.

During August, more than 5,000 youngsters, many of them children of R.C.N. personnel, attended classes in the "Stadacona" swimming pool.

In competitive swimming, both the inter-part swimming and water polo titles were captured by Electrical School teams, captained by Electrician 5/c Fry.

Carrier athletes active

Organized sports on board "Magnificent" are also well under way, under the direction of Lieutenant (P & RT) Robert Greene. Topping the list is football and men from "Magnificent" are contributing their

share toward building another championship Navy team.

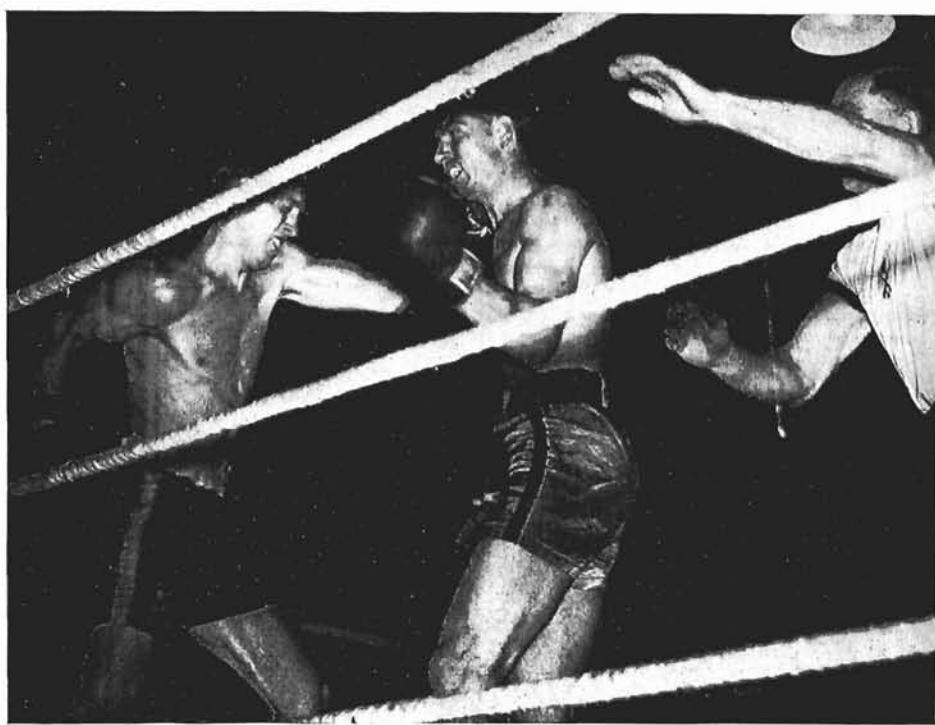
In the ring, men from "Maggie" participated in a series of boxing matches with teams from R.M.S. "Aquitania". Considerable interest has also been shown in soccer, while those attending body development classes may be seen doing weight lifting exercises on the cable deck each night.

Plan winter sports

H.M.C.S. "Iroquois" plans a winter sports program which will include bowling, swimming, basketball and badminton. During the past summer, "Iroquois" maintained an interpart softball team, despite constantly changing personnel. E.R.A. "Archie" Sims was ship's representative on the Navy Team in the Commercial league. On the "Aquitania" boxing card, A/B Clarence Skidmore represented "Iroquois".

Interpart Champions

Artisans defeated Electrical "B" in two straight games to win the Interpart Softball League championship trophy at R.C.N. Barracks, Halifax. Members of the winning team were Shipwright 1/c W. Semnick, first base, Plumber's Mate Ray Shedloski, second base, Shipwright 1/c B. Gordon, third base, Chief Plumber J. Spidell, short stop, Commissioned Shipwright R. Pitcher, pitcher, Plumber 1/c W. Conrad, catcher, Chief Shipwright Ray Weaver, Plumber 1/c E. McSweeney, Commissioned Shipwright H. Ivany, Plumber 1/c Ray Wildsmith, Commissioned Shipwright H. Williams, Chief Plumber W. Perrier, outfielders. The bat boy was Gerald Peters.



This action was caught by the camera during one of the popular Navy-Aquitania boxing cards at the "Stadacona" Gymnasium. Able Seaman John Hogan (left) won the bout by decision from his opponent T. Lloyd of R.M.S. "Aquitania". The referee was Mr. C. Evans, ex-Navy Warrant Officer.



Well ahead of the field, N. Nelson of the New Entry Division, R.C.N. Barracks, Esquimalt, breaks the tape to win the 440 yard race during the Pacific Command Track and Field Meet.

PACIFIC COAST

For sports enthusiasts on the west coast it was an action-filled summer, with the entry of teams from visiting British and American ships adding an international flavor to many events.

Honors went to H.M.S. "Sheffield" in three of the events in which she fielded teams. In an exhibition Association Football match at McDonald Park the visitors won the Naval Vets Trophy by defeating H.M.C.S.

"Naden" 7 to 1. The Cricket Field cup went to the expert "Sheffield" team in a low-scoring game won by a comfortable margin of 35 runs. The Water Polo match at the Crystal Gardens, held the night of the Swimming Gala was also won by "Sheffield", 6-1.

The other events at the Swimming Gala were well contested and "Ontario's" amphibians thrashed their way to a one-point lead over the "Naden" team. In the intermission between the races and the water polo, the P. and R.T. staff put on a thrilling trapeze display. The "Naden" Band was in attendance and contributed much to the evening's entertainment.

New Entries Victorious

The Pacific Naval Command Track and Field Meet was one of the sports highlights of the year. The enthusiastic New Entry Training Division team worked hard for a healthy win. The R.C.N.(R) team ran second, with the Destroyer Division in third place. Probationary Sick Berth Attendant (O.C.) Robinson, of Montreal, won four events to capture the Aggregate Cup.

The back breaking Tug-of-War was won by the New Entry Team who toppled the Royal Marine team from "Sheffield".

"Cock of the Fleet" honors went to H.M.C.S. "Crescent" in the two-



Supply Assistant Edward Haddad, R.C.N., of R.C.N. Barracks, Esquimalt, who represented Canada in the lightweight division at the 1948 Olympic Games, was roundly cheered by his shipmates when he returned to the west coast naval base. Haddad lost out in the quarter-finals by a hairline decision.

day Command Regatta. She nosed out "Ontario's" team by a slim three points. In all, 13 races were held. Teams from both "Sheffield" and the visiting U.S. Submarine "Remora" also took part. Of special interest was the hardfought "Battle of the Ages", a race for crews made up of men 35 or older. "Ontario's" vets, under Commander P. D. Budge, DSC, were the winners.

In the senior baseball finals, the Navy came through with a 6-3 win over Ben's Bombers of Victoria to capture the Rithets Cup.



Out to defend last year's hard won championship, the Navy is again fielding a strong team in the Halifax football league. Seven sturdy linemen with the Navy team are (left to right) Frank Hindle, Ed Harper, Ken Lewis, Graham Currie, Gordon Edwards, Andy Chartren and John Porteous. Coach of the team is Padre Ivan Edwards.

FROM TOP TO BOTTOM

Somewhere in the vicinity of 17° 20' N., 63° 10' W., and about forty miles northwest of St. Kitt's, lies the curious island of Saba. Rising stark and sheer out of the blue Caribbean for almost a thousand feet, so that its domelike top is often hidden in white misty-looking clouds, it is a familiar sight to many of us who have passed by there on one of the R.C.N. West Indies spring cruises. There is no record of any of H.M.C. Ships ever having visited Saba, which is hardly surprising as there is no such thing as a harbour. Indeed, in all the forbidding and sheer coastline, only at one point is there a beach—a few yards of rough shingle on which a hazardous landing may be effected providing the weather is fine, for even on the calmest days the ocean swell breaks into boiling surf on the white pebbles.

Except for a few scattered and tiny houses clinging precariously to the steep cliffs, a white building near the beach is the only sign of life. It flies the Dutch flag, for the island is a Netherlands possession. Saba boasts a population of some 1,200 souls.

But where, you will ask, are the people? Believe it or not, they live in a town nestling in a crater-like hollow on the very top of this amazing island—a typical Dutch village which is, rather absurdly, called Bottom.

The little houses are clean and tidy: there is a picturesque church; neat little gardens and well-swept streets. You may see the Mynheers at their windows, smoking their meerschaums; and their rosy-cheeked wives will wish you a cheery "good morning", for here is yet another paradox—the language of Saba is English!

There are but two means of access to this village in the clouds, one so steep and difficult that it is rarely if ever used. The other, known as the "Ladder" consists of some eight

hundred roughly-fashioned steps cut in a narrow, steeply-rising gully. Hard-going for the occasional visitor, though the inhabitants think nothing of them. Yet in spite of this immense natural obstacle, and the fact that not a single tree grows on the island, the principal industry of Saba is the building of boats! Every single plank and spar must be brought by sea, landed on the narrow beach, and carried up the "Ladder" to Bottom. Here they are cut and shaped and built into boats, and these are then lowered into the sea by means of davits projecting from the steep cliffs.

There are very few young men in this quaint island, for nearly all of them become sailors. Almost invariably, however, they come back eventually to settle down and enjoy the simple homely comforts of this little crater paradise in the Caribbean clouds.

The women and children are fair-haired and blue-eyed: the old men, wrinkled and grey, are still upright and strong. Perhaps one of the most

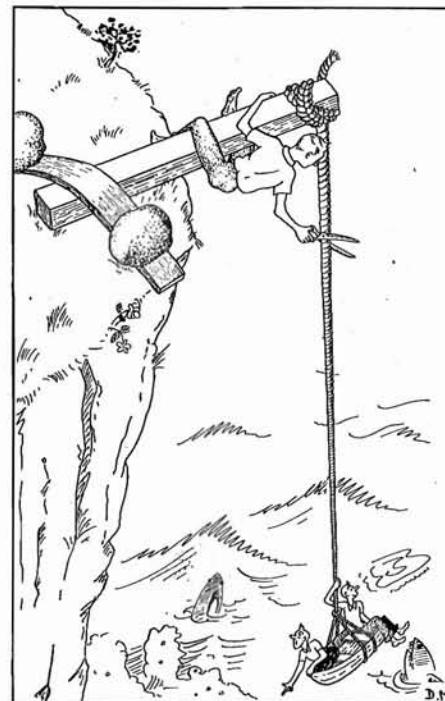
curious customs of all in this quaintest of island communities is that of keeping in their houses, often indeed in the living-rooms, their coffins ready for the day when they will be needed. This seems quite natural to them, and perhaps illustrates most clearly the tranquillity of mind which they, almost alone in this unhappy world of today, seem to have achieved.

Can you then wonder, when "Saguenay" passed by Saba in the Spring of 1939, that I should have dashed off this little rhyme one lovely blue and golden Caribbean afternoon?

When I leave the Navy, I'm going to
SABA,
An isle full of blondes and no sign of
a harbour.
It's a very odd thing, and you may
think I've "got 'em,"
But the principal town, right on top,
is called BOTTOM.
There's another strange fact and it
puzzles me much—
The people speak English though the
island is Dutch!

It's said that they fish when the
weather is fine,
But that only happens ten times out
of nine;
So I cannot help feeling the chances
are rare
For going out fishing—but what
should I care?
I've seen enough water to last me for
years—
And don't think I don't include
Halifax beers.
So when I retire, it's good-bye to the
sea,
And a soft life in Bottom is top-hole
for me.
Yes, you may think I'm nuts, but I
know I'll be fond
Of living in Bottom, alone with my
Blonde.

"Deadlight".



GOOD MEDICINE

When the Royal Canadian Navy announced the policy of Reserve training for medical students in the Royal Canadian Naval Hospital for the summer months, it was anticipated that both the students themselves and the staff of the hospital would receive a great deal of benefit from this arrangement.

As this was the first attempt at such a program, it was difficult to know how many students would volunteer for reserve training, but it was thought that about 16 or 18 would avail themselves of this opportunity.

On this basis 18 "internships" were found in the hospital in all departments and we eagerly awaited the arrival of the students.

They arrived, but not the 18 we expected. Before the summer was well advanced we had 45 who wished to be doctors — thirsting for medical knowledge — on our hands. Morning after morning they would arrive in two's and three's totally unexpectedly, would introduce themselves, tell us where they came from and what they wanted to do.

Every branch appeared to be represented — Executive, Electrical, Air, Supply and even the newly created Surgeon Sub. Lieutenant. We had an assortment ranging from the "newcomer" to the Naval Service who was classed as a P/S.B.A. to the Lieutenant Commander Executive.

They were in all stages of their medical training, from first year pre-medical students to ones who were within one year of graduation.

As one can see, rather ludicrous situations arose. The pre-med lieutenant who had only started in medicine would be "Sir'd" by the S.B.A., a comparative newcomer to the Service but possibly a lordly senior back in the old university classroom. It was

all very confusing at first, but was simplified by the expedient of putting all the officers in long white coats and calling them students, while the S.B.A.'s were placed in the rig of the day and given jobs suitable to their professional qualifications. The rights and privileges of the Service were thus upheld while the professional dignity of the medical student remained intact.



Surgeon Commander E. H. Lee, R.C.N., Atlantic Command Medical Officer and administrator of the medical student training programme.

In order to accommodate 45 students, it was necessary to expand our services rapidly in order that no one department should be overcrowded, and students find too much time on their hands.

The plan, in brief, was that all departments in the hospital should take two students, the head of each department being responsible for the clinical training. Thus surgery, medicine, skin, laboratory, sick bay, X-ray, ear, nose and throat, isolation, physiotherapy, records, etc., were each supplied, if possible, with two students. R.C.N.A.S. "Magnificent", "Nootka," "Haida" and "Swansea" also were supplied with students, so that our Lieutenant in the executive branch put to sea again, but this

time took his watch in the sick bay instead of on the bridge.

Every three weeks a rotation of students in the hospital services was made, and this made it possible for each student to rotate through three or four services in the summer.

Thus a student would get a fair knowledge of laboratory work, the handling of patients in the sick bay (which was a "must" service) and the handling of patients in either the surgical or medical wards.

In addition lectures and bedside clinics were conducted daily by the permanent force Medical Officers, and by those Reserve Medical Officers who came down for their own Reserve training and gave so generously of their time to train the students.

Lectures and demonstrations on techniques used in bedside nursing were given by one of the nurses — a very useful service to the students as this is a phase of training which is not on the curriculum of medical colleges.

Ward rounds were held once weekly at which time interesting cases were presented.

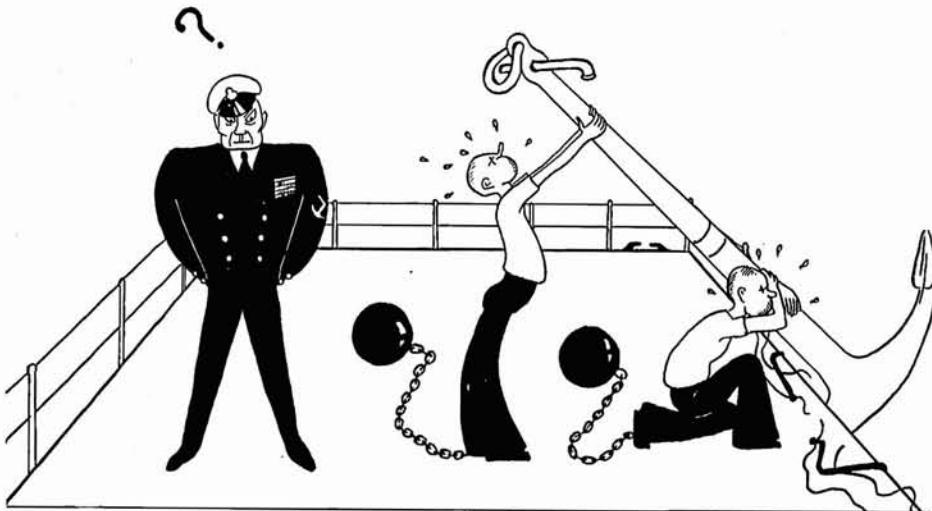
As part of their training the students presented papers on some particular aspect of the work in which they were engaged. Theoretical and practical work were so blended that the student actually found himself in the position of a junior intern in an active hospital.

It gave an added zest to the work of the permanent staff of the Hospital for it stimulated our teaching instincts and figuratively speaking kept us on our toes.

We are convinced it is an excellent scheme, for it worked. We hope it will be continued so that we can improve on it in the years to come.

— E.H.L.

STERN DEMANDS



During the period H.M.C.S. "New Liskeard" has been at the disposal of the Naval Research Establishment, she has been required by the members thereof to carry out many unorthodox and undignified evolutions. The ship's company has adapted itself to the situations which have arisen with mixed amazement, amusement and resignation.

On completion of some of the more difficult assignments, the First Lieut. would turn to our scientific friends for a word of praise. But no praise. Only, "That's nothing. Wait until you have to anchor by the stern." Never dreaming that such a thing would ever be required, No. 1 lapsed into a sense of false security.

For many weeks things proceeded blissfully. Then, one day, four of the above-mentioned gentlemen arrived on board.

"How long will it take you to anchor by the stern?" asked they.

"What the blazes do you think this is? The Dartmouth ferry?" replied No. 1 in what is commonly referred to as the vernacular.

As soon as the galley had obtained the information and distributed it to the proper parts of ship, O. S. Buggins was heard to give vent to the following profound statement: "—!"

With H.M.C. Diving Tender No. 1 in company, "New Liskeard" proceeded to sea, bent on the furtherance

of science. In static air, the kedge anchor was broken out and, to save the new coat of semtex on the deck, carried *bodily* aft. A half shackle of cable was secured to the anchor and in turn made fast to a four-inch wire towing hawser. The anchor was catted over the stern by means of the minesweeping davits and lowered to the bottom.

When the ship had her cable, all hands turned proudly to the scientists —to be informed that "due to the success of the evolution we will anchor by the stern every day until our present experiments are over."

At the same time as the anchoring problem was being solved, our scientific tormentors found that the

engines of our little consort were not suitable, in themselves, as a means of propulsion. She would not drift quickly enough.

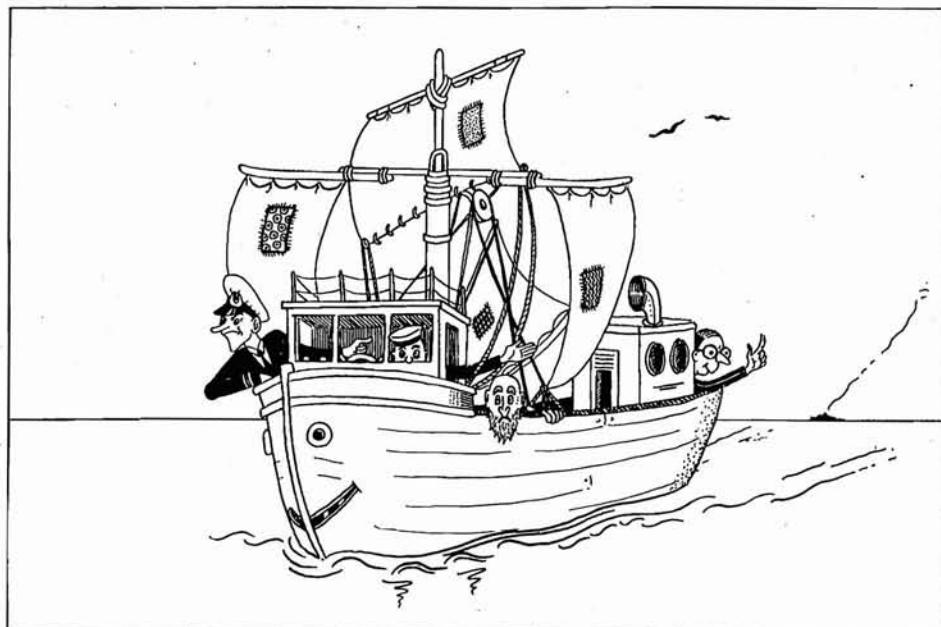
There was no other alternative but to bend on sail.

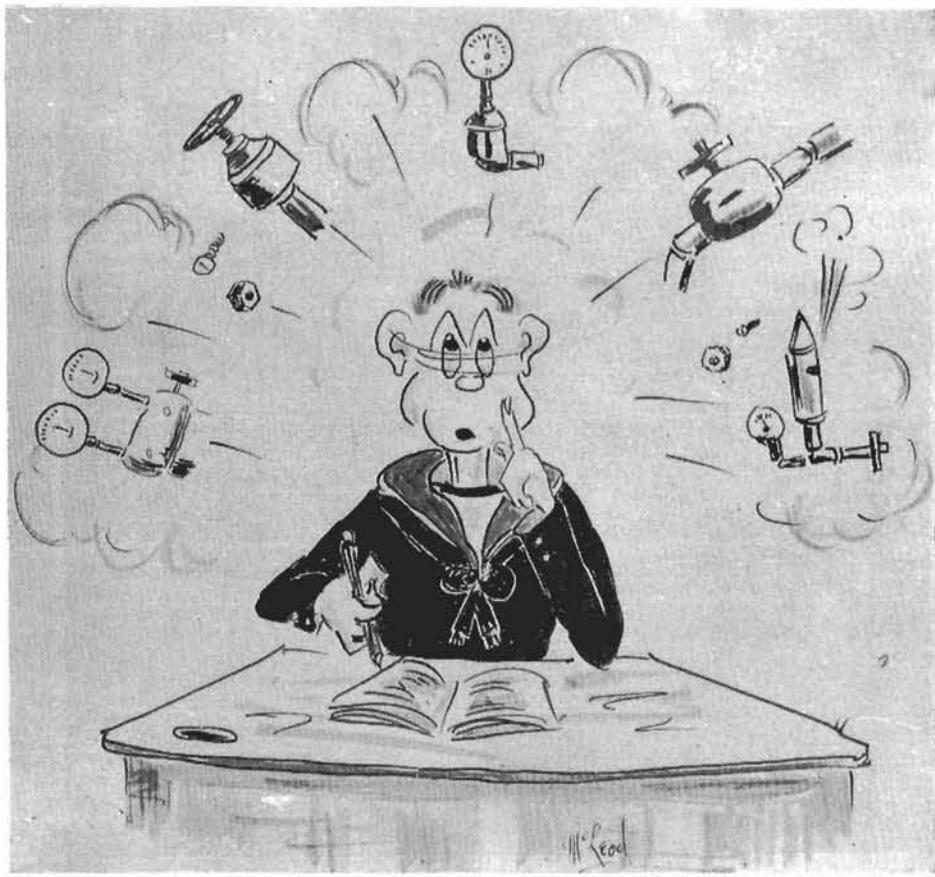
The honor of the engine room was shattered. The responsibility for the propulsion of Diving Tender No. 1 passed to the seaman branch.

All available whaler sails were broken out and bent on in every position that would hold a scrap of canvas. After many experiments, it was finally decided that the diving tender sailed and looked best:

Under mainsail (two whaler's storm sails lashed together and bent on to the top of the main boom); foresail, topsail (a whaler's mainsail bent on to a Dan buoy stave, which in turn was lashed to the top of the mainmast to act as main topmast), and, providing a most imposing effect, two whaler forestsails bent on to the main-yard as studsails.

Her crew had to rush to their seamanship manuals for assistance. The tender, worthy certainly of the attentions of Mr. C. S. Forester, actually sailed. All of three knots. Already the members of her crew are known as "Hornblower", "Hardy" and "Bush". They will probably never live it down.





Book Note

"One Story of Radar"

by A. P. ROWE. (MacMillan, \$2.25).

In this short non-technical book, Mr. A. P. Rowe, who was the wartime superintendent of the Telecommunications Research Establishment (T.R.E.) in the United Kingdom, gives a readable account of the formation and growth of this famous organization. The author does not attempt to present a history of Radar but he does describe the evolution of some of the devices produced by T.R.E.

Many readers of this fascinating little book will learn, for the first time, the authentic story of the beginnings of Radar. They will learn that to name one man as being responsible for this powerful invention is an impossibility, and that the credit belongs to a team of men who worked for long hours under difficult conditions.

T.R.E. was first brought into being to meet the needs of the R.A.F. in providing adequate warning of the approach of enemy bombers which would enable fighter aircraft to be

sent to counter the attack. Work on the problem of "early warning" commenced in 1935, and by 1939 the British Isles were ringed by a chain of Radar stations capable of detecting high-flying bombers at distances in excess of 100 miles. G.C.I., or Ground Controlled Interception, was the next development, followed later by A.I. or Air Interception.

The development of these devices, and many others, is described in an interesting and intimate way by the author. The close liaison that existed between the scientists at T.R.E. and R.A.F. personnel of all ranks is believed by Mr. Rowe to have been one of the main factors contributing to the tremendous success of the establishment. Without this friendly attitude of co-operation, the scientists at T.R.E. would have been unable to grasp fully the "users'" needs.

The reader is introduced to the frequently stormy "Sunday Soviets", which were informal meetings where anyone who attended was privileged to say exactly what he thought. These meetings, whose value need

hardly be explained, were attended by T.R.E. scientists. The reader will learn something of the complicated chain of events that must take place between the birth of an idea and the realization of a usable piece of equipment.

Although the book deals chiefly with devices developed for the R.A.F., naval personnel will meet familiar equipment, only under different names. G.E.E. equipment is a case in point; it was known in the fleet as Q/H. The author is careful not to leave the impression that T.R.E. was the only establishment working in the field of Radar, and there is little danger that the reader who was associated with or has knowledge of the work done at other similar establishments will take the writer to task for stressing the importance of the achievements of T.R.E. This was his establishment, and he tells the story with modesty, humour and affection.

"One Story of Radar" is highly recommended reading.

B.E.M.

"NIPPERS"

Before the introduction of chain cable, ships rode at anchor to a cable of 12 to 14 inch manila rope. This was led aft from the hawse pipe along the main deck to a huge block (called the "royal block") attached to the main mast, thence forward to the capstan. Although the capstan had pawls to stop it running backwards with the weight of the anchor and cable, there were no patent slips, as there are now, to hold it when the turns were taken off the capstan. The method employed was to nip it with strands of rope against the breechings and hauling-out tackles of the main deck guns. The cable would thus be held by the friction and grip of scores of strands hauled taut into the ring bolts at the order "NIP."

This duty was always performed by the Boys of the ship. Hence the Boys came to be called "Nippers" and young and agile folk, emulating the liveliness of boys, are called "nippy." This alertness being a characteristic of the female employees of Lyons restaurants in the U.K., they are known as "Nippies."—J. S. D.

COME WEST YOUNG MEN

(Continued from page 8)

"Antigonish," being more manoeuvrable and having heavier plating, was detailed instead to go to New Westminster as H.Q. ship.

Soon after 1300 the first wave sailed; the reliable C.N.A.V. Tug "Heatherton," Diving Tender No. 2, "Wildwood," "Antigonish" and "Laymore." The ships arrived at their destination that evening, and work began in earnest.

By 1100 the following day "Laymore" had arrived back at Esquimalt and no sooner had a second contingent of power boats and men been loaded than she set out again. In the meantime W/T was set up by Radio Vancouver, the navy station at Aldergrove, and naval craft established advance stations at Mission City and other key positions.

Back at Headquarters the Ops. Room was working at full swing. Extra officers were brought in to deal with demands for more men, boats and provisions. Much needed reports came in steadily from "Antigonish" and from "COMOPFLOW" and endless calls were handled from volunteers with fishing boats, motor boats, and even canoes.

Before getting home, I went to see how Captain Davy, Commander "Jock" McGillivray and the dockyard workers were getting along with the L.C.A.'s. Soon after midnight the first one was ready, and by morning there were three. As soon as "Laymore" returned to harbour at 1130 Sunday they were loaded aboard, along with the men to man them.

This shuttle service continued well into the week, until all boats and landing craft had gone to the flood area. By June 5th we had 35 craft in operation, and "Laymore" travelled continually back and forth taking provisions and equipment.

Our next call was from the Army. On June 6 we transported Victoria's famous regiment, the 16th Scottish,

to the flood area, and then sailed from here to Nanaimo to collect more.

And here was another coincidence. We remembered that on such a night, four years ago to the day, the Navy had landed the 16th Scottish with the Allied troops on "Mike Red Beach" at Courseulles in Normandy.

Anyway, so it went on — more men, more provisions, more equipment. Before the floods had abated the organization was so smooth that the "rush" had died away. "Antigonish" returned to Esquimalt to carry on with R.C.N. (R) training, and "Rockcliffe" took her place. Yes, the West Coast is a great place, it is no more placid than the East Coast and activity here can be just as lively as anywhere else.



OFFICERS AND MEN

(Continued from page 17)

FLY FROM ENGLAND

For College Courses . . .

Two Air Radio Mechanics, Richard L. Carr and William C. Klassen, were returned to Canada by air from the United Kingdom to enable them to attend universities under the new R.C.N. plan to qualify men educationally for commissioned rank. Taking training courses in England at the time of their selection under the new scheme, the two men were flown home in time to enroll in universities of their choice for courses in Electrical Engineering. Carr will attend University of New Brunswick and Klassen the University of Saskatchewan.

COMMANDER HILL TAKES OVER

New C.O. of "Cataraqui" . . .

Acting Commander Henry K. Hill, R.C.N. (R), has taken over command of H.M.C.S. "Cataraqui", naval division at Kingston, Ontario.

Commander Hill, a well known amateur yachtsman, went on active service with the R.C.N.V.R. during

the early stages of the Second World War. He served with the Royal Navy on loan and was in command of a trawler engaged in extremely hazardous duties in the Mediterranean.

He later was appointed in command of H.M.C.S. "Calgary" and was in her when the corvette shared a U-boat "kill" with H.M.S. "Nene" and H.M.C.S. "Snowberry". (See "Looking Astern").

From "Calgary", Commander Hill went to H.M.C.S. "Toronto", which he commissioned at Quebec City in the spring of 1944.



LOOKING ASTERN

(Continued from page 21)

The escort of this particular convoy had been having a hectic time of it. Both U-boats and long-range aircraft had subjected the convoy to a series of attacks. The submarines failed to penetrate the screen but the aircraft managed to score two hits on merchant ships with glider bombs. One ship was lost, the other succeeded in making port.

Nineteen Launchings

Sixteen ships — one destroyer ("Chaudiere"), four frigates, one Algerine, four corvettes and six Motor Launches — were commissioned by the R.C.N. during the month. There were 19 launchings — eight frigates, one Algerine, three corvettes, one wooden minesweeper and four M.L.'s.

There were several accidents. A merchant vessel was damaged by fire at Halifax. One of the trucks supporting H.M.C.S. "Nanaimo" on the marine railway at Lunenburg was derailed. H.M.C.S. "Cape Breton" and H.M.C.S. "Halifax" were involved in separate collisions.

Navy up to 78,682

On December 2, the total strength of the Royal Canadian Navy was 78,682. A breakdown shows 4,156 were R.C.N., 5,815 were R.C.N.R. and 64,288 were R.C.N.V.R., while the W.R.C.N.S. totalled 4,423.

*If you've seen Cape Flattery flashing,
If you've heard the Race Rocks bawl,
If you've glimpsed the short swell smashing
Sambro Lightship through a squall,
If you've stirred to fishes flighting
Where Bermuda's sea turns blue
You're the man for whom we're writing —
Yes, this magazine's for you.*

*If you've heard arresters screaming
As the Furies pancake in,
Seen a Tribal's bow-wave creaming,
Pulled a whaler to a win,
If you've felt a turret fighting
As a single-hearted crew,
You're the man for whom we're writing —
Yes, this magazine's for you.*

*If you've heard the beefers natter
And the brainy lads give tongue
When the messdeck stops to chatter
Just before the micks are slung,
If you've done your own reciting
Of what Naval Board should do,
You're the man for whom we're writing —
Yes, this magazine's for you.*

*If you've learned and kept on learning
Since you joined the R.C.N.
That to keep the screws a'turning
It takes more than steel and men,
If you've felt a spirit biting
That no landsman ever knew,
You're the man for whom we're writing —
Yes, this magazine's for you.*

F.B.W.



OTTAWA
EDMOND CLOUTIER
Printer to the King's Most Excellent Majesty
1948

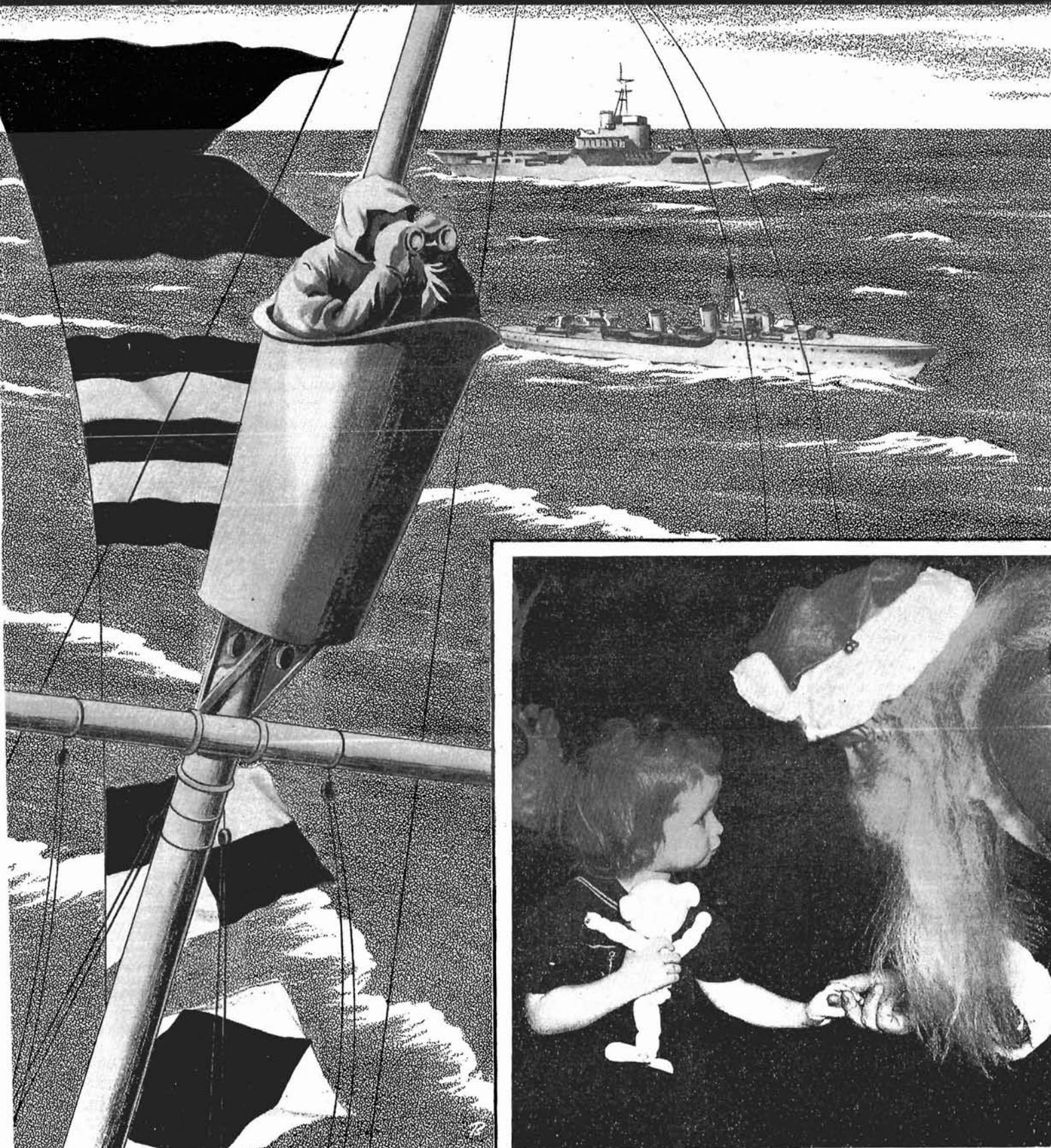
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The CROWSNEST

Vol. 5 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

December 1948





MESSAGE FROM THE MINISTER

We have had a year of progress. Much of last year's planning has now taken concrete form. Our ships have worked in the familiar waters of the Gulf, the Atlantic and the Pacific, and for the first time in our own Arctic regions. For the first time ships of the R.C.N. steamed over the waters of Hudson Bay.

At this time I congratulate and thank officers and men on the good work they have done. Yours is a service in which every man must help to earn the right to be proud of yourselves and respected by others.

We are not going to stop where we are. Our plans provide for the steady development of the Royal Canadian Navy. In accordance with these plans there will be a good many changes next year.

We intend to be as efficient and as advanced, ship for ship and man for man, as any navy in the world. We mean to know how to use the best of today's or tomorrow's weapons—on the sea, in the air or on land. That does not mean that we are preparing for war. Our every effort is bent towards the prevention of war.

In a changing world we mean to take our place and do our share with those whose strength is used rightly. We work and plan with a good conscience; and when at this time of year we repeat the familiar Christian message of peace to all men of good will we do it honestly. To every one of you I extend the best of good wishes for a happy Christmas and a successful New Year.

A handwritten signature in black ink, appearing to read "Lester B. Pearson".

(Minister of National Defence).

The CROWSNEST

Vol. 1 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

December, 1948

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The "CROWSNEST" is a magazine of news and information. It has no editorial opinions, and consequently expresses none. It depends for its material on the practical interest of officers and men of the Naval Service and former naval personnel.

Contributed articles in this issue range in subject from a note on how to think to some pertinent comments on the problems of Anti-submarine warfare. Articles on any subject of interest and value to the Naval Service are both welcome and necessary to the life of the CROWSNEST. Opinions expressed in such articles are, of course, those of the authors alone. The CROWSNEST does not endorse opinions of its contributors. It merely operates as a means of conveying views which may serve to stimulate thought and perhaps provoke useful discussion on matters worth thinking and talking about. Officers and men are invited to contribute to the CROWSNEST by suggesting ideas, by submitting articles or verse, by producing cartoons and above all by supplying CROWSNEST correspondents with items likely to be of interest.



Cover Photo — Scenes similar to that shown on the cover will be re-enacted in the R.C.N.'s East and West Coast bases this year, as Naval personnel again play hosts to their children at Christmas parties, complete with all the trimmings—Santa Claus, Christmas trees and gifts for everyone. In the CROWSNEST'S picture little Alice Crossley, daughter of P.O. and Mrs. Sidney Crossley, of Halifax, converses earnestly with Santa during a Christmas party held at Esquimalt.

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

The Editors

Page one

R.C.N. News Review

Back in Blues

Back from Pearl Harbor and the most ambitious peacetime training operation ever undertaken by the R.C.N. are the five ships of Task Force 213.

Tanned, fit and full of tales of hospitable Hawaii are the more than 1,300 men comprising their companies.

For more than a month the ships engaged in an intensive series of exercises. It was, actually, a course on the grand scale — planned and carried out to precision. Every officer and man was involved and from it all hands benefited. Individually,

they got to know more of their respective jobs and their respective weapons, instruments and machinery. Collectively, they developed to a highly satisfactory degree that teamwork which is essential to the efficient operation of the fleet.

Of tremendous value was the co-operation extended by the United States forces. They provided aircraft for tracking, air defence and high-angle firing exercises; submarines for pinging and torpedo evasion practice, targets for gunnery shoots, and numerous other facilities.

On those occasions when the Canadians went alongside for a breather,

the U.S. Navy and the civilian residents of the island of Oahu swiftly stepped in to provide bountiful entertainment and recreation. The warmth and extent of their hospitality made a lasting impression on the visitors.

Carrier completes cruise

On the Atlantic Coast, there was a temporary lull in seagoing activity. H.M.C.S. "Magnificent" completed her cruise to Quebec City and the Gulf of St. Lawrence, returned to Halifax and, on the weekend of 30th October, was opened on two afternoons for public inspection. "Haida" and "Swansea" put into port for routine dockings. "Nootka" visited Saint John early in November to represent the R.C.N. during the visit of S.S. "Tacoma", which called in at the Fundy port with more than 100 Uruguayan Naval Cadets on board. The "Tacoma" came north on a training cruise.

H.M.C.S. "St. Stephen" completed her first tour of duty on weather station "Baker" since her refit and returned to Halifax for a well-earned stay in port. She is due to go out again 4th December, will spend Christmas on her sub-Arctic station and will head back for Halifax on New Year's Day.

Navy Week Great Success

Navy Week, sponsored by the Navy League of Canada and accorded the full co-operation of the Royal Canadian Navy, was observed across Canada 18th-23rd October. Between them, the Navy League and the R.C.N. drew the attention of the people of Canada to the importance and extent of contributions made by the Navy and Merchant Service to the welfare of the Dominion.

The naval program fell largely on the shoulders of the divisions, and they did an excellent job. All of them



When H.M.C.S. "Magnificent" called at Quebec City early in October during a cruise up the St. Lawrence River, His Excellency The Governor General of Canada Field Marshal The Right Honourable The Viscount Alexander of Tunis, came on board and inspected the Royal guard. At the Governor General's right is Lieut. (G) W. P. Hayes, officer of the Guard, and directly behind is Captain E. C. Sherwood, Adc, R.C.N.

held "open house" and the majority staged a number of other events which further helped to publicise the Service. For instance, H.M.C.S. "Hunter" had an aircraft tow a "Join the Navy" banner and "bombard" the city of Windsor with leaflets; "Carleton" put on a mock landing attack and "Scotian" arranged to have a submarine (U.S.S. "Raton"), and a destroyer (H.M.C.S. "Nootka"), opened to the public.

A marked increase in interest in the Naval Reserve was noted by the Divisions almost immediately and the feeling was that Navy Week was well worth the effort. Next year it will be bigger and better than ever.

Air Group Returns

The 18th Carrier Air Group returned to its Dartmouth base in mid-October after nine weeks of training in offensive support tactics at the Joint Air School, Rivers, Manitoba.

While at Rivers, the naval airmen learned the latest tactics in air coverage of ground troops, practised artillery "spotting" and studied the composition and operation of a modern army.

Band Plays at Capital

The Royal Canadian Navy band from R.C.N. Barracks, Halifax, led the composite service unit in the Remembrance Day parade at Ottawa and impressed the thousands who lined the streets with its smart appearance. The following evening the band played at a mess dinner held by the Naval Officers Club at H.M.C.S. "Carleton". Guest of honour was His Excellency the Governor General of Canada.

New Rating Structure

Details of the new substantive rating structure in the R.C.N. were promulgated in a recent Notice Board Issue of General Orders. This topic is dealt with in detail elsewhere in this issue. (See page 14.)

National Essay Contest

Ten young Canadians will be guests of the R.C.N. for one week next summer at Canada's two permanent naval bases, at Halifax and Esquimalt.

They will be the winners of 10 of the prizes being offered by the Navy League of Canada in a national essay contest now in progress and due to end 31st December. Subject of the essay is "Our Navy and Seaborne Trade in Our Daily Lives".

The contest is open to all residents of Canada between the ages of 10 and 18 and is divided into senior and

junior sections. The authors of the essays judged to be the best in the senior section in each province and the author of the essay judged to be the best in the junior section in all of Canada will be awarded gold medals and expenses paid visits to the fleet.

Principals of the schools attended by these 10 prize-winners will be invited by the Navy League to accompany the students on the trip.

No date has been set but it is expected the visits will take place soon after school closes in 1949. Those from Winnipeg and west will go to Esquimalt, the remainder to Halifax.

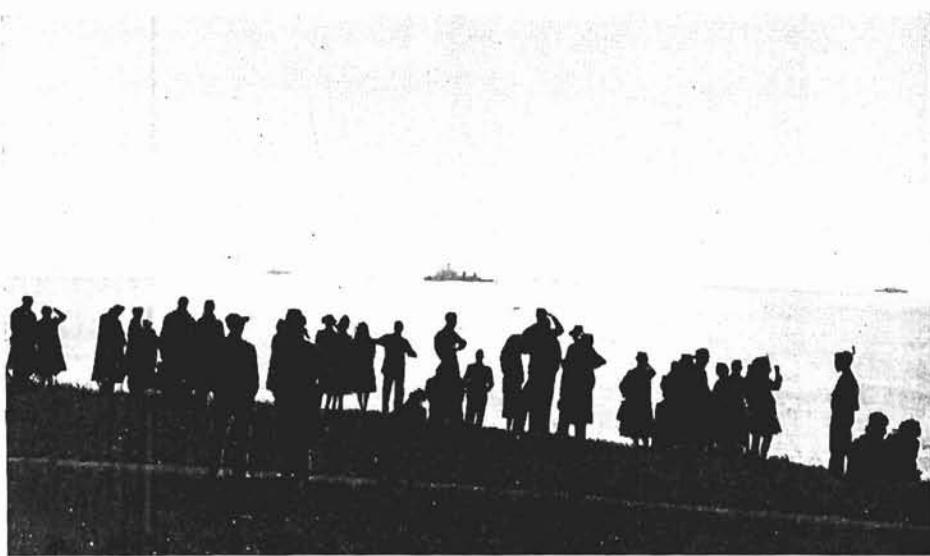


Demonstration drills and displays of equipment were given by the fire-fighting services at the Navy's east and west coast bases during Fire Prevention Week, October 3-9. At right three firemen from the Esquimalt Fire Service carry out a dummy run on an aerial ladder. In the photo above, one of the fire tugs from HMC Dockyard, Halifax, cruises up the harbour, demonstrating the water output of its hoses.

At Esquimalt, approximately 2,000 naval and civilian personnel were lectured on fire prevention and given practical demonstrations of all types of first aid fire extinguishers. Evacuation drills were held on most of the buildings, with fire apparatus responding, laying hose lines and hoisting ladders. A similar program was carried out during the week at Halifax as the Navy joined in the nation-wide observation of Fire Prevention Week.



ALOHA HAWAII



Silhouetted against the waters of the Straits of Juan de Fuca, friends and relatives watch the five ships of the R.C.N. task force steam past on their way to Pearl Harbour. The ships left Esquimalt 11th October and arrived back in mid-November. The force consisted of the cruiser, "Ontario," the destroyers, "Cayuga," "Athabaskan," and "Crescent," and the frigate "Antigonish."

This was the cruise for which the men of "Ontario," "Cayuga," "Athabaskan," "Crescent," and "Antigonish" had been waiting. When the ships steamed out of Esquimalt harbour on the morning of 11th October, there were grins on the faces of the seamen lining the decks of the five ships.

Slipping at 1030, H.M.C.S. "Ontario"—with the destroyer division forming battle screen on either bow—slipped past the city of Victoria, where hundreds of people could be seen watching and waving from the shoreline. Then the squadron altered course to seaward and settled down at once to a strenuous training programme.

Exercises commenced while steaming westward through the Straits of Juan de Fuca, communication drill and air direction schemes with R.C.A.F. aircraft leaving little time for watching the Canadian coastline slip by.

At sunset that night, sight of

Canada drifted astern, the mountains of Vancouver Island growing smaller as twilight turned to darkness.

The next morning, 12th October, the R.C.A.F. linked up with the squadron, now more than a hundred miles out to sea. A Lancaster winged low over "Ontario" and the destroyer division, and with the cruiser conducting, another air direction scheme commenced. Meanwhile, other drills—radar inclination exercises, formation of screens and gunnery—kept everyone jumping. Ships darkened that night and in the plotting rooms radar scans glowed while the squadron carried out a surface plotting exercise.

Many of the men aboard "Ontario" and the destroyer division were making their first trip to sea. On board "Cayuga," "Athabaskan," "Crescent" and "Antigonish" were 42 men from Canadian Army regiments enjoying a sample of the seaman's life. The newcomers spent the first two days adjusting their insides to the Pacific swells, and for a while green faces were

seen in the messdecks and the odd figure would totter to the rail.

Aboard "Ontario" the R.C.N. band from "Naden" filled positions in the T.S. and as first aid parties. They also held rehearsals in the cruiser's recreation space. With the long swell well on the beam, "Ontario" rolled easily for the ship, but not for the band . . . often a grand musical flourish from the 30 bandsmen would end in the wail of a trombone as the band ended in a sprawling heap. Nothing daunted, the bandsmen would pick themselves up and carry on from the last bar.

By the 14th, "Ontario" and her "covey" were well out on the great circle track to Kaiwi Channel, between the islands of Oahu and Molokai. There was a balmier touch to the air and the sea was taking on the deeper blue of the tropics.

On the 14th the destroyer and cruiser men were in the thick of day and night exercises. Surface plotting, enemy reporting, exercising steering breakdowns and fleet tactical work forming the day's pattern along with the regular ship's work.

Friday, the 15th, saw "Ontario" fuelling the three destroyers by the "abeam method." "Cayuga" was first to sheer in close alongside, followed by "Athabaskan" and "Crescent." Only one hitch marred the operation. While "Athabaskan" was fuelling, the connection broke aboard the destroyer, spraying fuel oil over the break of the forecastle and drenching Lieut. Eric Earnshaw, the Executive Officer. "Athabaskan's" No. 1, looking like a blackface comedian in a minstrel show, stuck to his post at the hand phone rigged between the two ships until another officer relieved him.

Sub-tropical weather blew in hotly on the weekend of the 16th and 17th, and rig of the day was blue trousers and white tropical shirts. On the Saturday the gunnery types made their noise with a sub calibre shoot and the firing of close range weapons. During the dark hours, night encounter exercises gave the five ships

healthy workouts, with plenty of starshell and manoeuvring keeping gunnery rates and radar plotting crews busy.

The squadron was beginning to "smell" the Islands by Monday, the 18th, and soft Hawaiian music came from the radios aboard the ships. It was full tropical rig now, and perspiring seamen running up and down the ladderways. In the messdecks and the wardrooms there was the usual "channel fever."

At midnight the first lights marking the entrance to Kaiwi Channel were picked up . . . a satisfying moment for "Ontario's" navigator. To-morrow would be aloha to Hawaii.

The ships' companies were up for dawn exercises on arrival morning. When the exercise was completed all eyes turned on the blue shape of the Island of Oahu with Diamond Head thrusting skyward on the starboard hand. In line astern, "Ontario" and the destroyer division steamed up to the Head and altered to port along Waikiki Beach for the entrance to Pearl Harbor.

The arrival at the U.S. base at Pearl Harbor will not be forgotten

for some time. It was typically Hawaiian . . . a hula troop on the quay . . . the scent of leis . . . and music. Even before the ships were fully secured the sides were lined with sailors watching the graceful motions of the hula dancers.

During the 16-day stay at Pearl, daily exercises were carried out by the Canadian ships, both in harbour and at sea . . . In all, the force completed more than 300 exercises during the cruise.

On leave periods ashore, the 1,300 officers and men of the ships' companies enjoyed the traditionally abundant hospitality of the people of Hawaii and the United States service personnel stationed in the islands. Samoan dancing on the deck of the cruiser, drives around the island of Oahu, flights to other islands of the group, invitations to private homes and public dances were among the entertainment facilities extended to the visiting Canadians.

Few of them would have missed it for the world, this Hawaiian cruise of the Royal Canadian Navy.

—C. T. McN.

EXCHANGE MESSAGES

The following message was sent by the Hon. Brooke Claxton, Minister of National Defence, to the Hon. John L. Sullivan, Secretary of the United States Navy, on the occasion of U.S. Navy Day, 27th October.

"The occasion of U.S. Navy Day brings to mind the close co-operation between the navies of the United States and Canada as exemplified by the current visit of five ships of the Royal Canadian Navy to Pearl Harbor. The exercises carried out in concert with your ships have been of great value and officers and men of the R.C.N. have greatly enjoyed working with their opposite numbers in the U.S. fleet. Please accept my best wishes for the continued success of the U.S. Navy and warmest personal regards."

In replying to Mr. Claxton's message, Vice-Admiral E. C. Ewen, U.S. Navy Chief of Public Relations, stated on behalf of Mr. Sullivan:

"The Secretary, officers and men of the United States Navy sincerely appreciate your kind message on the occasion of Navy Day, 1948. The friendly relationships and mutual understanding of the Canadian people and those of the United States are most certainly cemented more firmly by such expressions of good will and neighborliness as your message conveyed."

U.S. Navy Week occurred while Task Force 213 was at Pearl Harbor and the Canadians joined in the observances held there. The R.C.N. band gave a concert in Ala Moana Park and played at an Army-Navy football game. On Navy Day the R.C.N. ships dressed overall and were opened to the public.

An American craft, the U.S. Submarine "Raton", assisted in the staging of the "Open House" program of H.M.C.S. "Scotian", at Halifax, during Canadian Navy Week, while at Windsor, the U.S. Naval Air Station, near Detroit, was represented officially at H.M.C.S. "Hunter's" "Open House."



A pineapple "fresh from the garden" makes an acceptable gift to Stoker William Hargreaves, of Fernie, B.C., a member of the ship's company of H.M.C.S. "Ontario", during a tour of the island of Oahu in the Hawaiian group.



No Donald Ducks

OFFICIAL BADGES FOR R.C.N.

For the first time in the history of the Royal Canadian Navy, all H.M.C. ships and establishments are going to have their own official badges. Those for the Naval Divisions were presented to the Commanding Officers by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, at their October conference in Ottawa. The remaining 36 will be distributed shortly.

Badges first came into use in the 13th century, and were primarily a means of identification. Many of the most famous warriors of the day chose simple unwarlike symbols such as flowers, birds, a heart, even fish hooks. Early ships were richly ornamented, and often complete coats of arms were emblazoned on their mainsails, while shields along the ships' sides bore the arms or badges of the knights on board.

In more modern days naval vessels have used badges chiefly for the purpose of distinguishing their boats. They were originally unofficial and were usually very simple. During the First World War more complicated designs were developed, and many of these were quite unheraldic or downright frivolous. By the end of the war it was realized that ships' badges might be made to serve a useful

purpose, and that they should therefore be simple and dignified. In 1919, when the first heraldically correct badges were issued to R.N. ships, the standard of design had improved considerably.

During the Second World War Canadian naval vessels exhibited all kinds of badges and crests, and their design was left as a rule to the discretion of the individual commanding officers. Although quite unofficial, they did their part in keeping up morale, and many a sailor today who may have forgotten incidents of his wartime career remembers with nostalgia the badge of the ship in which he served.

A Ships' Badge Committee was formed in the R.C.N. in 1942, and Lieutenant Commander A. B. Beddoe, O.B.E., R.C.N. (R) (now retired), was chosen to work out various designs. So that these should conform to the rules of heraldry and not conflict with devices already adopted by the R.N., his sketches were submitted to Sir Arthur W. Cochrane, K.C.V.O., Clarenceux King of Arms at the College of Heralds in London. Most were passed, a few required slight alterations, and some had to be re-designed.



H.M.C.S. "Naden"

The badge of H.M.C.S. "Naden" takes the form of West Coast Indian art, and depicts a black raven sitting on a green mound (suggestive of a shore establishment.) The Naden's were of the Raven Clan of the Haida Indians, and the symbol is therefore appropriate.

H.M.C.S. "Nootka"

The killer-whale has been chosen as the emblem for H.M.C.S. "Nootka", as the Nootka Indians were great whale hunters. They not only depended on the large mammal for their sustenance, but it became a part of their religious rites.

The Man of the Month

(The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. This month the choice has been made by H.M.C.S. "Haida." Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed — Editor.)

Chief Petty Officer Donald Francis "Dolly" Doyle, R.C.N., of Halifax, is H.M.C.S. "Haida's" favourite "buffer," a position he has held since 1st February, 1947. He is the possessor of a stentorian voice which has been known to frighten ordinary seamen almost to death. His bark, however, is far worse than his bite, for each blast is redeemed by the everpresent twinkle in his Irish eyes.

C.P.O. Doyle has completed more than 21 years of service, and expects to retire on pension in the near future. His shipmates will miss him.

On the morning of 17th October, 1927, D. F. Doyle, Boy Seaman, was the newest new entry in the Royal Canadian Navy. He had felt the urge that many young men feel for travel, adventure and romance.

After a short period in "Stadacona", he was sent overseas for training with the Royal Navy. Service in H.M.S. "Warspite," at Portsmouth, then aboard the cruiser "Champion," and gunnery training at H.M.S. "Excellent" filled the next year. He then returned to Canada, an ordinary seaman, to sail in H.M.C.S. "Festubert," a mine-sweeper.

The following year found him in "Stadacona" and at sea in the destroyers "Champlain," "Saguenay,"

and "Skeena." He was serving in "Skeena" as a Leading Seaman at the outbreak of war. He acquitted himself well during more than three years in this ship and was Mentioned in Despatches for his services during an



C.P.O. Donald F. Doyle, R.C.N.

encounter with German naval units at the time of the Normandy invasion.

In 1941, as a Petty Officer, Doyle went to H.M.C.S. "Prince David," sailing out of St. Lucia, B.W.I. During this period the British Admiralty was anxious to determine the reaction of natives to sea conditions and discipline, and to discover their qualifications and aptitudes. Thirty-five Negro leading seamen and ordinary seamen were drafted aboard to train under "Dolly's" benevolent tutelage. The

H.M.C.S. "Discovery"

It was found that none of the three ideas submitted for the badge of H.M.C.S. "Discovery" could be used, and it was finally Sir Arthur himself who suggested the present design. He has used one of the oldest forms of

heraldic expression, the rebus, where the objects illustrated represent syllables of the word, thus "Discovery" is shown as DISC-OVER-Y.

H.M.C.S. "Ontario"

On her first commission H.M.C.S. "Ontario" carried a badge depicting a

experiment worked well, and these men later manned sloops in the Royal Navy's Western Patrol. It has been learned on good authority that to this day certain Negro leading rates are heard to give orders in an unusually loud voice and with an accent that sounds suspiciously Irish.

After the end of hostilities in Europe, Doyle was drafted to "Naden" and subsequently to the cruiser "Uganda." He was aboard the cruiser when she made the longest peace-time cruise in the R.C.N.'s history — from Esquimalt completely around South America and back.

His energy has produced a perpetually puzzling problem to his shipmates in "Haida." They say that it is impossible to trace his continual peregrinations about the ship on his rounds of duty, and that the only way to find him is to stand for a few minutes in any part of the ship and "trap" him as he rushes past.

Whenever men from the lower decks congregate, and the subject of Chief Petty Officers comes up, someone from "Haida" invariably says, in tones prideful and belligerent, "Well, anyway, we've got the best buffer in the whole Navy!"

Asked for a few words of advice to the young man just starting out on a career in the R.C.N., C.P.O. Doyle replied, in effect, "Keep your mouth shut and your ears open, play the game, do your job, look after yourself and the Navy will look after you." — R.E.B.

bear, a St. George's Cross, and three maple leaves. This was heraldically incorrect, however, and in January 1948 the new badge was approved by Clarenceux King of Arms. It shows the white trillium, one of the natural though not official emblems of the Province of Ontario.

THE FAST SUBMARINE

On the Atlantic convoy routes and in British coastal waters practically all of Canada's wartime destroyers, corvettes and frigates brushed with enemy U-Boats. In the six years it took to beat the enemy down, far too many of the experiences went in favour of the submarines — although we did have our moments. I think that all the wartime Navy's submarine hunters, and that means about 90 per cent of the sea-going Navy, will agree that these encounters with the submarines were all too rare, in fact mysteriously so.

In most cases when a U-Boat attacked a convoy, the first sign that the escorts had was a dull thump, a red rocket, a flash of flame or even just one ship dropping slowly astern. This disaster had to be analysed at least for a few moments — and often in the windy blackness of an Atlantic night — before any action could be initiated. The escort's problem was then roughly, "Where was the submarine when he fired, and even if I know that, where is he now?" This was a guessing game — and I mean guessing, not estimating, appreciating or crystal gazing — just plain guessing. The submarine captain's best means of survival was to evade the escorting ships by making it as difficult as possible for us to guess his actions correctly.

The enemy captain, to be successful both in attack and in defence, depended to a great degree on the performance of his submarine, and the Germans had perhaps the best combat submarines in existence. They improved them by the end of the war to a point where they had completely outstripped the boats we knew and fought with a fast submarine whose existence still presents the real anti-submarine problem of today, and perhaps of tomorrow.

The wartime boats were well conceived and well built. The displacement of a typical German submarine was 900 tons. It carried 18 torpedoes,

and it could carry them for 15,000 miles. Its range enabled it to stay at sea for as long as three months. The torpedoes were excellent. They were trackless and inclined to behave as intended. The German captain had a magnificent periscope and a highly efficient torpedo fire control set-up, and the results obtained showed that the crews knew how to use their gadgetry.

In defence, these U-Boats were unexcelled. Their defence against aircraft included the ability to go from the surface to fully submerged in 30 seconds. While submerged they could "Snort" with only a small amount of their air intake above water. This device rendered radar, our prime means of surface detection, almost useless. Against surface ships they had a fair underwater speed (9 knots), they could dive to 400 feet, could fire anti-escort homing torpedoes, and had both asdic and radar decoys. They had an instrument for detecting our radar transmissions. This gadget gave them the ability to duck before we picked them up. No wonder our encounters were so infrequent. The U-Boats intended that they should be.

At the end of the war we found that the Germans had a new U-Boat, one that was five years ahead of any other country's submarines. It was a masterful weapon and they called it the Type XXI. It was, and still is, known as the Fast Submarine. It can exceed 16 knots underwater. It need never surface, as its batteries can be charged using the "schnorkel."

The Fast Type XXI was no doubt a child of necessity for the Germans. Their losses of conventional boats were too high and the XXI was intended not only to stop these losses, but to increase the chances of killing our ships. If it had become operational during the war we would have been highly embarrassed. It has the necessary speed to stalk a convoy for a long period while completely submerged; it makes very little noise in so doing.

Once within range it can fire a salvo of six torpedoes, reload in 5 minutes and fire six more; it can repeat this operation until its 20 torpedoes are expended. It can then go to 600 feet or more and retire at 16 knots if it wishes.

In 1945, the Germans had Type XXI on a mass production basis, and many fully equipped boats were taken over by all the Allies. The secrets, the techniques of construction became available to all the Allies and therefore every Allied country stepped some five years ahead in its submarine techniques. For this reason, the performance of Type XXI is of more than academic interest to us for we must still depend to an overwhelming extent on merchant ships for essential war-time transportation.

One may wonder what effect a fleet of enemy Type XXI U-Boats would have on a convoy. It might be interesting to study the effect of a Type XXI attacking a convoy, properly defended by the means available at the end of the second world war.

Let's assume we are taking our convoy perhaps across the trackless Atlantic. We know from recent misfortunes that the Type XXI's of the enemy are out looking for "tracks", complete with their highly efficient hydrophones.

Our convoy is making its 10 knots. This is unfortunate, as we have long known that an increase to say 15 knots would cut our losses considerably. But the speed of a convoy must be that of the slowest ship, and until we can build *all* our merchant ships to have higher speeds, low convoy speeds will have to be accepted.

Our own ship is zigging and zagging out in front, for we're here to block and tackle and protect the ships with their cargoes vital to winning the war.

We've got Able Seamen Joe Blow, our trusty Asdic operator pinging his heart out on the headphones. Joe and

his team have been doing this for over a week this trip and are suffering from a smack of boredom. But Joe is the man we depend on; he is our boy, and he knows it. He is our first human link with the enemy. If he misses fire our next connection will probably be metallic, and immediately explosive.

Unknown to us in our destroyer, and to our several patrolling aircraft, a U-Boat has us weighed off. His hydrophone heard our convoy 20 miles away — (this is not a guess) — and he has our course and speed correctly plotted — (also no guess). He now submerges to 20 feet, increases speed to 12 knots and places himself 10 miles directly ahead of the convoy.

He slows to three knots, dives to 500 feet, and turns bows on towards the convoy. From this position he knows the escort might miss him and once through the escort he is going to let the convoy over-run him; he is then going to turn and station himself at 100 feet under the merchantmen. From this almost undetectable position he is going to fire 24 torpedoes each with a thousand pounds of super explosive in its head, from a ridiculously close range and in less than 30 minutes. The last war submarines couldn't keep station under a convoy for long enough to be effective. They could only make 8-9 knots and took about half an hour to reload the torpedoes once. The Type XXI is different.

Having fired, the U-Boat will dive to 600 or more feet and retire at 16 knots while the results of his attack have the convoy and escort in confusion. This is his plan.

Our U-Boat is now a few thousand yards ahead of our ship. He is bows on, a small target, at a depth of 500 feet and is running silently at a few knots endeavouring to evade the searching asdic. The range is closing and although the U-Boat knows the situation, we may well be in a state of utter ignorance. Our aircraft are standing by to pounce should the U-boat break surface. They'll get him if he does—but will he?

Our operator, Joe, is on the job. He hears the magic twinge, he steadies

his instrument on the bearing and there is the echo at 2000 yards. He tells the Captain. Vital seconds go flitting by as the contact is analysed. Should the submarine learn that he's been discovered, he will at once increase to full speed and make for his objective, hoping to get under the merchantmen before we can fire accurately. He approaches us at 16 knots, we are making for him at 15. For both parties the stakes are at their highest. At this closing speed of 31 knots we have only a few precious moments in which to decide the contact is a submarine, find its course, speed and depth, solve this highly complicated fire control problem, apply it to our weapon and fire to kill. (At 16 knots at 600 feet the fast submarine has more than 5 times the evasive power the old 9 knot boats had).

How smart must we be to stop this fellow before he gets his torpedoes off? This is a question that should be uppermost in the minds of those whose job it is to safeguard the oceans' traffic lanes.

A few things are certain, and within our power, in order that we may force the fast submarine to lead as limited a life as possible.

First, Joe Blow, our operator, must

not on any account miss that first contact.

Second, Joe's equipment must be (as it will be) the best that our scientists can devise.

Third, Joe's officers must know what to do and how to do it quickly once he sets the machine rolling.

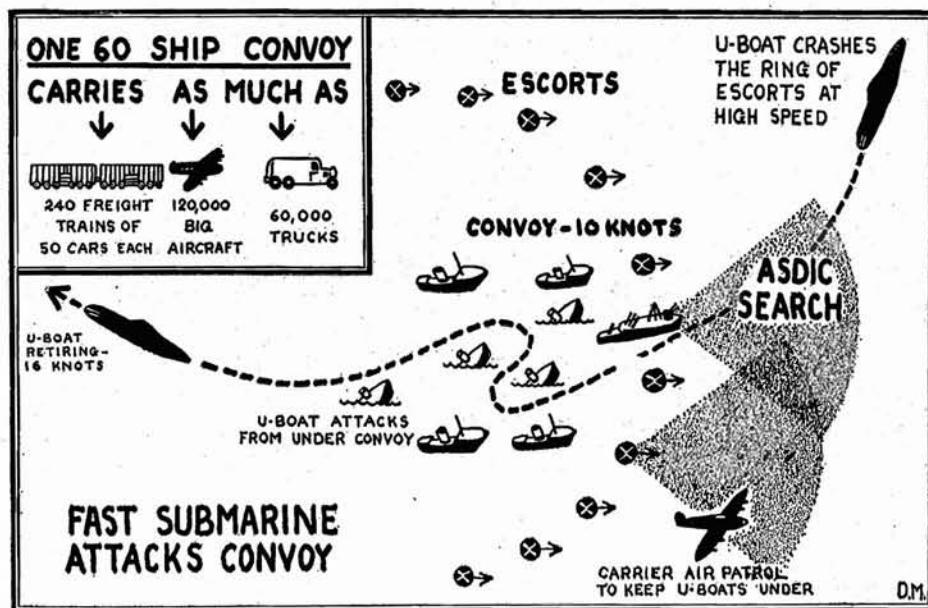
Fourth, there must be plenty of ships, of the right kind, spaced around our convoys so that the U-Boat cannot slide through an unguarded hole—or do an end run.

Unless these essentials can be carried out from the first, escorts will lose much of their value. Without enough escorts what will be needed are a few rescue vessels, and we can't keep that up, even with Henry Kaiser in action again.

It takes time to build a ship and to make the highly complicated equipment. It takes time to select and train our Joe Blows and it takes good captains to flash out with the right decisions. It takes money to build escort ships. It takes a lot more to rebuild a merchant fleet.

It is clear that the Type XXI is a problem.

It is equally clear that it is up to us, as professional anti-submarine sailors, to gain the know-how and alertness to beat it. It can be done because it must. — R.P.W.



'STANDEASY' IS SALTY SEADOG

A real sea-dog in all respects of the term is Stoker (Mascot) Standeasy, official number 12000-H.

Standeasy joined the Navy a year ago but his enlistment, at first, was of the Naval training and voluntary service sort — temporary like. You see, he was brought aboard "Warrior" by Stoker Mech. Cecil Turner, of North Sydney, who had been given the pup by Stoker Mech. Fred Singer, and who planned to take it home with him at Christmas as a present for his little daughter, Nina.

Well, after a couple of weeks had passed, young Standeasy began to take to Navy life and Turner's messmates in turn began to take to Standeasy. Just before Turner was due to go on Christmas leave, Standeasy disappeared — and wasn't brought out of the boiler room until Turner

had given up the search and gone ashore.

When Stoker Mech. Turner returned after Christmas, he found Standeasy sporting a cast on a hind leg. It seems the pup had celebrated Yuletide a little too freely and had fallen off a locker. The boys had taken him to a veterinarian and brought him back in time to catch the ship before she sailed on her paying-off trip.

Standeasy developed on his first voyage into a real salt and, when it came time to leave "Warrior" and join "Magnificent" he went along with his buddies.

Upon arriving at Belfast the boys found they had about three weeks to put in ashore before the new carrier would be ready for them. Father R. M. Ward solved the problem of what to do with Standeasy by billeting him on

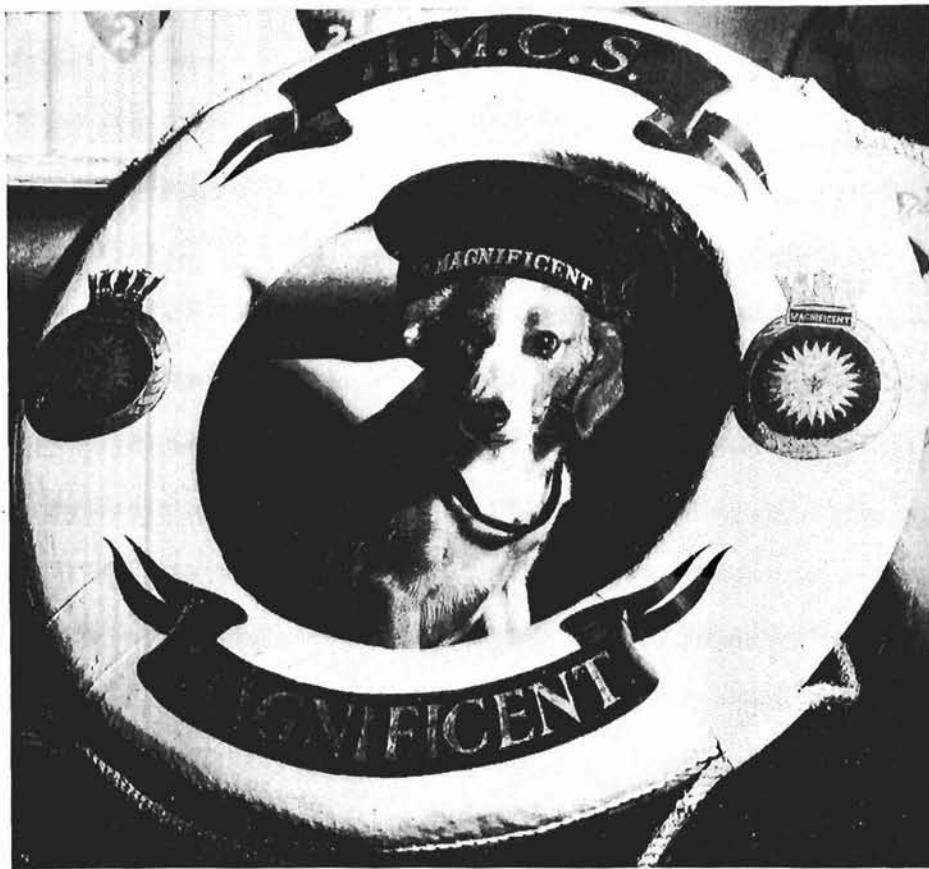
a farm in Northern Ireland. When it came time for commissioning, Standeasy was on board, looking over the new messdecks and inspecting the lay-out of the ship in general.

Although Sto. Standeasy has an official number and the Captain's permission to carry out the duties of Mascot, he does not draw any pay. However, his messmates look after him financially. Members of the Stokers' Mess have taken up three collections for Standeasy. The first amounted to \$12.00 for expenses for treating the broken leg; the second time they collected \$3.50 to have him "depopulated," and the last collection was for a new set of harness.

Standeasy got his name from the fact that he spends most of his time "flaked out" in the messdeck during working hours, or, in other words, takes one long standeasy while his messmates carry out their daily duties. But as soon as leave is piped at 1630 the mascot heads for the gangway and is off ashore. If the carrier is alongside in Halifax, Standeasy either goes with the men to the canteen or downtown.

Standeasy confines his loyalty and respect to the members of the Stokers' Mess. He delights in barking and snarling at gold braid during morning divisions, and has even made appearances at requestmen and defaulters to put in a few words on behalf of his mates.

The Stokers say that Standeasy has a girl in every port. They also say that he is the first one ashore when the ship arrives at a new port, but add that he always knows when to get the liberty boat back to the ship. He wears a "Magnificent" cap tally around his collar so that all landlubbers will make no mistake about the ship in which he serves. — B. J. G.



Stoker (Mascot) Standeasy, R.C.N.
Four-legged sailor has yet to go adrift.

The Bulletin Board

New Designations for Seagoing Units

Personnel in seagoing ships will now find their ships belonging to any one of nine Canadian Task Forces for organization purposes.

While all ships become units of the 21st Task Fleet, a ship or group of ships on the east coast carrying out a single mission or duty will usually be numbered as either Task Force 211 or 212. Under similar conditions, west coast ships will be numbered either Task Force 213 or 214.

When ships from both coasts are operating as a single force or group, however, they may belong to any one Task Force from 215 to 219.

Flag of the Senior Officer present

When two or more Canadian naval ships are together in a harbour, the ship of the Senior officer present serving afloat, if he is below the rank of Commodore, will fly a blue triangular flag with a white cross similar to a St. George's Cross. This flag is called the "Senior Officer's Pennant".

If the highest ranking Canadian officer in the ships is a Commodore or above, his ship will fly the pennant or flag indicating his particular rank.

Meal allowance for reserves on temporary duty

During week-end cruises and on similar occasions when meals are required during Divisional Drill periods, Reserve personnel may now be paid an allowance of 50¢ per meal when meals are unobtainable from service sources.

When uniform may be worn outside of Canada

Naval personnel travelling outside of Canada are to wear uniform only if on duty.

An officer or man going on leave outside of Canada and wishing to wear uniform on any occasion, must apply to his Commanding Officer who in turn must seek higher approval. Applications for this privilege should be made in time to allow for these approvals to be obtained.

Ships cruising away from Canadian ports are not affected by this new order and Senior Officers will continue to regulate dress.

Naval Air Stores Depot Established

Regulations have been issued to cover the operation of the Air Stores Depot at Dartmouth, N.S. The official abbreviation is AIRSTOREDEP.

The main job of the Air Stores Depot is the provision and supply of all stores for naval aviation purposes.

The officer in charge of the Depot is A/Lieutenant Commander (S) P. Cossette, R.C.N.

New Mailing Addresses

All previous instructions on mailing addresses are now cancelled. All personnel serving in ships and establishments of the West Coast Command, including H.M.C.S. "Royal Roads", are strongly advised to inform their correspondents that their correct mailing address is —

H.M.C.S....(Name of Ship)...

H.M.C. Dockyard,
ESQUIMALT,
VICTORIA, B.C.

Unless other instructions are issued this address should also be used by personnel serving in West Coast ships which are cruising outside of Canadian waters.

Similarly the correct address for personnel serving in the East Coast Command is —

H.M.C.S....(Name of Ship)...

H.M.C. Dockyard,
HALIFAX, N.S.

Discharge routine now possible at Naval Divisions

Any officer or man entitled to Rehabilitation Leave can now be finally discharged at the Naval Division nearest his home if he so desires.

Personnel wishing to take advantage of this provision need not return to one or other coast for final discharge following leave. Time and money are therefore saved.

Service off Palestine

Any personnel having served 28 days in ships patrolling or supporting landings on the Palestine Coast between 27th September, 1945, and 30th June, 1948, will be eligible for the award of the Naval General Service Medal with Palestine clasp. Application should be made through your Commanding Officer.

News on Rents

K.R.C.N. has been amended to permit married officers and men serving in ships (and in receipt of Separated Family Allowance) to claim for rent liability up to three months after they are reappointed or drafted from the area in which they have leased housing. Formerly, only officers and men serving ashore were entitled to make this claim.

Pension Act Provisions

The Pension Act which covers cases of disability, death and injury attributable to active service was amended at the last session of Parliament. Serving personnel may now claim benefits under the Act which previously applied only to those who had been discharged from the Forces or died while serving.

Since the Pension Act is administered by the Department of Veterans Affairs, applications should be made to any medical officer of D.V.A.

Looking Asten



Lest We Forget

Five years ago . . .

Transatlantic convoys lumbered back and forth virtually without molestation in December, 1943.

An average of 45 to 50 U-boats were on patrol in the Atlantic north of 35 degrees North, and most of them were deployed across the main convoy lines. But they did little shadowing and even less attacking. The U.S. destroyer "Leary", proceeding independently, was sunk; a straggler was torpedoed, but stayed afloat. These were the only casualties.

The U.S.S. "Schenk" celebrated Christmas Eve by sinking two U-boats; otherwise few attacks were carried out by Allied A/S vessels. The submarines were there but they were extremely shy.

"Scharnhorst" Sunk

A surface victory of signal importance was scored on Boxing Day. The German battleship "Scharnhorst", tempted into leaving the safety of her northern Norwegian fjord by the prospect of easy pickings, found the escort of a Murmansk-bound convoy to contain more sting than she had anticipated.

By dint of brilliant strategy on the part of their senior officer, Vice-Admiral R. L. Burnett, three British cruisers kept the "Scharnhorst" at bay. Then upon the scene came the battleship Duke of York—and that was all for the "Scharnhorst".

Two Canadian destroyers, "Haida" and "Iroquois", formed part of the close screen of that convoy. They did not get into the battle but had to remain with the merchant ships in case of submarine attack. However,

they were closed up and prepared for any eventuality, particularly in the early stages, before the "Scharnhorst", in spite of her much heavier armament, showed her unwillingness to press home an attack.

A number of Canadian seamen were in the action. They were serving in the cruisers—"Sheffield", "Belfast" and "Norfolk"—and were at their stations for the more than 12 hours the engagement and subsequent pursuit lasted.

Allies Seize Initiative

A review of the year showed that in the early months a determined U-boat offensive threatened to raise the toll of shipping losses to the high figures of early 1942. But in May the tide turned.

Strengthened escort groups, long range aircraft and the introduction of support groups wrested from the enemy an initiative he was not to assert again.

Mid-September saw him open up a brief offensive with a new weapon—the acoustic torpedo. On it he had built high hopes but, apart from the successes scored in attacks on the ill-omened O.N.S. 18-O.N. 202 convoy these failed to materialize. Not a dozen merchant ships were sunk in transatlantic convoys in the latter half of 1943.

Nearly 80,000

The strength of the R.C.N. and reserve forces as at December 30, 1943, totalled 79,242. These included 4,158 in the permanent force, 70,631 in the Reserve and 4,453 in the W.R.C.N.S.

Four ships—two frigates, one corvette and one wooden minesweeper—were launched during the month. Five frigates and three corvettes were commissioned and H.M.C.S. "Prince David" was re-commissioned as an infantry landing ship.



H.M.C. Ships "Haida" and "Iroquois" are shown alongside a jetty at a British naval base shortly after returning from forming part of the close escort of a North Russian convoy that had been selected on Boxing Day, 1943, as a target by the German battle cruiser "Scharnhorst." The "Scharnhorst" was frustrated by three British cruisers and later in the day, when the battleship "Duke of York" joined in the engagement, was sunk. This was only the second time in more than three months that the two Canadian Tribals had been alongside.

"NEW LOOK" FAILS TO IMPRESS

Has the "New Look" stolen past the guards, and entered the Royal Canadian Navy? — Will it stay?

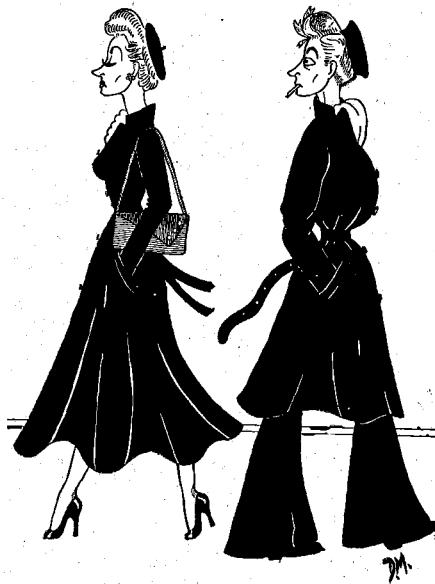
In answer to these questions, I can definitely say a type of "New Look" has arrived among certain of the newcomers to the R.C.N. I can also definitely say it won't last — except maybe over the dead body of the last R.P.O. in the Navy.

Nowadays when a New Entry buys his first set of number ones, no longer does he nip up to a local haberdashery and order a plain, tailor-made uniform with 32-inch bottoms, with maybe a zipper in the jumper to make for easy entry and exit. Bottoms now range anywhere from 30-inch to a size slightly smaller than "Ontario's" quarter-deck awning.

The "flap buttons" on the sides of the trousers have given way to a stylish pair of zippers. These two silver streaks give an added touch to trousers, especially when the jumper is rolled up for comfort on coffee shop stools.

Then of course there are the red and green linings on the jumper cuffs. I couldn't figure this one out at all, so I organized a small "gallop poll" of my own. A Petty Officer Stoker said maybe it was to make sure they didn't put their jumpers on backwards. Leading Seaman "Dusty" Miller thought it was to make certain that the words "Port and Starboard" would be used, instead of "Gee" and "Haw". Anyway, it looks quite nice, because in local dance halls, when the troops roll back their cuffs, it always reminds me of Christmas — and I love Christmas.

I ran into a "sport" the other day who had the underside of his jumper collar covered with Scotch plaid (I think it was Royal Stuart). Anyone walking astern of him in a high wind



will know that his Ma and Pa came from the land of the heather, without having to ask.

All I have to see now is a character galloping down the street, shoulders rolling to the sway of the sidewalk, and having a maple leaf in each corner of his collar — then I'll let the man with the "net" catch me.

With every new fashion or fad adopted by us mortals there always come a whole set of new mannerisms and new usage of the English language.

I have read somewhere, and have been told by ancient mariners, that "a sailor can curse in any language." Admittedly, it sometimes helps to let off excess steam. However, busses, trains, cafes, and busy street corners are hardly the spots for telling your chum what you think of his ancestry. I know "mamma" is a few hundred miles away and can't wash "Little Jack's" mouth out with soap, but somebody else's mother, wife or sister may be nearby, and they're not interested.

If you hear of anyone intending to build a cafe near the training base, save him some expense by telling him

to omit coat hooks and hat stands. Today a great many young navy men believe that every citizen has designs on their skimmers, or are afraid their hair isn't properly combed. Whatever it is, they love to keep their hats on — usually flat-aback — when eating in a restaurant. I know the brand-new tally looks nice staring back at you from the mirror — and oh, that lovely bowwave in front. Nevertheless, it looks 100 per cent better, and is much more civilized, to eat in a public place bare-headed. If you are afraid someone will swipe your hat — put your foot on it. With a size 12 pusser boot planted thereon, a bull-dozer couldn't budge it.

These coast ports may not be like a lot of the fellows' home towns, but a great many of us have set up our homes here. We think a lot of the local citizenry, and it helps if they think well of us. Remember, we're servants of our Country. The countries where servicemen were little tin gods fell with the axis. So we like to look up to the public and have them look up to us.—Ldg./Seaman J.H.B.

Unique Classroom

Children of R.C.N. and R.C.A.F. personnel serving at the R.C.N. Air Station, Dartmouth, N.S., attend school in a unique classroom. When it was found that the children could not be easily accommodated at nearby schools, due to overcrowding, a four-man board was formed to solve the problem. "A school of our own" was decided upon and was set up in a former officers' mess at the air base.

The school opened, under the principality of J. R. Eadie, Antigonish, N.S. and 63 boys and girls became the nucleus of a school which is believed to be the first of its kind in Nova Scotia.

One of those who was particularly active in working out this solution to the educational problem which faced servicemen at R.C.N.A.S. was Chaplain G. A. Stone.

THE NEW ADVANCEMENT LADDER

The new advancement ladder for the Royal Canadian Navy, which now parallels those of the Army and Air Force, has now been approved and will take effect early in 1949. The necessary clerical work, involving the re-rating of well over half of the men at present serving and pay adjustments to back-date this to 1st July, 1948, will take time. If you don't believe it, ask some of your Writer pals.

It is the result of a five-months' study of the relationship between Naval ratings and their pay, and their opposite numbers in the other Services. A special Committee on Advancement and Conditions of Service was authorised in February of this year by the Naval Board to carry out this work. It is headed by Captain A. F. Peers, who presided over a Board convened to look into pay matters in October, 1946, at Halifax, the other members of the Committee being Captain (S) R. A. Wright, Commander (E) J. B. Caldwell and A/Commander R. L. Hennessey, the present Assistant Chief of Naval Personnel.

History of Naval Pay

Prior to 1946, the Navy had pay scales of its own, differing for each branch, and a large number of continuous and non-continuous allowances payable for varying conditions of service. The pay scale was based on the rates of pay for Seamen, to which a branch differential was applied, but not separated as such. The Seaman could obtain additional pay for his non-substantive rate, and the general result was a fair degree of equality of pay among the various branches.

In October, 1946, following a year's study of the problem of Post-war pay and allowances for the Armed Forces by an Inter-Service Committee, a common pay scale for all three Services was adopted. This Committee was charged with the duty of drawing up a simplified pay scale that would give equality of pay in the three Services for like

responsibilities and trade qualifications, and be justifiable in relation to civilian pay, having regard to conditions peculiar to military Service.

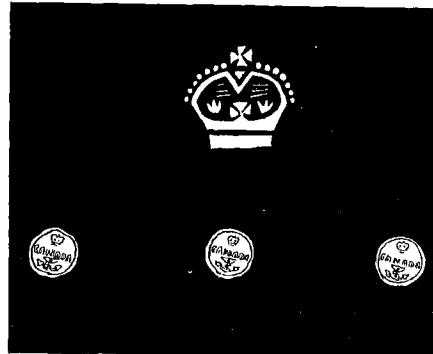
The pay scale recommended followed the general lines of the pay structure in force in the Army and R.C.A.F. It was made up of three components: pay of rank for responsibility, trades pay for trade qualifications, and special allowances to assist in the maintenance of a family and in lieu of quarters and rations when not provided by the Service. The total of these was designed to correspond to civilian rates of pay for similar occupations, due allow-

to the Warrant Officer I and II of the other Services; the Petty Officers 1/C and 2/C to those of the Staff or Flight Sergeant and Sergeant, and the new Leading Rating to the Corporal. Ratings and equivalent other ranks below this remain as before.

Men of all branches, who at the top levels carry similar degrees of responsibility, can now be advanced to Chief Petty Officer 1/C. The difference in pay between branches will, as in the case of the other Services, now be in trades pay.

Duties of New Ratings

The fitting of the new ratings into the Naval personnel structure and complements required careful consideration, as it meant a departure from the old established conceptions of the Leading Rating, Petty Officer and Chief Petty Officer. The corresponding new ratings are subdivided into five, Petty Officers and Chief Petty Officers each being subdivided into two classes.



Chief Petty Officer 1st Class

ance being made for the in-kind part of the Service wage, represented by pensions, medical and dental services, etc.

To the Navy, it represented a complete departure from the old methods of assessing pay. It had certain advantages but left room for improvement.

The new advancement ladder introduces improvements based on the experience subsequently gained.

Changes in Structure

The principal change that has been made is the paralleling of the Naval rating structure with that of the Army and Air Force, and entitlement to the same pay for equivalent ranks or ratings. The new Chief Petty Officers 1/C and 2/C correspond

The Chief Petty Officers of the Navy have always covered a wide range of responsibilities dependent upon where they were serving, and, in the case of the Seaman branches, the non-substantive rate held. Division of this rating has been made as a result of study of complements, and will be roughly in the ratio of one CPO 1/C to two CPO's 2/C.

The responsibilities of the new Petty Officer 1/C correspond to those for the present Petty Officer, and those of the new Petty Officer 2/C to those of the present senior Leading Rating. Those for the new Leading Rating correspond to the junior Leading Rating and senior Able Rating.

In the Seaman branch the distinction between P.O. 2/C and Leading Rating will be that the former requires a minimum of a second class

CEMENT LADDER

non-substantive rate, which adds responsibility to his duties.

Comparison with other navies

A visit was made to Washington to obtain information on the personnel structure of the United States Navy, and similar enquiries were made of the Admiralty. The U.S.N. had recently undergone a complete revision of its rating structure, and the R.N. had, in 1946, adopted a new pay scale in common with the other British Forces. A common pay scale for the Armed Services has been in force in the United States for over 25 years.

In the United States Navy, it was found that for corresponding pay scales, there was a much higher percentage of men in the three upper grades than in the other Services. Enquiries made of the Admiralty showed that very similar percentages of higher ratings, after making allowances for the different personnel structures, were present in the Royal Navy. The U.S.N. has four grades of Petty Officers, 3rd, 2nd, 1st and Chief, against the Leading, Petty Officer and Chief Petty Officer of the R.N.

Career opportunity

The effect of the new rating structure on career opportunities in the Navy will be considerable. Due to the increased percentages in the higher pay levels, there are more openings up there. With the increased number of pay steps, or "grades"—as they will now be called to get away from the old cumbersome method of referring to them by the rank that carries them—the time spent in each rating will be shortened. For the average man who decides to make a career of the Navy, and is willing to learn all that he can, these steps should come at 3 to 4 year intervals. If he is really bright, they can be made in less time; a certain minimum in each rating is necessary though, so that he can become efficient and

spend the necessary time at sea, before he goes on to the next one. Whether a man gets ahead or not is entirely dependent upon himself—the opportunities are there, and it is up to him to make the most of them.

In the non-technical branches, the average man intending to stay in the Service should reach the new Leading rating at the 3rd or 4th year of his service. Upon signing on for his second "hitch", he can expect to become a Petty Officer 2/C not very long afterwards, on passing the necessary exams. At this stage in men's careers, the opportunity arises for entry into the technical branches.



Petty Officer 2nd Class

It has been decided as a matter of policy that, as far as possible, the technical branches are to be recruited from men already in the Service. Only in a few small or specialised branches like the Shipwright, for which there is no previous training, will men be recruited directly from shore as trained apprentices.

Armourers will be recruited from the Gunnery branches, and it is proposed to recruit the Radio Technicians from the "user" branches of Radar Control and Radar Plot. Stokers already have an avenue into the Engine-room Artificer branch at the present Leading Stoker (future Petty Officer 2/C) level, and except for special trades, it is hoped that this branch will all come from the stokers. Some alteration in the present courses to give men more running

maintenance duties in the early stages will have to be made to enable this to be done.

Where branches have no technical outlets, the percentage of higher ratings has been adjusted as far as complement limitations will allow to provide for increased opportunities in them. For men who do not measure up to the standard required for the skilled technical branches, there is still the opportunity to rise to Chief Petty Officer in the non-technical branches.

The new badges will be for the Chief Petty Officer 1/C and the Petty Officer 2/C—a crown above the centre button of the sleeve for the former, and crossed anchors without the present Petty Officer's crown for the latter. The new Chief Petty Officer 2/C will wear the three buttons of the present Chief, and the Petty Officer 1/C the badge of the present Petty Officer. Leading ratings will retain the same badge.

The overall effect of the new rating structure and the pay grades it brings, will be to lessen the present wide discrepancy in pay between the technical and non-technical branches—much greater at the present time than it ever was pre-war, despite the advance in technical knowledge required by the latter branches. It gives increased opportunity for advancement to all branches, and lessens the time between successive pay increases. The new policy of recruiting technical branches from the non-technical branches also gives better opportunities to men in the latter.

The opportunities are there—it is up to the ambitious young men of the service to make the most of them. When the new structure goes into effect, there will be plenty of vacancies in higher ratings all along the line, due both to the new structure and the recently authorised increases in total numbers allowed in the Navy. So, to use a popular phrase—"Take it away—it's all yours!"

—“DUGOUT”

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Officers and Men



NEW C.O. FOR "CRESCENT"

Lieut.-Cdr. D. W. Groos, D.S.C., R.C.N., of Victoria, became commanding officer of the destroyer "Crescent", a unit of the Pacific Coast fleet, 16th November. He succeeded Lieut.-Cdr. J. A. Charles, R.C.N. of Rouleau, Sask., who has been appointed to Headquarters.

Joining the R.C.N. as a Cadet in 1935, Lieut.-Cdr. Groos took early training overseas with the Royal Navy. His war service included appointments as commanding officer of the destroyer H.M.C.S. "Restigouche" and the Algerine escort "Border Cities." He was awarded the D.S.C. in January, 1945, for "gallantry and outstanding service in the face of the enemy . . ." and was twice Mentioned in Despatches.

LOWER DECK ADVANCEMENTS

The following men have recently been promoted to higher ratings in the Royal Canadian Navy:

To Chief Engine Room Artificer — Joseph A. Wildwood, 22085E.

To Chief Petty Officer Photographer — John M. Turner, 4329E.

To Acting Petty Officer — George A. Lauder, 3115H.

To Petty Officer Telegraphist (W) — Wilfred D. Henderson, 6190E; Warren S. Walker, 2965H; Douglas A. Potter, 3854H; Leonard W. Murray, 6086H.

To Acting Petty Officer Telegraphist (V) — Jerome L. Kay, 4271H; Bernard L. Roberge, 6488E.

To Acting Petty Officer Air Mechanic (E) — John E. B. Callard, 21944E.

To Acting Leading Seaman — Charles S. Smylie, 6135H; Samuel D. Clarke, 6009E; Thornton E. O'Laney, 6793H; Joseph Hornosty, 6276E; Evan D. Pollock, 6615H.

To Acting Leading Stoker Mech-

anic — Herbert E. Jones, 23196E; James R. Whyte, 22441E; Cathel J. McLeod, 9927E; Marcel A. Desaulniers, 22454E; William F. Lynch, 22310E.

To Acting Leading Telegraphist (W) — John L. Layton, 4692H; David D. McLeod, 5905H; Wilson F. Mouland, 3858H; William K. Carson, 6332H; Douglas L. Palmerston, 4531H; Gerald J. Dufour, 6417H; Wilbert M. Wright, 6311H; George A. Coghill, 6323E; Arthur S. Krause, 4691E.

To Leading Stores Assistant — Albert M.E.J. Roberge, 50177E; Clifford C. Cole, 51808H; Arthur R. Faulkner, 50656H; Onil J. L'Heureux, 50127E; Emerson L. Kelly, 50432H.

To Leading Writer — Frederick Lucky, 50499E; Hugh F. Dunn, 51491H; Frederick C. Randall, 50603H.

To Leading Cook (S) — Anthony A. Stipkula, 50395E.

To Leading Steward — George A. E. Hendale, 50760E.



Lieutenant-Commander P. F. X. Russell, of Halifax, is the new commanding officer of the Torpedo and Anti-Submarine School at R.C.N. Barracks, Halifax. Lt.-Cdr. Russell formerly was First Lieutenant of the aircraft carrier, H.M.C.S. "Warrior," and recently completed a course at the Royal Navy Tactical School in London.

AIR APPOINTMENTS

A number of changes in air appointments occurred during October and early November. They included the following:

A/Lieut.-Cdr. (O) R. I. W. Goddard, D.S.C., 18th Carrier Air Group, in command.

A/Lieut.-Cdr. (O) John I. Stokes, 825 Squadron, in command.

A/Lieut.-Cdr. (P) V. J. Wilgress, 803 Squadron, in command.

A/Lieut.-Cdr. (P) R. A. B. Creery, 883 Squadron, in command.

A/Lieut.-Cdr. (P) John W. Roberts, 826 Squadron, in command.

A/Lieut.-Cdr. (P) F. W. H. Bradley, Staff Officer (Organization), to Director of Naval Aviation, Naval Headquarters, Ottawa.

A/Lieut.-Cdr. (P) J. B. Fotheringham, Director of Air Personnel, Naval Headquarters.

A/Lieut.-Cdr. (P) R. H. Bartlett, staff officer to Director of Naval Aviation, Naval Headquarters.

A/Lieut.-Cdr. (P) W. E. Widdows, Staff Officer (Air) to Naval Member of Canadian Joint Staff, Washington.

A/Lieut.-Cdr. (P) C. G. Smith, 743 Squadron, in command.

A/Lieut.-Cdr. (P) A. J. Tanner, Lieutenant Commander (Flying) R.C.N. Air Station, Dartmouth.

EARNS COMMISSION

Leading Signalman H. W. Vondette, R.C.N., of Pembroke, Ont., has been promoted to the acting rank of sub-lieutenant.

The 24-year-old officer joined the R.C.N.V.R. in January, 1942, and transferred to the permanent force in September, 1944.

Among the ships in which he has served are the destroyers "Restigouche" and "Micmac" and the aircraft carrier, "Warrior." He is at present taking advanced courses with the Royal Navy.



A/W.S.O.
Albert J. Thornton



A/W.S.O.
Harry J. Stuart



A/W.S.O.
Frank A. Bentley



A/W.W.O.
Mark Preston



A/W.W.O.
Geoffrey Fielding



A/W.W.O.
D. A. J. Higgs

SIX PROMOTED TO W.O.

Three Chief Petty Officers and three Petty Officers have been promoted to the acting rank of Warrant Officer in the Supply and Secretariat Branch.

Chief Petty Officer Writers D. A. J. Higgs, of Victoria and Calgary, and G. H. Fielding, Victoria, and Petty Officer Writer Mark Preston, of Victoria and Regina, have been promoted to Acting Warrant Writer Officer, R.C.N. Stores Chief Petty Officer A. J. Thornton, of Edmonton and Victoria, and Stores Petty Officers F. A. Bentley, Saint John, N. B., and H. J. Stuart, of Victoria, have been promoted to Acting Warrant Stores Officer, R.C.N. Effective date of the promotions was 1st September.

AWARDS FOR LONG SERVICE

Four members of the ship's company of H.M.C.S. "Ontario" received Long Service and Good Conduct Medals in a ceremony aboard the cruiser shortly before the five-ship R.C.N. task force arrived at Pearl Harbor. Captain J. C. Hibbard, D.S.C. and Bar, R.C.N., commanding officer of "Ontario", presented the medals.

Those who received the awards were Chief Armourer George J. Corp, Hamilton, Ont.; Petty Officer Cecil R. Cockrill, Vancouver; Chief Petty Officer Steward Henry Rogers, Victoria, and Shipwright I/C Harold H. Booth, Winnipeg.

The following men also have been awarded Long Service and Good Conduct Medals recently: CPO Donald S. Calder, Vancouver (H.M.C.S., "Naden"); CPO Tel. Clifford J. Watt.

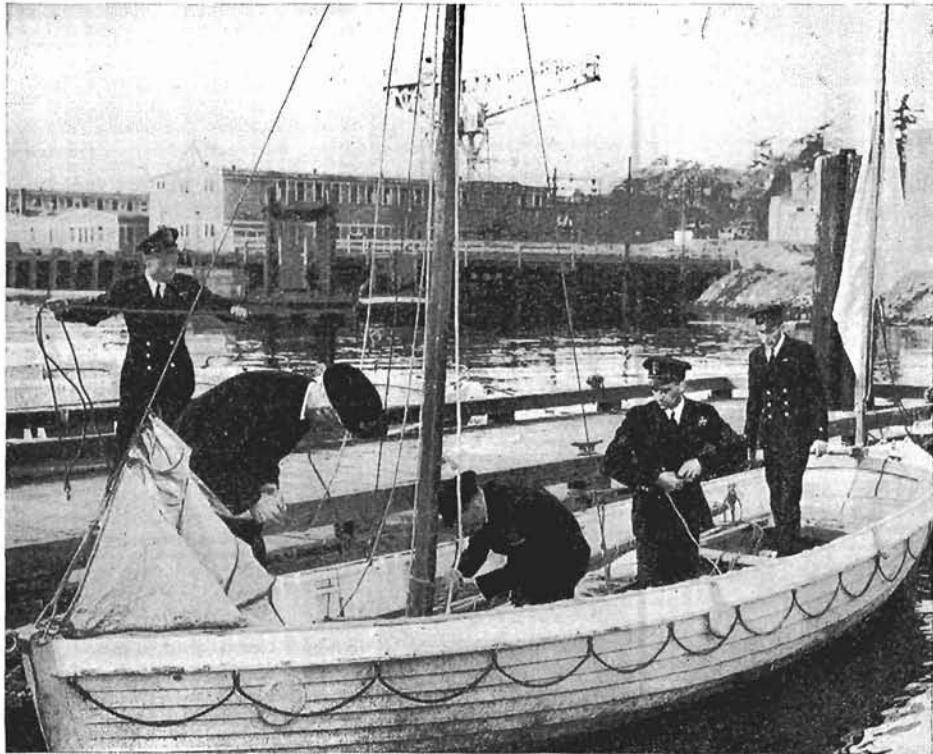
Edmonton, (H.M.C.S. "Naden"); Acting Leading Stoker Walter L. Millington, R.C.N.(R), Victoria (H.M.C.S. "Naden") and CPO Stoker Mechanic John E. F. Parker, Red Deer, Alberta (H.M.C.S. "Nootka").

ADMIRAL HONOURED

Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N. (Ret'd), former Flag Officer Atlantic Coast, has been presented with a life membership in the Navy League of Canada.

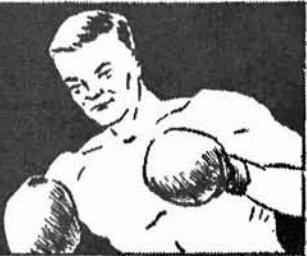
MEDAL FOR CADET

For his heroism in saving nine year-old Victor Neilson from drowning in the North West Arm at Halifax last summer, Sea Cadet Roy O'Connell, 15, was presented with the Award for Bravery medal of the Dominion Council, Navy League of Canada, by A. I. Lomas, president of the Nova Scotia Mainland Division of the Navy League of Canada. The ceremony took place at Nelson Sea Cadet Corps headquarters in Halifax.



Candidates for the rank of Warrant Officer are shown above rigging a service whaler for sailing during a Squadron Board held recently in H.M.C.S. "Naden". Mr. H. J. Andrews, Bos'n R.C.N., Commanding Officer, H.M.C. "M.L. 124," examined the men in their ability to handle a boat under sail. In the photograph, from left to right, are Petty Officer Jack K. Slater, Calgary; Petty Officer David W. Hurl, Winnipeg; Petty Officer Robert A. Smith, Calgary; Petty Officer Dawson B. Lawrence, Coleman, Alberta, and Chief Petty Officer Denis S. Colgrave, Camrose, Alberta.

The Navy Plays



PACIFIC COAST

October ushered in the rugger season and the New Entries supplied the material for representative teams in the first and second divisions of the Victoria Intermediate League.

Soccer has been taking a secondary place to rugger this fall. However, the former sport will come into its own early in November with the organization of the Interpart Soccer League. Ten teams have filed entries and keen competition is expected.

Under the competent coaching of Petty Officer Cook Stanley James of Victoria the New Entries have produced a team for the City Intermediate "B" Basketball League. The lads show a lot of enthusiasm and should give a good account of themselves.

The Interpart Bowling League is well under way, with the Gunnery School leading the other ten teams by a good margin.

Boxing appeared on the Sports Calendar again with the New Entry Inter-Divisional Boxing Finals. The "leather-pushers" of "Haida" Division punched their way to victory and gained the Boxing Trophy.

ATLANTIC COAST

With basketball, badminton, bowling and other indoor sports well under way, the gymnasium at R.C.N. Barracks, Halifax, is operating under a full head of steam in providing recreation for naval personnel, their families and friends.

The Interpart Basketball League schedule, which opened October 23, promises to produce close competition between the four teams. Electrical School is the defending champion, with challenges coming from the Communications and Torpedo Anti-Submarine Schools and the Mechanical

Training Establishment.

Interpart rivalry is forgotten, however, when selected players from the four teams unite to carry the Navy's colours in the Halifax Intermediate Basketball League.

The Bowling league, with 23 teams, is bigger than ever and although there still is a long way to go before the playoffs, Artisans appear to have the strongest squad.

Elect Club Officers

The Atlantic Command Badminton Club is away to a successful start and has a number of competitions and matches with other clubs in the city planned for the winter months.

At an organization meeting, Commander (E) J. S. Horam was elected president, Sub-Lieut. (Nursing Service) Shirley MacIntosh, treasurer, and Lieut. V. J. Murphy, secretary.



In a brief presentation ceremony at the Wanderers Grounds in Halifax, Petty Officer "Ginger" O'Brien received the D. C. Purdy cup from Mr. Purdy on behalf of the Royal Canadian Navy football team, 1947 champions of the Halifax Canadian Football League. At Mr. Purdy's left is Lieut. Cdr. John McCormick, R.C.N. (R), past president of the league.

Since the new soda bar was set up, the "Stad" gym has become more popular than ever. The fountain is a favourite gathering place for couples after bowling, badminton or the movies and the dancing facilities — namely music and floor space — make it an ideal spot in which to top off an enjoyable evening.

Winning Streak Broken

Navy's unbeaten football record, extending back to 1946, was halted on October 20 when a hard-fighting Dalhousie team blanked the Tars 15-0. In its two previous contests, Navy had defeated Wanderers 22-0 and Dartmouth Air Station 29-0. But against the determined assaults and stone-wall defence of the Collegians the sailors could get nowhere.

Even the Navy cheerleader, Ldg. Cook (S) Mike Bidnock, was thrown for a loss.

Dressed as a clown, Bidnock evoked a number of laughs with his antics, especially when he threw firecrackers among the four Dalhousie girl cheerleaders. The girls gave chase and one of them dropped him with a flying tackle, sat on his chest and gave his skull a good thumping. It is understood, however, that it has not cracked under the strain and Ldg. Cook Bidnock's culinary activities have not suffered.—L.R.

Varied Sports Program

There is a saying that "all work and no play makes Jack a dull boy". We of H.M.C.S. "Magnificent" believe this to be true and, consequently, no effort is spared in providing a program of sports which appeals to the athletic aspirations of the men.

The ship is fortunate in having two highly qualified men handling the affairs of its physical and recreational

training department — Mr. J. A. Arnott, Bos'n, an ex-P. and R.T. instructor, and Petty Officer (P. and R.T.I.) Johnny Rowland.

During the docking period in Saint John, quite an extensive sports program was arranged. On a boxing card staged by the Saint John Athletic Club, mittmen from the "Maggie" won two and drew one of five bouts. In an exhibition bout, Cook Penchoff won a decision from Cook Finnigan. This bout was refereed by Chief Cook Henri Pare, who is well known for his prowess as a boxer and trainer and more particularly as the man who in 1942 knocked out the leading contender for the Canadian featherweight title.

On the Allison Athletic Field the Saint John All-Stars defeated "Magnificent" 2-1 in a well-played soccer match.

During the visit to Quebec City, two basketball and two softball games were played with the Army. "Magnificent" won both basketball contests scores being 26-24 and 58-4; Army evened the score by winning the softball games, 14-8 and 16-11.

On board ship the most popular games are badminton and volleyball. Lieut. H. J. Wade and Lieut. D. Stevens defeated ERA's M. K. Larsen and J. F. Ferguson to win a recent badminton doubles tournament. — G.D.B.

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HADDAD NAMED OUTSTANDING ATHLETE

Stores Assistant Edward Haddad, R.C.N., Canadian lightweight boxing champion, who is stationed at R.C.N. Barracks, Esquimalt, has been awarded the Norton H. Crowe Memorial Trophy, awarded annually to the outstanding amateur athlete in Canada.

Last month SA Haddad was presented by Mayor Percy George of Victoria with the Sid Thomas Memorial Trophy after being selected as the outstanding amateur athlete in the Victoria district.

Haddad has an outstanding ring record. After sweeping through tournaments on the West Coast, he went to Montreal, won the Dominion lightweight title and earned a place on the



Honours in the Interpart Softball League at R.C.N. Barracks, Halifax, were captured this year by Artisans (above). In the photo are: Rear row (left to right) Shipwright Mike Semenick, Chief Shipwright Ray Weaver, Plumber's Mate Ray Shedlowski, Chief Shipwright Bernie Gordon, Chief Plumber Ed McSweeney and Mr. Hedley Ivany, Commissioned Shipwright. Front row: Chief Plumber Ernie Wilde, Mr. H. Williams, Commissioned Shipwright; Chief Plumber Bill Perrier, Mr. R. Pitcher, Commissioned Shipwright, Plumber Bill Conrad (manager) and Gerald Peterson, bat boy and mascot.

Canadian Olympic team. He lost his first bout in three years in the quarter-finals of the Olympics, by the narrowest of decisions.

CARRIER ORGANIZES RIFLE, PISTOL CLUB

The newly-organized Rifle and Pistol Club of H.M.C.S. "Magnificent" broke even in its first two matches. Competing against the South New Brunswick Scottish Regiment at Saint John, the carrier's marksmen scored 822 points as against 746. In a match with the Royal 22nd Regiment at Quebec, the "Van Doos" outshot the sailors 651 to 631.

Following are the club's officers:

Honorary president, Commodore G. R. Miles; honorary vice-president, Commander D. W. Piers; honorary secretary, Lieut. W. P. Hayes.

President, Ord. Commander N. F. Moodie; vice-president, Chief Shipwright Warrington Cope; secretary-treasurer, Mr. M. B. Young, Warrant Stores Officer.

Rifle Range Committee — Lieut.-Cdr. (O) A. S. Marshall, CPO Tel.

Donald McGee, AB R. C. Duiven.

Miniature Range Committee — Shipwright J. C. Moore, Ord. Sea. W. G. Goodwin, Ord. Sea. P. H. Claxton.

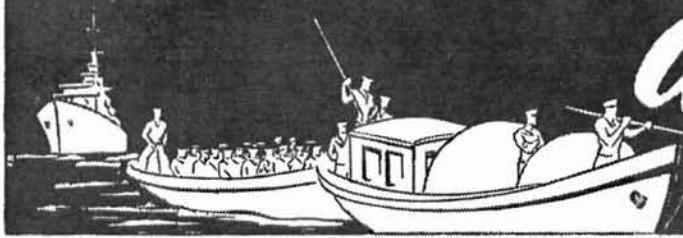
Pistol Range Committee — CPO Cook Henri Pare; L/Cook (S) A. E. Ralston, Sto. Mech. Ronald Lowden. — G.D.B.

GOLF CHAMPION

Little doubt of the golfing prowess of Lt.-Cdr. G. E. "Ted" Fenwick remains in the minds of the club swinging fraternity of the Ottawa area. He followed up his success as low gross winner of the inter-service golf championships by taking the Ottawa and District title at the Ottawa Hunt Club and the Class "A" championship in the Naval Headquarters Match Play tourney. He defeated Cdr. D. G. King in the finals for the Naval Trophy.

Lt.-Cdr. D. M. MacDonald, commanding officer, H.M.C.S. "Bytown", won the Class "B" championship by his victory over Captain (E) C. I. Hinchcliffe.

Afloat and Ashore



ATLANTIC COAST

H.M.C.S. "Magnificent"

The city of Saint John, N.B., lived up to its reputation during the 10 days "Magnificent" was in drydock there. Much was provided in the way of entertainment, with the Main Brace Naval Veterans Association and our comrades in the Army particularly active in the role of hosts.

The ship was opened to visitors on two afternoons and more than 9,000 persons came on board.

After leaving drydock, "Magnificent" made a three-week cruise to Quebec, Seven Islands, Charlottetown and Sydney. While in Quebec, the ship was honoured with a visit by His Excellency the Governor General Field Marshall The Viscount Alexander of Tunis. The Governor General inspected a Royal guard and took the salute at a ceremonial march past.

Several bus tours to the shrine at Ste. Anne de Beaupre were arranged by the Chaplain. The Chief and Petty Officers were guests at a dinner and smoker in the sergeants' mess at Valcartier Camp and returned the hospitality by entertaining at a chicken dinner on board the following day.

Seven Islands and nearby Clark City outdid themselves in providing entertainment for the ship's company. A highlight was a visit to the pulp mill at Clark City. Charlottetown and Sydney were equally hospitable and all in all, it was a highly successful cruise.—G.D.B.

H.M.C.S. "Haida"

During a visit to Sydney on October 20, a number of men from "Haida" and "Magnificent" were taken on a tour of the steel mill of the Dominion Steel and Coal Company.

Following our veteran guide, "Pop" Mackenzie, we made our first stop at the pump house which supplies the huge blast furnaces and power plants. All told, these pumps supply 40,000 gallons of water a minute.

On our way to the blast furnaces "Pop" told us that the mill occupied 135 acres and employed 5,000 men working in three eight-hour shifts. The blast furnaces smelt down the pig iron and iron ore that are brought over from Wabana, Newfoundland. Intense heat is applied to the ore and when it becomes molten or liquid metal a type of scum forms on the top of the smoking, sparking heap in the vats. This scum, which is called slag, is poured off into large tubs and taken and dumped.

The molten ore is again put in a furnace but this time intense heat is applied for the alloys, which go to form the famous steel. Again the slag is taken off and dumped and the

steel is poured into large moulds. When the steel is poured the molten metal illuminates all the surrounding furnaces and the men working near them and showers the whole place with sparks. It requires little imagination to picture oneself in the kingdom of Satan.

On passing the shed containing the furnaces we all noticed that a very fine dust covered our clothes and our faces. "Pop" explained to us that it was called silicon and came from the pure steel. When we entered the DOSCO mills we followed a railroad rail from the time it was born to the time it was ready to be shipped. The rail started its life from a mould 12 ft. by 2 ft., and ended when it was stamped, buffed and ready to be shipped.

To top off the trip, a weight contest was held and the honors went to Petty Officer Writer George who tipped the scale at 225 pounds.—"Kip."

Communications School

One would not have to be overconfident to realize that the school, after several upheavals and shiftings, is now well on the way to smooth sailing. Like everybody else, we found ourselves in a different world after the war and had to set to work and re-orientate ourselves. The weeping and wailing, the "It can't be done" notwithstanding, the school weathered the aftermath of wartime routine and emerged quite matter-of-factly to take its place in the post war scheme of things. At the present time we are in part of the Electrical School in quarters of which, after considerable work, we can feel justly proud.

Although the school didn't equal Albro Lake's splendid show in the last



The days of the chipping hammer and scraper are on the way out in the Royal Canadian Navy. In the above photograph, Ordinary Seaman William Lord, of Taber, Alberta, wields an electric buffer on the forecastle of H.M.C.S. "Ontario".

promotion list, two of our lads came in for honours. Tel. Leonard W. Murry was rated PO Tel., and A/Ldg. Tel. (V) Bernard L. Roberge was promoted to A/PO Tel. It is particularly gratifying to note that these two men passed for their higher rate without a course.

The Leap Year hex caught up with two members of the Communications School and consequently PO Tel. (V) Geoffrey Bate and Tel. Michael O'Sullivan have filed TD 1 forms.

CR 17 Class completed training recently. After the Northern Cruise Tels. Roy Dunlop and George Bell headed for the sunny side of the Rockies, while Tel. Michael O'Sullivan was drafted to "St. Stephen". The remainder of the class will be with us for a while.

Ex-CPO Tel. (V) William Saul joined the civilian staff of the school recently. Another familiar face was that of Ex-CPO Tel. (V) A. G. Smith, who passed through on pension routine.

Leaving the communications school shortly for posts in H.M.C.S. "Haida" are PO Tels. Alex Chalmers and Leonard Murray. CPO Tel. (V) George Kitson, of "Haida", PO Tel. (W) Albert E. Young and A/PO Tel. A. L. Bonner, of "Nootka" will join the school. PO Tel. (V) Geoffrey Bate left the school for H.M.C.S. "Swansea", while already with us are PO Tel. (V) John Page, from H.M.C.S. "York", Toronto, and PO Tel. (V) Reginald Thompson, formerly of H.M.C.S. "Cataraqui", in Kingston.

T. A/S. School

The annual rifle shooting match held recently produced an outstanding marksman in the person of PO "Ginger" Board, a member of the R.C.N. Atlantic Command Rifle Team. Although in his first year of competitive shooting, "Ginger" was hitting the bull with such regularity that he placed first at all ranges until he arrived at the last one, the 600-yd. range. The combination of wind and light made shooting difficult during this last event of the day and it was only inexperience in contending with

the elements that knocked our hero out. He placed a very close fourth, however, and won himself a sum of money and the R.C.N. Shooting Medal.

Our latest addition to the "new father department" is CPO Anderson. Statistics:

Launched: 21 September, 1948.
Tonnage: 6 pounds, 6 ounces.
Class: Girl.
Christened: Gale Claudia.
Congratulations, Andy. — R.E.D.

H.M.C.S. "Iroquois"

In the last issue mention was made of those of low intelligence who claim that "Iroquois" cannot be moved without a miracle — or catastrophe. I don't know in which category to place it, but it's happened. With a loud groaning sound "Iroquois" parted from the jetty and was on her way to the Dartmouth slips.

New quarters have been obtained for the reserve fleet staff in the Motor Transport Building at the South Gate, and all personnel and equipment are now installed.

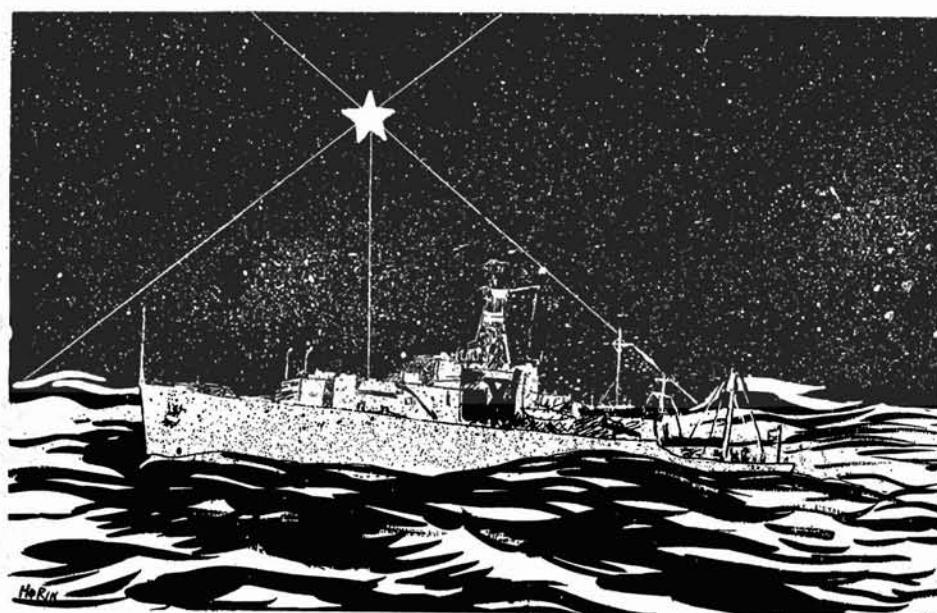
H.M.C.S. "Micmac" has been returned to the reserve fleet after having a new "sharp end" fitted.

Mr. James Walkey, Warrant Engineer, spent a pleasant week in H.M.C.S. "New Liskeard" relieving Mr. Keddy, Warrant Engineer, who took a week off to indulge his fondness for hunting "wild beef." He got one, too — a young buck that dressed at 165 pounds. Other successful nimrods have been Lieut. (E) N. F. Lee and PO Driscoll. Mr. William Brooking, "Micmac's" engineer officer, joined the august assembly in "Iroquois'" Wardroom on the return of his ship to the dockyard — J.N.W.

H.M.C.S. "Swansea"

Since her commissioning last April, H.M.C.S. "Swansea" has logged the rather surprising total of 12,000 miles in carrying out eleven reserve cruises, and has visited many Canadian and United States East Coast ports as well as Bermuda.

Another crew member about to take the plunge into the sea of matrimony is AB "Bugs" Hodgson, who, on that occasion, will answer to the name of Hugh Robert Patrick Grant Miller Hodgson. "Bugs'" long "handle" is not his only claim to fame. He is a composer of popular messdeck songs and also a versatile cartoonist.



H.M.C.S. "St. Stephen" will spend Christmas on the rough, cold seas that make her weather station, between Greenland and Labrador, one of the most uncomfortable spots on the North Atlantic. The Royal Canadian Navy frigate sails from Halifax 4th December and is due to leave Station Baker New Year's Day. So far as duties are concerned, Christmas Day for her crew will be just like any other, but there will be tinsel and holly strung up in the wardroom and messdecks and a Christmas dinner, with turkey and all the trimmings, for all hands.

His mother was one of the original Rockettes and his grandmother, Carolyn Hodgson, was a well-known authority on Guatemala and British Honduras, where she was a publisher and noted musician. His grandfather, Fred T. Hunt, managed the great Jim Corbett's acting career, when the famous boxer made personal appearances throughout the United States.

"Swansea's" candidate for strongest man in the R.C.N. is Shipwright Mike Poirier, who is said at one time to have picked up an anchor with one hand.

Congratulations are in order to new fathers Lieut. Jack Sutherland, R.C.N. and Ldg. Stwd. Bill Klinge.

Point Edward Naval Base

(Sydney, N.S.)

Although the heading on this column says "Point Edward Naval Base" most naval personnel will remember the Base as "Protector II".

A great many changes have taken place since the end of the war, but the most noticeable one is the lack of Naval uniforms.

The Base has gone "civvy" and Navy, Army and Air Force veterans disguised in their civilian clothes carry on the work of preserving material and stores, and keeping everything on top line.

The Naval Hospital, used for a time by D.V.A., is now being furnished and will soon be opened as a Tubercular Hospital by the Province of Nova Scotia.

The Y.M.C.A. Building is now the Club Room of Westside Branch No. 126 of the Canadian Legion, B.E.S.L.

"Protector I," on the Sydney side of the harbour, is no more and the main building is now used by D.V.A. and the Mounties.

"Nootka", "Swansea", and "New Liskeard" visited Sydney on Training Cruises during the summer . . . Is it true that "Swansea" played a softball game with a Sydney girls team, and took a licking? . . . "Magnificent" and "Haida" visited Sydney from October 19th to 22nd and really took the town by storm. A good time was had by all.

PACIFIC COAST

H.M.C.S. "Naden"

With the wind-up of reserve training and preparations for the Pearl Harbor cruise occurring simultaneously, the pace at the Royal Canadian Navy's West Coast base in late September hit its highest pitch since the war.

With the departure of Task Force 213 for Hawaii and the last of the Reserves for their home divisions, H.M.C.S. "Naden" figuratively breathed a large sigh of relief and settled down once again to its principal commitment—the training of new entries.

In "Naden" the "Haida" Division of the New Entry Section scored the highest total of points in the all-round competition through its excellent standard of general behaviour and considerable prowess in sports . . . Negotiations were set moving to organize a Drum and Bugle Band manned exclusively by New Entry men. When equipment is obtained the band will certainly be a valuable addition to the musical section of the base . . . The Fifth Officers' Divisional Course—which puts officers through an even more rigorous routine of training than the New Entries take—was completed on the 25th of September.

One marriage and ten baptisms were performed by the Protestant Chaplain . . . The Canada Savings Loan (Series III) Drive started on the 1st October and subscriptions indicated that the Navy has healthy instincts for thrift . . . The Naval Fire Service gave the base an informative series of lectures on the use and purpose of their equipment during National Fire Prevention Week 3rd to 9th October.



Services in tribute to the memory of Captain James Cook, discoverer of the Hawaiian Islands, were held by officers and men of H.M.C.S. "Crescent" during the recent cruise to Pearl Harbor. In the above photograph, Chaplain Lea Gillard, left, Protestant chaplain for the squadron, leads the service before the monument erected to the famous explorer at Kealakekua Bay, Hawaii. At right is a guard of honor from the destroyer.—(U.S. Navy photo).

NAVAL DIVISIONS

H.M.C.S. "Tecumseh"

(Calgary)

Sharply increased interest in the reserve followed Navy Week, held from 16th to 23rd October.

"Open House" was held Saturday, 23rd October, and many Calgary citizens took advantage of the opportunity to visit their local Naval Division. Keen interest was shown by the visitors in the equipment and facilities. Officers and Men of the ship were on hand to conduct their guests around the ship.

The twenty-fifth anniversary of the division also fell on 23rd October. Tribute was paid to those who had contributed to the growth of the establishment from a humble beginning in a fire hall in 1923 to its present position as one of the finest and best equipped Naval Divisions in Canada.

H.M.C.S. "Scotian"

(Halifax)

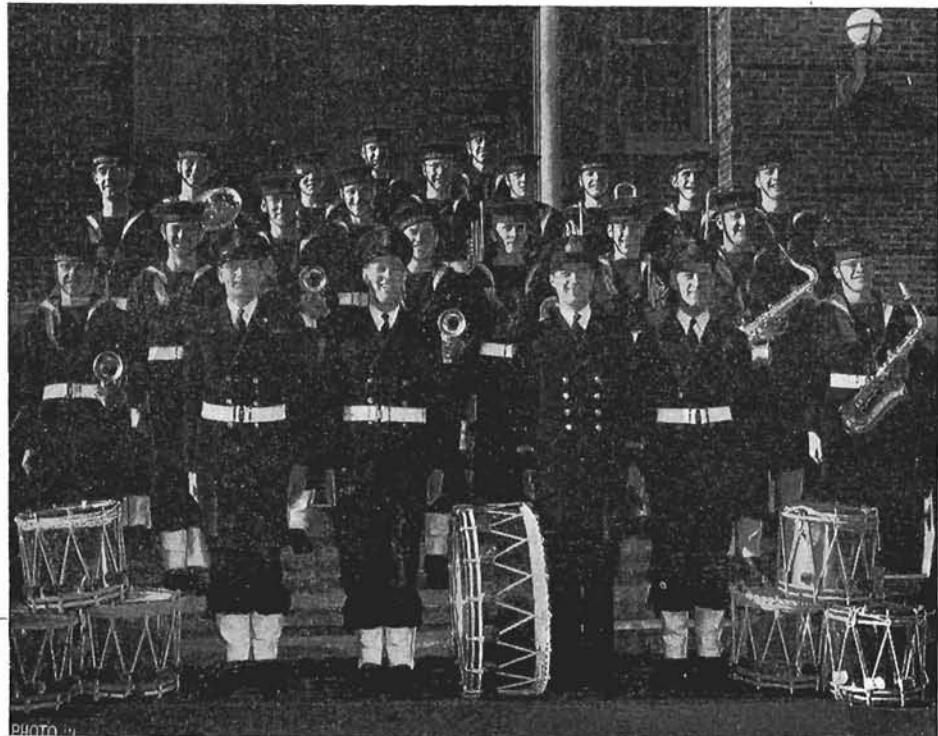
Some 1,500 persons thronged H.M.C. Dockyard when "Open House" was held on Saturday, 23rd October. Open for inspection were H.M.C.S. "Nootka", the United States submarine "Raton" and H.M.C.S. "Scotian", Halifax naval division. Visitors also saw showings of the film, "The Navy Flies". All in all, Navy Week was a great success and provided experience that will be valuable in planning next year's program.

H.M.C.S. "Unicorn"

(Saskatoon)

More than 1,000 citizens of Saskatoon came aboard during "Open House" day, Saturday, October 23, and were conducted over the ship by the ship's officers. Operation and use of the equipment was fully explained to the visitors and souvenir programmes were distributed. Afternoon tea was served later by members of the Officers' Wives' Association.

Citizens of Saskatoon and district learn what is going on locally in the three services through a weekly half-



The Royal Canadian Navy Band from H.M.C.S. "Stadacona," Halifax, led the composite service unit representing Navy, Army and Air Force Headquarters in the Remembrance Day parade in Ottawa, November 11. In the photograph, left to right, are:

Front row — Bandsman Ernest Piffero, Windsor, Ont. (with trumpet); P.O. Victor Goodridge, St. Catharines, Ont.; P.O. Herbert A. Jeffrey, Toronto; Commissioned Technical Officer Stanley Sunderland, bandmaster, Halifax; C.P.O. Michael Nold, Yorkton, Sask., and Bandsman Larry McManus, Ottawa (with saxophone).

Second row — Bandsman Jack Cooper, Sudbury, Ont.; Leading Bandsman Hollis Coffill, Kentville, N.S.; Bandsman Walter Real, Montreal; Leading Bandsman Donald MacKay, Dunnville, Ont.; Leading Bandsman James Gilchrist, Windsor, Ont.; Bandsman F. O. Covey, Halifax.

In the group at the rear are, left to right: — Bandsman John Bingeman, Woodstock, Ont.; Bandsman Harry Osburn, Ottawa; Bandsman Henry Ladouceur, Ottawa; Leading Bandsman Jack McGuire, Halifax; Bandsman Douglas Bittorf, Elora, Ont.; Leading Bandsman William Stitt, Toronto; Bandsman Charles Moody, Chatham, Ont.; Bandsman Ronald MacKay, Dunnville, Ont.; Bandsman Roy Schaefer, St. Catharines, Ont.; Bandsman George Lincoln, Halifax, and Bandsman Alan C. Shaw, Winnipeg.

hour radio program, the "Services Show", carried over Radio Station C.F.Q.C. Each service contributes to the program, with the naval representation coming from the Saskatoon division, H.M.C.S. "Unicorn". It is believed that the show has resulted in increased interest in the armed forces, and particularly in the reserves.

H.M.C.S. "Malahat"

(Victoria)

A frigate may soon be the headquarters for H.M.C.S. "Malahat." Members of the division were told by Commander R. Jackson, R.C.N.(R), Commanding Officer, that assignment of a frigate to the division had been approved, in principle, by both Naval Headquarters and by the Flag Officer Pacific Coast.

Commissioning of the vessel, the Victoria-built "Beacon Hill", now depends on getting sufficient permanent force personnel to maintain her. It is hoped this commitment can be met by the beginning of the year.

A number of members of the division have gone on Special Naval Duty, including Mr. F. H. Moist, Commissioned Bos'n R.C.N. (R), who has been appointed Executive Officer of H.M.C.S. "Cedarwood."

"Malahat's" "Open House" attracted well over 500 visitors for the various displays, which included one by the "Rainbow" division of the Royal Canadian Sea Cadets. Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, paid an official visit to "Malahat" for the occasion.

H.M.C.S. "Hunter"

(Windsor)

Navy Week was opened at H.M.C.S. "Hunter" on Monday evening, 18th October, when all personnel were asked to bring one or two friends they considered might be interested in joining the Naval Reserve. More than 60 prospective recruits were in attendance and they accompanied their friends through the periods of instruction. On completion, refreshments were served in the various messes.

On Tuesday evening the Sea Cadets held "Open House" to their friends and families and a great number of the younger generation were in attendance. On Wednesday evening a band concert was conducted at 8:30 p.m. and was attended by approximately 400 persons. On conclusion of the band concert, a reunion for ex-naval personnel was held.

On Saturday afternoon, 1,200 citizens of Windsor were escorted through the various phases of training and instructional equipment. An official ceremony inviting the public to the "Open House" was held, the speakers

including his Worship Mayor Reaume of the city of Windsor and Mayor Van Antwerp of the city of Detroit. In addition, representatives were in attendance from the United States Naval Air Station. In the evening more than 1,600 persons attended a grand Recruiting Ball. In this regard, all naval personnel were permitted to submit a list of friends whom they wished to invite and invitations were mailed to these persons.

During Navy Week arrangements were made with the local Air Service Company to tow a banner, "Join the Navy", over the city. In addition the aircraft dropped leaflets advising citizens of Windsor of the Band Concert on Wednesday evening and the "Open House" on Saturday.

Badminton and basketball are well under way and it is intended also to enter a Navy team in the local intermediate basketball league.

The Naval Officers Association held their annual Trafalgar Ball on Friday evening, 29th October. This was attended by more than 300 couples and proved to be a highly successful affair.



Air Mechanics of the 18th Carrier Air Group (and one naval photographer) made their first flight in a glider while the group was at the Joint Air School, Rivers, Manitoba, this fall. Familiarization flights in naval aircraft are part of the air mechanics' training but going skyward in gliders was something new.

H.M.C.S. "Griffon"

(Port Arthur)

"Open House", a new Naval orchestra, and the second annual Trafalgar Day Ball made October a month both eventful and successful for H.M.C.S. "Griffon". Between the display and dance, the division played host to nearly 2,000 Lakehead citizens in two days.

Something new for the Division was an "on the spot" schedule of broadcasts from the "Open House". Starting with a broadcast by the newly organized H.M.C.S. "Griffon" Naval Orchestra and the opening of the barracks to the public, the local radio station, with their wire recording unit, ran on-the-hour broadcasts from the various displays. Many officers and men were interviewed concerning the Navy, and a number of civilians were interrogated during demonstrations.

Following the "Open House", was the "Trafalgar" Ball, held on Monday, 25th October. The H.M.C.S. "Griffon" Orchestra, under the direction of Mr. C. Stamp, Warrant Officer, (SB), RCN(R), won wide acclaim.

H.M.C.S. "Star"

(Hamilton)

Made up mainly of wives of "Star" personnel, the Naval Auxiliary of the Hamilton naval division is doing a notable service in providing extras for the "ship" and organizing social nights. Especially popular are the Sunday night movies, which are shown on the main deck.

As part of the program for publicising Navy Week, several members of the ship's company attended a quiz program on a local radio station. Three were called on to answer questions and two of them walked off with prize money.

The third missed the grand prize when he called a ghost a "spook." — It just ghost to show you gotta know witch is witch when you're spooked to, or you don't stand a ghost of a chance.

Comrades in Arms



THE CANADIAN ARMY

Pats Go Airborne

The famous Princess Patricia's Canadian Light Infantry, one of Canada's crack Active Force regiments, was selected recently to be the first airborne unit in the post-war Army.

One airborne combat team, comprising an entire Company made up of men who volunteered for training as paratroopers, moved to the Joint Air Training School, Rivers, Man., and commenced training on October 12.

A total of 10 weeks will be spent at the Joint Air Training School by the Company combat team which is to be the paratroop element of the battalion. They will learn all aspects of airborne operations. Each member of the team will do a minimum of seven actual jumps from assault aircraft.



This is the Parachute Jump Tower, Shilo, Man., which is used by PPCLI for parachute training. The tower is 256 feet high with four arms — three free and one controlled. On completion of training from the tower, paratroopers then jump from assault aircraft. A similar tower is under construction at the Joint Air Training School, Rivers, Man.

In addition, all will be trained in the loading of aircraft and gliders and airtransported operations.

The airtransported element of the battalion will learn the "know-how" of loading, lashing of equipment and supplies in transport aircraft and gliders. They will also be trained in airborne tactical moves.

On completion of their basic training, the whole of the Princess Pats can be airlifted and deployed as a unit.

The Princess Patricia's Canadian Light Infantry was organized in August 1914, immediately following Britain's declaration of war. The battalion of the Canadian Expeditionary Force was recruited from all Canada. It received its name after Princess Patricia of Connaught became its Colonel-in-Chief.

The PPCLI proceeded to France in December 1914, and was the first Canadian infantry unit to engage the enemy during World War 1.

During the Second World War, the unit was one of the first to go overseas and, on July 10, 1943, stormed the beaches of Pachino in the invasion of Sicily. Later they served with distinction during the campaign in Italy and Northwest Europe.

Mark 25th Anniversary

The Northwest Territories and Yukon Radio System, which comprises 29 radio stations in Canada's far-flung Northlands, recently observed its twenty-fifth anniversary. Just a quarter of a century ago the Canadian Army undertook the task of supplying land communications service to remote settlements in the north.

The first message was passed over the NWT & Y on October 20, 1923 between Cpl. Frank Heath at Dawson City and Sgt. (now Lieutenant-

Colonel) Bill Lockhart at Mayo, Y.T.

Commemorating the anniversary of radio communications in NWT and Yukon, the Hon. Brooke Claxton, Minister of National Defence, signalled the officer commanding, NWT & Y Radio System, Major Frank J. McCauley, MBE, at Edmonton, Alta.

The message read: "I understand that Northwest Territories and Yukon Radio System today completes twenty-five years operations. My heartiest congratulations to all ranks under your command. You have played a most important role in the development of North West Canada and deserve great credit for so doing. Desire to extend my very best wishes for your continued success."

HATS OFF TO HOSTS

Much has been written about the Northern Cruise — where the ships went and what they did has been reported in detail. But we feel, before the occasion becomes part of the dim and distant past, that special mention should be made of the hospitality extended during the ships' stay at Churchill by the officers and men of the Canadian and U.S. armies stationed at the Hudson Bay port.

With the short summer season nearing its end and everyone in the port, soldiers and civilians alike, obviously busy, it was difficult to envisage any entertainment arrangements for the men of "Nootka" and "Haida." However, the Army provided a sports and social program that the sailors will long remember.

One of the events was a softball tournament, won by the American Army after a hard-fought game with "Nootka." These two teams had previously eliminated the Canadian Army and "Haida." In the mile run, "Haida" had a first and a third and

the same ship was victorious in the tug-of-war. The destroyers also showed their mettle with successes in the bowling, billiards and table tennis tournaments.

One of the most enjoyable incidents was a mess dinner given by the members of the sergeants' mess for the chief petty officers and petty officers of the two ships.

Transportation to and from the ships was provided throughout the stay on a regular schedule that more than met our needs, and in general, everything possible was done to make the visit an enjoyable one.

The outstanding feature was the spirit of comradeship which sprang up so quickly between the soldiers and sailors and which flourished the whole time the ships were at Churchill. The atmosphere of friendliness and co-operation which prevails at the Army base, was extended to embrace the Navy and made the Churchill visit the highlight of the cruise.

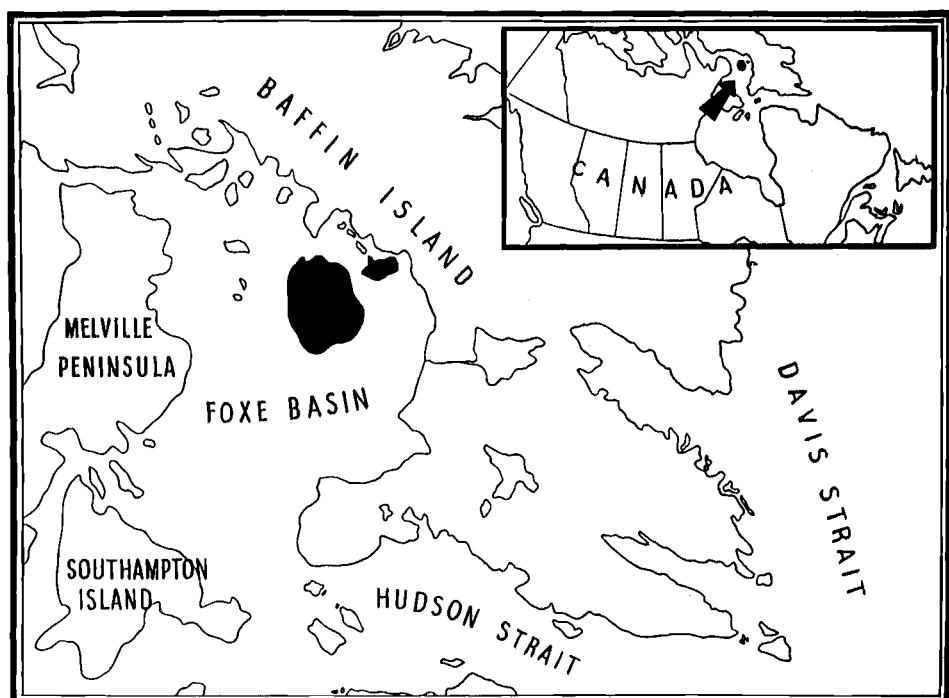
So it's hats off and a sincere salute to our comrades of the Army at Fort Churchill for having been such grand hosts.—D.M.H.

THE R.C.A.F.

Fliers Photograph Canada

Helping to roll back Canada's frontiers is one of the big peacetime jobs of the RCAF, for the aircraft of 22 Photo Wing, Rockcliffe, Ont., drone over the length and breadth of the Dominion each summer, carrying out the mammoth task of photographing Canada from the air. These aircraft now are back in their hangars after their greatest season in 27 years of photo operations.

The work of covering Canada by aerial photography began in 1921, when 280 square miles were covered. The work was gradually stepped up, as improved aircraft and equipment were brought into use, and last year saw RCAF aerial photo crews bring their aircraft back to Rockcliffe at the season's end with more than 400,000 square miles of Canada recorded photographically in aerial shots. This year's operations were amazing, even to senior Air Force officers, for



Two islands, the larger of which is between two and three times the size of Prince Edward Island, were discovered in Foxe Basin off the west coast of Baffin Island, north of Hudson Bay, by the crew of an Air Force Lancaster of 413 Photo Survey Squadron from Rockcliffe, engaged this summer in aerial photography at Baffin. The map shows the location of the two islands in relation to the rest of Canada. (R.C.A.F. Photo)

the record of 1947 was more than doubled, 911,000 square miles being recorded before the season ended.

Using big silver Lancasters, specially adapted for aerial photo work, the RCAF for the first time carried out extensive photography of Canada's Arctic islands.

Two Lancasters of 413 Squadron, operating from Frobisher, completely covered Baffin Island, all of Labrador and much of the Ungava district of northern Quebec. In the West, photographic Dakotas of 414 Squadron covered large areas in the Northwest Territories and the Yukon. As an extracurricular activity, photo crews took time off to carry out the odd "mercy flight" and to assist in BC flood activities.

High spot of the season's operations from a spectacular point of view came when a Lancaster of 413 Squadron added more than 5,000 square miles to the map of Canada by discovery of two unmapped islands in Foxe Basin, north of Hudson Bay. The larger of the two islands was determined to be between two and three times the size of Prince Edward

Island. The discovery came when Flying Officer A. E. Tomkinson, DFC, sighted land through a break in the clouds, while flying over Foxe Basin. According to his navigation water should have been below, and instead there was land. Thinking he had made a mistake in his calculations, F/O Tomkinson revised his expected arrival time at Frobisher, but when definite landmarks were picked up after crossing the coast of Baffin Island his earlier calculations were proved correct.

It was decided to fly back later and investigate the "land that should not have been there." Photographs were taken and the new land proved to be two uncharted islands.

Air Force photo crews are greatly dependent upon weather conditions, for the aerial pictures they take are useless for many purposes if snow or ice is on the ground. For some types of photos cloudless skies are necessary, and in some northern regions only a week or two of suitable photographic weather is normally encountered. To cover such regions the RCAF must be on the spot, ready to fly 15 hours a day if necessary.

THE SCIENTIFIC METHOD

The greatest value one derives from a period of organized study is not necessarily the subject matter; frequently it is the training experienced in conducting the study.

This is particularly true in the study of science (pure science as opposed to applied science) in which in order to succeed, one must train oneself to proceed in a straightforward, objective manner, known as the "scientific method".

The method is especially applicable to the pure science subjects, for example, mathematics and physics, but can also be utilized to excellent advantage in any study for discovery of truth, such as a research into evidence, historical records or documents, or the facts involved in any project or adventure.

To be successful in this undertaking the student must enter upon his work with complete honesty, unbiased and unaffected by any preconceived opinions he may have on the problem. To permit individual liking, or taste, or conviction to influence the research is disastrous and futile.

A student, for example, enters a physics laboratory not to prove Ohm's Law but to discover what happens when a specified electromotive force is applied to an electric circuit of a definite resistance. He proceeds carefully, governed by the laws of the universe as far as his equipment will permit, and lets the outcome take care of itself. For satisfactory results it is necessary for him to know the accuracy of his instruments and his readings so that the percentage of error may be calculated. It is not essential that the results be absolutely exact as long as the student is fully aware of the degree of inaccuracy.

Consider for a moment the unscientific type of student who enters the laboratory knowing in advance what the result or yield should be and adjusting his apparatus to produce that result. What possible value can be derived from that type of experimen-

tation? *And yet that is precisely what every one of us does in many situations in life.* We consider the case with our minds made up and merely go through the formality of research and investigation. Man, in fact, has since the earliest days been taught to have convictions and opinions on subjects long before he could possibly acquire for himself any knowledge of these subjects.

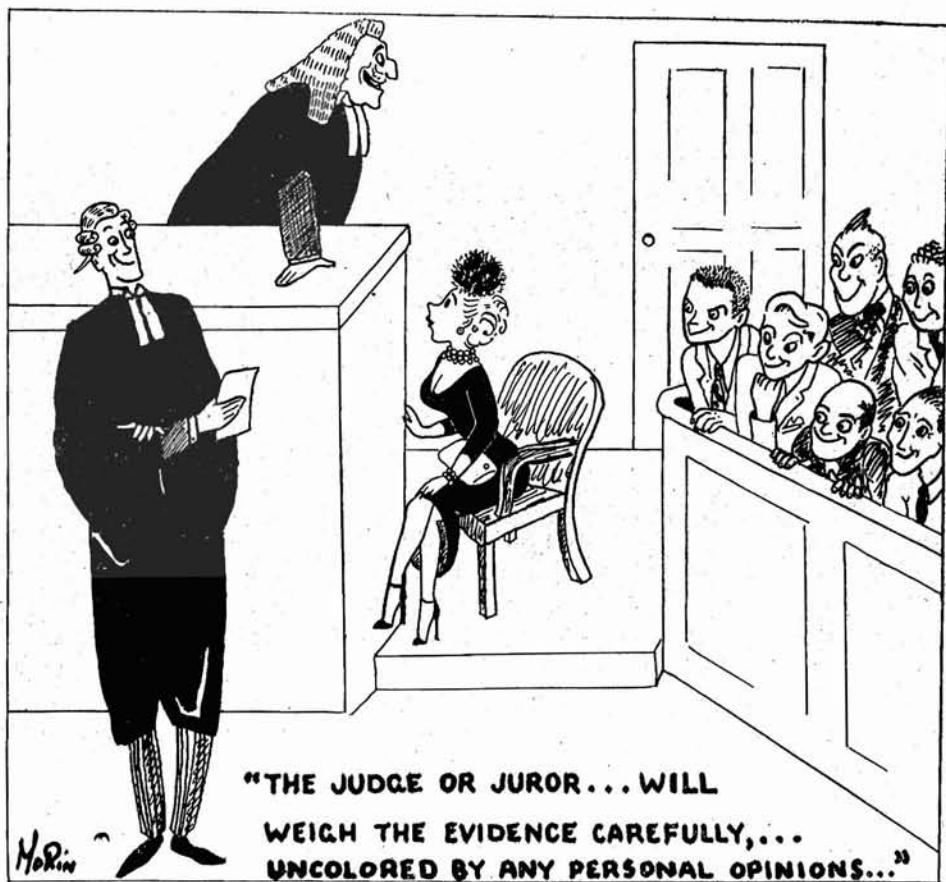
Fortunately, there are some fields in which one reaches conclusions and forms convictions during, rather than before, the experiment. The modern, up-to-date farmer, for example, makes discoveries on his own farm if his methods are sound. There are also many things which he cannot help but learn if he has eyes to see and ears to hear. Every good farmer discovers for himself that he "reaps what he sows" and that "a good tree bringeth forth good fruit."

The atomic bomb research also provides an excellent example of

scientific thinking. The method in this project could not of necessity be trial and error to any great extent: rather it was a cold calculation of physical and chemical laws leading to an outcome that had to be correct if the thinking and calculations at each and every stage of the process were correct.

Again, in the courts of justice the scientific method should be predominant. The judge or juror with any degree of integrity at all will weigh the evidence carefully, untainted or uncoloured by any personal opinions or prejudices he may have.

In any situation in which the truth must be discovered, the scientific method is the only sure one. In many cases truths are apparently stumbled upon, as if by accident; but the real truth is not recognized unless the mind of the searcher is ready to receive it. Hence, what appears on the surface to be accidental discovery is more likely to be the welling up of truth in



the mind that has been prepared, by sustained and diligent effort, extending in many cases over a period of years, or even a lifetime.

One wonders why certain individuals such as Newton, Pasteur, Faraday, etc., were more successful in gathering secrets from Mother Nature than others. What were their methods? If we could discover their methods it would be a vital step in solving our problems. In short, it is not so much their discoveries that are so vital, but how the experiments themselves "got that way".

While it is true that concrete apparatus and measuring instruments are not generally applicable to the study of records and documents, nevertheless the scientific method can be followed. Where two or more possibilities exist the student must follow all possibilities and in the light of subsequent events decide which possibility is the most likely. This is particularly true where the real message or teachings of a central figure (such as are contained in the New Testament) are to be determined from the records of a number of chroniclers written some years after the events occurred.

Psychology, sociology and the other social studies are not exact sciences like mathematics and physics, since one mind studies and observes the activities and behavior of another mind; but the scientific method can be applied in gathering data and analyzing information. Vital statistics can be studied carefully and definite conclusions arrived at even though the activities covered are not governed by definite laws.

Much of our difficulty arises from training received from parents and other adults in our early childhood. What we call "conscience" is usually well formed by the time we reach the age of six or seven. Throughout the rest of our lives we are influenced by convictions formed during childhood, a period of curiosity and questioning. Very few, if any, get away to a fresh start in later life unaffected by early concepts, many of which are entirely sound and helpful, others of which lead to inaccurate results, just as a

faulty piece of reasoning in a mathematical proposition leads only to failure.

Modern psychologists are urging parents to assist children in reaching their own conclusions rather than hand them stock answers as of old. The unhappy world situation that we are in today is a direct outcome of prejudice, bigotry and unscientific methods of thinking.

The scientific method is not an easy one to apply. It calls for complete honesty, diligence and perseverance. It is too challenging for the mentally lazy, too straightforward for the crooked thinker, and too progressive for the conservative, traditional type. But for those who are willing to attempt it seriously and with complete honesty, it brings a permanent satisfaction of accomplishment not found in any other method. — L.B.S.

AIR-MINDED CADETS

The "Warrior" division of the Royal Canadian Sea Cadets has come up with something new in the annals of the organization. At its Edmonton headquarters, the division has formed an air branch that now boasts 25 members. Training has

already commenced with instructional tours on the link trainer under the tutorship of Sub. Lt. C. C. Taylor.

HOLE-IN-ONE

Chaplain Harry R. Pike saw it. Caddie Allan Baker saw it. Nobody can deny it. Commander D. W. "Debby" Peers, Executive Officer, H.M.C.S. "Magnificent" scored a hole-in-one at the Ashburn Golf and Country Club, Halifax. It was the eighth hole, and he used a No. 8 iron on the 140-yard shot. His 18 hole score was 78.

IT'S A LONELY LIFE

Only white man at Wakeham Bay, tiny Eskimo settlement visited on the northern cruise, is Reverend Father Schmeider, O.M.I.

From Paris, Father Schmeider has been in the North for 10 years, the last three at Wakeham Bay. His mission, a neat frame building in marked contrast to the Eskimos' huts and tents, houses a small chapel and the priest's quarters.

The Eskimos speak neither French nor English and their prayer books are written in Eskimo. Of the 80 at the settlement, only 15 have been converted to Christianity. — R.M.W.

NAVY PERSONNEL START MUSEUM AT HALIFAX

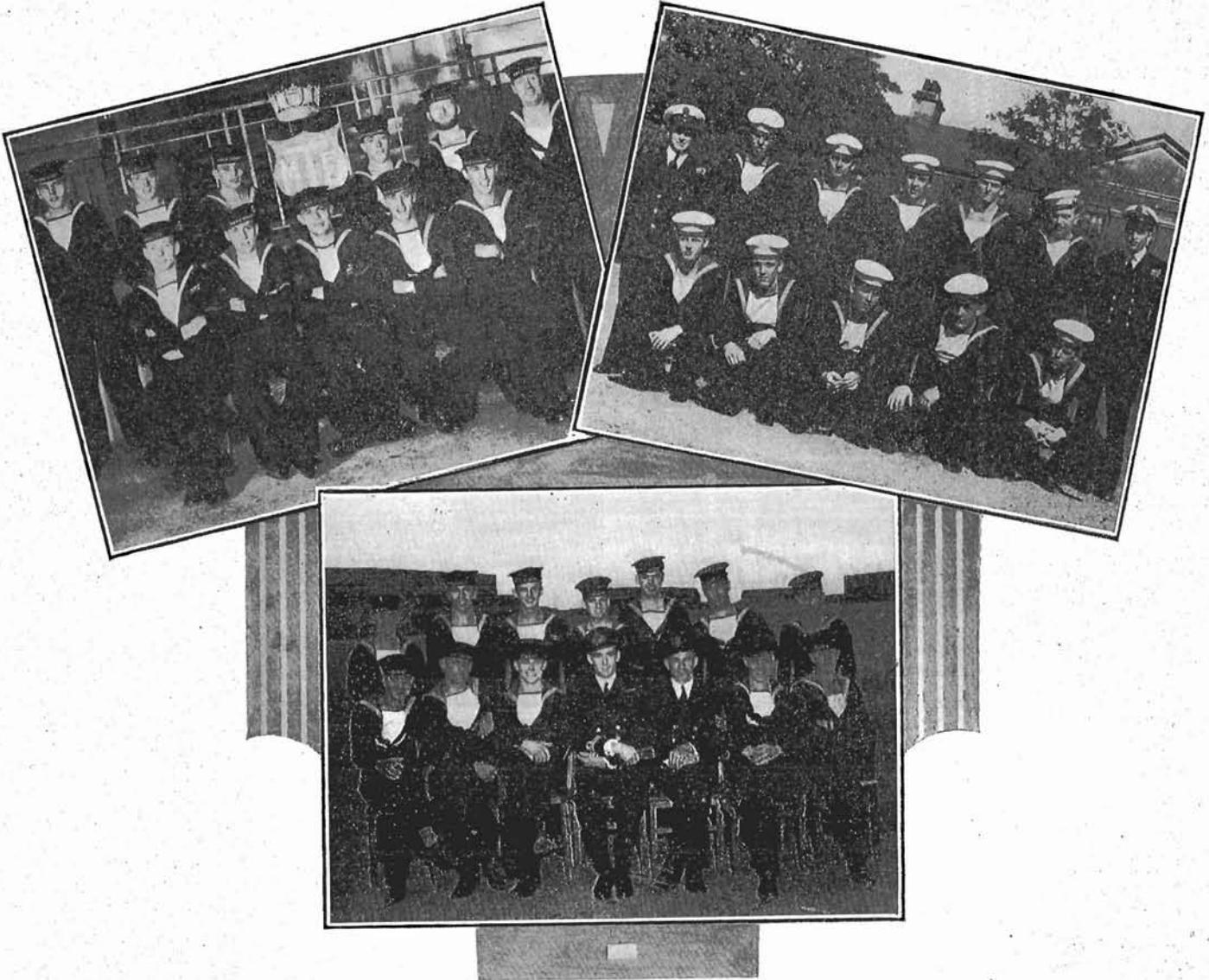
A Maritime Museum has been established at H.M.C. Dockyard, Halifax, by a group of interested naval and civilian personnel who are voluntarily giving their time and effort to the project.

The object of the Museum is to collect under one roof, place on public display and preserve for posterity, relics and documents pertaining to Canada's maritime history. It is felt that a collection of this sort will assist greatly in providing background for the Naval education of junior officers and men.

The name Maritime Museum has been chosen deliberately—in recognition of the fact that the Navy and the Merchant Service stemmed from the same source and down through history have been inextricably linked. Canada's first fighting ships were, in fact, trading vessels fitted out as privateersmen.

The organizing committee has utilized a former works building in the dockyard and has gathered, to date, a collection of pistols and muskets, an ancient Gatling Gun from the Armament Depot, German prizes of war, one of the Kaiser's battle flags, Hitler's bunting, uniforms, U-Boat equipment, photographs, ship models and numerous other items.

If this relatively small collection could be augmented by contributions, either directly or on loan, from Service and ex-Service personnel the Museum would grow rapidly and in time would assume a position of national importance. Not only by direct contributions of exhibits, but also by donations in cash, can this project be supported. Some of the articles obtained have been bought through the small subscription fund at the committee's disposal; not a few of these are expensive and donations, no matter how large or small, go a long way towards defraying these costs.



The men in the above three photos recently graduated from courses held at three of the Royal Canadian Navy's East Coast training schools. By qualifying either for duty in specialized fields or for higher professional rates, they are on their way up the Navy's ladder of advancement.

Top Right — Seamen in this group completed a Radar Plotters 3/c course at the Navigation Direction School at R.C.N. Barracks, Halifax.

Front Row (left to right) — A.B. Kenneth Porter, Montreal; Ord. Sea. Robert Curtiss, Stafford, Ont.; Ord. Sea. Andrew Reid, Oshawa; A.B. Jean Pelletier, Quebec, P.Q.; and A.B. Victor Madge, North Bay.

Rear Row, (left to right) — P.O. Cecil Ferguson (instructor), Calgary; Ord. Sea. Robert Marcus, Bothwell, Ont.; Air Mechanic 2/c Robert Roberts, Halifax; Ord. Sea. James Armstrong, Peterborough, Ont.; A. B. Edward Parise, Ste-Anne de Bellevue, P.Q.; Ldg. Sea. Guy Cross, Halifax; and P.O. Bevan Woodacre, Pictou, N.S. (instructor).

Top Left — This class of acting leading stokers finished a five month course at the Mechanical Training Establishment at R.C.N. Barracks, Halifax. Successful completion of the course qualified them for recommendation as confirmed leading stokers. They are:

Front Row, (left to right) — Acting Leading Stokers A. R. Harling, Victoria; J. R. Cameron, Victoria; A. R. Morash, Chester, N.S.; G. E. Payne, Peterborough, Ont.; R. A. Wentzell, Dartmouth, N.S.

Rear Row — Acting Leading Stokers N. G. Blace, Ottawa; G. V. Gregory, Toronto; Charles Humble, Halifax; D. V. Cockull, Kingston; G. M. Sutherland, Medicine Hat, Alberta; and Charles Ehler, Queensport, N.S.

Centre — Graduates of the first Aircraft Handlers course at the Royal Canadian Navy Air Station, Dartmouth, are shown with the officer-in-charge of the course and an instructor. The month-long course qualified the men in the rate of Aircraft Handler 3/c and fitted them for aircraft handling duties in H.M.C.S. "Magnificent".

Front Row, (left to right) — James G. Goad, Rockland East, Ont.; James R. Smith, New Westminster, B.C.; Kenneth D. McElroy, Montreal; Lieut. (P) Douglas D. Peacocke, R.C.N., Barons, Alberta; P.O. A. F. McGee, Eastern Passage, N.S. (instructor); Hector E. Greer, Simcoe, Ont.; and Norman R. Gibson, Niagara Falls, Ont.

Rear Row, (left to right) — Raymond G. Harkins, Hull, P.Q.; Russel J. Heise, Sault Ste. Marie; Gene B. Irwin, Jacksonville, Florida; Jack G. Leclerc, Ottawa; Maurice L. Poisson, Windsor, Ont.; Ralph H. Woodland, Perth, N.B.; and Vernon C. Hall, Cardinal, Ont.



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