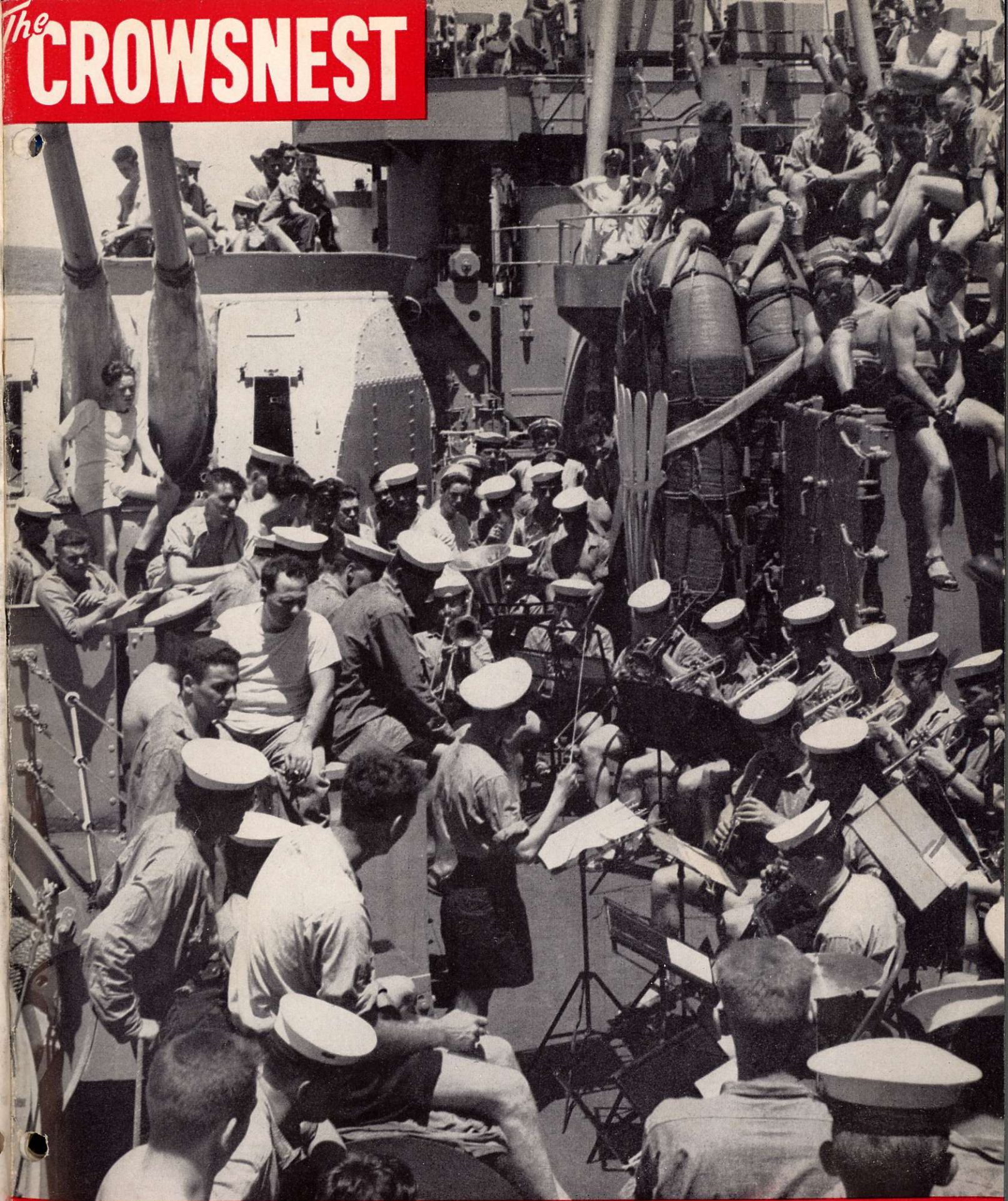


The CROWSNEST





The CROWSNEST

Vol. 3 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1951

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Cover Photo — "Shipboard Jam Session" might serve as the title for this month's cover photo, taken on board HMCS Ontario while the cruiser was on passage from Pearl Harbor to Pago Pago. The band, under the direction of CPO E. Tudor Jones, plays on deck for the ship's company during the noon hour. The Ontario has entered the tropics, shorts are the working dress of the day and some of the braver (or luckier) souls have shed their shirts in search of tans. (OC-411).

LADY OF THE MONTH

She was featured on the same page a year ago, but only in silhouette. This time a more detailed, close-up view of her is presented. The ship is HMCS MICMAC, first destroyer ever to be built in Canada and currently an active unit of the East Coast fleet.

The Micmac's long list of admirers was augmented last month when the destroyer towed to a safe haven a small Dominican passenger vessel that had broken down in the Caribbean. The vessel, with a crew of 12 and 15 passengers on board, was encountered by the Magnificent and Micmac while they were exercising in the Caribbean, en route to Port of Spain, Trinidad.

The Micmac "buttoned on" to the disabled craft and towed her some 200 miles to Willemstadt, Curacao. There the tow was transferred to a tug and the two Canadian ships sailed on for Trinidad.

From Trinidad the two ships proceeded to Barbados, spent three days there, then set course for Boston. After a four-day stay, they headed home to Halifax, arriving April 28. (Photo No. MAG-1253).

SUBSCRIPTION RATE

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R.C.N. News Review

Europe, Hawaii Cruises on Summer Sea Schedule

Three cruises to the United Kingdom and a similar number to Hawaii will highlight this year's summer sea training program.

Twenty vessels of varying sizes will be engaged during the summer months in providing sea training for personnel of the RCN, RCN (Reserve) and the University Naval Training Divisions.

The cruises to the United Kingdom will be made in company by the destroyer *Crescent* and frigates *La Hulloise* and *Swansea*. Each lasting a little more than a month, the cruises will begin from Halifax on May 21, July 2 and August 13. Ports of call in the UK will include Portsmouth, Rosyth, Belfast, Swansea and Plymouth.

On the west coast, the destroyer *Crusader* and frigates *Beacon Hill* and *Antigonish* will make three 21-day trips to Pearl Harbor, sailing from Esquimalt May 16, June 27 and August 8. In addition, the three ships will carry out six shorter cruises to Bedwell Harbor, B.C.

Less than a fortnight after her return from "down under," HMCS Ontario will take up her portion of the training program, sailing June 18 from Esquimalt on the first of a series of 10-day cruises to ports in B.C. and California.

On the east coast, other ships which will take part in the training program will include the aircraft carrier *Magnificent*, destroyer *Micmac* and Algerine minesweepers *Portage* and *Wallaceburg*.

Until mid-June, the *Magnificent* will carry out dual duties, providing flying training for the 19th Support Air Group and 18th Carrier Air Group and sea training for RCN new entries. The *Micmac* will accompany the *Magnificent*, serving as plane guard for the carrier and carrying out training duties at the same time.

It will be a busy summer, too, for the minesweepers attached as tenders to the naval divisions at Halifax, Saint John, St. John's and Victoria, and the motor launches that will be operated on the Great Lakes by the

divisions at Kingston, Toronto, Hamilton, Windsor, London and Port Arthur.

HMCS Sault Ste. Marie, the Victoria division's training ship, has an interesting summer ahead, her schedule taking her to several ports in California and Washington, as well as in B.C.

Sioux Returns to Korea, Relieving Athabaskan

Two old friends meet early in May, but not for long. They are HMC Ships *Athabaskan* and *Sioux*, who, until the *Sioux* sailed for home January 14, served together in the three-ship destroyer flotilla that Canada sent to the Korean theatre last summer. Now the *Sioux* has returned to the Far East, this time to relieve the *Athabaskan*, and the latter comes home for a richly-deserved rest.

The *Athabaskan* is due to reach Esquimalt toward the latter part of May, nearly 11 months from the time that she set forth with the *Cayuga* and *Sioux*.

Meanwhile, the *Cayuga* was well ahead with her refit and leave period. The destroyer returned to Esquimalt April 7 (the day before the *Sioux* sailed), immediately sent all those who could be spared on leave, and was taken in dockyard hands for repairs and refurbishing. According to present plans, she will leave some time in June for Pearl Harbor and onward routing to Japan, where she will relieve HMCS *Nootka*.

Nootka Shells Village, Athabaskan Bags Mine

For the three Canadian destroyers in Korean waters—the *Nootka*, *Athabaskan* and *Huron*—April was a little more eventful than the preceding two months.

A UN naval communique reported that on April 15 the *Nootka* bombarded an enemy-occupied village and did considerable damage. The village was located near Changsan Point, southwest of Chinnampo on the west coast of Korea. The *Nootka* was engaged in blockade duties with



"Good sailing and God bless you" were the closing words of Rear-Admiral W. B. Creery centre, Flag Officer Pacific Coast, after he talked briefly to the ship's company of HMCS *Sioux* just prior to the ship's departure for the Far East. At Admiral Creery's right is Commander Paul D. Taylor, commanding officer of the *Sioux*. (E-13908).

other Commonwealth ships at the time.

The Athabaskan and Huron enjoyed a change of scenery, their operational area being switched early in the month from the west to the east coast of Korea. While patrolling with other UN ships the Athabaskan sighted and destroyed a mine — her seventh of the campaign.

Ontario Leaves Australia, Visits New Zealand Next

For HMCS Ontario the month of April consisted, to begin with, of sea exercises with units of the Royal Australian and Royal Pakistan Navies. Then came a series of memorable visits to the Australian cities of Sydney, Melbourne and Hobart, Tasmania.

The Ontario spent ten days in Sydney — long enough to become well and warmly acquainted — and when she put back to sea to continue her cruise, it was with the hope that she would be able to return, and soon.

Numerous invitations to come again were received by the ship, her officers and men as she prepared to leave Sydney. Among the formal messages was one from Rear-Admiral J. A. S. Eccles, Flag Officer Commanding the Australian fleet, who said: "Your all too short time in company has been a happy and valuable experience for

Welcome Home, Cayuga Good Luck, Sioux

Among the messages that greeted HMCS Cayuga (Captain J. V. Brock) when the destroyer returned April 7 from Korea were the following from Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff:

Mr. Claxton said:

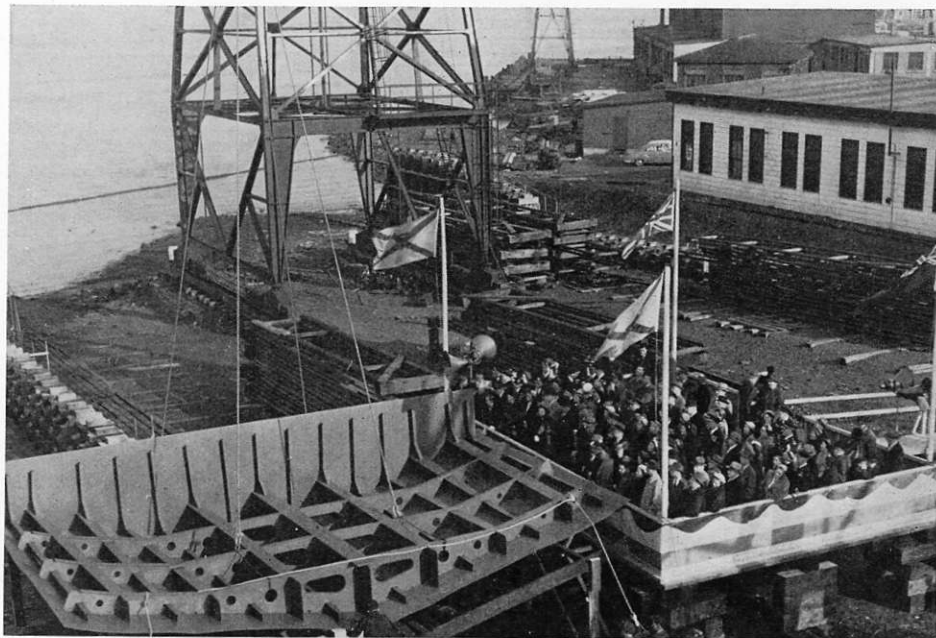
"I wish to extend the heartiest welcome home and our appreciation of the splendid manner in which you and your ship's company have enhanced the reputation of the Royal Canadian Navy and Canada by your fine record of operations in Korean waters."

Admiral Grant said:

"Welcome home and hearty congratulations on an enviable operational record. I wish all officers and men a happy and well deserved leave."

To HMCS Sioux (Commander P. D. Taylor) sailing April 8 to return to the Korean war zone, went the following message:

"The Chief of the Naval Staff and Naval Board wish the old and new crew members of Sioux the best of luck and a safe return to Canadian waters."



The keel of the first of two anti-submarine escort vessels to be built for the RCN by Halifax Shipyards Limited was laid April 4. The keel was declared "well and truly laid" by Lieutenant Governor J. A. D. McCurdy, of Nova Scotia, marking a further step in the Navy's new construction program, by far the largest ever undertaken in peacetime. As the photo shows, the customary practice of laying flat keel plates on blocks has been abandoned. The yards building the escorts are following a modern development, laying a series of prefabricated units. (HS-14072).

us. We wish you good luck and hope that we may meet again."

Rear-Admiral H. A. Shower, Flag Officer in Charge, New South Wales, sent this message to Commodore H. F. Pullen, commanding officer of the Ontario: "It has been a great pleasure to meet you, your officers and men. I congratulate you on the smart appearance of your liberty men and their excellent behaviour. It is hoped that your visit will be the forerunner of many more."

In his replies, Commodore Pullen expressed his pleasure at being afforded the opportunity to work with ships of the Royal Australian Navy and said he hoped "we may soon see some ships of the RAN in Canadian waters."

Month's end found the Ontario in scenic Milford Sound, one of New Zealand's beauty spots. From there she would go to Lyttleton, Wellington and Auckland before beginning the homeward journey.

At the request of the Governor of the Fiji Islands, the Ontario's schedule was altered to include a return visit to Suva, the island capital, where she spent three days while en route to Australia. The ship will be in Suva May 17 to 19. Closing date at Vancouver for air mail to reach her there will be May 13.

Quebec Being Refitted, Three Ships Commission

His Majesty the King has approved that the cruiser Uganda, now refitting at Esquimalt, shall be re-named Quebec, and as such will she henceforth be known. It is anticipated that the Quebec will commission as a training ship early in 1952.

Three ships were commissioned in April. The destroyer Crusader (Commander H. V. Groos) was commissioned at Esquimalt and at Halifax the minelayer Whitethroat (Lieut.-Cdr. R. S. Hurst) and the Bangor minesweeper Brockville (Lieut.-Cdr. J. C. Marston) returned to service. The Brockville is training tender to the Halifax naval division, HMCS Scotian.

HMCS Wallaceburg, formerly depot ship for the reserve fleet in Halifax, became operational April 4 and three days later sailed in company with HMCS La Hulioise on a one-week cruise to Philadelphia.

RN Submarine Loaned for Training Purposes

Loaned to the RCN for training purpose, HM Submarine Thule arrived in Halifax April 4. The Thule was originally scheduled to reach Canada April 1 from Portsmouth but was diverted while en route to take part in the unsuccessful search for an American Globemaster that had crashed in the Atlantic.

Happy Homecoming

It was a great day for all concerned when HMCS Cayuga returned home to Esquimalt April 7. Memories of the monotony and discomfort that had filled much of their lives for the previous eight months were forgotten by the destroyer's 280 officers and men in the happy tumult that signalled their arrival. Families, friends and hundreds of well-wishers turned out to accord a great welcome to the second Canadian destroyer to return from Korean service.

For her officers and men there will be leave, for the Cayuga there will be a refit, then it's back to Korea again. There will be many new faces aboard, however, as nearly half the ship's company will be going to courses or other duties.



"I knew I should have shaved it off," said PO Norman Hopkins, of Coleman, Alberta, when daughter Gwen burst into tears on being hoisted aloft by the bearded "stranger" with the luxuriant beard. Said Mrs. Hopkins to her sailor-husband, just arrived in the Cayuga: "You will."

As HMCS Cayuga snugged up to her berth, the destroyer's crew members rushed to the guard rails to look for loved ones they hadn't seen for more than nine months. Expressions on the faces of those pictured here reflect the moment of arrival. Some have spotted wives and families and happily exchange greetings with them; others still search with anxious eyes through the crowd massed on the jetty. (E-13906).



OH, HAPPY DAY!

*14 Naval Families Move
Into First Completed
West Coast Homes*

Moving day was a happy day for 14 members of the Royal Canadian Navy and their families, when they took over the first houses to be completed at the new Belmont Naval Married Quarters at Royal Roads, B.C. The development, when finished, will provide living quarters for 490 naval families.

In the course of the day moving vans converged on the Belmont project, some from as far afield as the emergency shelters at Patricia Bay, about 25 miles distant.

The new houses are built in four basic designs, with different color schemes giving each house a distinctive character. Single dwellings and duplex construction add to the variety.

Inside, the houses are completely modern and consist of living room, kitchen, bathroom, two or three bedrooms, and basement. Each is equipped with refrigerator, electric stove, automatic oil-burning furnace and air-conditioning unit. Kitchen and bathroom are tiled.

As new units are completed they will be occupied, first by families



A view of the first houses to be occupied at the new naval married quarters development at Belmont Park, near Royal Roads. (E-13744).

badly in need of adequate housing facilities, and later according to a roster system.

The naval married quarters are being administered by Lieut.-Cdr. I. H. MacDonald. Applications for quarters are reviewed by a board consisting of Captain (S) C. J. Dillon, Commander D. G. King, Chaplain (P) G. L. Gillard and Chaplain (RC) J. H. Laporte.

The first families to occupy the married quarters at Royal Roads were those of Petty Officer Carl H. Rogers, AB Raymond Gavin, Petty Officer Vernon E. Little, Petty Officer James A. Gibson, Ldg. Sea. C. Dibnah, PO John Campsall, PO G. A. Coghill, AB J. G. Bourque, CPO J. C. S. Fox, CPO W. A. Scudamore, CPO Stanley F. Pelan, PO John C. Little and Ldg. Sea. Stanley J. Maxted.



Just getting into practice, six-year-old Arthur Pelan and 20-months-old Patricia raid the still empty refrigerator in their new Belmont Park home. They are the children of CPO Stan Pelan. (E-13775).



Moving is often a depressing business, but the day he moved his family into their new home at the Belmont Park naval married quarters was a happy one for CPO Joe Fox, who takes a brief "stand easy" in the midst of the operation. CPO Fox served in HMCS Sioux during her first tour of duty in Korea and his family lived in an emergency shelter. Now he's in the Antigonish and has a brand new home ashore. (E-13773).



OFFICERS *and* MEN



New Appointments Are Announced

The following are among the appointment changes of interest that have been announced recently:

Captain A. H. G. Storrs, to Naval Headquarters on the staff of the Assistant Chief of Naval Staff (Plans) as Director of Naval Plans and Operations. Formerly at the National Defence College, Kingston, as Naval Member of the Directing Staff.

Captain J. V. Brock, to the National Defence College, Kingston, as Naval Member of the Directing Staff. Formerly in command of HMCS Cayuga and Commander Canadian Destroyers Pacific.

Captain D. W. Piers, to National Defence College, Kingston, for NDC course. Formerly at Naval Headquarters as Director of Naval Plans and Operations.

Commander James Plomer, to HMCS Cayuga in Command and as Commander Canadian Destroyers Pacific. From staff course.

Commander (L) H. G. Burchell, to Naden as Assistant Superintendent of HMC Dockyard, Esquimalt. Formerly in HMCS Magnificent as Electrical Officer and Staff Officer (Electrical) to Senior Canadian Naval Officer Afloat.

Commander (L) John Deane, to HMCS Stadacona as Command Electrical Officer. Formerly Officer-in-Charge, HMC Electrical School, Halifax.

Commander (L) W. E. Smith to Magnificent as Electrical Officer and Staff Officer (Electrical) to the Senior Canadian Naval Officer Afloat. Formerly Command Electrical Officer, Halifax.

Lieut.-Cdr. (L) R. M. Battles, to Stadacona as Officer-in-Charge Electrical School. Formerly on staff of Electrical School.

Commander (E) A. B. Arnison, to Bytown as Principal Overseer New Construction, Quebec Area. Formerly Assistant Superintendent, HMC Dockyard, Esquimalt.

Commander (S) Donald McClure, to Magnificent as Supply Officer. Formerly at Headquarters as Deputy Director-General Supply and Fleet Accounting.

Commander (S) W. J. Marshall, to Headquarters as Deputy Director General Supply and Fleet Accounting. Formerly Supply Officer in Magnificent.

Cdr. (S) L. J. Nairn, to HMCS Shearwater as Supply Officer. Formerly at Naval Headquarters as Director of Naval Air Supply.

Cdr. (S) D. T. R. Dawson, to Naden as Officer-in-Charge HMC Supply School. Formerly at Shearwater as Supply Officer.

Lieut.-Cdr. (S) P. H. Sinclair, to Naden as Secretary to the Flag Officer Pacific Coast. Formerly Officer-in-Charge Supply School.

Lieut.-Cdr. (S) Peter Cossette, to Naval Headquarters as Director of Naval Air Supply.



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, stops to talk with Ord. Sea. Merle Reed, of Loughheed, Alberta, while inspecting a guard composed of communicators from Stadacona during his East Coast inspection in March. At the extreme right is Ord. Sea. Thomas Bohn, of Toronto. Officer of the Guard is Lieut. D. M. Waters. (HS-13964).

Three Gunnery Branch CPOs Win Commissions

Three chief petty officers of the Gunnery branch, Denis S. Colegrave, 33, of Camrose, Alta.; Dominic R. Hill, 32, of Ottawa and Halifax, and John E. Abraham, 30, of Halifax, have been promoted to the rank of Acting Commissioned Gunner.

Commissioned Gunner Colegrave entered the RCN in January 1935 as a boy seaman. At the outbreak of war he was on course in the United Kingdom, after which he joined the destroyer Restigouche. He later served in the corvette Drumheller and the destroyer St. Laurent before going ashore for instructional duties in HMCS Cornwallis.

Since the war he has served in the destroyers Crusader, Crescent and Sioux, instructed in the Gunnery Training Centre at Esquimalt and taken additional gunnery courses.

Commissioned Gunner Hill entered the RCN as a boy seaman in September 1935 and saw wartime service at sea in the destroyers Fraser, Saguenay, Skeena and St. Clair, and ashore in HMCS Stadacona and Cornwallis.

Since the war, he has taken advanced gunnery courses and served in the destroyers Athabaskan and Haida.

Commissioned Gunner Abraham joined the RCN in 1939 as a stoker second class. He transferred to the Gunnery branch in 1940 and went to sea as a gunner in the merchant ship Manchester Spinner.

Joining the corvette Windflower in October 1941, he was one of the 44 who survived when she was sunk in a collision two months later. He also served in the destroyers Restigouche and St. Laurent and at Halifax, St. John's, Newfoundland, and Cornwallis.

Gunnery instructor in the destroyer Nootka from July 1947 to October 1948, he subsequently served in HMCS Stadacona and attended advanced gunnery courses in the U.K.

Awards are Presented to Toronto Cadets

Two new awards were presented to the UNTD at HMCS York on Tuesday, March 13. A silver mug went to the best all-round cadet during winter training, and a cup was awarded to the division which was the smartest on parade and had the best attendance record.

The mug was won by Cadet Kent McKelvey and was presented by Lieut. W. T. Lord, RCN(R), Ret'd., president of the Toronto branch of the Naval Officers' Association. The cup was presented by Captain F. R. Base, commanding officer of York, to the combined second, third and fourth year Supply Division.

Immediately after the presentations a meeting was held in the wardroom and next year's Mess Committee was elected as follows: Cadet K. G. Dalglish, president; Cadet L. H. Glassco, secretary; Cadet L. K. Lodge, treasurer, and Cadet D. J. Fry, year representative.

Sub-Lieut. Frank Galloway, and Sub-Lieut. Alec Douglas were recently promoted to that rank from cadet.

Veteran Petty Officer Receives LS and GC Medal

Petty Officer William C. Brown, of Winnipeg, a member of the regulating staff aboard HMCS Ontario, received the RCN Long Service and Good Conduct Medal at Sunday divisions aboard the ship en route to Australia. Presentation was made by Commodore H. F. Pullen, commanding officer.

Born in Winnipeg in March 1915, PO Brown entered the RCN in January 1936. Previously he had been a member of the Royal Canadian Sea Cadet Corps and the RCNVR in Winnipeg.

PO Brown has served on both coasts, in Bermuda, and in a number of His Majesty's Canadian ships, including the destroyers St. Laurent, Skeena and Ottawa, and the aircraft carrier Warrior. He joined the Ontario in January 1950.

Second Observer's Mate Course is Graduated

The second class of observer's mates to be trained in the RCN graduated recently at HMCS Shearwater. Members of the class were FO Harvey Mills, Moose Jaw, Sask.; Ord. Sea. Thomas Copeland, Halifax; Ord. Sea. Vincent Marshall, Smith Falls, Ont.; Ord. Sea. David Williams, Hespeler, Ont., and Ord. Sea. Clyde Thompson, Sackville, N.B.



President Truman chats with Chief Petty Officer Norman Langton of the Royal Canadian Navy during the visit of eight Atlantic Pact trainees to the White House in Washington. From left to right, the other trainees are from Italy, France, Denmark, Great Britain, Norway, The Netherlands and Belgium. Third from right, rear, is Major General Stanley A. Scott, USA. (US Army Photo).

RCN Armourer Spends Memorable Day

Meeting the Chief Executive of the United States, chatting with General Eisenhower, having luncheon at one of Washington's largest hotels, and posing for newsreel and television cameras as a VIP—all that and more happened to Chief Petty Officer Norman Langton, of the Royal Canadian Navy, within the space of a single day in February.

These momentous events took place while CPO Langton, a gunnery armourer, was taking an ordnance course in Washington. Major General Stanley A. Scott, who directs the training and military operations of the Military Aid Program, invited trainees from eight countries to Washington for a day, to meet important people and tour the city. CPO Langton was selected to represent Canada.

The first stop was at General Scott's office in the Pentagon Building. Next they were interviewed in the press briefing room and from there went on to the office of Secretary of Defence George C. Marshall. After a chat with General Marshall the group toured the Pentagon, visited the Standing Group of the North Atlantic Treaty Organization, and were introduced to the Chairman of the Board and some of the members.

Lunch at the Carlton Hotel, one of Washington's largest, was followed by a tour of the city. At 3 p.m.

came the day's high spot. The group was taken to the White House to be received by President Truman. In the President's office the men chatted informally with Mr. Truman.

The next move was to the airport behind a police escort complete with screaming sirens. Awaiting their arrival was General Eisenhower, who spent over half an hour with them before boarding a plane for Europe.

The tough part of the day still lay ahead. On leaving the airport, the men were sped to the studios of the National Broadcasting Company to appear before the television cameras. Later they became targets for batteries of newsreel cameras. Dinner at the famous "Carabar" completed the day.

The seven other trainees represented Belgium, Norway, England, The Netherlands, France, Italy and Denmark. Not all could speak English, but in the course of the exciting day this proved no handicap.

Many Recent Changes in Naden Reg. Staff

There have been a number of recent changes in the Regulating staff at HMCS Naden, Esquimalt.

Petty Officer William Leggett has been drafted to Cornwallis to relieve Petty Officer Val (Rams) Ramsdale, who has just completed a two-year

Medical Officer Taking Pilot Training

The naval doctor who may well lay claim to being the most air-minded medico in the RCN is Surgeon Lieut. Henry D. Oliver, who recently became the only qualified flight surgeon in the RCN and now is continuing training to qualify as a naval pilot.

He first spread his wings when he graduated from the Naval School of Aviation Medicine, US Naval Air Station, Pensacola, Fla., as a naval flight surgeon in February.

Now he is planning to obtain his pilot's qualifications at Pensacola so that he may become the Canadian Navy's only "flying doctor."

Surgeon Lieut. Oliver graduated from Middleton Hospital, London, in 1948 and entered the RCN in 1949.

is back on the staff. PO McPherson underwent a re-entry's qualifying course last fall.

CPO Lin Pollock has taken over the Manual Office left vacant when CPO Ernest Roberts was drafted to Stadacona.

Seven Men Complete Torpedo Detector Course

A torpedo detector's course completed at the TAS Training Centre at HMCS Naden the first week in March with seven men qualifying as TD2s. They were PO Norman Keane, Ldg. Seamen Robert A. Casmev and John C. Yorko and Able Seamen William Ian Bell, Donald McKee, Paul A. Bernard and Arthur R. Beamish.

First Post-War Banquet Held by Naden CPOs

More than 100 chief petty officers attended the first CPOs' mess banquet to be held in HMCS Naden since the war and proclaimed it an outstanding success. Plans are now under way to make the affair a semi-annual function.

Principal guest of the evening was Commodore E. P. Tisdall, Commodore of the RCN Barracks. The dinner also provided an opportunity to welcome Commander F. B. Caldwell, who has taken over as executive officer of the establishment, and say farewell to Commander H. V. W. Groos, now commanding officer of HMCS Crusader.

The guests, accompanied by the

Off to Europe

Two leading seamen of the RCN sailed from Saint John, N.B., in the *Empress of France* March 28 to take up duties on the clerical staffs of recently appointed Canadian naval attaches in two European capitals.

Headed for The Hague, The Netherlands, was Ldg. Sea. Robert W. Sheppard, 26, of Edmonton and Victoria. To Stockholm, Sweden, went Ldg. Sea. Bruce Tobin, 23, of Toronto. Both are administrative writers.

Ldg. Sea. Sheppard served in the Navy during the war and re-engaged in 1949. For the past year he had been in the Leave and Transportation Office at HMCS Naden. Ldg. Sea. Tobin entered in 1946 and before going to Stockholm had been in HMCS Shearwater, Dartmouth.

stint at that establishment. PO Ramsdale is now on the staff at Naden.

Petty Officer Lin Pollock has been promoted to C2MR3. Other promotions include PO Ernest Roberts and FO John Strickland to C2MR3 and CFO Ronald Crawford to C1MR3, all on conditional basis. They will be attached to the Halifax Port Division.

Additions to the regulating staff at Naden are PO Pierre Bernard, presently learning the ropes prior to taking his regulating examinations, and FO William Jones, from HMCS Unicorn, who has signed on for a year's special naval duty and will also be taking the examinations.

Following a leadership course at Cornwallis, PO William McPherson

mess president, CPO Thomas Booth, and followed by the members, filed into the dining room at 1930. There followed one of the most delicious turkey dinners ever to come out of the galley.

Commodore Tisdall and Commanders Caldwell and Groos were introduced by the mess president. The vice-president, CPO John B. Rimmer, proposed the toast to "The King."

After short speeches by Commodore Tisdall and Commander Groos, a period of free discussion followed. Later the president and guests adjourned to the lounge where they were joined by the mess members.

Three Naval Aviation Specialists Commissioned

Three chief petty officers who have been specializing in naval aviation duties have been promoted to commissioned rank.

They are Acting Commissioned Engineer (AE) Peter G. Wiwcharuck, 36, of Usherville, Sask., and Vancouver; Acting Commissioned Aircraft Officer Thomas F. Stephens, 32, of Toronto, and Acting Commissioned Airman Vincent C. Greco, 33, of Winnipeg.

Commissioned Engineer Wiwcharuck, a veteran of five years' war service in the RCAF, entered the RCN in December 1945 as an air artificer and has since served mostly at the RCN Air Station, Dartmouth, N.S., and in HMCS Magnificent.

Commissioned Aircraft Officer Stephens entered the RCNVR as an ordinary seaman in October 1944 at Toronto. He later qualified as an air mechanic and served in the carriers *Warrior* and *Magnificent* and



This is a section of the dining room, looking toward the head table, when the Chief Petty Officers of HMCS Naden held their first post-war banquet. (E-13799).

at the RCN Air Station. He transferred to the RCN in October 1946.

Commissioned Airman Greco joined the RCNVR in October 1938 and transferred to the RCN in January 1940, after which he served almost continuously at sea, his ships including the armed yacht Lynx, the corvettes Chicoutimi, Shediak and Kamsack, the minesweepers Transcona and Drummondville, the destroyer Skeena and the frigate New Waterford. Since the war he has specialized as an aircraft controlman and has served in the Warrior and Magnificent and at Dartmouth.

Scotian Personnel on Full-time Duty

Five officers from HMCS Scotian have accepted short service commissions and a similar number of men from the Halifax division have gone on special naval duty in recent weeks.

Scotian officers taking up full time service in the navy include Lieut.-Cdr. J. H. Maxner, now commanding officer of HMCS Wallaceburg; Lieut. C. R. Martin, appointed to Naval Headquarters; Lieut. F. J. Chaffey, appointed to Stadacona; Lieut. Channing Gillis, commanding officer of HMCS Revelstoke, and Lieut. (E) L. W. Smith, appointed to Cornwallis.

Scotian men now with the RCN include PO G. W. Dunford, PO M. L. Swinamer, PO G. A. Shaw, AB D. Murphy and Ord. Sea. D. W. Cave. The latter two have gone to Esquimalt for courses.

Sailors Donate \$9.40 a Minute

In a whirlwind Red Cross campaign, personnel of HMCS Naden raised a total of \$423 in 45 minutes. This year's drive organized by Lieut.-Cdr., J. W. McDowall, realized nearly \$200 more than last year's.

When he was appointed representative for the Red Cross drive in Naden, Lieut.-Cdr. McDowall decided that with a little advance publicity within the barracks, and a staff of good collectors, a successful drive could be completed in an afternoon.

On the day before the campaign and again on the day itself, one of the fire trucks from the Naval Fire Hall at Naden toured the barracks with part of the RCN Band atop it playing appropriate numbers to boost the drive. On the day of the campaign 20 collectors fanned out to all the schools, training centres and living quarters. Within 45 minutes nearly the whole of the ship's company had been canvassed and the drive was proclaimed a success.



This is the first wedding to be recorded by camera in the new St. Patrick's Roman Catholic Church in Cornwallis. Chaplain (RC) Russell F. White unites in marriage AB Gillis McGuire, of Amos, P.Q., and Miss Jeannine Dore, of Steveston, B.C. Best man is AB Louis Calfat, Montreal. (DB-1024-2).

Weddings

Lieut. John A. Jamieson, HMCS Star, to Miss Lois Isabel Baxter, of Hamilton.

Lieut. H. C. Mecredy, HMCS Bytown, to Miss Joan Hilton Beattie, of London, Ontario.

Lieut. (SB) W. R. Hindle, HMCS Naden, to Sub. Lieut. (NS) Joyce Robinson, of Victoria.

Sub. Lieut. D. A. McDonald, HMCS Niobe, to Miss Marjorie Doreen Hunn, of Greta, Yarmouth, England.

AB Peter Alekson, HMCS Ontario, to Miss Rosemary Ashby, of Victoria.

AB R. E. Kerr, HMCS Ontario, to Miss Pearl Amor, of Victoria.

Two Men Awarded Long Service Medals

Two Long Service and Good Conduct Medals were presented by Commodore J. C. Hibbard, Chief of Naval Personnel, at divisions in HMCS Stadacona March 6.

The recipients were CPO Douglas R. (Knobby) Clarke, of Waverly, N.S., regulating chief petty officer at the Gunnery School, and I.dg. Sea. Kenneth T. Richardson, Montreal, an instructor in the Seamanship School.

Scotian Cadets Promoted To Sub-Lieutenant Rank

Eight former UNTD cadets attached to HMCS Scotian, have been promoted to the rank of sub-lieutenant, RCN(R).

Births

To Lieut.-Cdr. Ernest S. Cassels, HMCS Stadacona, and Mrs. Cassels, a daughter.

To Surg. Lieut.-Cdr. D. B. Maunsell, HMCS Cornwallis, and Mrs. Maunsell, a daughter.

To Lieut. C. J. Benoit, HMCS Stadacona, and Mrs. Benoit, a daughter.

To CPO T. G. Marse, HMCS York, and Mrs. Marse, a son.

To CPO Milton Keseluk, HMCS Cornwallis, and Mrs. Keseluk, a son.

To CPO Douglas Pearson, HMCS Cayuga, and Mrs. Pearson, a son.

To CPO Geoffrey Jones, HMCS Cayuga, and Mrs. Jones, a son.

To PO William E. Goodwin, HMCS Cornwallis, and Mrs. Goodwin, a daughter.

To PO Metro Zabrick, HMCS Cayuga, and Mrs. Zabrick, a daughter.

To PO James Rideout, HMCS Cayuga, and Mrs. Rideout, a son.

To PO James Brahan, HMCS Cayuga, and Mrs. Brahan, a son.

To AB Edwin Elston, HMCS Cayuga, and Mrs. Elston, a son.

To AB Owen Jackson, HMCS Ontario, and Mrs. Jackson, a daughter.

At the same time selection boards have recommended the promotion of 55 new seamen UNTD's to cadets. Of this number 17 are attending Halifax universities attached to the division, while the balance are attending other universities attached to Scotian.

Those promoted to officer rank



Nineteenth-months old Richard Bennett was more intrigued with his father's cap than with the fact that his Dad would be sailing in a few minutes aboard the Sioux, bound for Korea. Ldg. Sea. Bennett is making his first trip in the Sioux, having joined the ship during her "rest" period at Esquimalt. (E-13909).

include Sub-Lieut. C. R. Tingley, Surg. Sub-Lieut. S. Potter, Surg. Sub-Lieut. B. K. Rideout, A/Sub-Lieut. (L) B. F. Nowe, Sub-Lieut. S. J. Farrell and Sub-Lieut. R. A. Smith of St. Francis Xavier University, Antigonish, N.S.; and Sub-Lieut. (S) W. W. Hirtle and Sub-Lieut. (L) R. S. Dustin of Acadia University, Wolfville, N.S.

Commodore Hibbard Presents Cadet Awards

Commodore J. C. Hibbard, Chief of Naval Personnel, was the guest speaker at the annual inspection of the university naval training divisions of McGill University and the University of Montreal. He presented certificates to those successful candidates who had been promoted to the rank of cadet and also presented the Midshipman's Dirk for general proficiency to Cadet M. J. Sherratt.

Veteran Civil Servant Retiring at Esquimalt

After nearly half a century of service, eight years with the Royal Navy and more than 40 years with the Civil Service in HMC Dockyard, Esquimalt, Robert (Tim) Ryley is retiring. During his service "Tim" Ryley saw the dockyard pass into the hands of the Canadian Government

from the Admiralty and watched the development of the Royal Canadian Navy from its tiny beginning, in the days when sailors wore wide straw hats, through several periods of expansion, and up to the present time.

Mr. Ryley was born in Mansfield, Notts, England, on October 23, 1886. He joined the Royal Navy as a boy seaman and started his career aboard

the training ship Ganges. He served with the Home and Channel Fleets for three years and was stationed at Harwich for a time. Then he came to Canada to join the 980-ton sloop, HMS Shearwater, the only ship of the Pacific Fleet to remain at Esquimalt in 1906.

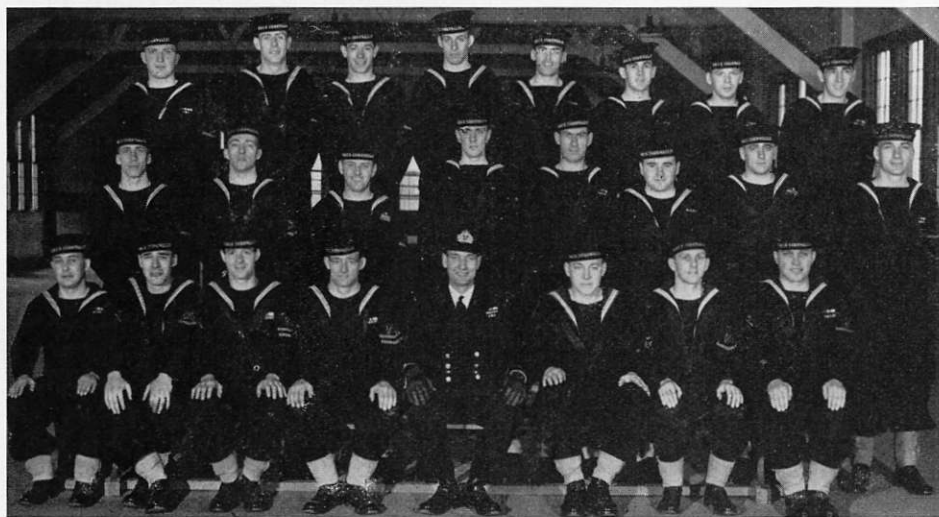
He served for two commissions in the Shearwater, which operated on Bering Sea fisheries patrol duties with USS Bear, and made occasional cruises to British possessions in the South Pacific.

Following his discharge from the RN in 1910, Mr. Ryley lived in the dockyard for the next two years, where he was first employed on guard duties at the gate and was later appointed telegraphist.

In 1911, when the first dockyard stores were set up, Mr. Ryley was appointed victualling storeshouseman.

In 1927 he became Foreman of Stores, and remained in that post until 1939. At the outbreak of war he was named Naval Stores Office Representative and for the next five years travelled extensively up and down the coast on his duties. He became Naval Stores Officer at Prince Rupert in 1944 and remained there until the base closed in 1946.

Once more back at Esquimalt, he was appointed Victualling Stores Officer for a period. After the reorganization of the Stores Department, he was appointed Inspector of Stores for duties in Survey Stores, which position he held until his retirement.



Shown above are members of the 15th Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: Petty Officers C. Coombs, J. Orr, J. Connolly and D. Barwis; Cd. Bos'n, W. H. Myer, Course Officer; POs R. Layfield, J. Perras and P. Nicholson. Second row: POs C. Cole, D. Slatter, W. Hinch, J. Ward, C. King, L. Lamoreaux, M. Payne and R. Sallis, instructor. Third row: POs. D. Bittorf, A. Moore, W. Cooper, R. Archer, H. Hansen, K. Hyde, C. Butler and F. Pramburg. (DB-1029-1).

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the "lower deck." The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ABBOTT, Richard P.	LSEM1
BAKER, Richard P.	C2ET4
BERNIER, Benoit	LSCK1
BROOKS, Cyrus A.	P2SM2
BROWN, Harry E.	C2ET4
BRYNILDSEN, Sydney W.	LSEM1
BUDGE, Don James.	LSRCS
CALDWELL, George W.	P1RT4
CRAIG, John M.	LSSM1
De WOLFE, Earl A.	P2SHS
DOHERTY, Raymond E.	C2RT4
DOUGLAS, Donald W.	LSSM1
DOUTAZ, George E.	PIET4
EMMERSON, Ronald	C2RT4
ENGLISH, Thomas H.	C2SM3
FILO, John	LSEM1
FISH, Charles G.	LSEM1
FISHER, George F.	LSEM1
FRANK, James C.	LSEM1
GRAHAM, Douglas F.	LSSM1
HAMP, Max.	P2RA3
JEAN, Joseph C. H.	LSSM1
JEWELL, William R.	P1RA4
JOHNSON, Gary E.	LSSM1
JOHNSTON, Harvey N.	LSEM1
KENNEDY, Vernon R.	LSEM1
KINGSTON, William P.	C2RT4
KNOWLES, Ralph E.	LSEM1
KRAMER, Frank G.	LSEM1
LANGDON, Howard	P1RA4
LA VALLEE, Roderique J.	LSSM1
LAWRENCE, Peter G.	LSEM1
LINCOLN, George B.	LSBD1
LOUCKS, Allan B.	C1RT4
LUTZAC, Alexander L.	P1SM2
MacNEILL, Gordon W.	C1RT4
McCALLUM, Robert D.	LSSM1
McCARVILLE, Ernest G.	P2SM2
McGRAW, J. Nicholas	P2SHS
MAPLE, Eric J.	C2ET4
MATTATALL, Francis L.	LSEM1
MATTINGSLEY, Anthony M.	P2SM2
MURRAY, Norman	LSSM1
MURRAY, William J.	C2RT4
NICHOLLS, John H.	P2ET3
NORMANDEAU, Rene J.	P1EA4
OLIVER, Arthur M.	LSSM1
O'NEIL, Robert K.	LSEM1
PARKER, Ellis M.	C1TA4
PARKER, Joseph	C2RT4
PARKS, Lovett R.	C2RT4
PATTON, Lawrence A.	LSEM2
PEARSON, Douglas J.	C1SM3
PELLOW, Frank A.	C2SM3
PENNEY, Harold J.	P2ET4
PIPE, Mervin L.	LSEM1
RENAUD, William J.	C2GA4
ROBERTS, Hugh P.	LSEM1
SELLARS, Norman E.	P1ET4
SMALTZ, Alvin L.	P1BD2
SMITH, Earle F.	LSSM1

SMITH, Thomas G.	LSEM1
SOUTHWORTH, William R.	C2SM3
SPENCER, Alan	LSSM1
STEEVES, Gerald L.	LSEM1
STOREY, Francis G.	P1RA4
SUTHERLAND, Neil M.	LSSM1
TAYLOR, Joseph A.	LSSM1
TRIM, Donald W.	P2BD2
TRIPP, Donald	C1RT4
WARMAN, Herbert E.	C2RT4
WILLIAMSON, Hatfield H.	P1SM2
WILSON, Hugh H.	LSSM1
WISE, Allan E.	C2SM3
WOOD, William J.	LSEM1
WYLIE, Earl S.	P2SM2

ANNUAL NAVAL REUNION HELD AT TRAIL, B.C.

Joe Matelot was officer of the day and all regulating personnel were confined to barracks when the Old Salts of Trail and District, British Columbia, took over the two top floors of the Legion Building in Trail for their third annual banquet and re-union March 9.

More than 90 Navy types answered the pipe, "Hands to Dinner," and doubled to the wardroom, which had been decorated with signal pendants loaned for the occasion by RCSCC Fort Shepherd.

After grace had been said by Mayor E. G. Fletcher, the boys really did justice to the chicken dinner served by the Ladies' Auxiliary to Legion Branch No. 11. Following dessert and coffee, Legion President C. F. Middleton proposed the "Toast to Canada." The "Toast to the Navy" was given by Captain S. W. Davis, RCN, Ret'd, and then H. P. Cann, president of the Navy League of Canada, Trail Branch, called for a minute's silence in memory of "Our Fallen Shipmates."

The remainder of the evening was highlighted by a top notch show presented by a group of local entertainers, including an ex-sailor, Johnny Fanini.

This annual affair has made a place for itself as one of the musts for everyone in the Trail district who served in the Navy. It all started in January 1949, when half a dozen ex-navy boys sat down at a table in the Legion on a Saturday afternoon and someone said, "Let's throw a Navy re-union."

The committees who plan and stage the affair each year are completely voluntary and pretty well represent a cross-section of the service from both upper and lower decks. What profits are made are presented to the local sea cadet corps.—J.W.E.



Rt. Rev. R. H. Waterman, Anglican Lord Bishop of Nova Scotia, seated centre, officiated at the confirmation of the largest class, 30 in all, to be confirmed at HMCS Cornwallis. Classes were conducted by Chaplain (P) Temple Kingston for half an hour each Tuesday for eight weeks. Pictured with the class are Captain A. P. Musgrave, commanding officer of Cornwallis, left; Chaplain (P) Harry Ploughman, Command Protestant Chaplain, and Chaplain Kingston. (DB-1017-1).

Cornwallis Booming

*Inter-Division Competition
Topped in 1st Month
by Catarauqui*

The RCN is growing. That is apparent, not only in the cold strength figures issued from Headquarters, but in the fleet, the schools and training centres, all of which are gradually beginning to experience an influx of personnel, both newcomers to the Navy and re-entries returned from "civvy street."

The expansion is most evident at Cornwallis. Last June, with the then new entry training program nearing completion, freshman sailors were about as scarce at Cornwallis as Toronto Maple Leaf supporters in the Montreal Forum.

Korea and increasing international tension changed all that. The recruiting rate was stepped up to 300 a month, and Cornwallis prepared once again to operate under a full head of steam. This spring the numbers under training in the es-

tablishment reached and passed the 1,600 mark.

During March, for the first time since the recruiting rate was increased, a double draft was entered. This meant that during the month more than 500 men crossed the threshold of the new entry training school.

A feature of the recent personnel intake has been the re-entry of a large number of men who had left the RCN over the past three years. More than 50 in this category entered in the first two months of 1951. Among these were men who had declined to re-engage and had tried their luck on "civvy street" as late as October, November and December of last year.

A recruiting competition, designed to determine how the various areas across the country were producing

and also to put the recruiters on their toes, was introduced in February.

At the end of the first month, HMCS Catarauqui, Kingston, headed the field, with Tecumseh (Calgary) and Queen (Regina) close behind. Among the other divisions that made good showings were York (Toronto), Donnacona (Montreal), Star (Hamilton), Cabot (St. John's), Hunter (Windsor), Montcalm (Quebec) and Prevost (London).

In the over-all figures, the eastern divisions had a large lead over those in the West.

In the same month, the first complete Mobile Recruiting Unit took to the road and worked its way through the Ontario centres of Peterborough, Oshawa, Welland, Niagara Falls, St. Catharines, Brantford, Galt, Guelph and Kitchener-Waterloo. The team was led by Lieut.-Cdr. Alan Cosh, assisted by Instr. Lieut.-Cdr. R. L. M. Pickard, Surg. Lieut. W. M. Little, CPO George Irving and AB Murray Miner. They were welcomed at each place, found everyone helpful and interested, and got good results.

The success of this initial venture led to the organization of an additional unit and in April there were two on the road, one in the Maritimes and the other in Northern Ontario.

So far as it affects the individual sailor, the Navy's expansion program has opened up career prospects to the extent that they are better today than at any time in RCN history. Men whose terms of engagement will soon be expiring would be well advised to examine and analyze these prospects, and see for themselves what opportunities there are for them to climb the Navy's ladder of advancement in the next five and ten years.

QUALIFY AS ERAS

A group of seven stoker mechanics recently qualified as Petty Officer Engine Room Artificers following an 18-month course at the Mechanical Training Establishment in Halifax.

They were Petty Officers J. H. MacDonald, Walter W. Arthurs, William E. Rhodes, Edward C. Large, Gordon Sutherland, G. E. Payne and Robert A. Wentzell.



Three London, Ont. brothers, two of them 18-year-old twins, entered the RCN March 20 at HMCS Prevost after deciding to embark on Naval careers together. They are now taking basic training at Cornwallis, following which they will go to the Supply School at HMCS Naden for courses. Left to right are Ronald Magee, 18, Ernest, 20, and Donald, 18. Ronald and Ernest intend to become pay writers and Donald plans to be a cook. Their enlistment in the navy reunited the brothers after an eight-year separation. (Photo courtesy The London Free Press).

21 YEARS IN THE NAVAL RESERVE

*CPO Ernest Wood, Veteran Member
of Communication Branch,
Elected by Nonsuch*

ONE of the early members of the naval reserve and still going strong after 21 years of service, Chief Petty Officer Ernest Yarwood Wood is the unanimous choice of the ship's company of HMCS Nonsuch, the Edmonton naval division, as Man of the Month for May.

Many of the present members of the Edmonton division had not even seen the light of day when CPO Wood entered the RCNVR at the Alberta capital in June 1927. Except for a three-year break following the Second World War, he has served continuously in the naval reserve ever since. It is no wonder, then, that his younger shipmates go to the veteran "Chief" for advice and guidance, and it was natural, when the time came to elect a Man of the Month, that they plumped their votes for him.

Some members of the naval reserve are able to apply their civilian trades or professions to their particular lines of endeavor in the Navy. Others lead a "double life," with no connection between the two. CPO Wood comes in the latter category. His civilian occupation is that of a tailor; when he dons his CPO's uniform he becomes an expert in wireless communications.

His association with wireless goes back a long time, too. In 1931 Wood, then a telegraphist, built a wireless set in the Edmonton division and started working routines with the Calgary division and with Esquimalt. So successful was this venture that Headquarters approved the installation of W/T units in all western inland divisions and it became regular practice for the divisions to chatter back and forth. From Wood's small, trial effort grew a regular network which provided valuable practical training for reserve radio operators.

Born in Manchester, England, on March 16, 1909, Wood came to Canada with his parents three years later. The family eventually settled in Edmonton and it was there that Wood obtained his education.

When he entered the Edmonton division in 1927, at the age of 18, it consisted of a half-company of two officers and 50 men. The commanding officer was the division's founder, Lieut. "Scotty" McLeod. For headquarters they had two rooms in

Edmonton's Prince of Wales Armouries.

A month after putting on his ordinary seaman's uniform, Wood had his first taste of life at sea, when he joined HMCS Patricia for a short cruise while taking training at Naden. In the ensuing years he faithfully spent his annual training periods on the west coast, qualifying as an able seaman, then as a tel.



CPO ERNEST Y. WOOD

His first lengthy stretch at sea came in 1934, when he boarded HMCS Skeena for a four-month cruise to the West Indies. The destroyer participated in war games with units of the British Home Fleet and all hands in the Canadian ship, including Telegraphist Wood, gained much useful experience.

Wood went on active service on August 31, 1939, reported in Naden the following day, and 24 hours later joined the old minesweeper Nootka. The ship was employed on examination service at Victoria, and later at Prince Rupert, until the following spring.

One incident from that six-month period lingers in Wood's memory. The Nootka was assigned to serve as

a W/T guard for the RCAF at Ucluelet, on the west side of Vancouver Island, and for three weeks the little ship weathered rough seas and constant rain.

"It was like a 21-day bath with your clothes on," the "Chief" recalls.

In March 1940 the Nootka and her sister ship, the Comox, set sail for Halifax. A coal burner, the Nootka carried extra fuel in the form of a deckload of coal. "The old girl had about six inches of freeboard when we let go her lines at Esquimalt," smiles Wood.

The ships didn't make a stop on their way to the Canal and stayed in Panama only long enough for the crew to get ashore for an hour. In the Caribbean they encountered a severe storm that held them up for two days and led to a report that both had been lost. But they showed up in Kingston, Jamaica, battered but still afloat.

Following their arrival in Halifax, the ships joined their East Coast sisters, the Gaspé and Fundy, in the monotonous but essential daily chore of sweeping the approaches to Halifax.

In October 1940, after more than a year in the Nootka, Wood went ashore and was drafted to Gaspé, P.Q., where the Navy was opening up a base. For the first while he was there, personnel were quartered in a hotel, and a former chicken house served as the wireless "shack."

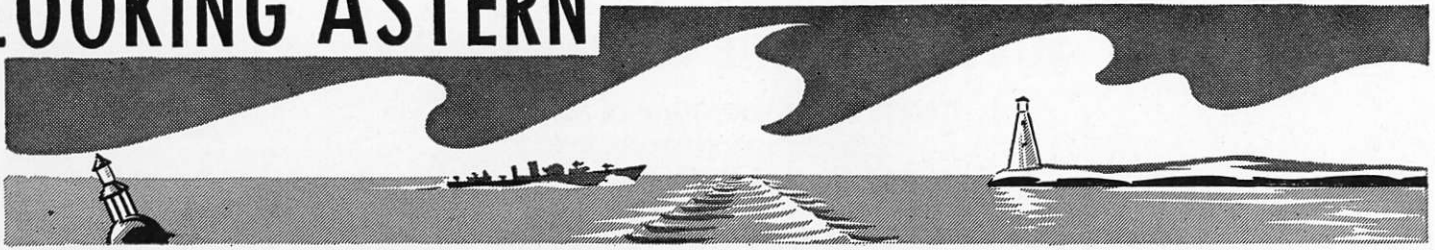
Early in 1941 Wood went to Kingston, Ontario, to assist in the installation of wireless equipment in a new construction ship. This became a steady, specialized job that was to occupy him for nearly four years and take him to shipyards on the Great Lakes and the St. Lawrence.

On one occasion Wood and an assistant set what was believed to be a record when in five days they fitted and made ready for sea a frigate's wireless equipment. To do this, he says, they "forgot regular hours and slept and ate only when there was a moment to spare."

In February 1945, by now a Chief PO Tel., Wood was drafted to Headquarters, where he sat behind a desk and was concerned with the directing of equipment to various points where ships were under construction.

(Continued on Page 36)

LOOKING ASTERN



The Battle of Midway

TOWARD the latter part of May 1942 there sailed from Japanese home ports and Pacific island bases the components of four powerful naval forces. They consisted, all told, of eight carriers, 11 battleships, 14 cruisers and 46 destroyers, plus troop transports, seaplane tenders, minesweepers and other ancillaries.

They had three main objectives: The occupation of the Western Aleutians, the occupation of Midway Island, and the destruction of the United States Pacific Fleet.

In only one of these, the Aleutian occupation, did they succeed, and even this proved to be a hollow victory. The Japs made landings on Kiska and Attu, but their visions of a further move eastward were dissipated in the fog, rain and snow of the North Pacific.

In their efforts to occupy Midway and to engage the US Pacific Fleet in a one-sided action the Japanese failed completely.

Their forces behaved according to plan, but those of the Americans did not—not, that is, as the Japs expected and desired. As a result, in one of the most notable naval engagements of the Second World War, the Japanese Navy received its first decisive defeat in modern history.

Midway, situated 1,100-odd miles WNW of Pearl Harbor, in the summer of 1942 was the westernmost American base in the Central Pacific. It was of prime strategic value to both sides and, to the Japanese, looked like a plum ready to be plucked.

The Japs estimated, too, that the United States Navy, feeling it could not afford to relinquish Midway, would dispatch the Pacific Fleet to recover the island—after it had been occupied. Superior Jap forces, lying in wait, would annihilate the Americans—and would be lords of the Pacific, free to move and strike as they chose.

The Japs expected a delayed counter-punch. The blow they did

receive caught them entirely by surprise and sent them homeward stunned and shaken, their mouths wry with the sour, unfamiliar taste of defeat.

To the actual Midway operation the Japs assigned a fleet divided

"Looking Astern" last month told of a sea fight, in 1813, between two stately wooden ships of war. The maximum range at which they exchanged shots was 100 yards, and the fight culminated with the two ships close alongside one another and the victor, HMS Shannon, capturing her antagonist, USS Chesapeake, by boarding.

The setting for this month's "Looking Astern" is laid 129 years later. It concerns one of the principal naval engagements of the second World War and illustrates most vividly the changes those 100-odd years have wrought in the prosecution, if not the principles, of naval warfare. The 100 yards of 1813, in 1942 are miles. The cannon balls, grapeshot and cutlasses become bombs, torpedoes and machine-gun bullets, infinitely more deadly in their power to destroy.

into two main forces. In one were four carriers, two battleships, two cruisers and 12 destroyers; the second was composed of two battleships, one carrier, eight cruisers and 21 destroyers, covering transports (loaded with 5,000 troops), two seaplane tenders and a minesweeping group.

Through reports from intelligence sources and from submarines, Admiral Chester W. Nimitz, Commander in Chief Pacific Fleet, had been receiving, at his Pearl Harbor headquarters, frequent and accurate reports of the composition and movements of the enemy forces. More important, perhaps, was the fact that he and his staff made almost amazingly

accurate assessments of the Japs' intentions.

Admiral Nimitz acted accordingly. Although the strength at his disposal was limited, he mustered what ships he could and sent them where he considered they would do the most good.

A Carrier Striking Force, consisting of the carriers Yorktown, Enterprise and Hornet, eight cruisers and 15 destroyers, sailed from Pearl Harbor at virtually the same time as the Japanese armada put to sea.

Their orders were to position themselves to the northeastward of Midway, beyond the likely range of carrier-based enemy search aircraft but close enough to move in for flank attacks on the Japanese.

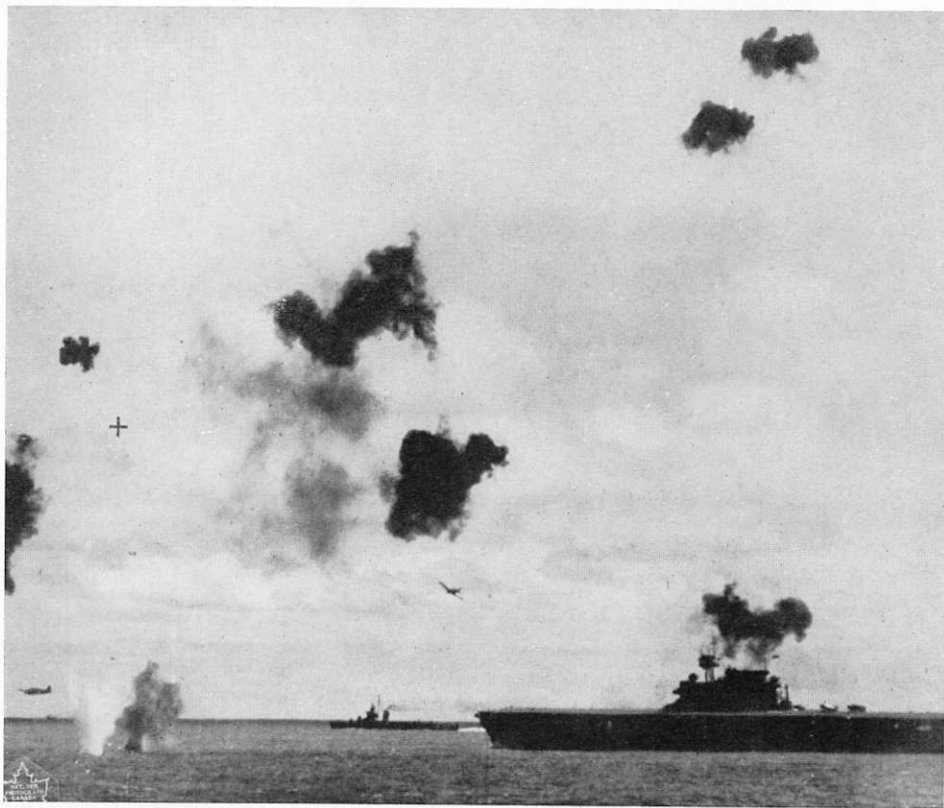
The first contact with the enemy was made on the morning of June 3, when a long-range patrol plane from Midway sighted the ships of the occupation force. That afternoon nine B-17's from Midway attacked without effect and during the night four Catalinas tried a torpedo attack. A tanker was hit but not seriously damaged.

This occurred to the westward of Midway. Meanwhile the Japanese Carrier Striking Force was steaming toward Midway from the northwest, while the American Carrier Striking Force was approaching from the northeast.

Shortly after dawn on the morning of the 4th the Jap carriers turned into the wind and began to launch their aircraft for the strike they expected would pulverize Midway.

As they were doing so, they were sighted and reported by a Catalina from the island. The position given was about 200 miles from the Enterprise and Hornet. The Americans put on all speed and readied their planes for action.

The Japs sent more than 100 aircraft—72 bombers and 36 fighters—against Midway. Opposing them in the air were 27 Marine Corps fighters; on the ground were numer-



The USS Yorktown under attack. Two Japanese planes can be seen attempting to escape the anti-aircraft barrage. (Official photograph, US Navy).

ous anti-aircraft guns of varying calibres.

The raiders did considerable damage, and of the defending planes 15 were lost and four badly damaged. But the Marine pilots and the anti-aircraft gunners took a heavy toll, downing more than one-third of the attackers—and Midway was still operational.

At the same time as the island was under attack, ten aircraft from Midway launched a torpedo attack on the Japanese. It failed. Of the ten, seven were shot down. Then 16 dive bombers went in, failed to connect, and lost eight of their number. An attack by 15 B-17's was no more successful, and the same went for a follow-up effort by 11 Vindicator bombers.

Up to this time, the battle was all in favor of the Japanese. They had pretty well disposed of any aerial threat from Midway and had given the island a severe pounding.

Shortly after 7 a.m., at about the same time as the Japanese planes were striking at Midway, the Enterprise and Hornet came within attacking range of the enemy and began launching their aircraft. Into the air and winging off to the southwest went 67 dive bombers, 29 torpedo bombers and 20 fighters.

Two hours later the Yorktown launched 17 dive bombers, 12 torpedo planes and six fighters.



The Yorktown has been hit and damaged but at first glance the orderly, almost casual, appearance of the men on the flight deck suggests they have just gathered there to enjoy the sun. (Official photograph, USN Navy).

Things were still breaking for the Japanese, however. Just after 9 o'clock Admiral Nagumo turned his force 90 degrees and in so doing eluded the 35 dive bombers from the Hornet, who missed the subsequent action entirely.

The Hornet's torpedo bombers found the enemy, but were without fighter cover, the groups having become separated in the clouds.

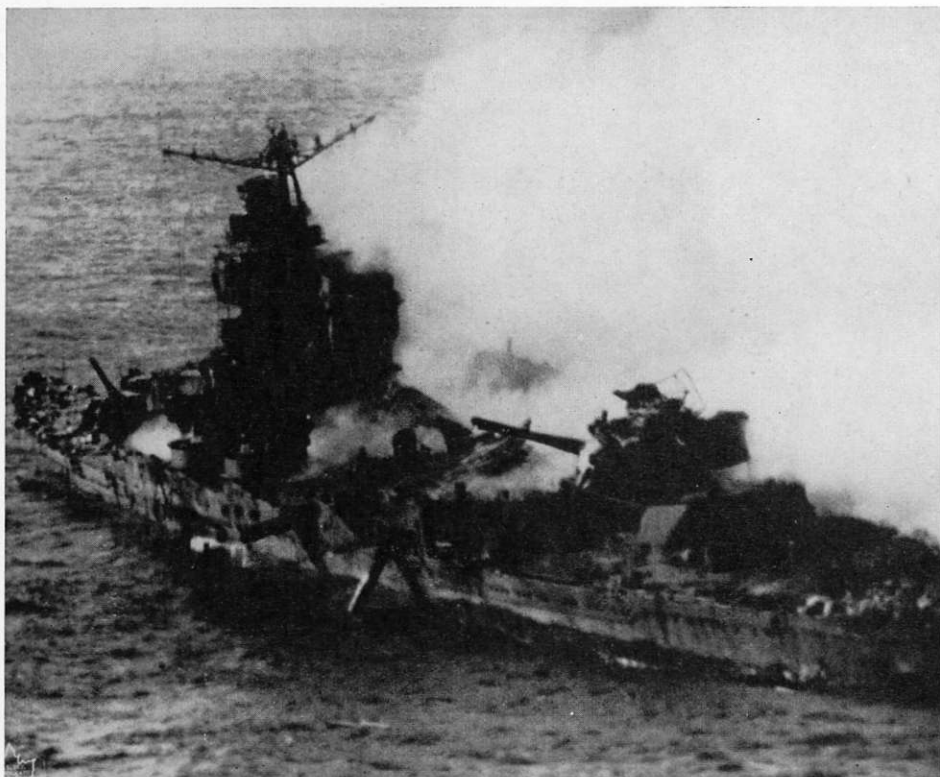
Though they had little doubt as to their fate, the pilots pressed home their attack. Fighters struck at them from all sides, anti-aircraft fire streamed at them from the ships, but they never wavered. One after another splashed into the sea, most of them before they were close enough even to launch their torpedoes. Those that did failed to obtain any hits.

Of the 30 pilots and crewmen in the squadron, only one survived.

The Enterprise torpedo squadron fared little better, losing 10 of 14 planes and missing with all shots. The same went for the Yorktown's torpedo squadron, only two planes out of 12 coming back to their ship.

The battle was still all in favor of the Japanese, who now had added 35 out of 41 torpedo planes to their credit and were themselves untouched.

But they had little time in which to pat themselves on the back. Almost immediately there roared out



One of the most graphic photos of the Second World War was this shot of a Japanese heavy cruiser of the Mogami class, battered into a total wreck by US Navy carrier planes in the closing phase of the Battle of Midway. The ship sank soon after. (*Official photograph, US Navy*).

of the heavens the dive bomber squadrons from the Enterprise and Yorktown. The 17 dive bombers from the Yorktown concentrated on the carrier Soryu; the Enterprise's 37 planes chose the carriers Kaga and Akagi.

Three bombs hit the Soryu. One penetrated to a hangar before exploding, a second landed in the midst of spotted planes and the third exploded near the after elevator. The ship burst into flames and within 20 minutes the crew was ordered to leave her.

The Akagi, with 40 planes being fuelled and rearmed on her flight deck, was hit by three bombs. Exploding torpedoes rocked the ship, raging fires broke out, and within a few minutes the Japs began to abandon her.

Four hits were registered on the Kaga. One bomb wrecked the island and killed everyone on the bridge, the others turned the carrier into a mass of flames and wreckage.

The Kaga and Soryu sank on the evening of the 4th, with an American submarine applying the coup de grace to the latter. The Akagi, a hopeless wreck, was sunk by the Japanese themselves the following morning.

Thus, in a matter of minutes, the fortunes were completely reversed.

The confident attackers found themselves on the defensive, wondering, indeed, what to do next.

They still had some fight — and one undamaged carrier — however, and from this ship, the Hiryu, flew 18 dive bombers, ten torpedo-bombers and 12 fighters. Their target was the Yorktown and they hit her with three bombs and two torpedoes.

That afternoon, when it looked as though the ship might capsize, she was abandoned. But the Yorktown stayed afloat and salvage parties were put aboard her on the 5th and 6th in an effort to save her. They might have done so, too, but for clever work by a Japanese submarine captain, who penetrated her destroyer screen and connected with two torpedoes. Another torpedo found a destroyer. The latter went down at once, the Yorktown rolled over and sank early on the morning of the 7th.

The Yorktown did not go unavenged. Even as his ship was receiving her first attack, the pilot of one of the American carrier's scout planes sighted and reported the position of the Hiryu.

Twenty-four dive bombers, all of them blooded in the morning attack, flew off the Enterprise, found the Hiryu and hit her with four bombs. She sank at 9 o'clock the next morning.

Following the loss of the four carriers, the Japanese Commander in Chief, 400 miles to the westward in the battleship Yamato, debated whether to carry on with the Midway assault. At 3 a.m. on the 5th he ordered a general retirement. It was a concession of defeat. The main phase of the Battle of Midway was over.

The American score was increased when two retiring Japanese cruisers, damaged in collision, were sighted and reported by a U.S. submarine. Planes from the Enterprise and Hornet sank one and made a shambles of the other.

Even though they still had a tremendous edge in weight and in firepower, the Japanese refused to risk further contact with the Americans. The reason: Their air component had been wiped out. In consequence, their big, fast battleships, their powerful cruisers and swarms of destroyers never did get into action, and might as well have remained at home.

They did not, in fact, get even a sight of the Americans. Midway was the second major sea battle in which the fleets involved operated beyond visibility range of one another and depended on aircraft to do their hitting. It served to emphasize, in most convincing fashion, that sea warfare had reached a new phase and that the ugly duckling, the flat-topped carrier, had become the Queen of the Fleet.

New Galley Equipment Pleases Cruiser's Cooks

The electrical galley equipment installed during the winter in HMCS Ontario has passed its seagoing test with flying colors, according to a report from the cookery staff of the "Big O."

The shiny new grills, bake ovens and other equipment survived without mishap the rough weather encountered by the Ontario when she left Esquimalt, but what pleased the cooks most of all was the way in which the galley stayed comparatively cool when the ship entered the heat of the tropics — nothing like the record temperature of 157 said to have been set when the cruiser's cooking was done on old oil stoves.

The cooks are also delighted by the fact that the officer of the watch can no longer accuse them of making smoke "(which, of course, we never did.)"

During the crossing the line ceremonies, one watch of cooks barricaded the galley and resisted all attackers until a "shellback" cook slipped through a hatch and enabled Neptune's constabulary to apprehend the culprits.

CRESCENT MAKING MARK ON EAST COAST

*Destroyer Completes First Six
Months of Current
Commission*

HMCS Crescent was commissioned on September 26, 1950, and by March 26, 1951, six months later, she had definitely made her mark on the East Coast.

A general summary would run to three words: Work — work — and work.

Because the Crescent has been designated as the East Coast training destroyer, her complement has, of necessity, been a reduced one. From commissioning in Esquimalt in late September until arrival in Halifax November 10 it could even be called a skeleton crew. (Skeleton in number, as opposed to skeleton in size — although the work threatens to waste most of us away to shadows!).

After a concentrated six weeks in Esquimalt — cleaning, painting and stowing ship and carrying out equipment trials of every kind — the Crescent sailed on November 6 for Halifax. The cruise around was also utilized to the full to clean and paint



Returning from a five-week training cruise, during which she served as plane guard to the Magnificent, HMCS Crescent heads for her berth in HMC Dockyard, Halifax. (HS-13941).

up, in order to make the best possible impression on arrival.

From the Panama Canal onward the weather turned against us and the only time we were able to paint was in harbor. However, during a two-day

stop-over in Charleston, S.C., the ship was painted over all and was quite presentable when she reached Halifax December 10.

During the first week or two after arrival on the East Coast numerous enquiries were made as to what had happened to the Crescent's other funnel. (It may be noted at this point that this was the first time a ship of this class had ever been in Halifax).

A gunnery shoot was carried out during the week of December 19 to 23, as a parting shot for 1950, before the ship settled down for a long leave period and Christmas and New Year's festivities.

On February 5 the Crescent sailed for Bermuda for plane guard duties with HMCS Magnificent. On February 28 the existence of a plane guard as such was justified in a big way! Two pilots were picked up, one of them in well under four minutes.

Members of the sea boat's crew on the latter occasion were PO Norman Webb, Dartmouth (coxswain); AB Leslie Brown and AB Gerry Charlebois, both of Verdun, Que.; AB Lloyd D. Burke and AB Ronald M. Kelly, both of Saint John, N.B., and AB Homer Fox, Regina.

Lieut. H. E. Taylor, Hamilton, Ont., was ship's boats officer.

The ship arrived back in Halifax on March 9 for a short week alongside.

Three torpedo firing exercises took up the rest of March and a week-long gunnery shoot for the Junior Officers' Technical Course was scheduled for the first week in April. — G.H.H.



The Crescent's boat's crew bring Lieut. (P) Bob Fink alongside the destroyer in jig time after rescuing the pilot when his plane ditched after a wave-off from the Magnificent. Coxswain of the boat is PO Norman Webb. Others in the crew are AB Gerry Charlebois, stroke; AB Donald Kelly, 2nd stroke; AB Homer Fox, midships; AB Lloyd Burke, 2nd bows; AB Leslie Brown, bows. (Photo by Sub-Lieut. David Atkinson).



The Navy Plays



Stadacona Swimmers Win Provincial Meet

HMCS Stadacona's team romped off with top honors in the men's division of the first Nova Scotia amateur swimming and diving championships, held under Canadian Amateur Athletic Association specifications, at the Stadacona pool in March.

The team of six Navy swimmers and divers, coached by PO Albert (Trip) Trepanier, racked up 38 points to defeat teams from Acadia University, Halifax YMCA and Dalhousie University.

In the ladies' events, Dalhousie co-eds scored an easy victory, chalking up 47 points to 24 for YWCA, the nearest competitor. The Dalhousie team also was coached by PO Trepanier.

In winning the men's division title, RCN swimmers and divers captured three firsts, three seconds, one third and two fourths in the six championship events. Top scorers for Navy were PO Mike Bidnock and PO George Fry, each with nine points.

In one of the most exciting races

of the meet, PO Fry and Ned Hutt of Acadia University finished in a dead heat in the men's 60-yard backstroke. PO Bidnock won the men's 60-yard free-style race and was a close second in the men's three-meter diving.

The times set in the swimming races will stand as provincial records, being the first ever to be recorded officially.

Members of the Stadacona team were Sub-Lieut. James Gawley, PO Bidnock, PO Fry, PO Trepanier, AB Robert Leclerc and AB Clifford Near.

A feature of the program was a water polo game in which Communication school defeated Electrical School 2-0 to win the Stadacona inter-part championship.

Naval Airmen Capture Dartmouth Hoop Title

HMCS Shearwater won the Dartmouth intermediate basketball championship by edging out Fairey Aviation in a hard-fought best-of-three series. The naval airmen came from behind to take the two final games

of the series after dropping the first by a 43-33 score. Shearwater won the second 50-42 and eked out a 38-36 victory in the deciding match.

The Shearwater team eliminated the Dartmouth Knickerbockers in the semi-final series.

Members of the Air Station team were: PO Robert Fox, PO Ted Peters, Lieut. (P) Ron Heath, Commissioned Bos'n James Arnott, Ord. Sea. "Red" Shoveller (coach), AB George Rhodes, PO John Coughlan and Ldg. Sea. Jerry Kjelstrom.

Electrical School Cops Hockey, Basketball Titles

Two high-powered aggregations from the Electrical School at HMCS Stadacona walked off with the highest priced silverware in the Atlantic Command inter-part sports leagues when they won the hockey and basketball titles in convincing fashion.

In hockey, the Electricians swept to two straight victories over Shearwater Training Air Group in the best-of-three final series for the Command title. The games, played at Dalhousie Memorial Rink, ended in 7-3 and 8-2 wins for the Electrical team.

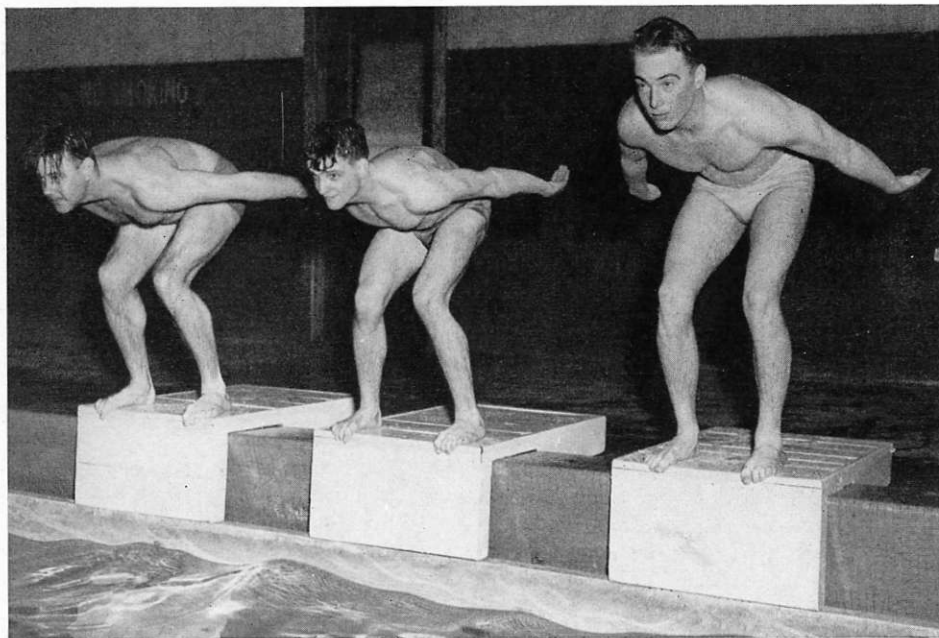
Both finalists had closed out the regular season undefeated in ten league games, with the Electrical School topping "A" section and TAG finishing first in "B" section.

Outstanding performers for the "L" School were the goalie, Ldg. Sea. Ernest Riva, Defenceman AB Eugene Woods and members of the high-scoring front line, Ord. Sea. Norman Brouillard, Ord. Sea. Andre Lebel and CPO Robert Henry.

Electrical School's other championship came in the inter-part basketball loop, in which they won two straight in the best of three play-offs with TAS School.

The champions were defeated only once during the entire season's play, the loss coming at the hands of the Electrical Officers in a contest that ended in a 32-29 score.

Leading the Electrical School attack during the season and play-offs were Ldg. Sea. Ted Corbett, PO Jack Strachan and Ldg. Sea. Ivan Latimer.



Pictured above are three members of the Navy team which won top honors in the men's section of the Nova Scotia amateur swimming championships held in the Stadacona pool. Left to right are PO George Fry, AB Robert Leclerc and Sub-Lieut. (S) Jim Gawley. PO Fry and PO Mike Bidnock were top scorers for the Navy with nine points apiece. (HS-13825).



A south sea island regatta was one of the highlights of HMCS Ontario's visit to Suva, capital of Fiji, en route to Australia. This is the start of one of the races in which the Canadians outscored the Royal Suva Yacht Club to become the first naval visitors in 18 years to win the prized Costello Shield. In the lower photo, Commodore H. F. Pullen, commanding officer of the Ontario, receives the shield from Commander J. P. Mullins, commodore of the yacht club. (OC-481 and 480).

Coach of both championship squads was CPO Duncan Stevenson, a familiar figure in Atlantic Command sporting circles. He played on three championship football teams, was a member of last season's intermediate basketball team which journeyed to New Brunswick in quest of the Maritime championship, and has played on Navy softball and hockey teams. He started the season as a playing coach with the Electrical School but later decided to handle the team from the bench.

CPO Stevenson, besides guiding his team to the two titles, was largely instrumental in organizing a drive that enabled the school to purchase sweaters and socks for the hockey team.

Cruiser's Crews Win Prized Sailing Shield

Sailing enthusiasts from HMCS Ontario scored a notable triumph for the RCN during the cruiser's visit to Suva, capital of the Fiji Islands, while en route to Australia.

For the first time since it was donated 18 years ago, a prized sailing trophy, the Costello Shield, passed out of the hands of the Royal Suva Yacht Club when, in a friendly regatta, the Canadians compiled a



total of 431 points to the yacht club's 399.

The Costello Shield, a highly polished tortoise shell, is put up for competition each time one of His Majesty's ships visits Suva in peacetime. In all previous competitions with visiting naval vessels, the Royal Suva Yacht Club had defeated its rivals, the particulars of each being inscribed on separate silver shields mounted on the shell.

"It took the Royal Canadian Navy

to lower our colors," said Commander J. P. Mullins, Commodore of the yacht club, as he presented the shield to Commodore H. F. Pullen, commanding officer of the Ontario, at the prize-giving ceremony at the yacht club.

The Costello Shield itself will remain in the Royal Suva Yacht Club clubhouse, the ship receiving for permanent possession a similar shield.

Eight Canadian boats were entered in the competition, four whalers and four dinghies. Although each carried a crew of personnel from the Ontario, four of the ship's boats were skippered by nine yacht club members. Similarly, RCN officers and men were skippers of nine yacht club boats, each manned by Royal Suva Yacht Club members. A system of handicaps was adopted and the results assessed on the basis of correct time.

Among the high point-getters for the Ontario were Commodore Pullen, sailing one of the ship's whalers; Lieut.-Cdr. R. W. Timbrell, Vancouver, in a yacht club boat; Lieut. R. J. Tirard, Ottawa and Victoria; Sub-Lieut. Earling Stolee, Edmonton; Lieut. C. G. Pratt, Victoria; Sea Cadet Petty Officer Gerald Freill, Montreal, and Ord. Sea. Roderick Petty, Spanish Point, Bermuda.

West Coast Soccer Team Ends Winning Season

The Pacific Command soccer team scored a 4-0 victory over B.C. Electric March 14 to win the Rennie and Taylor Cup. It was the final game of a season in which the Navy team won 14, tied three and lost one out of 18 games played.

Over the season the Navymen scored 54 goals as against a total of 14 for the opposition. The sole loss was a 1-0 defeat suffered at the hands of Victoria United in an exhibition game.

Leading scorers for the team were CPO Vic Dovey, AB Jack (Scully) Scullion, PO Charlie Hall and PO George Kinch. However, the outstanding factor in the squad's success

was the over-all team effort.

The goal-keeping of CPO Bob Murray, the offensive and defensive play of PO John Kennedy, captain and centre-half, the work of the fullbacks, PO Jock Irvine and AB Ernest Gardner, and the efforts of Halfbacks Ldg. Sea. John Potter, Ldg. Sea. Frank Barron, Lieut. (S) "Chuck" Crothers and Lieut. (S) Percy Sands, all contributed to the team's winning record.

There were a number of changes in the forward brigade during the season but these had little, if any, effect on the team's play. CPO Dovey, AB Scullion and PO Hall were the only ones to see action in every game. Others who did part-time service, and did it well, were PO

Bob Sallis, CPO Jack Waldron, Lieut. William (Scoop) Hibbert, Ldg. Sea. Dennis McLean, PO James Sinclair and AB D. Morton.

Lieut. Hibbert handled managerial duties while PO Dave Sadler did the coaching. PO Dick Barwis served as equipment manager during the first half of the season and PO Kinch did the duties in the second half.

Star's Hockey Team Wins Inter-Division Matches

Although formed only this year HMCS Star's hockey team earned for itself an unblemished record in inter-divisional and inter-service competition.

However, in the Hamilton Industrial League the sailors were less successful, chalking up only one point, a hard-fought tie with the league-leading T. H. and B. Railway.

Against the Hagersville Army squad in Hamilton, Star racked up a 5-0 shutout and, in a return match, turned the soldiers back again 5-3.

In two inter-divisional contests with HMCS Hunter, Star ran up a 9-2 count in Hamilton, while, in a return match at Windsor, the Hunter players battled Star on even terms only to be nudged out in the final session 5-3.

Star remained on the victorious side with a bruising 6-2 win over HMCS York to round out the season.

Ord. Sea. P. Gilson, PO G. Broome and Cadet D. Fraser were the big guns up front, while Cadets I. Fraser and G. Arnott shared the limelight on the defence.

Communicators Take Water Polo Honors

In a game played during the Nova Scotia swimming and diving championships in the Stadacona swimming pool, the Communication School water polo team, spurred on to victory by PO Al Bonner, defeated Electrical School 2-0 to win the inter-part championship. The team was congratulated by Cdr. John Charles, officer-in-charge of the school, the following day at evening quarters.

The basketball team, under the guidance of PO Bruce Stong, journeyed to Cornwallis March 10, where it lost a hard-fought game by four points.

The hockey team finished the regular league schedule in fourth place with a total of six points. This team also travelled to Cornwallis and won its game 4-3.



Though late in getting organized, the hockey teams of two naval divisions, Star and Hunter, enjoyed a successful season once they hit the ice.

In the upper photo is the team that represented the Hamilton division. Front row, left to right: Ord. Seamen A. Ivanko, P. Gilson and S. Spark; PO J. Williamson, manager; Cadet I. Fraser, captain, and Sub-Lieut. D. McLay. Rear row; W. R. Rees, coach; Cadet D. Fraser, PO G. Broome, PO H. Wright, Surg. Lieut. W. R. Ghent, Cadet G. Arnott, Ord. Sea. H. Thornton, AB G. Baker and Ord. Sea. H. McEwen. Absent when the photo was taken was Ldg. Sea. H. Edwards.

Members of the Hunter team are: Front row: Ron Suddick, referee; Ldg. Sea. Fred Farrell, Lieut. C. L. McDerby, Ldg. Sea. Don Lonee, Lieut. (S) J. R. Sutherland, AB Regis Laurin, Gerry Dawson, referee. Rear row; Ldg. Sea. John Clingan, AB Jerry Bodnarchuk, captain and coach; PO George Roscoe, PO Santo Piccinato, PO Arthur Mitchell, PO Howard Hicks, Ord. Sea. Hal Orser, PO Kerri Lewis and AB Dick Shelton.



Supply School Pacing Naden Inter-Part Sports

Supply School was leading the race for the Naden inter-part Cock-of-the-Barracks trophy at the end of March with a total of 31 points. In second spot were the Chief Petty Officers with 29 points, followed by the Officers with 16.

Round-robin tournaments in volleyball and basketball resulted in the CPOs winning the volleyball with a total of 16 points, and Supply School and Stokers tying for top place in basketball with 15 points each.

With the departments halfway through the deck hockey schedule, CPOs and Supply School had undefeated records.

A combined effort by the Chief and Petty Officers was dominating the ice hockey league but, due to a reshuffle in team structure, points do not count for the Cock-of-the-Barracks.

Navy Pucksters Miss Hockey Playoff Berth

Last year's champions in the Victoria Commercial Hockey League, Navy pucksters this year tied for fourth place in the final standings with Gladwell Meteors but, in an additional game for the last playoff berth, were edged out when the Meteors took a 4-3 overtime win.

After a scoreless first period, Meteors took the lead in the second and third frames only to have the sailors even matters on goals by AB Stewart Miller and Ord. Sea. P. D. Wannamaker.

In the overtime, Meteors took an early lead with two goals and Navy, despite a goal by AB Ivan Wood and constant pressure around the Meteor net, was unable to get the all-important equalizer.

Stadacona Sharpshooters Collect Rifle Trophies

HMCS Stadacona won most of the silverware in the Halifax Garrison Indoor Rifle League during the season just completed. The Navy sharpshooters set a new record for season's aggregate in copping the Richard Oland trophy, piling up a score of 4,794 in ten meets.

They added the Moirs trophy for the highest weekly score (484), the Navy League trophy for the best score the most times during the season, and the Simpson's trophy for highest points. City Police finished in second place in the season's aggregate with a score of 4,732.



Shown above are the members of HMCS Chippawa's swimming team who outscored RCMP, their nearest rivals, 25 to 5 in winning an inter-service swimming meet in Winnipeg. Left to right are: Cadet P. Cancilla, Ord. Sea. D. Green, Ord. Sea. J. R. Bateman, Cadet J. Speight, Ord. Sea. G. Robinson. Missing is Cadet V. Carson.

Lieut.-Col. R. L. Simmonds, princess Louise Fusiliers (MG), topped the individual performers with a 97.7 average. Sub-Lieut. (NS) Hazel Mullin finished a close second with an average of 97.2 to win the Bligh trophy. Other members of the Stadacona team were CPO Jack Wolfe, PO Alvin Underhill (Captain), CPO Cassam Marlin and PO George Lauder.

The Stadacona entry in the junior division of the rifle league fared almost as well. They copped the Phinney trophy for the highest aggregate and the Northern Electric trophy for second place under the points system. PO Lyle Millward won the Fisher trophy with the highest individual average.

West Coast Organizes Summer Sports Teams

An early start in the formation of representative softball and lacrosse teams has been made in the Pacific Command. Player response has been so good, particularly in softball, that consideration is being given to an entry in the Victoria Senior "A" Softball League, instead of the "B" league which Navy had entered in previous years.

Among the prominent softball players on the growing roster are CPO F. A. Jones, Padre Ivan Edwards, PO George Kinch, CPO Chester Padget, CPO Vic Dovey and PO John Kennedy.

Senior "B" lacrosse hopefuls include a good nucleus of last year's team along with experienced newcomers from Cornwallis.

Navy Officers Regain Inter-Service Shield

Navy regained the RCN-Army Officers challenge hockey shield, competed for annually by officers of the two services stationed in Halifax, with a 13-5 victory March 28 in Dalhousie rink.

Lieut. Bob Brown accounted for eight of the Navy's tallies and Lieut. Bob Greene added three more. Only two penalties were awarded, one to each side, during the game.

Started in 1947, the series developed into an annual event, with competition for the shield mounting each year. In 1950 the Army iced a strong team and took the trophy for the first time. This year it was the Navy that had the powerful squad. Next year, if Navy wins again, they retain possession of the shield.

Boxing Champions Named at Cornwallis

Champions were named in six weight divisions in a boxing tournament held recently at HMCS Cornwallis. The following emerged as title winners on a card that produced a number of good bouts:

Heavyweight — Ord. Sea. James Bremner, Brussels, Ontario.

Light heavyweight — Ord. Sea. Trent Ketcheson, Norway, Sask.

Middleweight — Ord. Sea. Malcolm Plouffe, Gatineau, P.Q.

Welterweight — Ord. Sea. Russell Sparrow, Toronto.

Lightweight — Ord. Sea. Joseph Arsenault, Cape Egmont, P.E.I.

Featherweight — Ord. Sea. Murdock McLean, Glace Bay, N.S.

Teams are now in training for the inter-divisional boxing championships.

The Cornwallis hockey team, weakened by outgoing drafts, bowed to Annapolis Royal in the Valley Intermediate League playoffs. The Annapolis team romped to three straight victories in the best-of-five series.

In basketball, the base team defeated the Communications School, from Stadacona, 35-29 in an exhibition game.

Dockyard Team Captures Squash League Honors

HMC Dockyard scored two successive victories over HMCS Stadacona to win the best of three series for the RCN Squash League championship at Halifax. The Dockyard officers won the first set-to 13-10 and went on to eke out a 15-13 triumph in the second.

Dockyard advanced into the finals by defeating the Halifax City entry while the Stadacona team won handily over HMCS Shearwater in the other semi-final series.

Members of the winning Dockyard team were Rear-Admiral E. R. Mainguy, Commodore W. W. Porteous, Commander J. C. Reed, Lieut.-Cdr. A. J. Tanner, Lieut. Cdr. J. E. Korning and Lieut. I. A. McPhee.

Naden Officer Wins California Squash Title

A naval officer from HMCS Naden went off for a spot of leave recently and came back with some gleaming silverware.

Lieut.-Cdr. John D. McCormick of New Glasgow, N.S., Physical and Recreational Training Officer for the Pacific Command and one of Canada's better known squash players, returned to Naden carrying a beautiful trophy

INDIGNANT ATHABASKANS SEEKING SIOUX SCALPS

by D.C.L.

On Board HMCS Athabaskan — The Sioux may have collected an impressive list of titles while working with the United Nations fleet in the Far East, but she has grabbed at least one crown too many.

The situation was summed up by Ldg. Sea. J. (Jazzie) Ford of Victoria, who said: "We don't mind the Sioux going home first. We don't even mind her claiming a lot of glory, but when she even suggests she might be softball champ of the UN fleet . . . that's walking on pretty thin ice!"

Throughout the summer months the Athabaskans developed a jealous pride in their softball team. The team played wherever and whenever possible, bowing only twice in over a dozen games played. No man on board ever considered any real need to question which team was "United Nations Softball Champion." That is, until the Sioux chose to claim the honor.

To smooth ruffled feathers, the Athabaskan's team not only protests the Sioux's premature claim but challenges the Sioux to play a return game "any time, any place!"

The Sioux places considerable importance in the defeat of a Chinese all-star team at Hong Kong. "That team was in reality a pick-up team assembled half an hour before the game started," claims PO F. B. (Doc) Kelly, of Toronto. It is further charged that at least two Sioux men played for the Hong Kong team, one

of them pitching.

On the other hand, the Athabaskan team tangled with the Hong Kong Braves, considered the best on the island, and handed them their first defeat (7-3) in more than four years.

"The Sioux may lay some claim to the title," says Ldg. Sea. R. V. (Bob) Connor, of Lethbridge, Alberta, "because they lent us their spikes, but that doesn't make them the champs!"

The Athabaskan squad has chalked up 12 victories since joining the UN fleet. Aside from losing to the base champions in Pearl Harbor and bowing to the Sioux after arrival in Japan, the Athabaskan has made a clean sweep.

The Athabaskan wins include: Sioux (7-5, 9-3 and 16-1), Cayuga 8-3 and 6-4), and the following U.S. ships, ranging from supply ship to carrier: Collette (22-0), Mansfield (9-3), Dixie (4-1), Thomas (5-0), Manchester (5-0) and Sicily (4-2).

Backed by this imposing list of triumphs, plus the pitching ability of PO Ernie Tuttle of Victoria, the Athabaskan is eager to take on any comers, and especially the Sioux.

However, even if the matter is settled between these two, the winner may have another fight on its hands, for at least one US ship at present with the UN fleet in Japan also has laid claim to the title!

for the California State "C" Class squash racquets championship.

As team captain of the Victoria Squash Racquets Club, Lieut.-Cdr. McCormick represented the city club at the state championships played in San Francisco March 16, 17 and 18. He is the first Canadian to win any squash racquets events in California.

Lieut.-Cdr. McCormick holds the Maritime squash racquets championship and was runner-up in the Pacific Coast squash racquets tourney held last month in Seattle.

La Hullose Upsets Fleet Hockey Champs

In an exhibition hockey match, HMCS La Hullose upset HMCS Wallaceburg, newly-crowned champions of the inter-ship league, 8-4 at Halifax.

"The Lady's" bowlers also bested a team from the Wallaceburg in a friendly contest. The Wallaceburgs won the first game by 135 pins but the La Hullose trundlers came back to take the second by a 141-pin margin, putting them on top by six in the total tally.

In games with HMCS Crescent, La Hullose played a 38-38 tie in basketball and went down to a 7-5 defeat in hockey.

Stadacona Swimming Pool Draws Large Attendance

Attendance at the swimming pool in HMCS Stadacona, Halifax, during the month of February totalled 2,485. Of these, 1,174 enjoyed recreational swimming, while 1,321 received organized instruction.

Pucksters Visit Patients

Patients in the RCN hospital at HMCS Naden were visited in February by members of the Victoria Cougars hockey club. The visit was one of a series arranged by the Red Cross to help make life brighter for the hospital patients and was organized by Joe Medynski, right winger on the hockey team. Other players who made the rounds of the hospital were Bernie Strongman, Fioci Goegan, Jerry Cotnoir and Geoff Burman.

Earlier, the hospital was visited by Jerry Gosley and members of his "Smile Show." The half-hour show was staged in one of the wards and included impersonations by Mr. Gosley, songs by Verna Moore and South American dancing by Frances King.

Scotian Completes Winter Sports Program

Making its first appearance in inter-part hockey in the Atlantic Command, HMCS Scotian's hockey team completed the season in third place in its section of the league. Lack of ice prevented playoffs between second and third place teams for the consolation trophy.

In exhibition games the Halifax division's team also made good showings. The Scotian pucksters defeated the Princess Louise Fusiliers 5-3 but suffered a 3-1 defeat in a game with a strong Air Force team.

While Scotian's rifle teams finished well down in the Garrison League standings, the club president, Lieut. (L) F. E. Turner, considered the season to be highly satisfactory in all other respects. There is promise of a strong "A" team next winter, while the "B" team will serve as a training squad for newcomers. The teams will hold outdoor shoots through the summer on the range at Bedford, N.S.

Chippawa Captures Badminton Trophies

Not content with walking off with inter-service hockey and swimming honors in Winnipeg, HMCS Chippawa won the Ted Fraser Memorial and Rossen Memorial Cups, emblematic of Inter-Services badminton supremacy. On March 8, the Navy rolled up enough total points to capture both trophies.

Lieut. (S) George Monckton won the men's singles and Audrey Freeman, ex-WRCNS, won the ladies' singles. Two ex-Wrens, Audrey Ivey and Margaret Sinclair, took the ladies' doubles and CPO J. Gallo teamed up with Mrs. J. Tascona to tie in the mixed doubles.

Windsor Division Plans to Form Sailing Club

Plans are progressing at HMCS Hunter, the Windsor naval division, for the organization of a sailing club this summer. Dinghy and whaler sailing instruction will be given on the Detroit river and Lake St. Clair.

Although Hunter's hockey team came out second best in both games of a home-and-home series with HMCS Star, the team enjoyed the experience and sportsmanship. The series opened at the Dundas arena in Hamilton on March 10 and the return game was played March 14 in the Windsor arena with the Star sextet winning both games 9-1 and 5-3. The visiting team was entertained by the host division after each game.

Shearwater Hoopsters Bow to Dalhousie U.

HMCS Shearwater dropped out of the Halifax intermediate basketball picture by losing two straight games in the best-of-three final playoff to Dalhousie University. The collegians won the first game handily, then came back to outscore Shear-

water 54-37 in the second contest, played in the air station gym.

The naval airmen kept on even terms with Dalhousie until the second half, when the students caught fire and ran up a safe lead. Leading the Shearwater attack was Ord. Sea. Dave LeClerc with 13 points.

East-Coast Shuttlists Win Inter-club Match

The Atlantic Command Badminton Club defeated RCAF Greenwood 40-21 in an inter-club match played in the Stadacona gymnasium.

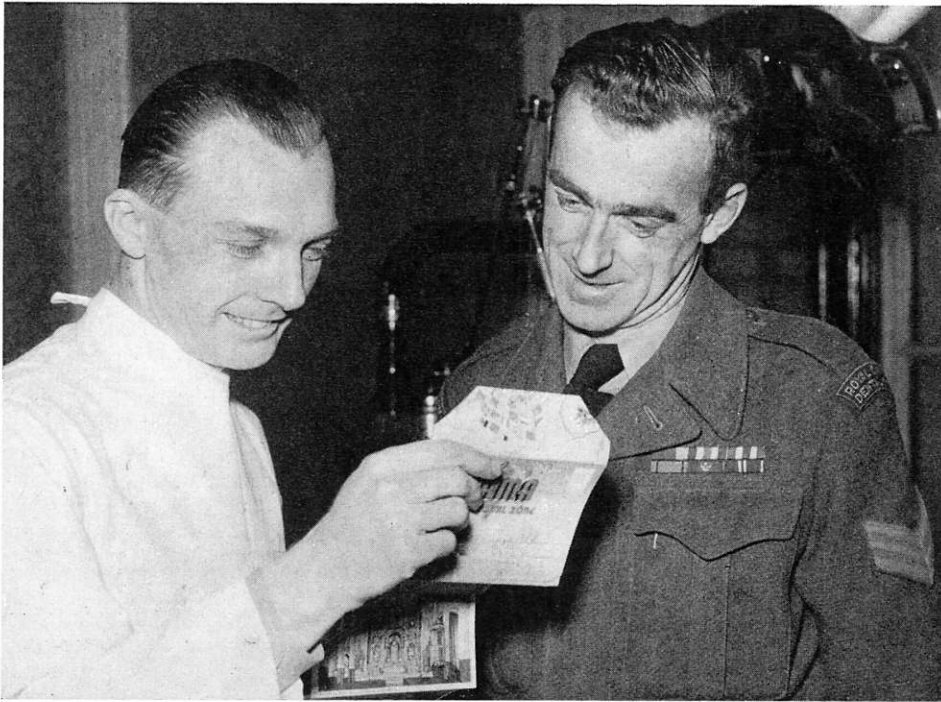
The club has switched its Wednesday night play to Sunday afternoon, with the result that there has been better attendance on Tuesday evenings and at the Sunday matinee sessions.

Instructor Officers Top Bowling League

Instructor Officers "A" finished the season on top of the Inter-part Bowling League in HMCS Stadacona with a comfortable five-point bulge over the Captain's Office entry. Other teams which qualified for the play-offs were Central Stores, Regulating Staff and CVD.



When the salmon and trout fishing seasons roll around in the Maritimes this year, Lieut. (E) John (Moose) Miller will have quite an assortment of artificial lures to try out. An ardent sportsman, Lieut. Miller spends most of his off-duty time hunting and fishing, or else getting ready for same, and one of his favorite hobbies is the tying of flies. He recently took up an appointment on the staff of the Superintendent of HMC Dockyard, Halifax, after serving as an engineer officer in HMCS Magnificent. (MAG-2485).



The dental clinic staff at Stadacona got a big kick out of receiving post cards from two sailors, one in the Nootka and one in the Huron, who had been among their patients when they worked overtime to make the Korea-bound destroyers shipshape from a dental standpoint. Major Ross Covey, left, and Sgt. Arthur Cross chuckle over a card sent from Panama. (HS-14040).

'See Your Dentist...'

*That's Just What Destroyermen Did
As Stadacona 'Toothies' Treated
Whole Ships' Companies*

OFFICERS and men in HMC Ships Nootka and Huron, off the coast of Korea, are biting into their meals with greater enjoyment these days, thanks to the ministrations of the Royal Canadian Dental Clinic at HMCS Stadacona.

In fact, two grateful patients even sent their thanks, via post cards from Panama, during the voyage from Halifax to the Far East. One was from a Nootka seaman and the other from a Huron man. Both reported "teeth okay".

Before the destroyers left Halifax, the dental staffs worked overtime to ensure the Korea-bound sailors would be in "reasonable dental health for a period of six months to a year." They put in a minimum of 9½ hours per day, six days a week, to fulfill that objective in the short periods available before the ships' departures.

OPERATION NOOTKA

Their toughest job was the Nootka, which, if you'll pardon the expression, turned out to be as hard as pulling teeth. Only 17 working days were

available before she left November 25. Four dentists, plus a fifth working part-time, tackled the job of treating 267 officers and men.

Top priority in treatment and lab work was awarded the destroyer. Though hampered by a long leave period for the crew and those inevitable pierhead jumps, 78 per cent of the Nootka's ship's company were proclaimed dentally fit.

Figures tabulated in a report of the Principal Dental Officer, Major Ross Covey, showed that a total of 214 were examined, with an average of 5.4 jobs performed per man. There were 151 extractions, 892 fillings, 13 denture jobs, five bridges made and nine gum ailments treated.

Administration was geared for top efficiency in the short time available. Dental parades were carefully arranged, transport was provided for patients and extra dental stores laid in. Early meals and transport for the dentists working evenings were also arranged.

THE KINGDOM OF STEAM

*Our Captain paces his quarterdeck,
In a glory of golden braid,
Athirst for a fight, which is doubtless
right,
For a gentleman—unafraid.
But, without provokin' an argument,
I frequently let him know,
Though he's the King of the top-side
decks,
I am the God below.*

*The crew, they freeze in a Boreas breeze,
The spindrift lashes their eyes.
Or they're all dead beat in a tropical
heat
Where the hardiest cockroach dies.
But whether we're lollin' in treacly seas,
Or buckin' an Arctic blow,
I live in my private "Temperate Zone"
I, who am God, below.*

*Whether she's steaming at thirty knots
Or scarcely turning the screw,
With hand to throttle and phone to ear,
She does—what I bid her do.
Ever with gauges, shaft or gear
Turbine or dynamo,
They all rely on my hand and eye,
I am their God, below.*

H. A. ROSS

OPERATION HURON

With the Huron still better results were obtained. There were 32 working days before the January 22 departure. Top priorities were established again, with five dentists on the job and a sixth available for the "last dog".

This time they treated a fat 93.3 per cent of the ship's company, though once again leave periods and last minute drafts precluded 100 per cent coverage. Two hundred and fifty of the 268 who sailed were treated and a total of 1,227 operations were involved (5.2 per man).

The report tabled 142 extractions, 1,043 fillings, 33 dentures and nine gum cases looked after.

The clinic's staff for the Nootka effort included Major Covey, Capt. Andy Andrews, Capt. Bill Carter, Capt. Harvey Chartrand, Capt. Ben Lavoie, Ronnie Gates, Pat Logan, Sgt. Art Cross, Pte. Mike Redmond, Pte. Art Faulkner and Pte. Bill Rent. Capt. Paul Gueuremont, Norma MacDonald and Jean Lorning were added for "Operation Huron."

'Ring Dem Bells'

*Cadet Chime Charming Tunes
and Exercise Arm Muscles,
Practicing Rare Art*

Cornwallis has its choir, Shearwater its theatrical group and other establishments have their bands, but cadets at Royal Roads, the Canadian Services College, have come up with something a little different.

Six of the cadets have formed a group to master the difficult, and almost forgotten, art of hand bell ringing. With a set of 12 specially-cast and finely-tuned hand bells, the group can "ring" almost any melody with surprising skill and versatility.

Comprising the group are Navy Cadets Richard E. Stone, 18, of Toronto, and Brian Valiquette, 19, of Ottawa; John Rundle, 19, of Port Arthur, an Army Cadet, and William Smallwood, 18, of Dartmouth, N.S., Eric Chappell, 20, Fort William, and Edward Dillistone, 19, of Brandon, Man., all RCAF Cadets.

Mainly responsible for the introduction of bell ringing at the college were E. W. Izard, head bell ringer at Christ Church Cathedral in Victoria and one of the few men in

Canada with the title of Master Bell-Ringer, and his son, Prof. Arthur Izard, an instructor in general engineering subjects at the college and himself an accomplished bell-ringer.

Prof. Izard first interested the cadet group in hand bell ringing and then persuaded his father to act as instructor.

In less than a month Mr. Izard had the cadets ready for their first performance—a concert given under the direction of Chaplain Ivan Edwards, RCN, the college padre, at the annual Christmas Carol Service last December. The following night the group was heard at the Christmas Ball, which marks the end of the fall term, and on Christmas Day broadcast a program over a Victoria radio station.

Owned by Mr. Izard, the bells were cast by Messrs. Mears and Stainbank, of London, England, a firm which has been in business for the past 400 years and lays claim to being the oldest bell foundry

in the world. Another product of the Mears and Stainbank foundry are the bells of world-famous "Big Ben", which weigh more than 13 tons and were cast about 100 years ago.

The hand bells are made of an alloy of copper and tin and are tuned in the key of A Major. All music played on Mr. Izard's bells must be written in, or have been transposed into, this key.

The art of making music with bells calls for split-second timing, a keen sense of rhythm and a pair of strong arms. To sound the notes, the bells are swung in an arc from the waist to the shoulder, the leather-padded clapper striking the bell at each end of the arc. The swing of the bells must be governed so that the note is sounded at exactly the right place in the score and with the correct shade of volume.

The cadets mastered the technique in short order, a tribute not only to their instructor but to the training they receive at Royal Roads, which emphasizes co-ordination and teamwork.

"I think they have done extremely well," says Mr. Izard of his bell ringers. The cadets themselves find it very interesting and "a lot of fun."

REFRESHER FLYING COURSES FOR RESERVES

Flying refresher courses will be held at the RCN Air Station, Dartmouth, from May 1 to September 30 for RCN (Reserve) active and retired officers specialized in naval aviation.

Pilots will fly Harvard and Firefly trainers. Observers will be appointed to Avenger Squadrons for naval training and voluntary service.

To ensure their physical fitness, all officers applying for the courses will be medically examined at their naval divisions prior to leaving for the air station. Each officer is to carry the required medical documents when reporting.



Hand bell ringing has become popular with a group of cadets at the Canadian Services College, Royal Roads. Here they pose with Mr. E. W. Izard, of Victoria, extreme right, who trained them in the intricate art of making music with bells. Left to right are Cadets Richard E. Stone of Toronto, Navy; Brian Valiquette, of Ottawa, Navy; John Rundle of Port Arthur, Army; William Smallwood, of Dartmouth, N.S., Air Force; Eric Chappell, of Fort William, Air Force; and Edward Dillistone, of Brandon, Man., Air Force. (E-13099).

Logistic Organization

*Naval Concept Greatly Changed
by Second World War
Experience*

This is the third of three articles on Naval Logistics. They were adapted for The Crownsnest by Captain H. A. House, USN, Director of Air Logistics, from an address given by him at HMCS Shearwater.

PRIOR to the Second World War, the tasks of the Navy were considered to have been primarily tactical in character, and the training and education of naval officers emphasized tactical principles and the tactical application of weapons. The word "Logistics" was not a household word in those days, and what we know today as "logistic support" entailed little more than providing fuel for exercises, food for the ships, and the furnishing by Headquarters agencies of such necessities as clothing, ammunition, etc.

The Second World War changed all that. Officers commanding whole

operations, as well as those commanding participating units, discovered that to take care of themselves in the presence of the enemy, they must assure the ready availability of much equipment previously unfamiliar to naval officers. This they found must be done by establishing pipelines of material, as well as accumulations of materials along the pipeline, to enable their forces to carry out long sustained operations.

This concept was an abandonment of one-battle thinking, an embracing of the realization that wars can only be won by the long sustained application of military pressure; that the enemy can only be defeated by the cumulative damage and progressive attrition stemming from such unremitting pressure.

Through the first period of defensive holding in the Second World

War, we were building up strength to launch our offensives; the requirements in ships, planes, men, and materials initially needed, and the requirements for their timely resupply and replacement, necessitated vast and complex planning which stretched from the beachhead backward through the ports, warehouses, and railroads to the factories. This requirement forced the organizing of logistical planning agencies from Naval Headquarters, right on through the operational theaters to the beachhead to assure that the needed material and equipment reached the correct point at the right time.

Our planning effort, like Topsy, just grew — it was built up to meet the urgent needs of the moment and did not always conform to the now accepted organizational principles. It did the job, and the war was won, but after the war it devolved on us to analyse our wartime procedures against the day when it might be necessary to reinvoke them.

Postwar logistical study indicated that the Navy and the military establishment as a whole, together with the national organization for the prosecution of war, required revision and streamlining. The establishment of the Directorate of Air Logistics within the Naval Air Branch at Headquarters was one of the results of this study.

These studies covered a wide range of activities and indicated that there was need for better organization and clearer concepts in all levels of logistical thinking; the top level must concern itself with global strategy, global availability of critical materials, transportation needed for obtaining critical materials from overseas areas, and the interrelation of the manpower and technological processes which constitute the industrial capacity of the country. The necessities of the civilian economy required balancing against those of the military; and the needs of allies had to be considered in terms of our own capabilities and requirements.

Farther down the scale, the conflicting claims of the three military services on production needed to be reconciled.



A neat little exercise in logistics was carried out last month when four Avengers which had just completed modification as anti-submarine aircraft, were flown from the RCN Air Station, Dartmouth, to Guantanamo, Cuba, thence out to sea to join HMCS Magnificent. They replaced four unmodified Avengers which were flown home over the same route. Here Lieut.-Cdr. (E)(AE)(P) D. B. Morris, officer in charge of Avenger modification, checks over a few last minute details with Lieut.-Cdr. (P) D. W. Knox, 825 Squadron commander, prior to the departure of the Avenger flight from Shearwater. (DNS-5008).

Even within each of the Services there were conflicting demands on material resources, and they, too, had to be brought in line through a better system of concurrent planning and a closer tie-in between strategic need and logistical feasibility.

What was true at the seat of government was also, of course, true in the operating theaters where there was again found the necessity for achieving a balance between the requirements of the several operating components.

It became apparent early in the war that the relationship between industry and the technical agencies and services demanded the closest co-ordination in order to assure the most efficient use of our industrial capacity.

Commercial factors such as cataloguing, inventory control, procurement policies and methods, etc., all were found to be most important because, if not effectively co-ordinated, there would result a vast maze of duplications which would unwittingly and unnecessarily add to the already heavy burden of industry.

These deficiencies, both high and low, all entered into the thinking which culminated in the present National Defence organization. We now have four clearly defined levels in each of which there are appropriate strategic and logistical agencies for the resolution and reconciliation of the operational and logistical aspects of war which must always be brought into balance.

These levels may be defined as:—

1. The Government level (The Cabinet, Cabinet Defence Committee, Treasury Board).

2. Minister of Defence level (Joint Chiefs of Staff, Research and Development Board).

3. The Service level (Chief of Naval Staff, Naval Board).

4. Field level (FOAC, FOPC and other commands).

The logistical activities at all four levels are of interest to the Navy and Naval Aviation, and in varying degrees to virtually all ranks within the Navy. At the field level we will find flag officers and lieutenants engaged in logistical planning and implementation, and the same thing is virtually true at the Service level. At the Minister of Defence level a high degree of experience, ability and specialized knowledge is required; most of the officers who advise at the government level would also be only senior officers of proven qualifications and ability.

An examination into the need for logistical training, viewed from the

standpoint of the composition of our officer strength, reveals the fact that executive officers and all specialist officers are called upon at times to contribute in the matter of logistical planning and its implementation. The types of responsibilities to be encountered by executive officers and specialist officers will vary in considerable degree, but it is nevertheless an all-hands manoeuvre, and a mutual and broad understanding is required of both executive and specialist.

And, finally, we must be constantly aware of the fact that we are living in an era in which concerted effort is mandatory. There is therefore now a fixed and firm requirement for a far greater understanding of the problems, roles and missions, capabilities, and limitations of the other Services and various forces within our own Service than ever existed before.

Each of the foregoing factors has a bearing on considering the basic principles governing assignment of logistic responsibilities.

BASIC PRINCIPLES GOVERNING ASSIGNMENT OF LOGISTIC RESPONSIBILITIES

The assignment of logistic responsibilities should be such that the combat efficiency of the armed services as a whole is the most effective which can be obtained within the limits of available personnel, funds, material and parliamentary authority.

In assigning logistic responsibilities, consideration should be given to the fact that logistic systems should be designed for expansion in an emergency to meet peak loads they must bear. In determining the means for meeting these loads, consideration should be given to full use of all existing facilities available, whether Army, Navy, Air Force, other government agencies, or commercial.

To the maximum extent practicable, assignment of logistic responsibilities should be the same in peace as in an emergency, in order to provide for adequate training and an orderly transition in an emergency.

Any assignment of functions or responsibilities must assure responsiveness to the operational and technical requirements of the commanders concerned. For this reason, the logistic agency directly supporting a given independent operation must be subject to the authority of the commander bearing the responsibility for operational success.

Any logistic system must not deprive operational units of the sup-

port essential to their operational mobility and effectiveness.

Any logistic system which is established must make adequate provision, either through liaison or by other appropriate means, that the needs of the requiring services are satisfactorily met.

Where joint use of facilities is directed, one service, normally the providing service, should exercise administrative control.

Where one service temporarily uses the personnel of another, such personnel should function under the operational control of the service employing them.

Subject to the above, the mission, the operational responsibility, the predominance of military interest, the composition of forces, the logistic capabilities and other local considerations should be the guiding factors used in assignment of logistic responsibilities.

Effective logistic support among services at all levels will be enhanced by the continued development of:—

(a) Uniform policies consistent with the specialized needs essential to the effective functioning of each service.

(b) Co-ordination and standardization of procedures and forms for the procurement, requisition, storage, transportation, distribution, issuance and maintenance of supplies and equipment.

(c) Uniform standards, where practicable and advisable, especially in those fields which affect the individual, such as food, shelter, transportation, recreation and hospitalization.

(d) Common terminology and criteria.

(e) Free exchange and flow of information, not only at top service levels but on all working levels within the command and logistic structure.

LOGISTIC PLANNING

Phases of Logistic Planning:

There are three distinct general elements or phases of logistical planning, each of which is a function of different elements of the national governmental organization.

First is the determination of requirements: What and how much do we need to outfit, equip and support the forces determined by the Joint Chiefs of Staff to be necessary to carry out their strategic concept? Determination of requirements is recognized as a military or command function by virtue of the fact that those who are responsible for the direction of the combat forces are the only ones really in position to say what is needed. There-

fore, in the Naval Service the Chief of Naval Staff is responsible for formulation of requirements.

The second element or phase of logistic planning is that of procurement, recognized to be largely commercial and civilian in character. Because of its preponderantly business nature, procurement in the Naval Service was, until recently, a function supervised entirely by the Canadian Commercial Corporation. The CCC was responsible for the establishment of procurement policies and regulations including uniform contract arrangements, prevention of overlapping among services, allocation of industrial capacity and related functions.

The third element or phase of logistic planning is distribution — allocation of end items among claimant military services, transportation from production centers to places of storage and further transportation from storage to the combat areas, and eventually to the final consumer in combat. Part of the distribution phase is patently military and part business or commercial. For example, transportation and delivery of ammunition to combat vessels in the combat area is obviously a military function; delivery of materials and component parts of end item requirements to and from factories and production plants is part of the procurement process.

In general, the "what", "when" and "where" of naval logistics, sometimes called "consumer" logistics, are military functions for the planning of which the Chief of Naval Staff is responsible; the "how", sometimes called "producer" logistics, is essentially a business or commercial function and therefore the responsibility of government agencies.

Levels of Logistic Planning

Under the new organization established since the war, logistic planning can now be done in a much more orderly and systematic manner than formerly. From the logistic standpoint there now exist four general levels of planning effort.

The first level is the government level, embracing the Cabinet, the Cabinet Defence Committee and the Treasury Board.

The second level is that of the Department of National Defence under the Minister of Defence. The staff agencies provided to the Minister of Defence — the Research and Development Board and the Joint Chiefs of Staff — develop for him the studies and analyses that are required to enable him to arrive at his decisions.

The third level is that of the headquarters of the individual military services — Army, Navy and Air Force — in Ottawa, and the fourth level is that of the so-called Field.

Naval Service Logistic Planning

In developing its logistic plans, the Naval Service is confronted with two related but almost separate problems: The formulation of long-range plans for war and plans for coping with the realities of the present.

HOW IT STARTED



Striking the Ship's Bell

Seafarer and landlubber alike know that the striking of the ship's bell is the medium by which sailors tell time. But not so well known is the origin of this practice. It all began back in the days of the half hour glass. It was the duty of the ship's boy to turn the glass at the end of every half hour. To show that he was doing his duty he would give the bell on the quarterdeck a resounding ring every time he turned the glass. Later, ship's quartermasters found that this was an excellent means for showing the passage of time and calling the next watch. They improved the method further by having the bells tolled in increasing numbers as the watch progressed. Thus, one bell denoted the first half hour of the watch, two bells the second half hour, and so on until eight bells, which signified the end of the four-hour watch. When the new watch came on duty, the bells would be tolled anew.

The long-range plan is the plan for reactivating forces, that is, for mobilization for war, for progressively expanding to reach the peak of war effort and for sustaining that peak. Its starting point is the existing inventory on hand; it must provide for a realistically phased build-up in men, ships, aircraft and equipment to the maximum naval force estimated by the Joint Chiefs of Staff to be required for their purposes, the maintenance of the maximum naval force for the duration of the war and demobilization when the war has ended.

Almost but not entirely separate from the long-range plan is the problem of adjusting current planning for operations, supply, stock-piling (if any), experimentation, maintenance, and so on, to current financial or budgetary ceilings imposed by Parliament.

The two problems are quite different, but there is the vital connection between them of maintenance of war reserves. The two plans must be correlated to such an extent as will keep the planners constantly apprised of the impact of current operations on mobilization capabilities.

The Naval Service has also a third type of logistics plan, called a Code Plan by reason of the fact that it is designated by a code name. The Code Plan is a plan for logistic implementation of an operation with a limited objective; a plan for an emergency short of war and not requiring the sustained effort of war.

The long-range plan is the Navy Mobilization Plan. This plan is, in effect, a statement from the Chief of Naval Staff of the military requirements for the type and magnitude of war as conceived by the Joint Chiefs of Staff and interpreted Navy-wise by the Navy's strategic planners. The Navy Mobilization Plan is transmitted to the Chief of Naval Technical Services, who in turn prepares subsidiary plans for actual procurement to implement what the Chief of Naval Staff states has to be done under the strategic concept. Procurement planning, is done under the co-ordinating policies of the Department of Defence Production.

There is, of course, the reverse flow. The Technical Directorates analyze their requirements under the direction of CNTS and transmit their requirements (in end-items, raw materials, and plant capacity), to the Department of Defence Production. If the total requirements for all Services cannot be supported by the nation's economy together with the

concurrent requirement of supporting the populace, then something must be done about it: The nation's economic capacity must be expanded or the phasing of our effort must be adjusted, or perhaps the strategic concept must be altered to conform to realities. Perhaps the adjustments may be a combination of all three courses of action.

The Navy's current peacetime plans are expressed in the Naval Establishment Plan which states what establishment the Navy expects to operate with the equipment on hand and the money that Parliament appropriates for the current fiscal year. This statement is translated into terms of ships, men, bases and facilities. Wherever practicable, missions are assigned to naval activities and personnel allocations are made to accord with the missions. The peacetime naval plan is subject to constant revision. It constitutes guidance for the entire Navy for the current fiscal year.

The Field Level

The Field Level is generally considered to include everything outside Naval Headquarters. Logistics at the Field Level is primarily concerned with determination of requirements for normal maintenance of the fleet and bases; and for special operations, and with the orderly and timely distribution of materials to fulfill these requirements. There are various echelons at the Field Level depending on the organization of the command concerned; they concern themselves with the transportation and supply activities throughout Canada and in the forward areas as well as with planning matters.

In addition to the normal logistic administration, each tactical operation requires the provision of special personnel and material at exact times and places. A major portion of the detailed planning for each operation is done at the Field Level, as is all of the actual assembly and transportation of men and material.

"Hope Chest"

With HMC Ordnance School at Esquimalt planning a full athletic program and hoping to field teams in almost every sport, CPOs John Rimmer and Arnold Parkinson have been prompted to produce a trophy case which, it is agreed, would look very well with the Command Cups in it.

TWO-MAN LAUNDRY FIRM

by D.C.L.

On Board HMCS Athabaskan, in The Yellow Sea — There are a couple of seamen on board this Tribal class destroyer who take in washing.

They take it in by the hundreds of pounds and wash it in water measured by the ton. The two operators of probably one of the most compact laundries in the world are Able Seamen Peter Doyle, of Victoria, and Ed Fleming, of West Summerland, B.C.

The Athabaskan's laundry is situated on the forecastle deck, beneath the bridge, and there, in a space of about ten feet by ten feet, are housed a steam press, a large rotary washer, a drum spin drier and a steam drier. It doesn't leave much room for Doyle and Fleming to swing the proverbial cat but the two men have learned to tote 100 pound bags of laundry between the machines with comparative ease.

During the ship's more than eight months of operations in the Korean theatre, the Athabaskan's laundry has had a complete workout. While spending long stretches at sea the 270 officers and men serving in the destroyer have had to depend on the Doyle-Fleming establishment for clean gear. The laundry has been equal to the task.

Able Seaman Doyle "skippers" the laundry operations and Able Seaman Fleming is his energetic "first lieutenant." The two men, like the rest of their fellow-sailors aboard the Canadian destroyers serving in the Far East, know how to put in a full day's work.

Dungarees, work shirts and jackets

are washed and dried twice a week. Blankets for the ship's company are put through the machines once each week and the remaining days are taken up with cleaning of wardroom and officers' gear and ship's company whites. Then, to fill in the corners, the press is kept busy pressing uniforms for the officers and men.

A busy day will see 400 pairs of dungarees, 400 work shirts and 400 work jackets — all paint-daubed and grease-smeared — tumbling about in the rotary washer, spinning to near dry in the spin drier and eventually emerging clean and bone dry from the steam drier. Four tons of water will have been used by the rotary machine by the time the operation is completed.

While operating the laundry is a full-sized job, Doyle and Fleming have other ship's duties to perform, as well.

Doyle, one of the Athabaskan's gunnery rates, is captain of "X" gun. At action stations or general gunnery drills the chief of a laundry enterprise becomes the efficient senior hand of a four-inch gun's crew.

Fleming is a stoker by trade and when general quarters sounds he takes his post at the tiller flats in readiness for fire-fighting and damage control duties.

"The Sioux is the ship that really has a laundry set-up," AB Doyle commented, "but we figure we can turn out a pretty good job in our two-by-four cubbyhole in the Athabaskan."

And that is what Doyle and Fleming are doing — a good job, often under trying circumstances.



The Athabaskan's two-man "dhobey firm" at work. AB Peter Doyle, left, removes some newly washed dungarees from the rotary washer. AB Ed Fleming puts some wet wash in the drier. (CA-494, 495).

Afloat and Ashore

ATLANTIC COAST

Albro Lake Radio Station

As a result of competitions introduced by CPO Ted Jackson, the station's ship-shore radio traffic bays are humming with activity. By keeping personnel averages and totals of reception of traffic by individual operators, CPO Jackson has all the watches working at fever pitch in an effort to boost their intake, and traffic charts have veered upward at a terrific rate.

The monthly dances have met with great success and have become the leading social events on the station's entertainment calendar.

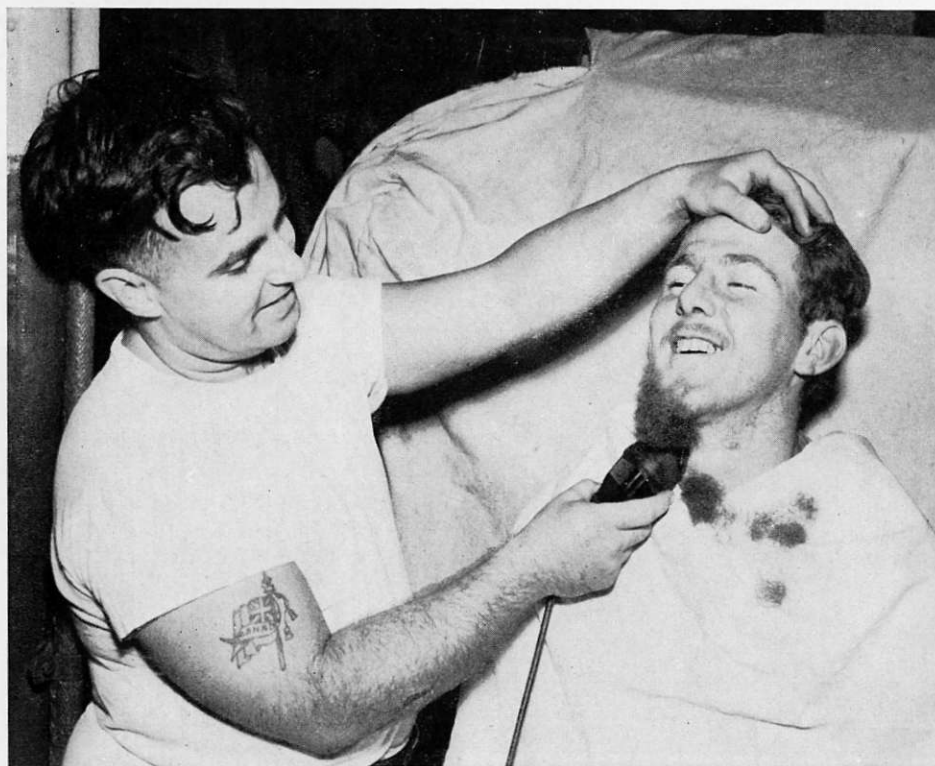
In the sports field it was age and experience which outlasted and outscored youth and vitality as the day men, self-styled "old men" of the station, took both games from the young watchkeepers in the station's hockey challenge series.

The division in the Communications Branch was extremely well received and the station will undergo a major change in personnel as a result. First to be shifted as a result of the division is PO Don Worthington, who goes to HMCS Wallaceburg soon.

Due for their first breath of deep sea salt air are AB Paul Roberge and AB Gord Matsell, who are joining the Swansea. — J.L.K.

Navigation Direction School

Sixteen able seamen began a 14-week course in mid-March which will qualify them for their RP3 badge. Other qualifying courses during the month included a one-week radio aids course for six officers and a Navigation Part One course for Reserve officers. Both courses concluded in March.



Most sailors grow beards at one time or another but not very many of them make a permanent business of cultivating their facial foliage. Like AB Gilbert Miles, of Fredericton, shown here having his beard shorn by PO Nelson Higham, of Montreal and Halifax, they find the novelty soon wears off. Both men are serving in HMCS Micmac where Higham, a cook, doubles as ship's barber. (HS-13799).

HMCS New Liskeard

The New Liskeard returned to Halifax early in March from Liverpool, N.S., where she had been undergoing annual refit.

Although the 'flu epidemic curtailed many activities, the local citizens endeavored to make shore leave as pleasant as possible for the ship's company and in this were very successful.

On February 27 a ship's company dance was held in the local fire hall. Music was supplied, free of charge, by the Kinsmen Band, "Six Kins and a Kinette."

The ship's badge was presented by the commanding officer to Mrs. Millard, president of the Liverpool Chapter of the IODE, in appreciation of the work done by the IODE for the ship's company of the New Liskeard, in particular, and for the Navy in general. The New Liskeard was the first naval ship since the war to refit in Liverpool and her badge will be hung in the Town Hall alongside the crests of many well remembered wartime ships.

Many sports activities were carried on during refit, hockey, basketball and badminton keeping a large percentage of the ship's company occupied during their spare time.

A number of familiar faces are missing these days around the wardroom and messdecks. Lieut. R. T. McNulty is now at Stadacona, along with Lieut. E. T. (Tubby) Coggins. CPO Wally Muloin, the former coxswain, is also in "Stad," as are PO Charlie Smiley, AB Bill Schwab, PO "Doc" MacDonald and many others. — W.W.P.

Communication School

Twelve petty officers successfully completed a qualifying course for CPO second class on February 23. The class was split into visual and radio after they had been on course two weeks.

Of those graduating POs Dick Johnston, Jeff Bate and Bob Wilson have joined the instructional staff of the school, and POs Al Bonner and Al Young are serving in HMCS Magnificent; PO Bruce Stong has relieved PO Charlie Scott in HMCS

Swansea; POs Bert Best, Dave Larkey and Trevor Reading are well on with their leadership course at Cornwallis, and POs Henry (Aber) Abercrombie and Jim Ellerton went back west to Naden to await disposal.

CR 36 finished on February 5 and immediately left for the West Coast to join HMCS Ontario for her Australian cruise. Those who went to enjoy the warmth of the South Pacific included Able Seamen Ian F. Anderson, Gordon Campbell, Joseph Gagne, D. Gray, Gerald Jenkinson, Rudolph Kukucha, Frank R. Laker, Alexander Lazaruk, Ronald Mark, Joseph Mercure, Robert Moore, Alvin Nelles and Anthony Storm.

AB Gerald Dawson left March 17 for HMCS Wallaceburg.

Other changes in personnel include PO Bob Palmer from HMCS Portage and PO Warren Walker from Crescent who now are on the school staff. They were relieved by POs Jerry Dufour and Jack Carson, respectively. PO George Fenn joined March 12 as a re-entry.



Off to the wars again goes HMCS Sioux. The destroyer sailed from Esquimalt April 8 to resume operations with the United Nations fleet in the Korean campaign. She is scheduled to relieve HMCS Athabaskan early in May. (E-13910).

HMCS La Hullose

A rousing farewell party, sponsored by the US Navy at New London,

Connecticut, was tendered the ship's company of HMCS La Hullose on completion of training exercises there recently.

All hands present had a good time, the crew of "The Lady" making a particular hit with their rendition of the "La Hullose Song."

"The Lady" spent March in the hands of the Halifax Shipyards for conversion and acted as feeding base for her sister ship Swansea.

CPO Jimmie Hann, Man of the Month for La Hullose in April and a star in ship's sports, was drafted to new construction at Saint John, N.B. His relief is CPO Roy Galloway, from the Reserve Fleet. CPO Alex Chalmers, leader of indoor sports teams, has been drafted to Albro Lake and has been replaced by CPO Stanley Pratt from the Magnificent.

Coverdale Radio Station

Lieut. D. D. Lee took over command of the station early in February from Lieut. M. O. Jones, who is now in Stadacona taking the Junior Officers Technical Course.

Twenty-four new housing units for married personnel were expected to be ready for occupation in April. These, together with the original 16 built in 1949, should alleviate the housing shortage.

Plans for a Valentine's Day dance had to be shelved because of the flu epidemic that hit the station hard for about two weeks. However, this left more time to prepare for a

92 PER CENT OF HURON, NOOTKA PERSONNEL HAIL FROM EASTERN PROVINCES

Of the 525 officers and men serving in the destroyers Nootka and Huron in Korean waters, 92 per cent are from Eastern Canada.

Figures based on home addresses given on entry into the Navy reveal that 483 of the 525 officers and men in the two East Coast ships come from Ontario, Quebec and the Maritimes.

This is no coincidence but is the result of the Navy's policy of assigning non-officer personnel from the Eastern provinces to ships and establishments on the East Coast. This "home port division" system is followed as closely as possible but is governed by service requirements.

Ontario, with 252, has the largest

single representation in the two destroyers. Nova Scotia is next with 100. Of the remainder, 64 are from the province of Quebec, 37 from New Brunswick, 20 from Prince Edward Island and 10 from Newfoundland. The four western provinces have a total representation of 42.

The situation was the reverse in the first three destroyers to go to the Far East — the Cayuga, Sioux and Athabaskan. Some 80 per cent of the officers and men in the Esquimalt-based ships were from British Columbia and the three prairie provinces. (Crowsnest, September 1950).

The following is a break-down, by provinces, of the officers and men in the Nootka and Huron:

	Nootka	Huron	Total
Ontario.....	132	120	252
Nova Scotia.....	48	52	100
Quebec.....	27	37	64
New Brunswick.....	24	13	37
Prince Edward Island.....	5	15	20
Alberta.....	3	8	11
British Columbia.....	8	6	14
Saskatchewan.....	5	5	10
Manitoba.....	2	5	7
Newfoundland.....	8	2	10
	262	263	525



King Neptune's Royal Court holds forth during Crossing the Line ceremonies held on board the Ontario during her southward passage across the Equator. Prominent in the photo is Queen Amphrotite (PO Lionel James, Victoria). At her (his) left is the King (CPO Douglas Tyre, Calgary). More than 600 officers and men were initiated as "shellbacks." (OC-437).

bigger and better affair later in the spring.

CPO Larry Mann, PO Jack Wilson and Ldg. Sea. Bill Amos have left the station to take over instructional duties elsewhere. POs Don Filewod, Doug Walker, Tom Clarkson and Sam Miller left for Gloucester to take a course for CPO second class. They will return to Coverdale when the course is completed.

Hockey this year took the form of exhibition contests only. Plans for an outdoor rink met with failure for the most part, due to the poor weather conditions. In other sports, the basketball entry in the Moncton city league fared well for a first year team and the regular table tennis, cribbage, bridge and deck hockey activities rounded out a good winter of recreation. — C.H.W.

PACIFIC COAST

HMCS Ontario

Since leaving Esquimalt February 26, the Ontario has experienced weather ranging from a full gale to humid heat that sent the mercury up close to the 100-degree mark.

Only a day out of her base, on passage to Pearl Harbor, the ship encountered winds of gale force which

One phase of the equatorial initiation consisted of a session in a water tank with King Neptune's rambunctious "bears," shown here with one of their victims, Lieut.-Cdr. R. W. Timbrell, of Vancouver. (OC-440).



necessitated heaving to for eleven hours. The storm gave the ship a good buffeting, but it also served to provide the many trainees on board with a rapid initiation into life at sea.

In Pearl Harbor the traditional Hawaiian hula dancers met the ship

under cloudy and threatening skies. It was not until the ship was nearing the Equator that the sun broke through with full tropical warmth and the hands went into "tropical rig."

At Pago Pago, in the Samoan Islands, the weather was hot and humid but this did not deter the eager sightseers and souvenir hunters. They took advantage of every leave ashore to see the island and its inhabitants and to bargain with the natives for samples of their handicraft. Soon, messdecks and cabins were displaying grass skirts, woven baskets, mats and other goods.

Leaving Pago Pago, the ship set course for Suva, in the Fiji Island group, six days' sailing away. However, when one of the engine room staff severely injured his hand speed was increased to get him to hospital and the ship arrived in Suva a day earlier than expected.

In Suva, the same friendly spirit among the inhabitants, so apparent at Pago Pago, was again in evidence. Entertainment for the ship's company was lavish and varied. Bus tours, picnics, dances and sports events, all were enjoyed by officers and men alike.

At the time of writing the ship was on passage to Brisbane, first port of call in Australia.

Aldergrove Radio Station

Lieut.-Cdr. John S. Hall, who has taken up a new appointment, was relieved as officer-in-charge of Aldergrove Radio Station on February 23 by Lieut. W. H. Waters.

A number of the station's old timers will be putting to sea shortly. Scheduled for sea drafts are PO Ken McLeod, PO Dave Jones, Ldg. Sea. Al Bennett, Ldg. Sea. Stan Bourquin and Able Seamen Gord Whitehead, Frank Tyler and Jake Fehr.

The operating efficiency and appearance of the station's control receiving room have improved considerably with the addition of new bays.

Early in March balmy weather brought a false flash of spring fever to the station only to be checked the following week by 30 inches of snow and an outbreak of influenza and mumps. Reluctantly, baseball bats were replaced by snow shovels.

During this period, when the station was practically snowbound, there was a 72-hour stretch when no milk or bread were delivered. It was interesting, however, to see a sturdy little paper boy arrive close on schedule with the daily paper.

OUR 'AMBASSADORS' AFLOAT

by Richard Marriott, Resident Correspondent,
in the Montreal Daily Star

BRISBANE — Several hundred Canadian ambassadors now in this part of the world are doing a good job for their country. They are the crew of the cruiser Ontario . . .

As Canada's representative for the Australian Jubilee year celebrations, the Ontario is participating in combined naval manoeuvres with ships of the Royal Australian and Pakistani navies. Apart from traditional exercises with British and New Zealand ships, this is the first time Australian naval units have worked, in peacetime, with other British Commonwealth vessels.

Advantages of such manoeuvres are obvious. But is doubtful whether they are of much greater value than will be the visit of the Canadian cruiser to Australian cities.

Not one Australian in 10,000 had ever met a Canadian until the Ontario's boys went on shore leave in Brisbane, their first port of call.

Here are some of the comments of typical Australians: —

The boys know how to behave themselves, and still have a good time . . .

They want to see what's going on, without breaking up the town . . . They're inquisitive about Australia, and don't always want to tell you how marvellous their own country is.

And Canadian sailors from cities about the size of Brisbane (population 420,000) had this to say about us and our country: —

Food and clothing are much cheaper here than in Canada. Our trams are about the same as Canadian street cars, except, perhaps, not as streamlined. Our hotels and our beer are better. We have "some of the most beautiful girls in the world." Queensland beaches are "wonderful sights and amazingly clean." Brisbane has no night life. Fewer people have cars here than in Canada.

The Ontario will spend more than three months on her cruise to Australia. It will be the longest peacetime voyage ever undertaken by a Canadian warship. Australians who so far have met the Ontario's men feel that if they are typical of the average Canadian, then we should see more Canadians.

HMC Ordnance School

Recent changes in personnel involve CPO Tom Angus, who has left the staff to join HMCS Sioux, and CPO Richard Tyler, who has left to join HMCS Crusader and whose duties as chief of the workshop have been taken over by CPO Herbert Thomas, assisted by CPOs Lloyd Johnston, John Graham, John Pinkney and PO Donald Ross. All are busy making models and training aids for the school, in addition to maintaining equipment in the Gun-nery Training Centre.

CPO Richard Polly recently joined the ranks of instructors and, in his spare time, is setting up the hydraulic section.

Members of the school are highly pleased that their Civil Service "school-mate," Miss Eve Lettice, has won her bronze medal for figure-skating. Miss Lettice does her practicing at 0630, which is deserving of a medal in itself.

Serving as civilian foreman examiner on the staff of the Inspector of Naval Ordnance (West Coast) is ex-Chief Ordnance Artificer Jack Dawson, who retired from the Navy in 1946 after 25 years' service. Mr. Dawson is one of the few to be honored with a life membership in the CPOs' mess at Naden. — R D.

TAS Training Centre

The TAS Training Centre at HMCS Naden is a beehive of activity as personnel prepare for the heavy summer training. Reserve officers and men have begun to arrive, and men from the returning destroyers are being enrolled for higher non-substantive courses.

CPO Brian J. Brown has joined the instructional staff, having been replaced in the Sioux by CPO Walter Fernie. PO Allan Tassell has been drafted to HMCS Discovery from the Sioux and PO Charles Scott, from Discovery, has relieved him.

Commissioned Officer Fred Lubin, formerly of the Sioux, is attending the Junior Officers' Technical Course at Halifax. He was relieved by Commissioned Officer Douglas B. Babineau, who recently completed his qualifying course in the United Kingdom.

CPO W. Charles Sismey is senior TAS man aboard the Crusader.

CPO Ronald Munro of Naden's TAS instructional staff is in HMCS Cornwallis taking the leadership course. — E. V.P.S.



Principals at the opening of the new RCN Medical School at Esquimalt are shown above. Left to right are Surgeon Captain Archie McCallum, Medical Director General of the RCN, who officially opened the school; Lieut. (NS) Mary E. Wilson, officer in charge of studies; Commissioned Wardmaster Thomas A. S. Kadey, administrative officer and operating room technician; CPO Martin B. Gardner, instructional chief petty officer, and Surgeon Lieut.-Cdr. John W. Rogers, officer in charge of the school. (E-13647).

Communications Training Centre

Foremost among the new faces appearing at the centre recently was that of Lieut. P. E. Palmer, who took over as Officer in Charge. POs Alex Ireland and George Mannix joined from HMCS Sioux. PO George Buckingham joined from Stadacona, while PO Alexander Heys returned to the centre for a refresher course after two years in Cornwallis. AB Thomas Hill arrived from Stadacona and is bound for HMCS Crusader. After a turn of long leave CPO "Joe" Meads also has joined the Crusader.

Passing through were PO Henry Abercrombie, coming from a course in Stadacona and going to the Sioux; CPO Walter Clements, on his way from Royal Roads to the Sioux, and PO James Ellerton, coming from a course in Stadacona to HMCS Beacon Hill.

Ldg. Sea. William Ball is trying his hand in the Supply Branch, while Ldg. Sea. Stan Bourquin came in from Aldergrove for a trial period with the Electrical Branch.

NAVAL DIVISIONS

HMCS Cabot

(St. John's)

A recent recruiting tour of Newfoundland by CPO Eric C. Graham and PO W. A. Andrews netted approximately 75 RCN recruits, all of whom are now taking new entry training at Cornwallis. The recruiting tour was highly successful, particularly in view of the fact that travel in the province at that time of year is limited.

Three Cabot men who recently signed on for a further period of five years' service with the RCN include CPO Graham, PO Donald H. Jenkins and Ldg. Sea. George Furey. Lieut.-Cdr. A. A. MacLeod, staff officer at Cabot, has transferred to the RCN on a three-year short service commission and Lieut. Ralph Knight, RCN(R), has commenced a year of special navy duty.

The Cabot team is giving a good account of itself in the Joint Services Bowling League. — *J.F.S.*

HMCS Nonsuch

(Edmonton)

The deck was heaving at Nonsuch Sunday, March 18, as a 70-man band from three Edmonton reserve force units played the first of three massed concerts to a capacity audience.

In a drill hall decked with multi-colored signal flags the Edmonton

Retirements

Chief Petty Officer John Molofy

Rate: C1C03
Age: 42
Address: 486 Grafton Street, Esquimalt, B.C.
Hometown: Two Hills, Alta.
Joined: March 1931, as an Officers' Cook third class.
Served In: HMS Glory; HMCS Naden, Vancouver, Skeena, Stadacona, Fraser, Assiniboine, Prince Robert, Givenchy, Royal Roads, York, St. Hyacinthe, Peregrine, Niobe, Cornwallis, Crusader and Uganda.
Awards: Long Service and Good Conduct Medal, March 1947.
Retired: March 12, 1951.

Petty Officer John Page

Rating: P1CV3
Age: 38
Address: Kingston, N.S.
Hometown: Armdale, N.S.
Joined: January 1929 as a Boy Seaman.
Served In: HMS Victory, Warspite, Champion; HMCS Stadacona, Saguenay, Champlain, Scotian, Iroquois, Portage, York, Prevost, Atholl, Columbia, Prince Rupert, Forest Hill, Kings, Peregrine and Gatineau.
Awards: Long Service and Good Conduct Medal, September 1947.
Retired: March 25, 1951.

division's bandmaster and master of ceremonies, Lieut. Douglas Jones, led off the concert with a musical salute to the three armed forces — "Heart of Oak," "Bonnie Dundee," "The March-Past of the RCAF" and "The Middy."

Conductor for the program which followed was Flt. Sgt. Harry Kirk of the 418 City of Edmonton RCAF reserve band. His opening number with the massed band from Nonsuch, the Loyal Edmonton Regiment and 418 Squadron was the rousing "National Fencibles."

Highlighting the band program, which ran the gamut from "boogie-woogie" to opera, were two "hot numbers" — "At the Gremlin Ball," featuring Bert Ward on the solo trumpet, and "Boogie-Woogie Band," with Charles Brown on the solo trombone.

The second concert was played at the North West Air Command drill hall March 4 for the personnel and friends of the Army and Air Force based in Edmonton. More than 700 were in attendance.

On March 11 the third concert was held in Wetaskiwin by the Navy band under the direction of Lieut. Jones, before an audience of 1,500 people. Lt. Fred Short acted as Master of Ceremonies. — *E.W.H.*

HMCS Donnacona

(Montreal)

Although not officially out of the hands of the contractors, Donnacona commenced weekly training for all ratings last month. It is felt that the much improved and enlarged building, when it is finally handed over, will greatly facilitate training.

A glamorous lady paid a visit to Montreal recently — none other than Sally Rand. A few of the more enterprising young naval officers of Donnacona introduced her to her equally famous prototype — the war-time crest of HMCS St. Laurent, which now hangs in the Naval Officers' Club in Montreal. Miss Rand was most interested in this "work of art" and said she was highly honored that her name was used as a nickname for one of Canada's well-known destroyers.

She said that she had corresponded with the boys of the "St. Laurent" during the war and that she was very often called upon to send pin-up pictures of herself to members of the ship's company.

A short history of the St. Laurent and pictures of the ship and its crest were presented to Miss Rand as souvenirs of her visit. — *R.F.D.S.*

HMCS Hunter

(Windsor)

An addition to the chief and petty officers' mess, tentatively named the "green room", has been completed and, having been fitted with a small band stand, will be used for dancing at future parties as well as for general recreation.

The Canadian Services Decoration was presented to Lieut. C. L. McDerby, Staff Officer Training, at divisions in mid-March. Commander W. A. Wilkinson made the presentation. — *R.M.P.*

HMCS Star

(Hamilton)

Chief and petty officers of Star combined with senior NCOs of the various Hamilton reserve army units to stage a highly successful Tri-Service St. Patrick's dance at Star on March 17. Complete success was attributed to the combined efforts of the three services.

The last Friday in March, ward-room officers and the Hamilton branch of the NOAC staged an Admiralty Ball at the division, with Vice-Admiral H. T. W. Grant, Chief

of the Naval Staff, and Mrs. Grant in attendance. Other prominent guests included Captain A. G. Boulton, Director of Naval Reserves, and Mrs. Boulton.

United Kingdom and United States naval attaches, Captain G. E. Fardell, RN, and Captain F. H. Gardner, USN, respectively, visited Star in mid-March. — *C.S.L.*

HMCS Prevost (London)

According to plans now underway, Prevost will be host division to reserve units from Toronto, Windsor, Hamilton, Kingston and Port Arthur in mid-June during large-scale tri-service manoeuvres in Western Ontario.

Navy, army and air force units will take part, as attackers and defenders, in an "invasion" of Western Ontario "by sea." The navy's role will be to transport an invading infantry brigade to the beaches of Erieau. Some 200 naval personnel and at least four Fairmiles will participate in the exercises.

Recent visitors to Prevost included Captain A. G. Boulton, Director of Naval Reserves, who attended the officers' annual mess dinner; Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast, and Instr. Commander C. H. Little, Staff Officer UNTD.

Fourteen candidates were recently promoted to Cadets in the UNTD. The cadets' gunroom has been re-decorated.

Recent personnel changes saw Lieut. N. J. Russell appointed Staff Officer, succeeding Lieut. L. J. C. Walker; Lieut.-Cdr. C. J. Metcalfe taking over as UNTD Staff Officer, and CPO G. E. Short arriving for recruiting duties. — *N.C.*

HMCS York (Toronto)

Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, visited Toronto during the week-end of March 16th. Admiral Mainguy spoke at the annual dinner of the Toronto branch of the Naval Officers' Association of Canada on Friday evening, inspected the Greater Toronto Royal Canadian Sea Cadet Corps at RCSC Ship Haida on Saturday afternoon, and attended a reception given in his honor by the officers of York on Sunday. The following Monday he spoke to the Canadian Club of Toronto.

York personnel manned the Navy exhibit at the Annual Sportmen's Show, held in the Canadian National

Exhibition Coliseum March 9 to 17. Members of the ship's company who staffed the exhibit were: Lieut. David Gill, Lieut. (E)(AE) T. B. Rutherford, Sub-Lieut. Bill McDougal, Sub-Lieut. (SB) Peter Newman, CPO Len Rutherford and CPO Guy Cross.

The men's mess held a highly successful St. Patrick's Dance on on Saturday, March 17. The mess recently purchased a television set and almost any night a crowd of sailors watches the "fights" or the latest "show" from New York.

Services. A similar function was held by the UNTDs March 7 to conclude their activities for the season and at the same time mark the visit of Instr. Commander C. H. Little, Staff Officer UNTDs. More than 100 cadets were paraded for his inspection March 6.

Completion of nine new classrooms during March will greatly assist in the training of new entries.

Active in providing books, magazines and games for personnel serving in Korean waters, the Reserve officers' wives on March 10 held a successful



An exhibit designed to present the activities of the Navy as clearly and simply as possible was staged by HMCS York at the Canadian National Sportsmen's Show in Toronto in March. More than 300,000 persons visited the show and a good many of these walked through York's exhibit. On duty at the time the photo was taken were Sub-Lieut. W. G. McDougall and CPO G. A. Cross. (Photo by Ashley and Crippier, Toronto).

The cribbage team of the chief and petty officers' mess is now in second place in the Toronto Garrison cribbage tournament. CPO Ted Izzard and PO Jack Nufendorf starred for the team when they defeated the 48th Highlanders' Team on March 19.

On March 24 a farewell party was held for CPO Jack Parker, who was presented with a silver mug by his messmates.

The annual chief and petty officers' dance was planned for April 27. The dance was organized by CPO L. Franklin. — *P.C.N.*

HMCS Chippawa (Winnipeg)

March began with a wardroom mess dinner to which were invited representatives of the other two

tea to further this undertaking.

The Winnipeg division was honored by a visit from Capt. F. H. Gardner, USN, US Naval Attache at Ottawa, who, during his visit, spoke to the Canadian Club and to members of the Reserve and UNTDs.

Two well-attended dances were held aboard the Winnipeg division during the month, the annual St. Patrick's Day frolic, sponsored by the chief and POs' mess, and a tri-service affair under the auspices of the Senior NCOs' Association of Winnipeg.

Apart from financial support to the Red Cross during its March drive for funds, Chippawa also aided by giving the Red Cross full use of the pool from March 26 to 30 for swimming and life-saving examinations.

Two officers were granted short service appointments during the month. They are A/Lieut.-Cdr. D. S. Menzies and Lieut. J. Pegg. — *L.B. McI.*

HMCS Scotian (Halifax)

In line with Scotian's seaward defence training program, a depth charge thrower is being installed in the division and a hedgehog mounting is being readied.

With the recent addition of the Bangor minesweeper HMCS Brockville and the installation of a communications room, the division is making a drive for new recruits and is planning an active summer training schedule. Approval has been obtained for the installation of a rifle range at Scotian.

UNTD tenders to HMCS Scotian have been marking the end of winter training programs with annual cadet dances. One was held at Mount Allison University and another at Scotian, where Dalhousie University, Nova Scotia Technical College and St. Mary's College combined their efforts. Acadia University cadets marked the end of the winter training season with their annual formal dinner while Mount Allison University held their dance in conjunction with the annual COTC dance.

Lieut. P. M. Birch-Jones arrived early in April to take up the duties of Staff Officer, relieving Lieut. A. T. Love, who has been appointed Executive Officer of HMCS Wallaceburg. — *A.C.R.*

SHEARWATER PLAYERS CLICK WITH 'HARVEY'

The Shearwater Players tackled a tough assignment when they staged the play "Harvey," by Mary Chase, at the RCN Air Station gymnasium in March. Some measure of their success can be gained from excerpts from reviews in the Halifax and Dartmouth newspapers.

The Halifax Mail-Star said: "The show was one of the best ever seen locally... The play supported to the full extent one of the aims of the group—to bring forth latent talent in the Royal Canadian Navy and their families, and did much to promote another aim, that of building a legitimate theatre following in this district."

The Dartmouth Patriot called it a good performance of a difficult vehicle "by an ably directed cast."

Lieut. (E) (O/E) Ronald A. E. Marwood directed the play and

NOAC Council Meets Early in June

The annual meeting of the Dominion Council of Naval Officers' Associations of Canada will be held in HMCS York, Toronto, June 7, 8 and 9.

Presiding over the annual meeting will be Richard Underhill, of Vancouver. The 22 associations across Canada will be represented at the meeting by some 35 delegates.

Among the more important business on the agenda is the annual election of officers. Nominations for the Board of Directors, which consists of a president and five vice-presidents, will be received from the delegates in attendance at the meeting in accordance with a resolution passed last year in Vancouver.

Both the Minister of National Defence, Mr. Brooke Claxton, and the Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, will deliver addresses at the meeting.

played the leading role of Elwood P. Dowd, a congenial member of a socially prominent family whose best pal is a six-foot rabbit named Harvey, visible only to Elwood and a few select personages. When he begins to introduce his hallucination to friends of the family, thereby endangering their social reputation, the family counters by attempting to spirit Dowd and his rabbit off to a rest home.

The consequent shenanigans provide some situations which can be termed very fine comedy.

The play ran for three nights at Shearwater and then was staged again the following week at the Dalhousie gym in aid of the Walter Callow Fund.

It was no easy task to get Harvey into production. The play was eight weeks in rehearsals before opening night, there were three changes of cast, and the entire group contracted 'flu during this period, with four players being out of action on one occasion.

But it was old hat to Director-Actor Marwood, who spends most of his spare time promoting, studying or participating in the theatre. Since he began his association with grease-paint and footlights some 20 years ago, Lieut. Marwood has taken part in countless ships' concerts and has played in theatrical groups in England, the United States and Canada.

He arrived in Halifax on loan from the RN 16 months ago and wasted no time in joining the Shearwater Players. Since then he has directed "Death Takes a Holiday," played the lead in "The Shop at Sly Corner," and directed and played

MAN OF THE MONTH (Continued from Page 13)

Demobilized in November 1945, CPO Wood returned to "civvy street" after more than six years of active service. Just before his discharge he received a clasp to the Reserve Long Service and Good Conduct medal, becoming one of the few to achieve this rare distinction. His LS and GC was awarded in September 1939.

In November 1948 CPO Wood entered the active list of the RCN (Reserve) and was placed in charge of the communications branch in Non-such. It was like old times.

A married man, CPO Wood has few other interests outside of his home and the Navy. His hobby, when he can find time for it, is wood carving, with animals his favorite subjects. — *E.W.H.*

the lead in the current production of "Harvey."

He is serving at the Naval Armament Depot as an ordnance officer.

Other members of the cast were Miss Anne Cribby, Mrs. Elsie Young, Mrs. Ruth Britton, PO Robert McCutcheon, Ldg. Sea. Peter Britton, Ord. Lieut. Gordon Spengel, Mrs. Wendy Noad, PO Peter Bailey and Lieut. (L) M. Milovick.

Members of the production staff besides Lieut. Marwood, were: Production manager, Lieut. (L) S. J. Noad; stage manager, CPO Robert Dalley; decor, CPO Robert Dalley and Mr. Ennis Garland; make-up, Mrs. Barbara Hudson and Mrs. Jean Smith; wardrobe, Mrs. Christine Marwood. Others included Miss Sybil Hibbert, CPO Douglas Cooke, Commissioned Supply Officer Jack Young, Miss Margaret Dunn, Miss Dorothy Dunn, Mrs. Rita Bailey, Ord. Sea. Robert Booth and Ldg. Sea. Peter Britton.

→
"They also serve
who only stand and wait."

For the crews of the Canadian destroyers serving in the Korean war there is a good deal of waiting—at their weapons, their instruments, their lookout posts—waiting for an enemy who does not appear but for whom a constant vigil nevertheless must be kept. It's tiresome, monotonous work and the sole consolation it offers is the knowledge that by their presence the Canadians are doing their part in maintaining complete domination by the United Nations of the seas around Korea. (NK-468).



R. H. Playm
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Seamanship School
R. M. C. S. Cornwallis
Cornwallis N.S.

