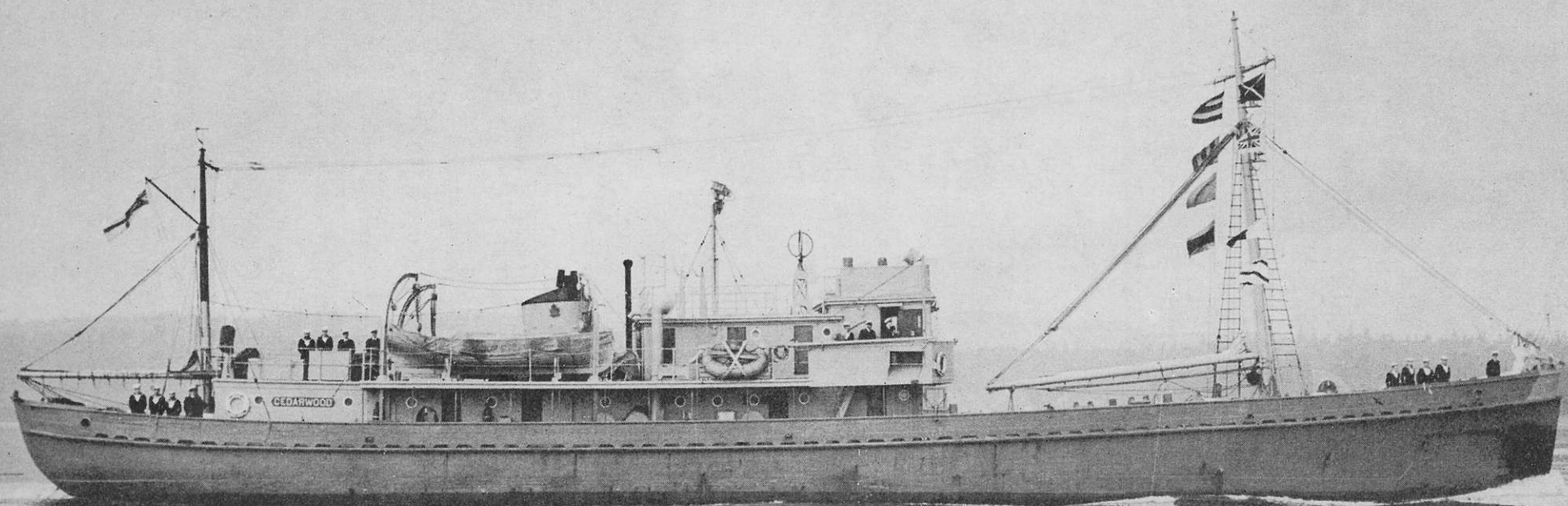


The CROWSNEST



Vol. 2 No. 1

November, 1949



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THE ROYAL CANADIAN NAVY'S MAGAZINE

November, 1949

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Cover Photo — A Firefly of the RCN's 18th Carrier Air Group hooks an arrestor wire as it comes in for a landing on the flight deck of the American light fleet carrier USS "Saipan." The Canadian group spent more than two months this summer on combined training with the US Navy. (J.C. — 88.)

LADY OF THE MONTH

She may not have the lines of a destroyer or the imposing might of a cruiser, but the little wooden auxiliary vessel, HMCS "Cedarwood," does an important job, nevertheless. Here she is shown as she proudly enters Esquimalt harbour on her return from a two-and-one-half month cruise to Aleutian waters. (E-10229)

★ ★ ★

Acknowledgement for the layout on pages 16 and 17 goes to those who produced CORNWALLIS, an excellent illustrated booklet distributed at the training base in 1945. If memory serves correctly, the illustrations were done by Lieut. (SB) Noel Langley, RCN(R), now retired. Our layout is an exact reproduction and is printed for the benefit of those who have not the good fortune to possess a copy of CORNWALLIS.

★ ★ ★

Unless otherwise designated, all photographs published in The "Crowsnest" are from official RCN negatives.

Henceforth, the negative numbers of RCN photos appearing in the magazine will be included with the caption. Persons wishing to order prints of photos appearing in the magazine may then do so by referring simply to the negative number, rather than to the page, issue of the magazine and subject of the photo, as was previously the practice.

Orders for prints should give the negative number and size and type of photo required and be accompanied by a cheque or money order for the full amount, payable to the order of the Receiver General of Canada.

Sizes and finishes available, with prices, follow:

4 x 7 glossy finish only	\$.05
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R.C.N. News Review

21-Day Cruise Scheduled For Carrier, Destroyer

A 21-day training cruise, scheduled for November 15 — December 6, will take the carrier "Magnificent" and destroyer "Haida" south to Charleston, S.C., Guantanamo Bay, Cuba, and San Juan, Puerto Rico. Informal visits will be made at each of the three ports.

On board the carrier will be 825 and 826 Squadrons of the 18th Carrier Air Group and a program of training and exercises involving the group's Firefly aircraft will be conducted throughout the cruise.

The "Magnificent" came out of the Saint John drydock October 14, proceeded to Halifax the following day, and on October 19 began taking on stores. On November 4 she puts to sea for a period of work-ups, and from November 10 to 14 she will carry out deck landing training for pilots of the 18th CAG off Halifax.

The frigate "Swansea" will accompany the "Magnificent" and "Haida"

as far as Charleston, then returns to Halifax.

Hard-Working "Haida" Puts In Busy Fall

For HMCS "Haida" it has been a busy fall. The destroyer took part in "Noramex", a month-long series of exercises conducted by amphibious force units of the U.S. Atlantic Fleet, and climaxed by a U.S. Marine Corps assault landing at Cape Porcupine, Labrador. The "Haida" was one of a five-ship destroyer force which provided anti-submarine protection for the amphibious ships and close gunfire support to the assault landing.

This was the first time since the war that a Canadian naval ship had taken part in an American amphibious exercise. Altogether, 41 ships and 11,660 officers and men were involved in the scheme.

"Haida" was due back in Halifax October 26. After a sojourn alongside, she will put to sea November 10 to act as plane guard for the "Magni-

cent", then will head southwards with the carrier.

"Ontario" To Begin Refit November 1

The cruiser "Ontario" commenced her annual refit and leave period November 1 at Esquimalt. On her last cruise before proceeding alongside, the "Ontario" exercised with "Crescent", "Antigonish" and "PTC 724" in the Straits of Georgia, then paid an informal visit to Vancouver. Highlight of the stay was a party held on board for approximately 160 children from the coast city.

"Crescent" and "Antigonish" meanwhile visited New Westminster, then returned to Esquimalt for a period of A/S exercises with the U.S. submarine "Pomfret."

"Micmac" To Commission In Mid-November

Originally scheduled to commission September 15, HMCS "Micmac" was delayed and is now expected to be ready for service November 15. HMCS "Cayuga" commissioned September 15, as scheduled, replacing the "Athabaskan" in the West Coast fleet. The latter was not paid off, but merely went into refit.

The minesweeper "New Liskeard" began refit at Halifax on November 1 and was replaced as Naval Research Establishment ship by the "Portage."

Out West, "Cedarwood" carried on with her oceanographic survey duties, sailing from Esquimalt October 17 for Nodales Channel.

"Swansea", Submarine Visit Saint John

The frigate "Swansea" and U.S. submarine "Sea Owl" interrupted a period of anti-submarine exercises in the Bay of Fundy to visit Saint John, N.B., October 21-24.

The British submarine "Tally Ho,"



What was believed to be the largest single blood donor clinic ever held in Eastern Canada was conducted at "Cornwallis" September 8 and 9, when more than 600 officers, men, civilian employees and wives donated blood during a visit of a Red Cross mobile unit. Here, Ord. Sea. William Day of Perth, Ontario, is being got ready for his donation by Dr. Sophie Kernehan of the Montreal Depot of the Canadian Red Cross.

which had been on loan to the RCN for anti-submarine training purposes, left Halifax October 21. She was due to call at the U.S. submarine base at New London, Conn., then go to Bermuda to join the America and West Indies Squadron.

"Cornwallis" Begins Turning Out Trainees

The first group of men to complete new entry training at "Cornwallis" — 129 in all — graduated September 24 and proceeded to their homes on leave. The occasion was marked with fitting ceremony, with a number of senior officers of the RCN on hand to view the proceedings and at the same time to examine and discuss the various aspects of new entry training at the base.

Two weeks later a second group, numbering 70, wound up training at "Cornwallis" and a third followed October 22.

Important Meetings Are Scheduled

Two important conferences were scheduled at Naval Headquarters this Fall.

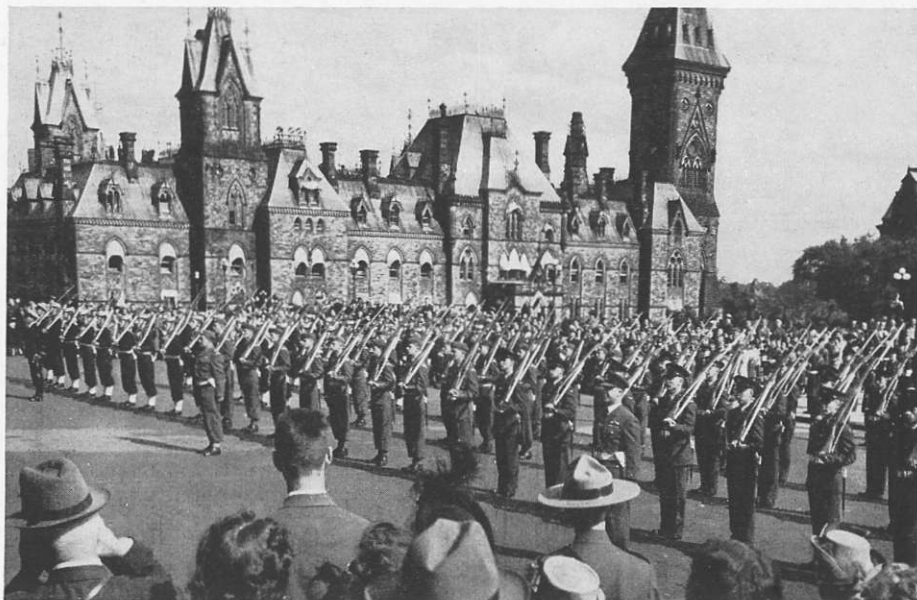
The first, a meeting of commanding officers, or their representatives, of the 21 naval divisions was held from October 17 to 21. From November 2 to 4, senior officers of the RCN held their annual meeting.

Acting Captain H. L. Quinn, Director of Naval Reserves, was chairman of the conference of divisional commanding officers, which was attended also by the Reserve Training Commanders from the Atlantic and Pacific Commands, and heads of interested Directorates at Headquarters.

During the week-long meeting every phase of the Naval Reserve picture came under discussion.

Matters of broad Naval policy and future plans were discussed by the Senior Officers' Conference, under the chairmanship of Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

Attending this meeting were Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Commodore G. R. Miles, Naval Offi-



As its final act before disbanding, the tri-service Precision Squad formed a guard of honour for the opening of Parliament at Ottawa. Made up of new entries, most of whom had been in uniform less than four months, the squad earlier performed before more than a quarter of a million people at the Canadian National Exhibition and was one of the big hits of the show. (Canadian Army photo Z-5851-6).

cer in Charge, Montreal Area; Commodore V. S. Godfrey, Commodore, Newfoundland; Commodore J. C. I. Edwards, Commodore R.C.N. Barracks, Esquimalt; Commodore A. M. Hope, Commodore, R.C.N. Barracks, Halifax; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; Captain O. C. S. Robertson, Senior Canadian Naval Liaison Officer, London, and Captain A. P. Musgrave, Commanding Officer, H.M.C.S. "Cornwallis".

Members of the Naval Board who were in attendance, besides Vice-Admiral Grant, are Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans); Captain C. N. Lentaigne, Assistant Chief of the Naval Staff (Air), and Commodore W. B. Creery, Chief of Naval Personnel.

Haddad Retains Title, Named to Games Team

Ldg. Sea. Eddie Haddad, of HMCS "Naden," retained his Canadian lightweight boxing championship at Fort William in early October and at the same time became one of four

boxers named to carry Canada's colors in the British Empire Games at Auckland, New Zealand, next February.

The 134-pound Navy battler has been beaten only once in four years of ring competition. That was at the 1948 Olympic Games, when he lost a narrow decision in the quarter-finals of the lightweight division. Last year he was awarded the Norton H. Crowe Memorial trophy for being voted the outstanding amateur athlete in Canada and also received the Sid Thomas Memorial trophy, which is awarded the outstanding amateur athlete in the Victoria district.

Navy League to Hold Second Essay Contest

So successful was the essay contest held last year by the Navy League of Canada, with the co-operation of the RCN, that it has been decided to conduct a similar contest this year. Subject of this year's essay is "Our Canadian Navy."

The contest is open to boys and girls 10 to 18 years of age and entries will be accepted up to December 31. Once again the top prizes will include visits to the fleet at Esquimalt and Halifax.

A Rugged Trip

"Cedarwood" Logs 10,000 Miles
On 2½-Month Northern Cruise

A RUGGED trip for rugged men in a rugged ship—that is a quick summary of the 10,000-mile cruise of HMCS "Cedarwood".

The "Cedarwood," commanded by Lieut.-Cdr. J. E. Wolfenden, RCN(R), got back to Esquimalt on Tuesday, September 13, after an absence of two and one-half months. A flag, new to the Royal Canadian Navy, fluttered from a signal halyard—a red flag centred by a polar bear on an ice floe. It signified that the stout little Lunenburg-built wooden ship had been just about as far north as any vessel of the Royal Canadian Navy had ever gone.

They saw walruses, they sailed through northern waters so rich in plankton (fish food to the layman) that scientists on board figured the area might one day become one of the

world's richest fishing grounds. The trip didn't prove it, though, for the fish, which logic said must be there in millions, were too well-fed to take a lure.

They traded with the natives and they found the Eskimo a hard man with a dollar. No more will the sons of the Midnight Sun sell their birthrights for a tasty candy bar or perfumed toilet soap. For such souvenirs as the "Cedarwood's" crew collected—parkas, walrus harpoons, beaded slippers, whalebone novelties—the Eskimos demanded hard American cash and civilized retail prices. Some of the sailors did find, however, that the Eskimo is a sucker for long woollen underwear and did such a brisk business that a quick muster of loan clothing was held on board to make sure no black market developed.

They crossed the Arctic Circle and, on crossing it, paid due respect to King Neptune's northern realm—a ceremony that involved suitable application of each novice seaman to a slab of ice. They were a little late to catch the sun spending the full 24 hours above the horizon, but they did see sunset and sunrise occurring simultaneously.

"Cedarwood" drove north to the rim of the eternal polar ice pack and skirted it for several miles. For the record, she drove her bows into the crumbling ice along its edge.

The weather? Lousy, thank you. The Arctic and sub-Arctic proved to be capable of producing everything in the meteorological book in the way of foul weather. It would blow a gale, pour rain and produce dense, swirling fog at one whack. The little ship's inclinometer indicated a roll of 50 degrees to starboard and 54 to port during one strenuous session with heavy seas.

"Cedarwood" was accompanied on the journey by two U.S. naval vessels, one the USS EPCE (R)-857, seagoing

experimental laboratory commanded by Lieutenant D. S. McMillian, USN, and the other the submarine "Baya", under Commander J. D. Mason, USN.

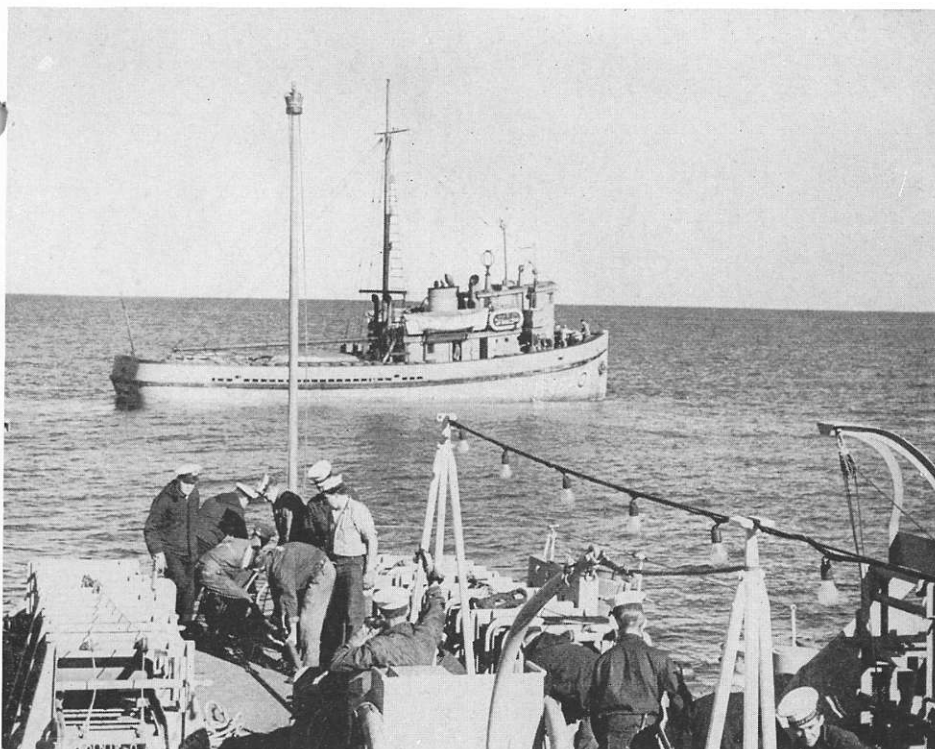
The purpose of the long journey was to spend two weeks in a concentrated study of oceanographic conditions in waters north of the Aleutians—an objective which was successfully carried out.

Following "Cedarwood's" return from the north, a dance was held in honour of the ship's birthday. Under the capable M.C.-ing of CPO Fred A. Jones, everyone enjoyed himself to the fullest. Almost the entire crew, with the exception of the duty watch, was present. An address by Lieut.-Cdr. Wolfenden capped the evening when he stated that any credit coming to the ship was entirely due to the tireless efforts and wholehearted teamwork of the crew.

On hand to greet Petty Officer Duncan Bishop when "Cedarwood" returned home were his wife and nine-months-old daughter Eloise. The latter has taken possession of a souvenir walrus spear. (E-10231).

"Cedarwood's" commanding officer, Lieut.-Cdr. J. E. Wolfenden, wearing a reindeer parka brought back as a souvenir of the ship's cruise to northern Pacific waters. (E-10230)





The towline has been secured and in a few minutes HMCS "Swansea" will start the longest towing job ever performed by an RCN ship. The frigate hauled the RCAF supply vessel "Malahat" 1,100 miles. (SW-207)

Icebergs and Eskimos

**"Swansea" Travels to Baffin Land, Greenland,
Sets Long Distance Towing Record**

AT noon on a bright Wednesday in August the frigate "Swansea" (Lieut. J. P. T. Dawson, RCN) proceeded to sea and headed for northern waters on what is becoming an annual cruise for units of the Canadian fleet.

Besides the usual complement of RCN personnel, the ship carried a number of Reserve officers and men who were undergoing training, and, as Arctic pilot, Commander George H. Stephen, OBE, DSC and Bar, RCN (R). Commander Stephen served as an officer in the Hudson's Bay Company's famed Arctic supply ship "Nascopie" from 1934 to 1938, and, in 1939, before going on active duty with the Navy, was captain of the "M. F. Therese", the Roman Catholic Mission ship serving the same seas. Also on board was Mr. A. A. Onhauser, whose work on magnetic observations was to be carried out for the Department of Mines and

Resources at the various places at which "Swansea" was to call.

The following morning, August 25, in the Straits of Belle Isle, the ship encountered her first icebergs. As the cruise progressed, these white and green masses of floating snow and ice became less a matter of curiosity and more and more a menace as they loomed over the horizon or out of fog banks; but thanks to radar, their presence had already been heralded—in fact the radar scan at times resembled a bad case of chicken pox. These monsters actually were cause for far less worry than the treacherous growlers, which, because of their near-submerged state, could not be picked up by radar; detection of them depended upon the watchfulness of the look-outs.

The first Sunday at sea found "Swansea" in a heavy swell which brought on a number of cases of seasickness and depleted the ranks of

those attending Divine Service. However, the following morning the seas had abated and in fine weather "Swansea" passed Resolution Island and entered Frobisher Bay, Baffin Island, escorted by a gam of whales, whose "blowing" much resembled in miniature the welcome accorded passenger liners by fire tugs when entering New York harbour.

All day Monday, the 28th, "Swansea" steamed up this bay between steep and barren cliffs, which rise to heights of 2,000 feet, and past two glaciers, which reach out into the bay and from time to time spawn new bergs.

The following morning "Swansea" picked up the pilot, passed through the Narrows and dropped anchor off the Air Force base. Here, in the midst of the rough and barren Northland, were found Quonset huts, jeeps, trucks and heavy equipment, canteen and ever friendly personnel. About a mile from the base and out-of-bounds was the Eskimo settlement—a collection of tents, around which swarmed the sled dogs and their puppies.



Mail and stores for "Swansea" were flown from Dartmouth to Goose Bay by "baby air lift" in an RCAF Lancaster. Shown loading stores aboard the plane are AB G. C. Jones, PO J. C. Instance and AB J. Haverson. (DNS-1904).

At Frobisher were a Hudson's Bay trading post and a RCMP detachment, represented by Constable Jack who supervises the welfare of the Eskimos. He it is who "details" those Eskimos who may work at the air base and who "drafts" others to the trapping lines after a year "ashore", and it is he who also sends the young Eskimo lads out to learn the art of hunting and trapping, so that if the day comes when a base is no longer maintained the Eskimo will have learned to fend for himself.

Here was met, also, the crew of an RCAF North Star which carried out reconnaissance flights to supply the ship with information on ice conditions along the route. It was a coincidence that the captain of the aircraft, F/L D. Dickson, and "Swansea's" navigator, Lieut. D. L. Hanington, were former schoolmates.

The next day at noon "Swansea" headed down the bay in fine, sunny weather and past herd upon herd of Arctic seal; but on passing the

Narrows the ship was greeted by rain and high winds which increased during the night and the following day, forcing her to heave to for several hours.

The following morning, September 3, broke fine and clear and during the day the swell diminished. That evening, at 2041 ADT, "Swansea" crossed the Arctic Circle to the tune of "Jingle Bells" on the ship's SRE.

Early on the morning of the 4th, the ship reached Padloping Island, a weather station manned by about a dozen men and with a settlement of half a dozen Eskimo families.

Thanks to good weather, it was possible to land the ship's company for shore leave, and the opportunity was eagerly taken. Some of the men played football with the station personnel, others tramped the hills behind the base, and the fishermen took up positions along the shores of a fresh water lake in which large trout were clearly visible but none of which would take the fly.

At Godthaab, Greenland, Able Seamen Ronald Knapman and Herbert Williston, both of Saint John, N.B., find chocolate bars a useful medium for making friends. (SW-181).



ON the evening of September 6, "Swansea" entered River Clyde and dropped anchor opposite the Department of Transport's weather and ionospheric station. The following morning libertymen streamed ashore to purchase souvenirs but the results were very meagre, since a supply ship had already been here prior to "Swansea's" arrival and had collected all available pieces with the exception of a few seal and polar bear pelts.

That evening, while the entire white population of thirteen was on board, a sudden storm broke. It was impossible to bring a boat alongside and it became necessary for the guests to remain on board over night. This placed a heavy strain on the bunking facilities; in fact, it was necessary to make use of the bathtub as a resting place for one of the officers, who had relinquished his bunk to one of the visitors.

By morning the storm abated sufficiently to allow the visitors to be put ashore, and after collecting the surveying equipment "Swansea" sailed out of the bay and pointed her bows towards Godthaab, Greenland. However, due to icebergs and growlers it was necessary to alter course and return along the coast of Baffin Island until off Padloping, when course was altered to eastward. At noon on September 10 the radar picked up the coast of Greenland and that evening the mountains which mark the entrance to Godthaab were sighted. Due to high winds and poor visibility, the ship was unable to enter and stood off the land in heavy swell until the following afternoon, when "Swansea" entered port and dropped anchor opposite the colony.

Godthaab is built on the slopes of a fjord. From the waterfront the road winds up through the main street past the white houses with red roofs and flagpoles from which the Danish flag waved greetings to the Canadian visitors. The road continues past the Colony store and into open country through high rock cuttings until it reaches the Danish naval base overlooking Ships Harbour. This provides a far better anchorage, but the

evolutions required to berth here were not undertaken in view of "Swansea's" short stay.

The Commanding Officer, Danish Naval Forces, Greenland, Captain de Lichtenberg, invited a number of officers from "Swansea" to a Danish luncheon with all the trimmings. On a rock at the entrance to the naval base was perched the mascot of the Danish Naval Forces, an imposing looking eagle which answered to the not quite so imposing name of "Pussy". However, the name seemed quite in keeping with the bird's temperament, as evidenced by the docility with which it submitted to handling by the visitors.

During the afternoon of the day of "Swansea's" departure the Governor of South Greenland, C. F. Simoni, and Mrs. Simoni, the Colony manager, Mr. A. Knudsen, and Mrs. Knudsen, Captain de Lichtenberg and his executive officer, Lieut.-Cdr. Odder, visited "Swansea" and were joined later by other members of the Danish Colony and the two resident U.S. Vice-Consuls. Following the departure of the visitors, "Swansea" sailed for Hebron, Labrador, ending far too short a stay among these most hospitable people.

Two days later "Swansea" arrived at Hebron and there found CNAT "Dundalk" waiting to replenish her fuel supply and deliver a most welcome bag of mail.

Hebron was one of the places on the Labrador coast where the Moravian Missions established a school and church. The mission house, which still stands, was built in 1830 from timber, brick and other materials brought from England. The present mission is in the charge of Rev. F. N. Grubb, who has spent more than 30 years administering to the spiritual and physical needs of the Eskimo, for he must also be doctor and dentist. Besides these "white collar" arts, he has had to master the trades of carpenter, blacksmith and motor-mechanic. Mrs. Grubb, who hails from Durham, England, assists in the instruction of the Eskimo children.



Lieut. W. A. Manfield, of Victoria, and Petty Officer Norman H. Mitts, of Halifax and Trenton, Ontario, play hosts to a ptarmigan, one of several that landed on "Swansea" during her northern cruise. (SW-222).

THE following evening, as the ship's company was making ready to hold a concert and the first "patrons" were taking their places in the seamen's mess, a message was received ordering "Swansea" to the aid of the RCAF supply vessel "Malahat", which had developed engine trouble and was drifting in Hudson Bay.

Sirens wailed, visitors were hustled ashore, the ship's boats were recalled and boat hoisting was carried out by a motley crew consisting of the concert's master of ceremonies, "Negro" minstrels and new entry ordinary seamen who suddenly had blossomed forth in CPOs' uniforms, much to the consternation and confusion of "Number One", who was endeavouring to make ready for sea as soon as possible; and it is a credit to the discipline and spirit of the ship's company that within 65 minutes of receiving orders to sail, "Swansea" was under way. . . But instead of returning home, the ship was headed in the opposite direction.

Heavy seas, ice and fog made progress slow and hazardous, but by noon September 18 "Malahat" was sighted lying at anchor off the northwest point of Mansell Island.

"Malahat's" engines had broken down the morning of September 15 during a storm which battered the ship and drove it before winds and seas until the crew managed to make and stream a sea anchor and so ride out the gale, which abated the second day.

"Malahat" was brought alongside and supplied with fresh water and food, and as dusk fell "Operation Malahat"—a 1,100-mile tow to Goose Bay—got under way.

Whereas "Swansea" previously had experienced little else than bad weather, this extra assignment was favoured with ideal conditions, with the exception of frequent spells of heavy fog. But seas remained calm the entire six days and at midnight on September 22 Hamilton Inlet was entered. At 1930 the following day "Swansea" brought the disabled craft to a safe anchorage opposite the airport at Goose Bay and "Operation Malahat" was completed.

A warm welcome was accorded the ship's company by RCAF and American personnel at Goose Bay, where "Swansea" was forced to remain an extra day because of snowstorms.

Sunday, September 25, broke fine and clear and at 0800 "Swansea" slipped and headed for home. A day later the first lighthouse beacon was sighted and these aids to navigation soon increased in number and held out a promise of the "bright lights" to come.

Wednesday morning "Swansea" steamed up Halifax harbour with her Arctic emblem—a large polar bear—brightly adorning each side of her funnel. At her berth she was met by relatives and friends who had risen to greet her at the early hour of seven.

ON checking the log, it was found that "Swansea" had completed a cruise of 6,350 miles. In addition, she had been to points never before visited by a Canadian warship, and had carried out the longest tow yet effected by a ship of the RCN.

The Bulletin Board

Organization for the Administration and Operation of HMC Ships

The organization and administration of HMC Ships has been reviewed and completely revised. The highlights of the new organization are outlined in the following paragraphs.

HMC Ships will be classified as "In Commission" or "In Reserve" and will be allocated to the Atlantic Coast Command or the Pacific Coast Command.

The Senior Officers in Chief Command will administer and exercise operational control of all HMC Ships allocated to their respective Commands.

The Senior Canadian Naval Officers Afloat in each Command will be responsible to their respective Senior Officers in Chief Command for the administration and operational control of all HMC Ships in commission, allocated to their respective Commands.

The Senior Officers Ships in Reserve will be responsible to their respective Senior Officers in Chief Command for the administration of all HMC Ships in reserve, allocated to their respective Commands.

The Senior Officer in Chief Command may assign any one or more HMC Ships allocated to his Command to special duties of a continuing or temporary nature, and the responsibility to him for the administration and operational control of such ship or ships will be as directed by him.

In each Command, the senior of the officers in command of HMC Ships of the following types will be designated a "Type Commander":

- Carriers
- Cruisers
- Destroyers and Frigates
- Minesweepers

Training ships specifically allocated as such by Naval Headquarters, or by the Senior Officer in Chief Command.

Type Commanders will be responsible to the Senior Canadian Naval Officer Afloat, of the Command concerned, for the administration and operational control of HMC Ships of their respective types in commission allocated to their respective Commands. (NOTE:—This phase of the organization will be brought into effect only as and when required, at the discretion of the appropriate Senior Officers in Chief Command).

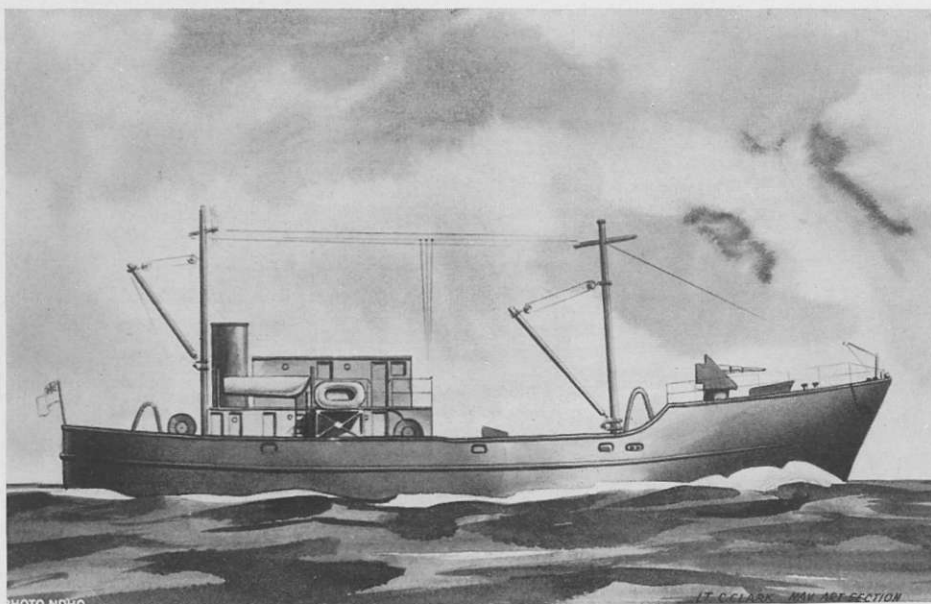
Under special circumstances, one or more of HMC Ships may be allocated by Naval Headquarters to the operational control of Naval Headquarters or of such other authority as directed by Naval Headquarters.

Forfeiture of Campaign Stars, Medals and Clasps

The following amendments have been made to the regulations for the restoration of campaign stars, medals and clasps to persons who have been convicted of desertion.

Every person who is, or has been convicted of desertion shall forfeit all Second World War campaign stars and clasps, the Defence Medal, Canadian Volunteer Service Medal and Clasp and the War Medal, 1939-45, of which he may be in possession, or to which he might otherwise be entitled by his service up to the date of being so convicted.

These medals and clasps may be restored under certain circumstances but only when forfeited for desertion which occurred during the period for which they were instituted, and when the person concerned has, subsequent to return from desertion, rendered a minimum of one day's paid service before the terminal date of the period for which the campaign star, medal or clasp was instituted. The terminal dates for campaign stars, medals and



This is an artist's conception of the trawler-type gate vessel now on order for the RCN. It is hoped that this will set the pattern for a Canadian-built fishing trawler. (0-1203-1).

clasps instituted during the Second World War were:

The Africa Star	12th May, 1943
The Air Crew Europe Star	5th June, 1944
The 1939-45 Star (for operational service other than in the Pacific Theatre)	8th May, 1945
The Atlantic Star	
The Italy Star	
The France and Germany Star	
The 1939-45 Star (for operational service in the Pacific Theatre)	2nd Sept., 1945
The Pacific Star	
The Burma Star	
The Defence Medal	
The War Medal 1939-45	
The Canadian Volunteer Service Medal	

Junior Officers Technical Course

A junior officers technical course of 41 weeks' duration, designed to standardize the basic professional knowledge of all Executive Lieutenants in the RCN, to assist in developing a thorough understanding of leadership, and to instruct officers in the Principles of War and their application in Naval Warfare, has been instituted at Halifax.

All Executive Lieutenants, RCN, who held that rank on September 1, 1949, and who have not undergone courses in the Royal Navy for the rank of Lieutenant, are eligible. Other officers, regardless of rank or branch, may attend the course or any part of it, if it is considered desirable and vacancies exist.

These subjects will be studied:

Navigation Direction	8 weeks
Gunnery	8 weeks
Torpedo Anti-Submarine	7 weeks
Communications	5 weeks
Marine Engineering and Ship Construction	3 weeks
Naval Aviation	2 weeks
Supply	2 weeks
Electrics	2 weeks
Chemical Warfare	1 week
Damage Control and Fire Fighting	1 week
Ordnance	1½ weeks
Visit to "Cornwallis"	½ week

41 weeks

Lectures and problems on Leadership and War will be given throughout the course.

Examinations will be given on all subjects other than Chemical Warfare and Leadership and War. Officers will be assessed for their aptitude on War subjects, as evidenced by their approach to the practical problems.

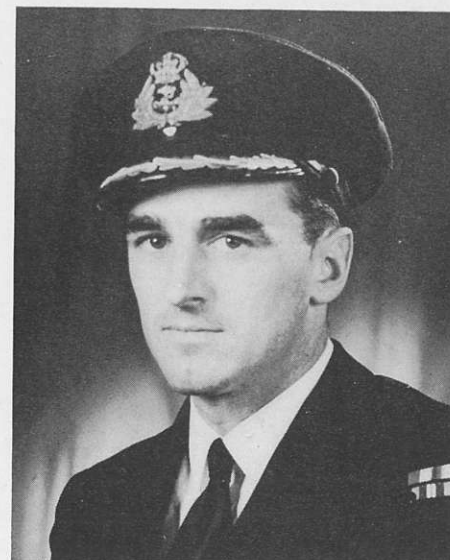
Passing certificates will be awarded as follows:

Certificate	Marks
1st Class certificate	85% or above
2nd Class certificate	75% to 84.9%
3rd Class certificate	65% to 74.9%
Pass Certificate	60% to 64.9%

The results officers obtain in the course will have a direct bearing on future appointments and promotion. It is in the interest of all officers who are eligible for the course to prepare themselves by private study.

Accommodation for single officers and married officers without dependents will be available in HMCS "Stadacona".

Cdr. R. L. Hennessy has been appointed officer-in-charge of the Junior Officers' Technical Course. He formerly held the post of Director of Manning and Personnel Statistics at Headquarters.



CDR. R. L. HENNESSY
O-I-C of JOTC

Control Rates — Disposal of Men in CR Branch

A new non-sub branch to be known as the Radar Control Branch will provide sufficient men to carry out all gunnery control duties normally performed by men.

When the Radar Control Branch is up to strength, the rates of CR1, CR2 and CR3 will no longer be required and will be allowed to lapse.

The duties now carried out by CR1's will be undertaken by RC1's. The duties previously carried out by CR2's and CR3's have been rendered unnecessary by the introduction of modern fire control equipment.

Details for the disposal of men holding CR qualifications are prescribed in the following chart.

Schemes of Complement and Quarter Bills will be amended in due course.

Men holding CR qualifications will be considered qualified for advancement, and will continue to be entitled to trades pay for the qualifications held.

Men of the RCN(R) holding CR qualifications will, if recommended, be transferred to other non-substantive rates.

Additional instruction according to individual needs during conversion courses will be provided by the Gunnery School, Halifax, and the Gunnery Training Centre, Esquimalt.

DISPOSAL OF MEN HOLDING CR QUALIFICATIONS

Non-Substantive Rate	If with more than 5 years to complete time for pension, or with more than 2 years to complete current engagement.	If with less than 5 years to complete time for pension, or less than 2 years to complete current engagement.
CR 1	Remain CR 1 Qualify RC 1 if recommended.	Remain CR 1
	If with more than 3 years to complete time for pension, or with more than 2 years to complete current engagement.	If with less than 3 years to complete time for pension, or less than 2 years to complete current engagement.
CR 2	Qualify AA 2, LR 2, RC 2, or QR 2 if recommended.	Remain CR 2 but should be recommended for transfer when passed for C2.
CR 3	Qualify AA 3, LR 3, RC 3, or QR 3 if recommended.	Remain CR 3 but should be recommended for transfer when passed for P2.



Naval shore patrol duties include checking personnel improperly dressed ashore. Here, in a posed photograph, Chief Petty Officer Robert Webber checks up on a man with cap flat-back. Driver of the patrol car is Robert Mitchell.

Keeping the Peace

by L.W.T

Naval Shore Patrol Performs
Wide Variety of Duties

"HEADQUARTERS calling Car 41, Headquarters calling car 41 . . . Come in please."

"Car 41 to Headquarters, Car 41 to Headquarters . . . over."

With that exchange the Pacific Command Shore Patrol may swing into action on any one of a number of missions. While most matelots try to keep as far away from the police station as possible, the small band of men who form the Shore Patrol make the local "cop shop" their headquarters. These are the men whose duty it is to prevent disorders ashore, restore the peace when it has been broken, and bring naval offenders into custody. Their work does not end there, however, and often they are as much ambassadors of goodwill as a naval police force.

Under the direction and supervision of Lieutenant-At-Arms William

Pember, the West Coast Naval Shore Patrol is made up of six chiefs and petty officers on a semi-permanent basis, augmented by nightly patrols drawn from the duty watches of ships in harbour. From its headquarters in what was once the first-aid room at the city police station, the patrol carries on its work around the clock.

Following the war, the task of organizing shoreside policing in the Victoria area became the problem of Lieut. Pember and Mr. Laurence Kerridge, Warrant Master-at-Arms. With an eye to future requirements, a nucleus of a few chief and petty officers with a splendid background of naval experience was set up, under the control of the regulating staff. It was then a simple matter to land daily patrols from the ships and establishments under their guidance.

Working in close liaison with the city and municipal police in the area, the patrol is on call at all times. This co-operation has resulted in perfect harmony and enables police and navy to assist one another at any time. A two way radio set-up linking police and patrol headquarters, the navy's patrol car and all police prowlers has further unified the two law enforcement bodies.

"The misconception that the patrol's sole aim is to 'run a man in' is fast disappearing", says Chief Petty Officer J. (Bunker) Hill. "Sailors are beginning to realize that we are here to keep them out of trouble, not get them into it. Our object is to maintain law, order and good discipline among naval personnel while ashore, and to see that their conduct and appearance are a credit to the Service".

Said Chief Petty Officer Harry (Kitty) Wells: "Libertymen on the whole are very good. Most of the trouble we encounter has to do with improper dress ashore. There are still some men who seem to think that sloppiness is the mark of the salty sailor".

Aside from those of a disciplinary nature, other duties the patrol performs are the directing of drafts of men arriving or leaving on the daily steamers, arranging service transportation, returning lost gear that has been turned in to their office, occasionally helping a sailor get settled with his family in a new abode, and a multitude of other tasks not usually associated with the work of shore patrols. Often, too, the patrolmen find themselves acting as advisors to civilians, as well as sailors.

The respect and admiration the West Coast Shore Patrol has won in the eyes of police, civilians and navy alike is reflected in the words of Sergeant Peris Atkinson of the Victoria Police Department. "I have nothing but praise for them", he said. "The wonderful co-operation

they have given us has helped the Police Department a lot. We have frequently called on them in emergencies and they have never failed us".

Patrolmen now operating on a semi-permanent basis are Chief Petty Officers J. (Bunker) Hill, Fred (Kitty) Wells, John Rogers and Robert (Wings) Webber, and Petty Officers B. Nichols and "Tommy" Rowe. Petty Officer Lindsey Pollock is their Regulator, who deals with administrative problems.

Four drivers, appointed on a permanent basis from the Motor Transport pool in the dockyard, drive the cars and keep the vehicles in shape. They are Robert Mitchell, who has been driving the patrol for the past three years and who was a former patrolman himself; "Brownie" Brown, whose hobby is speed racing at the Langford Speedway, Jim Harley and Floyd Blows.



The watch has changed, but Chief Petty Officer John Rogers pauses to answer the two-way radio before going off duty. His relief, Chief Petty Officer Fred Wells, who will be attending to the matter, takes down the report.

"ATHABASKAN'S" BEDTIME

A barrage of heaving lines hit jetty 10. In a matter of minutes the Tribal was secured by a web of hemp and wire. Her last trip was completed, and she was now ready to undergo an extensive refit.

Many thousands of watery miles had passed under her hull since commissioning. She had carried Canadian seamen into ports stretching from the sun-beaten tropics to the icy waters of the Arctic. Now it was her turn to rest.

She was a proud destroyer, the second of the name. While standing at the jetty waiting for the workers to strip her down, she appeared like a haughty queen preparing for a night's rest.

The broad black band on the for'd funnel, which had proudly proclaimed she was Captain "D's", had already been removed.

The metallic sheen of the guns was hidden by a multitude of canvas

covers. The upper deck lockers were bare, their doors ajar.

When her crew left, there were no signs of hilarity, or sadness. All knew they would miss her, but she was a real lady and deserved a break. That, no one could deny.

With messdeck fans turned off, boiler rooms shut down, and no S.R.E. blaring its eternal run of music, all was strangely quiet.

A paint-spotted shoe, without a lace, lay discarded on the lockers. A tropical stocking with a gaping hole in the toe dangled from a hammock bar. Mess tables were out of line, left that way by men packing bags from their lockers. A few bare coat hangers dangled, skeleton-like, from the racks. This mute evidence was all that remained to show the ship had once been lived in.

Yes . . . another proud lady had retired for rest, recuperation and refurbishing. — J.A.B.

EX-CADETS HOLD ANNUAL GATHERING

A group of very senior and very junior serving and former officers of the RCN and RCN(R) assembled in Toronto October 1 for the annual dinner and general meeting of the RCN College Ex-Cadet Club.

The "roll call" demonstrated the wide range of age groups and professions of the graduates of the RCN College. The President, Mr. Edwin J. Cosford, called for the classes of the various years in succession — 1912 to 1922 and 1943 to 1949. As his class was called, each member rose and announced his name and Cadet number.

The Chief of the Naval Staff, Vice Admiral H. T. W. Grant, answered the toast to the Navy and delivered a brief resume of the activities, status, equipment and policy of the RCN.

Commodore W. B. Creery, Chief of Naval Personnel, answered the toast to the College. An early graduate of the original RCN College in Halifax, Commodore Creery served as

Commanding Officer of Royal Roads from 1946 to 1948.

Brigadier Ian Johnston (Ret'd.), immediate past president of the Royal Military College Ex-Cadet Club, urged that closer relationships with his organization be fostered. He went on to announce that, at its general meeting the previous week, the RMC Club had voted honorary membership to all members of the RCN Club.

After dinner, the business of the meeting was conducted. The possibility of financing a Memorial Plaque to ex-Cadets who gave their lives in both wars was discussed and a committee was appointed to investigate the matter.

The name of the group was officially changed to "The Royal Roads Ex-Cadet Club" in keeping with the new status of the College as a training establishment for officers of the three services. Membership was opened to officers of the other services who have trained at Royal Roads.

Officers and Men

RCN OFFICER WINS ROYAL NAVY PRIZE

Lieutenant Walter S. Blandy, of Victoria, now an instructor in the TAS School at "Stadacona," has been awarded the Royal Navy's Ogilvy Medal.

The first Canadian to win this prize, Lieut. Blandy topped a class of 20 RN, RAN and RCN officers taking the year-long torpedo anti-submarine specialist course in the United Kingdom. Lieut. Blandy earned 852 points out of a possible 1,000.

Presentation of the award, which was instituted in 1912 in memory of the late Captain Frederick Charles Ashley Ogilvy, RN, was made by Commodore A. M. Hope, Commodore RCN Barracks, Halifax, on September 20 before the assembled ship's company of HMCS "Stadacona."

Other Canadians who took the course were Lieutenants R. C. Thurber, of Red Deer, Alberta, and D. R. Saxon, of Saskatoon, Sask.

Lieut. Blandy is the son of Mr. and Mrs. R. F. Blandy, 2800 Somas Drive, Victoria. He joined the RCNVR in August, 1943, and transferred to the RCN in August, 1945.

LONG SERVICE MEDAL AWARDED PO ESSEX

Petty Officer Stanley Essex, a member of the ship's company of HMCS "Discovery," the Vancouver Naval Division, was presented with the Reserve Long Service and Good Conduct Medal on September 13.

Presentation was made by Lieut.-Cdr. W. E. Flavell, executive officer of the establishment.

PO Essex joined the RCNVR in 1938 and came on active service in September 1939. During the war he served at sea in the corvette "Arvida" and the minesweepers "Wallaceburg" and "Port Hope." He was demobilized in July 1945 and re-joined the Reserve in September 1947.

"CORNWALLIS" MEN WIN MERIT AWARDS

When the first class of new entries completed training at "Cornwallis" on September 25, six of the 129 graduates were presented with merit awards by Captain A. P. Musgrave, commanding officer of the base.

The "Best All-round New Entry" in "Haida" Division was Ord. Sea. Robert H. Caldwell, New Glasgow, N.S. The same award in "Huron" Division went to Ord. Sea. Robert E. Olsen, Erindale, Ontario.

"Most Outstanding in Seamanship" in "Haida" Division was Ord. Sea. Joseph E. R. Charrier, Montreal, and in "Huron" Division, Ord. Sea. R. H. Wirth, Vancouver.

Ord. Sea. Roy Jones, Port Alberni, B.C., won the award in "Haida" Division for "Sportsmanship, Unselfishness and Cheerfulness", while in "Huron" Division the same award was presented to Ord. Sea. Robert N. Hodder, Vancouver.

TWO PETTY OFFICERS ARE COMMISSIONED

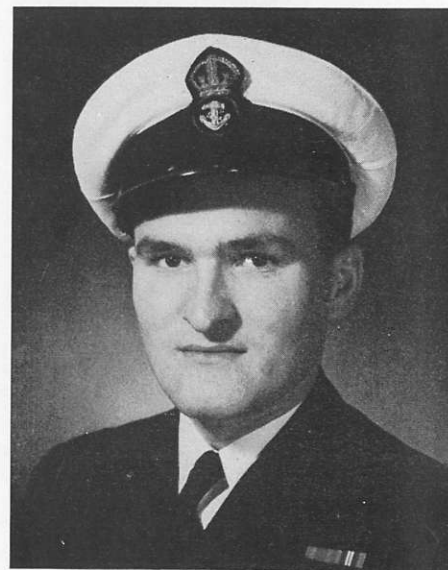
Petty Officers Douglas B. Payne and Thomas A. Cove, both pay writers, have been promoted to the acting rank of sub-lieutenant (S) following their successful completion of a four-month course in the Supply School at "Naden."

Earlier this year the two men passed a Fleet Selection Board for promotion to commissioned rank in the Supply Branch.

Following a month's leave, Sub-Lieut. Payne will take up new duties in "Stadacona", Halifax, while Sub-Lieut. Cove has been appointed to HMCS "Rockcliffe", depot ship for the Reserve Fleet on the West Coast.



A/SUB-LIEUT. (S) D. B. PAYNE



A/SUB-LIEUT. (S) T. A. COVE

SUPPLY OFFICER TOPS THE FIELD

With six stars, three medals and an extra clasp to his credit, Lieut. (S) George R. Monckton, of Victoria, presently serving in HMCS "Rockcliffe", is believed to have received the most Second World War campaign stars and service medals of any member of the Canadian Navy, and possibly of all three services.

Lieut. Monckton's collection includes the 1939-45 Star, the Atlantic Star and Clasp (the clasp representing the France-Germany Star), the Africa Star and Clasp, the Burma Star, the Italy Star, the Defence Medal, Canadian Volunteer Service Medal and Clasp, and the War Medal.

Lieut. Monckton, who entered the RCN as a Paymaster Cadet in September 1941, served for a year in the battleship "Duke of York" and 13½ months in the cruiser "Emerald." The former operated in home waters and took part in the North African invasion, while the latter saw service in the Atlantic, the Mediterranean and the Indian Ocean.

Two RCN petty officers and one leading seaman received five stars and three medals. They were PO David W. Hurl, of Winnipeg, PO Robert E. Meadows, Ottawa, and Ldg. Sea. A. G. Watson, Toronto.

In the RCN (Reserve), PO Andrew Bradfield, of HMCS "Discovery", Vancouver, was thought to be tops with six stars, two medals and an extra clasp.

Three RCN (R) officers got five stars and three medals. They were Cdr. T. G. Fuller, DSC and two bars, commanding officer of the Ottawa naval division; Cdr. O. G. L. Holmes, RCN (R), Ret'd., of Montreal, and Lieut. (E) R. L. Gardner, RCN(R), Ret'd., of Toronto.



Lieut. Monckton

COURSE FOR CHIEF RADIO TECHNICIANS COMPLETED

The first course for Chief Radio Technicians to be held in Canada was completed recently at the Electrical School in "Stadacona." Thirty weeks long, the course included advanced instruction in general electronics and radar, radio and electronic navigational devices.

Those graduating were Chief Petty Officers John Fleming of Edmonton, Francis J. Himsl of Moose Jaw, William F. Krogel of Yorkton, Sask., Arlo M. Moen of Outlook, Sask., Horace W. E. Swenell of Winnipeg and Rowland Watson of Victoria.

FIRST RC 3's GRADUATE AT "STADACONA"

The first class of Radar Control Ratings, 3rd Class, to go through the Gunnery School in Halifax finished last month. After nine weeks training in the operation and basic maintenance of gunnery radar sets, the men won their new non-substantive ratings. Members of the class were Able Seamen Peter J. Butler of Toronto and William J. Sproule of Ridgeway,

Ont., and Ordinary Seamen Roy Dolachuk, Halifax, Ronald J. Mercure, Montreal, J. E. McKinnon, Toronto, Harold J. Morris, Hamilton, Oscar J. Nantais, Windsor, Ont., and Vincent J. Salfi, Thorold, Ont.



PHOTO NDHQ

To many, Divine Service on Sundays, and possibly morning divisions, seem to be the padre's main duties, but in reality Sunday is the quietest and easiest day of the week in a Naval Chaplain's life. Holding no rank, the chaplain is friend and counsellor of both officers and men, regardless of their rank or occupation. In this photo Protestant Chaplain Thomas Bailey, RCN(R), of Vancouver chats with three men in their mess on board HMCS "Antigonish." They are, left to right, AB John Patterson, of Victoria, AB Jack Caswell, Swift Current, Sask., and Ldg. Sea. Anthony Mattingsley, of Turner Valley, Alberta. (E-10053).

LAKEHEAD EX-OFFICERS HOLD ANNUAL BALL

Members of the Lakehead Branch of the Naval Officers' Association, together with personnel from HMCS "Griffon," were busy during September and most of October on plans for the third annual Trafalgar Day Ball, held October 21 on the drill deck at the Port Arthur Naval Division.

George Moors, a former Lieutenant, RCNVR, was chairman of the dance committee. Lieut. (S) Art Theobalds, of "Griffon," headed the band committee and was in charge of the distribution of invitations. Lieut.-Cdr. H. H. MacDonald, staff officer of "Griffon," supervised decorations.

OFFICERS COMPLETE LONG "C" COURSE

Nine RCN officers have completed a Long Communications Course at "Stadacona" and now hold specialist "C" qualifications. Successful graduates were Lieutenants M. O. Jones, W. F. Potter, Harry Shorten, A. M. Cupples, J. P. Howe, P. F. Wilson, L. R. Carr, G. A. Hoyte and D. O. Campfield.

CDR. J. S. DALISON BURIED AT SEA

Commander John S. Dalison, DSO, RN, SMA, Assistant Naval Advisor to the British High Commissioner to Canada, who was killed October 8 in an auto accident near Renfrew, Ontario, was buried at sea with full naval honours from the minesweeper "New Liskeard" off Halifax October 12.

Commander Dalison, who took up his appointment in Ottawa nearly two years ago, was well known throughout the Canadian Navy, having visited establishments on both coasts and most of the inland divisions. On occasion he went to sea in ships of the RCN, the last instance being in the fall of 1948, when he made the Pearl Harbour cruise in HMCS "Ontario".

Commander Dalison possessed an excellent reputation as a speaker and was frequently called on during his visits to divisions to give talks on naval affairs to groups of active and retired officers of the RCN (Reserve).

He was a painter of note and was a member of the Society of Marine Artists. An exhibition of his paintings, mostly landscapes of scenes in the Ottawa Valley and Gatineau areas, last year won very favorable comment from Ottawa art critics. He



CDR. J. S. DALISON, DSO, RN



Commander P.D. Budge, Executive Officer of "Cornwallis," leads a choir of new entry ratings in a practice session for Sunday service. The choir has earned quite a name for itself at the training base. (HS-8543)

generously contributed his talent to the planning of the RCN magazine, The "Crowsnest", designing the original cover and the headings for the magazine's regular departments.

Commander Dalison entered the Royal Navy as a Cadet and attended Osborne and Dartmouth. He first went to sea in 1918 and his subsequent career followed the usual sequence of sea and shore service. During the first two years of the Second World War he was in command in HM Ships "Cyclops", "Edinburgh Castle" and "Londonderry". In 1942 he took part in the North African invasion as Senior Officer of the 40th Escort Group, to which were attached nine Canadian corvettes. In 1943, in HMS "Pelican", he became Senior Officer of the 1st Escort Group. From 1944 until coming to Canada he held shore appointments in the United Kingdom and at New Delhi, India.

Commander Dalison was awarded the DSO for wartime service on convoy duty. For saving the life of a shipmate at sea he received the Bronze Medal of the Royal Humane Society.

He was an outstanding athlete and earlier in his career represented the Royal Navy as a heavyweight boxer.

In the same accident in which Commander Dalison was fatally injured, his wife, their eight-year-old daughter, Susan, and Mrs. Dalison's sister-in-law, Mrs. Ivy Kursley, of Aylmer, P.Q., were seriously injured.

NAVAL M.D.G. CHAIRS NEW MEDICAL BOARD

Surgeon Captain Archie McCallum, Medical Director General of the RCN and present chairman of the Inter-Service Medical Committee, has been appointed initial chairman of the newly-created Defence Medical Services Advisory Board.

The Board's duties and functions are to advise the Minister of National Defence on matters connected with defence requirements in the medical and dental fields and particularly the provision and assignment of medical, dental, nursing and hospital personnel, hospital facilities and supplies.

Its membership includes the medical chiefs of the three armed services, the Director General of Dental Services and representatives of other government departments and of civilian organizations concerned with defence planning from the medical point of view.

SIX TAKE GI COURSE

Six RCN men are among the 15 at present taking a Gunnery Instructors' qualifying course in HMS "Excellent", the Royal Navy's gunnery school at Portsmouth. They are CPO Douglas W. Barker, Edmonton; PO George G. Borgal, Halifax; PO William A. Byatt, King's County, N.B.; PO Howard C. Dowle, Winnipeg; PO Roland J. A. Leduc, Winnipeg and Montreal, and PO George M. Perigo, Orillia, Ontario.

LOWER DECK ADVANCEMENTS

During the past month, advancements for 170 men of the lower deck were announced at Naval Headquarters. This was the first large group of advancements since the introduction of the new rating structure on July 1 of this year. The list follows with each man's new rate opposite his name:

SEAMAN BRANCH

ADAI, Donald M.....P2AAS
 BELL, Jack A.....LSRC1
 BELLAMY, Jack D.....LSRCS
 CARTER, William H.....P2RP1
 COE, Alvin E.....C2PT2
 COOKE, Robert E.....LSRPS
 COTTON, Mervyn D.....LSRP1
 DODDS, Douglas W.....LSAAS
 DONALD, Murray.....P2QR1
 ELSTONE, Thomas E.....C2TI3
 FEATHERBY, James E.....P1TD1
 FITZSIMMONS, Patrick T.....LSQRS
 FORD, John E.....LSQRS
 FRIESEN, Jack.....LSRCS
 GILES, Clifford E.....C2TC2
 GORSLINE, Allen C.....P1PI3
 GRAHAM, Bruce C.....LSRC1
 HAAS, Gerald C.....LSTD1
 HODGSON, Robert P.....LSTD1
 HOLLOWAY, Frank R.....C2RC2
 HUGHES, Joseph B.....LSRPS
 JONES, George H.....P2RP1
 LAWRENCE, Dawson B.....C2TC2
 LISTER, James L.....LSAA1
 MARTINDALE, Gordon F.....LSQRS
 MAYO, Joseph E.....LSRPS
 MCALPINE, Roy E.....P2AAS
 MCNUTT, Ernest W.....P2RP1
 MELANSON, Paul J.....LSRCS
 MUNRO, Gordon E.....LSRPS
 PAINTER, Keith W.....P2RC1
 PASTUCK, Michael A.....LSQRS
 RUSHTON, Gordon H.....P2PT1
 SHUCKBURGH, Trevor C.....C2QR2
 SEYMOUR, Gordon K.....LSRPS
 STEWART, Douglas J.....LSAA1
 TOPPING, William R.....P1AA2
 VAN IDERSTINE, Carl M.....P1CR2
 WESTON, Donald J. A.....LSTD1
 WILKINSON, Bernard H.....LSAAS

COMMUNICATIONS BRANCH

ACHTZENER, Harold J.....LSCS1
 ALLMAN, Clifford D.....LSCS1
 ATKINS, Bruce M. D.....LSCS1
 BARIBEAU, Andre J. E.....LSCM1
 BROCKLEY, Alfred S.....LSCS1
 BROWN, Charles E.....P1CW3
 BRUCE, William D.....P2CW3
 CAREY, Eugene E. W.....LSCS1
 DEAKIN, Thomas A.....LSCM1
 DEGEN, William E.....LSCM1
 ECKSTEIN, Bryce C.....LSCS1
 GOULD, Jack H.....LSCM1
 GRAVEL, Claude N.....LSCM1
 GUINTA, Frank J.....LSCV1
 HAYWARD, Ernest E.....LSCS1
 JACQUES, Harold W.....C2CM3
 JERMY, Norman B.....LSCM1
 KEITH, Lloyd E.....LSCM1
 KERGOAT, Raymond G.....LSCS1

KRAFFT, Kenneth E. K.....LSCS1
 MARSAW, Norman R.....LSCS1
 MCBURNEY, Richard C.....LSCS1
 MCGEE, Donald.....C1CW3
 OJA, Howard J.....LSCM1
 OLIVER, Thomas F. W.....LSCS1
 PARSONS, Edward.....LSCV2
 TUPPER, Charles H.....LSCS1
 URE, John.....LSCV1
 YORGA, Willard.....LSCS1

AIR BRANCH

MCCARTNEY, William H.....C1AO3
 SERVICE, Allan T.....P2AL2
 STEWART, John D.....LSFM1

ENGINE ROOM BRANCH

BACKEWICH, William S.....LSSM1
 BATHGATE, Kenneth J.....P2SM1
 BILLINGTON, David I.....LSSM1
 BONDESEN, Nels R.....P2SM1
 CARRINGTON, Arthur M.....LSSM1
 CARROLL, Ernest H.....LSSM1
 COUGHLIN, Gerald R.....P2SM1
 DAVIES, Trevor E.....P2SM1
 DENNY, Russell M.....LSSM1
 DUNBAR, William E.....LSSM1
 DUNCANSON, Frank T. B.....LSSM1
 DUPONT, Louie F.....LSSM1
 EMKE, Evolt.....LSSM1
 FLETCHER, George L.....LSSM1
 GEATER, Jack.....C2ER4
 GRENON, Oliver J.....P2SM1
 HALDANE, Frederick E.....LSSM1
 HAMPTON, Raymond G.....LSSM1
 KENNEDY, Emmett.....LSSM1
 MACKAY, Russell J.....P2SM1
 MAGUIRE, William H. W.....LSSM1
 MARENGERE, Bernard J. F.....P2SM1
 MARSH, James F.....LSSM1
 MURRAY, Allan W.....LSSM1
 MUSTARD, Gordon D.....LSSM1
 PEARSON, William G.....LSSM1
 STEVENS, James F.....P2SM1
 TAYLOR, Ronald S.....LSSM1
 TINLINE, Franklin A.....LSSM1
 WARK, Ronald H.....P2SM1
 WELDON, Robert E.....LSSM1
 WESCOTT, Denis A.....LSSM1
 WINTER, Ronald G.....LSSM1

ELECTRICAL BRANCH

BAUDAIS, Victor J.....LSEM1
 CORBETT, Theodore J.....LSEM1
 LAFRAMBOISE, Robert.....LSEM1
 LAVIS, William R.....C2ET4
 LOGAN, John W.....LSEM1
 MAJEAU, Henri.....LSEM1
 PAQUETTE, Joseph E. V.....LSEM1
 ROBERT, Lucien J.....LSEM1
 WEBSTER, William A. M.....LSEM1

MEDICAL BRANCH

BURROUGHSFORD, Bruce L.....LSLA2
 DALEY, Alexander A.....LSMA1
 GRAINGER, Andrew R.....P1MA2
 HOTCHIN, Robert H.....LSMA1
 KADEY, Archibald S.....C2OR4
 PAIGE, James B.....C2MA3
 PORTER, Edward Y.....C1MA3
 SMITH, John E.....LSMA1
 TINGLEY, Raymond J.....P2MA2
 WATCHORN, George C.....LSOR2

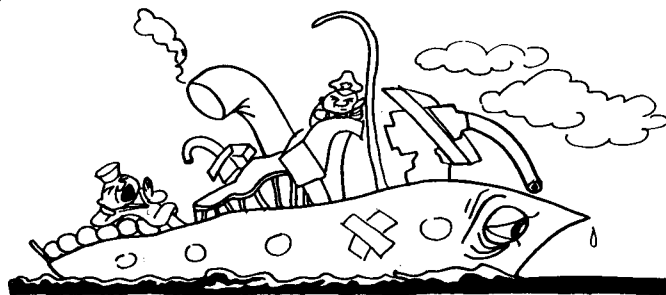
SUPPLY AND SECRETARIAT BRANCH

ARCHIBALD, Hector M.....LSAW1
 BARRY, William S.....P2SW1
 BROCK, Elmer R.....LSVS1
 BROWN, Douglas J.....P2CO2
 BRUNNER, Charles F.....LSVS1
 CARPENTER, George W.....LSSWS
 CHAPADOS, Paul E.....LSNS1
 CLARE, Stevenson R.....LSSWS
 CLEE, Orville L.....LSAW1
 COFFIN, Arthur W.....LSNS1
 COOPER, Edward G.....LSVS1
 CUTTING, John W.....LSCK1
 DEAN, Glen A.....LSSWS
 DUNCAN, James C.....LSCK1
 DUCHESNEAU, Joseph R. F.....LSVS1
 EDWARDS, Roland J.....C2PW3
 ELLICK, Cyril J.....LSSWS
 ERB, Wendell B.....LSVS1
 FAIRBAIRN, Sidney J.....P2PW2
 GRAY, James M.....C2PW3
 GUNN, Frank J.....P1NS2
 HOOKS, Ronald.....LSCK1
 JACUZZI, Bruno N. C.....LSCK1
 KOZAK, John.....LSSWS
 LALONDE, Benedict D.....LSVS1
 LATHAN, Clifford J.....LSCK1
 LAU, William J.....LSVS1
 LEE, Trevor E.....LSAW1
 MACKAY, Leonard A.....LSVS1
 MALTBY, Clifford A.....LSAW1
 MCCANN, Robert A.....LSCK1
 MILLER, Benjamin.....P1VS2
 MOYES, David.....LSNS1
 MUMFORD, Gordon G.....P1NS2
 MURCH, Benjamin J.....LSCK1
 PEARCE, James B.....LSSWS
 PEARSE, Floyd D.....LSSWS
 REYNOLDS, John R.....LSCK1
 RICHARDS, Bruce G.....LSPW1
 SCHLEEN, Donald C.....LSNS1
 SCOTT, Morley A.....LSAW1
 SERJEANT, John H.....LSCK1
 STANHOPE, Allen H.....C2CK3
 STINTON, Burton L.....LSNS1
 WRIGHT, Allen F.....LSSWS
 ZINCK, Alfred A.....C2CO3

THE LAWS OF THE NAVY

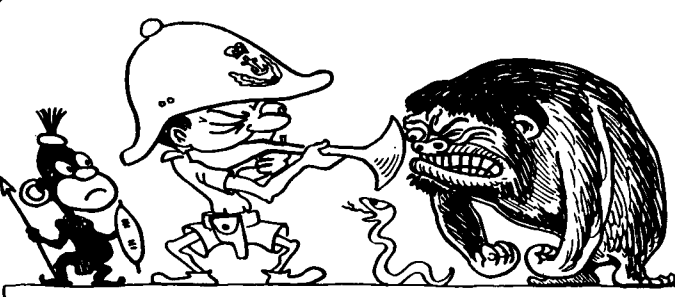
Now these are the Laws of the Navy, unwritten and varied they be,
And he that is wise will observe them, going down in his ship to the sea;
As naught may outrun the destroyer, even so with the Law and its grip
For the strength of the ship is the Service, and the strength of the Service, the ship.

4



When the ship that is tired returneth with the signs of the sea showing plain,
Men place her in dock for a season, and her speed she reneweth again;

8



If ye win through an African jungle, unmentioned at home in the press,
Heed it not; no man seeth the piston, but it driveth the ship none the less.

12



Dost think in a moment of anger 'tis well with thy seniors to fight?
They prosper, who burn in the morning, the letter they write overnight;
For some there be shelved and forgotten with nothing to thank for their fate
But that, on a half sheet of foolscap, a Fool "had the honour to state."

1



Take heed what ye say of your rulers, be your words softly spoken or plain,
Lest a bird of the air tell the matter, and so, ye shall hear it again.

5



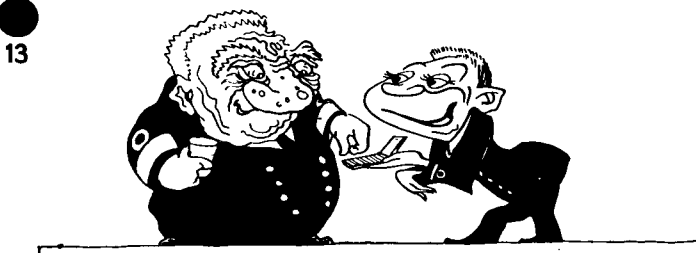
So shalt thou, lest perchance thou grow weary, in the uttermost parts of the sea,
Pray for leave, for the good of the Service, as much and as oft as may be.

9

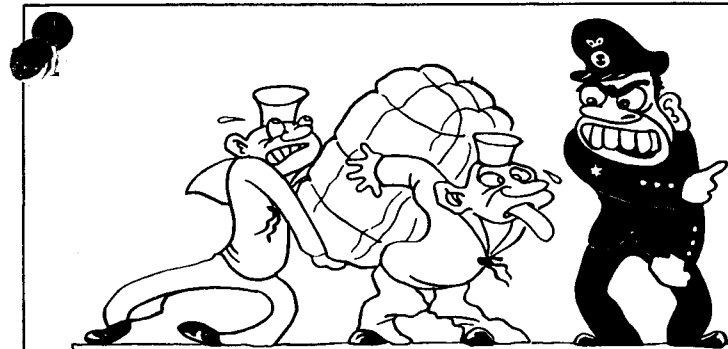


Do they growl? It is well, be thou silent so that work goeth forward amain;
Lo! the gun throws her shot to a hairsbreadth, and shouteth, yet none shall complain.
Do they growl? And the work be retarded? It is ill, speak whatever their rank
The half loaded gun also shouteth, but can she pierce armour with blank?

13



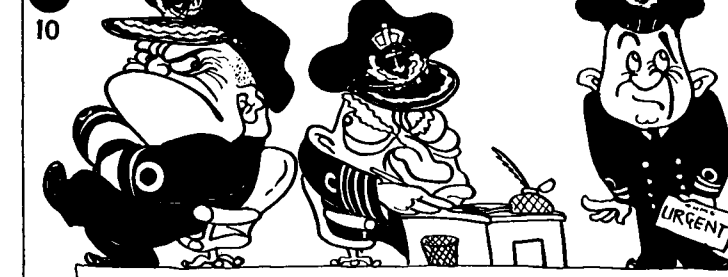
If the fairway be crowded with shipping, beating homeward the harbour to win
It is meet that, lest they should suffer, the steamers pass cautiously in;
So, when thou nearest promotion, and the peak that is gilded is nigh,
Give heed to thy words and thine actions, lest others be wearied thereby;
It is ill for the winners to worry, take thy fate as it comes with a smile,
And when thou art safe in harbour, they will envy but may not revile.



If ye labour from morn until even' and meet with reproof for your toil,
It is well; that the gun may be humbled, the compressor must check the recoil.



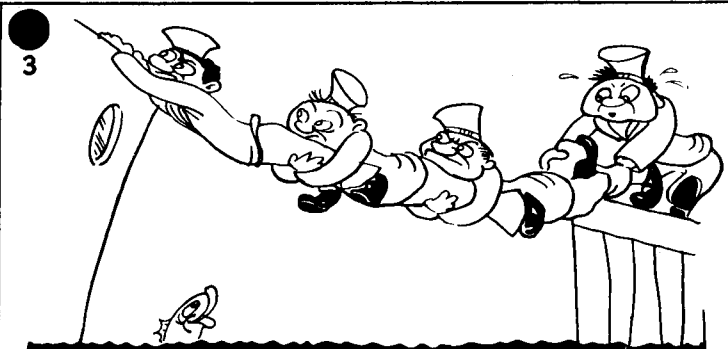
Count not on certain promotion, but rather to gain it aspire,
Though the sight-line shall end on the target, there cometh perchance a misfire.



Doth the paintwork make war with the funnels? Do the decks to the cannon complain?
Nay. They know that some soap or a scraper unites them as brothers again;
So ye, being Heads of Departments, do your growl with a smile on your lip
Lest ye strive and in anger be parted, and lessen the might of your ship.



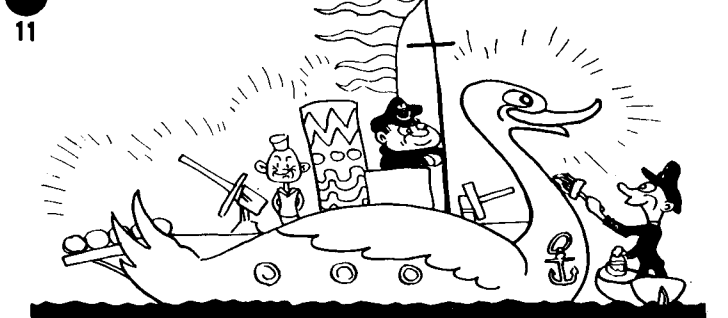
Uncharted the rocks that surround thee, take heed that the channels thou learn,
Lest thy name serve to buoy for another that shoal, the Courts-Martial Return;
Though an Armour plate belt may protect her, the ship bears the scar on her side,
It is well if the Court shall acquit thee: it were best hadst thou never been tried.



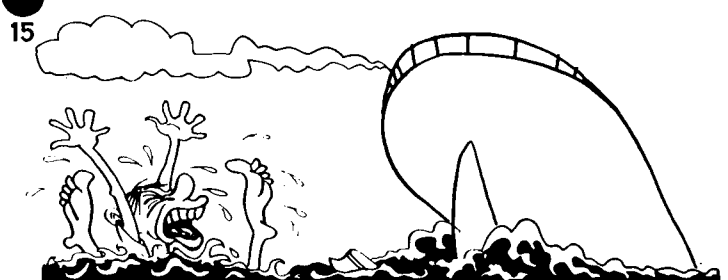
On the strength of one link in the cable dependeth the might of the chain;
Who knoweth when thou may'st be tested? So live that thou bearest the strain.



Canst follow the track of the dolphin, or tell where the sea-swallows roam?
Where Leviathan taketh his pastime, what ocean he calleth his home?
Even so, with the words of thy rulers, and the order whose words shall convey
Every Law is as naught beside this one, "Thou shalt NOT criticise, but OBEY."
Saieth the wise, "How may I know their purpose?" then acts without wherefore or why;
Stays the fool but one moment to question, and the chance of his life passeth by.



Dost deem that thy vessel needs gilding, and the Dockyard forbear to supply?
Place thy hand in they pocket and gild her; there be those that have risen thereby.



Now these are the Laws of the Navy, unwritten and varied they be
And he that is wise will observe them, going down in his ship to the sea;
As the wave rises clear of the hawsepipe, wanders aft and is lost in the wake,
So shall ye drop astern, all unheeded, such time as the Law ye forsake.

DO YOU KNOW YOUR TRADE GROUP?

In order that men who have passed professionally or who hold professional qualifications may ascertain their trade group, the following table is reproduced.

Men disgraced for misconduct shall continue to receive the trades pay for which they are qualified.

Men reverted for unsuitability shall receive the trades pay decided upon by the Senior Officer in Chief Command.

Branch or Trade	Trade Group I	Trade Group II	Trade Group III	Trade Group IV
(a) Gunnery Instructor, Torpedo Anti-Submarine Instructor, Plot and Radar Instructor.			On qualifying.	
(b) Layer Rate, Quarters Rate, Anti-Aircraft Rate, Control Rate, Radar Control Rate, Torpedo Detector Rate, Radar Plot Rate, Physical and Recreational Training Rate, Aircraft Handler Rate.	On qualifying for the second class rate.	On qualifying for the first class rate.		
(c) Meteorologist Observer Rate.	On qualifying for the third class rate.	On qualifying for the second class rate.	On qualifying for the first class rate.	
(d) Safety Equipment Worker Rate.	On qualifying for the third class rate.	On qualifying for the second class rate.	On qualifying for the first class rate.	
(e) Torpedo Coxswain		On qualifying.		
(f) Diver Rate		On qualifying for the second class rate.	On qualifying for the first class rate.	
(g) Regulating		On qualifying for transfer to the Regulating Branch.	On qualifying for Chief Petty Officer 2/c.	
(h) Communicator, Communicator (S), Communicator (C), Writer, Stores, Cook (S), Cook (O), Photographer, Air Mechanic.	On passing professionally for Able Seaman.	On passing professionally for Petty Officer 2/c.	On passing professionally for Chief Petty Officer 2/c.	
(i) Steward.	On passing professionally for Petty Officer 2/c.	On passing professionally for Chief Petty Officer 2/c.		
(j) Band.	On passing trade test for entry. (Note: Bandmen are entered in Standard, I or II depending on ability.)	(i) On passing trade test for entry, or (ii) On passing professionally for Petty Officer 2/c.	On passing professionally for Chief Petty Officer 2/c.	On passing professionally for Warrant rank.
(k) Engine Room Artificer, Air Artificer, Armourer, Electrical Technician, Radio Technician, Shipwright, Electrical Artificer.			(i) On passing trade test for entry, or (ii) On passing conversion course for transfer from other branches. (Note: See GO 69.62/2 for ET and RT Conversion Courses of those men transferred under G.O. 2.01/6.	On passing professionally for Petty Officer 1/c.
(l) Plumber, Blacksmith		On passing trade test for entry.	On qualifying in all respects for Petty Officer 1/c.	
(m) Painter		On passing trade test for entry.		
(n) Sailmaker	On qualifying after transfer.	On passing professionally for Petty Officer 2/c.		
(o) Stoker Mechanic	(i) On passing professionally for Auxiliary Watchkeeping Certificate, or (ii) On qualifying as Engineer Officer's Writer.	(i) On passing professionally for Petty Officer 2/c. or (ii) When reverted to Stoker Mechanic from ERA Apprentice.	On passing professionally for Chief Petty Officer 2/c.	
(p) Air Radio Mechanic	On passing "ab initio" technical course.	On passing professionally for Petty Officer 2/c.	On passing professionally for Petty Officer 1/c.	On passing professionally for Chief Petty Officer 2/c.
(q) Electrician's Mate	On passing professionally for Able Seaman.	On passing preparatory course for transfer to ET or RT.		
(r) Seamen transferring to Armourer		On passing Part I of Conversion Course.		
(s) Motor Mechanic	(i) On passing professionally for Auxiliary Watchkeeping Certificate (M), or (ii) On qualifying for 4th Class Marine Engineers Certificate of Competency for Motor Driven Ships.	(i) On passing professionally for Petty Officer 2/c, or (ii) On qualifying for 3rd Class Marine Engineer's Certificate of Competency for Motor Driven Ships.	(i) On passing Trade Test for Fitter in the rating of Petty Officer 1/c, or (ii) On qualifying for 2nd Class Marine Engineer's Certificate of Competency for Motor Driven Ships.	On passing professionally for Chief Petty Officer 1/c.
(t) Medical	On passing professionally for Able Seaman.	(i) On passing professionally for Petty Officer 2/c, or (ii) On qualifying as Hygiene Assistant II, Laboratory Assistant II, Radiographer II, Physiotherapy Aide II.	(i) On passing professionally for Chief Petty Officer 2/c, or (ii) On qualifying as Hygiene Assistant III, Laboratory Assistant III, Radiographer III, Physiotherapy Aide III, Operating Room Assistant III.	(i) On passing professionally for Chief Petty Officer 2/c, and (ii) On qualifying as Hygiene Assistant III, Laboratory Assistant III, Radiographer III, Physiotherapy Aide III, Operating Room Assistant III, or (iii) on qualifying as Pharmacist or Technical Assistant Medical.
(u) Gunnery Officer's Writer, TAS Officer's Writer.	On qualifying.			
(v) Communicator (V) (W)	On passing professionally for Able Seaman.	Holds the old non-sub rate of V/S 2 or W/T 2.	Holds the old non-sub rate of V/S 3 or W/T 3.	



ATLANTIC COAST

HMCS "New Liskeard"

Short sojourns at sea, usually in company with HM Submarine "Tally Ho," and a visit to the Lunenburg Fisheries Exhibition were highlights of the past month for "New Liskeard." Most recent cruise was to Grand Manan Island, where the ship exercised with "Tally Ho" for a couple of weeks.

A number of departures from the ship have taken place recently. After four months NT and VS, Sub.-Lieut. E. James Lattimer, RCN(R), has returned to HMCS "Donnacona," Montreal. Five men have received drafts to other ships and establish-

ments. They are AB James J. Attenborough, Plage Laval, P.Q., to "Magnificent;" Ldg. Sea. A. J. Doucette, Halifax, to "Stadacona" for an AA2 course; PO J. L. H. Bourret, Newcastle, N.B., to "Stadacona;" AB J. E. Parsons, St. Thomas, Ontario, to "Stadacona" for a QR2 course, and Ord. Sea. J. R. Sayoy, Pugwash, N.S., to "Stadacona" for a TD3 course.

HMCS "Cornwallis"

It was graduation day September 25 for 129 men who had completed their new entry training at "Cornwallis." It was the first graduating class since the base was re-commissioned May 1.

More than 700 officers, men, civilian employees and wives made one of the largest blood contributions ever received by the Red Cross in Eastern Canada when the Mobile Blood Donor Clinic called at "Cornwallis" in September.

Mr. Edwin Jones, Commissioned Gunner, of Victoria, who trained the ceremonial guard from "Cornwallis" which took part in the Halifax Navy Week celebrations, has proceeded on pension leave prior to his retirement from the service. Also on pension leave is another of the establishment's most experienced officers, Mr. Frederick Freeman, Commissioned Gunner, also of Victoria.

HMCS "Iroquois"

Following several months of active duty as a training ship for RCN(R) Cadets, "Iroquois" once again paid off into reserve on September 30.

The destroyer made three cruises in September, calling at New Haven, Conn., Cornerbrook and St. John's, Newfoundland, and Quonset Point, Rhode Island.

At New Haven, the crew was split into two watches so that everyone could get a day's leave in New York. A fantastic number of souvenirs was collected by the ship's company.

At Cornerbrook, personnel were taken on a tour of the world's largest pulp plant (Bowater's Pulp and Paper Mill). An enjoyable dance was arranged for the ship's company in the White House, a local community center.

On the run from Cornerbrook to the Island capital, the ship was honoured by the presence aboard of Labour Minister Charles Ballam, of Newfoundland.



The fledgling sailor doesn't leave blackboards and classroom lectures behind when he graduates from "Cornwallis", but gets more of the same when he begins sea-training on board one of the RCN's ships. Formal instruction is mixed in with practical on-the-job training to provide a balanced program. In the photo above, Petty Officer Marshal Burnett gives a group of new entries a chalk talk on blocks and purchases in a messdeck on board HMCS "Ontario". (OC-154-1.)



New Entries of "Iroquois" Division held a departure dance Friday, September 23, two weeks prior to their graduation from "Cornwallis". Ord. Sea. Joseph Williams (right) of Perth, Ontario, is shown presenting the door prize to Miss Norma Mullen, of Digby, and her partner, Ord. Sea. Owen Smith, of Gananoque, Ontario. "Iroquois" Division was the second group to graduate from the training base since its recommissioning.

Back in Halifax, "Iroquois" crew conducted some 300 Kiwanis ladies throughout the well-shone ship and took them for a cruise around the harbour on September 19. A group of foreign military attaches, visiting in Halifax, also were shown through the ship.

"Iroquois" then proceeded on her final cruise of the year, to Quonset Point, Rhode Island. Here she picked up personnel of the 18th Carrier Air Group and took them back to Dartmouth. The 18th CAG had spent the past two months on flying training with the United States Navy.

Crew members of "Iroquois" are claiming an unofficial world's free style swimming record for Lieut. Paul (Zube) Samson, RCN(R), of Montreal.

Lieut. Samson showed his speed during the visit to New Haven. He was taking part in "Operation Swimming" when the dorsal fin of a shark, something very rare in those waters, was sighted only a few feet off his port quarter.

"Proceed with despatch" was the order, and Lieut. Samson did just that. Spray and foam flying, he set

such a blistering pace back to the ship's whaler that the bewildered shark was left far behind.

Bathing ceased for the day.

HMCS "St. Stephen"

There were a number of the "old hands" missing when the "St. Stephen", after completing a two-month refit at Saint John, sailed from Halifax September 27 for weather station "Baker." Among those drafted elsewhere after spending one to two years in the frigate was Petty Officer Bill Sullivan, of Quebec City, "St. Stephen's" popular buffer, who was one of the commissioning party in the fall of 1947.

TAS School

A heavy program of training has been planned at the TAS School in Halifax, with at least six courses laid on for the winter months.

Classes qualifying TASI's, TD1's, TD2's and two classes of TD3's, plus a course for TAS officers' writers, will be conducted in the School. A course for TD2's and two for TD3's completed in September.

For two weeks in September, two TD3 classes took A/S training at sea

in the "New Liskeard", which was working in company with the submarine "Tally Ho" in the Bay of Fundy. The time at sea in the Algerine completed the course and qualified the men as third class rates.

PACIFIC COAST

HMCS "Crescent"

In company with "Athabaskan", "Crescent" sailed on August 30 for Santa Barbara, California, arriving September 2 for a four-day stay. The ship's company reported an enjoyable visit, with the whole town putting itself out to provide entertainment and recreational facilities for the officers and men. Particularly active in this regard were members of the Canadian Legion branch in the city.

The two destroyers sailed September 6 for Long Beach, arriving shortly after noon the same day. Although the stay was brief, several members of "Crescent's" crew managed to get as far as Los Angeles.

On September 7 both ships sailed for Esquimalt, exercising en route.

The ship remained only two days in port before making another of her



Two men from the "Ontario," Ordinary Seamen Ken Hicks, of Shawinigan Falls, P.Q., and Bill Patterson, Neepawa, Manitoba, hold the head of what was once a 1,400-pound Kodiak bear, during the cruiser's visit to Kodiak, Alaska. (OC-163-1).

"flying" trips to Vancouver, this time to pick up 70 Canadian Services College Cadets. On September 15, "Crescent" sailed with "Ontario" for Nanoose Bay for a week of exercises.

HMCS "Antigonish"

On completion of the third and final training cruise of the season for RCN(R) Cadets, during which Seattle and Vancouver were visited, the ship was prepared for the Admiral's inspection. This was followed by a well-earned 15-day leave period for a portion of the ship's company.

CPO John T. Shea, an old-timer aboard "Antigonish," has gone to "Rockcliffe," along with the best wishes of the entire crew. He was relieved by CPO Leslie Mills, a recent arrival from Royal Roads — D.P.R.

TAS Training Centre

Lieut.-Cdr. William Bremner is the new officer-in-charge of the TASTC. He relieved Lieut. S. G. Moore, who has been appointed to "Stadacona."

The anti-submarine section also is under new management. Mr. Lorne

Commander (L) Takes Station Abeam

An unpremeditated but spectacular evolution was performed by Cdr. (L) John Deane, of HMCS "Ontario," off Monterey, California, on August 23.

Cdr. Deane was being transferred from the destroyer-minesweeper USS "Carmick" to the "Ontario" by jackstay method when a jackstay broke and he was left suspended by the in and out hauls, "making good," according to the cruiser's report of proceedings, "a speed of 12 knots through the water."

"Quick work by the attendant personnel prevented this becoming a serious accident," added the report, and Commander (L) was recovered, "somewhat damp, but still smiling."

(Hoot) Hibson, Gunner (TAS), has taken over the duties of officer-in-charge, succeeding Mr. Fred Lubin, Gunner (TAS), who is now serving in the "Sioux."

CPO F. A. Jones, of "Cedarwood," paid a recent call to the TASTC and regaled the staff with many a "salty dip" about the polar regions visited by "Cedarwood" during her latest cruise. Along with his stories, CPO

Jones brought back another souvenir of his trip to the Far North, a large, bushy beard.

The TASTC staff is having a busy time right now. A TD 2 class is under way, one TD 3 class has just completed and three more recently started. Another TD 2 class is on the agenda. — A.T.

Supply School

Lieutenants (S) D. G. Meridith, J. Drummond, J. M. Champagne, C. Crothers and A. F. Scott, all newly entered in the RCN, have begun a 13-week course at the school. On completion of their course the five officers will take further training at the US Naval Supply Corps School, Bayonne, N.J.

Three permanent force Supply Officers, seven from the Reserve and two CW candidates recently completed a two-week course.

After three-and-a-half years as an instructor in the school, Mr. Donald E. Wigmore, Warrant Writer Officer, has been appointed to Headquarters. He has been succeeded by Mr. G. J. Smith, Commissioned Writer Officer.

CPO Albert E. Hawkins, of "Naden," and CPO John Keating, "Stadacona," have started a 10-week course for Warrant Cookery Officer.

NAVAL DIVISIONS

HMCS "Chippawa"

(Winnipeg)

"Chippawa" was host to Captain H. L. Quinn on September 23, when the Director of Naval Reserves was in Winnipeg to address a meeting of the local branch of the Naval Officers' Association. Serving and retired officers were given a comprehensive picture of the Navy's training plans for the coming year.

Lieut. E. J. Hyman has been appointed staff officer of the Division. He formerly served in the destroyer "Nootka".

Ex-Wrens in the Winnipeg area took over the wardroom late in



To the outstanding seaman in each group of classes borne for training in the cruiser "Ontario" goes a silver-plated bos'n's call. In the above photograph, Ord. Sea. Keir Guindon of Charlottetown, P.E.I., centre, admires his prize. With him are two shipmates, Ord. Sea. Dale White of Welland, Ont., left, and Ord. Sea. Len White of Charlottetown. (OC-177-1)

August for a dinner and reception and their election of officers. Of special interest to the ship's company was a proposal by the ladies to operate a dry canteen.

With the object of making every man in the Division a capable swimmer, the local Red Cross has arranged to provide a system of instruction for the ship's company. With classes sub-divided into beginners, advanced and instructors, it is hoped to produce one or two good swimming teams for local meets.— L.B. McI.

HMCS "Hunter"

(Windsor)

Renovation of the lower deck was completed in time for the opening of the Fall training programme. A seaman's room, a classroom for training engine-room personnel and a gun battery have been provided and the small bore range has been rebuilt. Low power installation also was completed.

The "Cock o' the Walk" trophy, put up for competition at the Great Lakes Naval Regatta, in Toronto over the Labour Day weekend, is now firmly established in its new home at "Hunter." — R.M.P.

HMCS "Discovery"

(Vancouver)

"Pacific National Exhibition has 'Gone Navy.'"

That was the way The Vancouver Daily Province reported the first day's activities at the P.N.E. The paper went on to say: "With all the traditional pomp, ceremony and sheer efficiency for which it is famous, Canada's senior service leaves its mark on almost every phase of this year's fair."

Naval participation in the exhibition included band and guard from "Naden," which led the opening parade and each day enacted the Sunset ceremony, and a variety of displays set up and operated by the Vancouver naval division.

After the exhibition was over, Hedley Fairbank, chairman of the

P.N.E., wrote as follows to the Staff Officer, "Discovery":

"Please accept my warmest thanks and appreciation for the splendid contribution of the Navy in our recent Pacific National Exhibition opening day parade. From all quarters we have received very glowing reports of the excellent appearance and conduct of the men of your service in the parade.

"Will you please express to all concerned our thanks for an excellent job to the entire satisfaction of everyone connected with the parade."



Petty Officer James Brahan, of HMCS "Athabaskan", gives Miss Joyce Walker, of Dallas, Texas, a lesson in naval gunnery during visitors' day in Santa Barbara, California. (E-10245)

HMCS "Star"

(Hamilton)

The first mess dinner of the Fall and Winter season was held in the wardroom on September 29. Officers attending took the opportunity to exchange ideas gathered during summer training periods on the coasts and all agreed that the affair was beneficial as well as enjoyable.

With the training season again in full swing, special emphasis is being placed on the divisional system. The ship's company has been divided into

five divisions, one being made up of men recently signed on and of prospective recruits. These men receive instruction and information on naval subjects before going on to one of the other divisions for more advanced training. — C.S.J.L.

HMCS "Catarqui"

(Kingston)

The division's Fairmile, now designated "PTC 721", paid a two-day visit to the United States Navy Reserve station at Rochester, N.Y., on October 1 and 2, to wind up the season's training on the lake. Re-

cently "Catarqui" was host to the officers and men of three U.S. ships from Rochester, who were making their third and last call of the year.

Plans are being laid for an ambitious tri-service assault landing operation. Personnel, boats and equipment from "Catarqui" are scheduled to play a large part.

Most of the officers, cadets and men have completed annual training and now are undergoing instruction at the division on regular drill nights. Several amendments have been made to the

general syllabus and it is hoped that the more varied training programme will result in increased efficiency and interest.

HMCS "Griffon"

(Port Arthur)

"The old place isn't the same." And the "old salt" who said it was right. The permanent staff has added a new flagstaff, improved the grounds, made a new cobblestone sign on the terrace and painted the establishment inside and out.

Also, for the comfort and convenience of the ship's company, a new recreation room has been constructed and fitted out. The drill hall is being altered for more efficient gunnery training, and new classrooms and lecture rooms have been added. Armament is being re-located and new equipment is being installed.

With the emphasis on gunnery, officers and men are turning out in gratifying numbers for the 1949-50 training season.

HMCS "Carleton"

(Ottawa)

Ordinary Seamen John W. and Ross Jarrett, of "Carleton", were aboard the frigate "Swansea" when she completed one of the longest towing operations in Canadian naval history.

The two brothers were taking annual training in the Atlantic Command when they were drafted to the "Swansea" for her northern cruise. The frigate, en route back to Halifax, was diverted to the assistance of the RCAF supply vessel, "Malahat", and subsequently towed the disabled ship approximately 1,100 miles, from the entrance to Hudson Bay to Goose Bay, Labrador.

The Jarretts also made use of their summer training period to qualify for non-substantive ratings. John is now a radar control rating, while Ross holds a layer rate. A third "Carleton" man, Ord. Sea. D. J. Mitchell, gained his radar plot non-sub rating during the summer.

Ord. Sea. John Shaver, of Ottawa, left the division during September to

become a Naval Cadet at the Canadian Services College, Kingston. He had been in "Carleton" for the past two years and left with the best wishes of the entire ship's company for a successful career.

HMCS "Prevost"

(London)

Two new additions have been made to the training fleet of HMCS "Prevost". Early in September the Fairmile "PTC 779" was re-commissioned at Port Stanley and on September 17 "HC 211" completed refit at Sarnia.

Commissioning of "PTC 779" followed a week's refit at "Prevost" by a working party under Lieut. L. J. C. Walker. Included in the party were PO J. W. Fall, AB J. Latham, AB J. M. Maxwell, Ldg. Sea. R. F. Sothorn and AB W. Smeltzer.

Thirty officers and men, under Lieut.-Cdr. T. F. Owen, sailed the Fairmile to Toronto on September 3 for the Great Lakes Naval Regatta at "York." In Toronto the ship was visited by Cdr. W. A. Childs, commanding officer of "Prevost", who made the return to Port Stanley in

her. "PTC 779" made the trip to Windsor on September 17 to meet "HC 211." Both vessels returned to Port Stanley late the following evening.

A drum and bugle band, started a few weeks ago, is coming along smoothly and is expected to be ready for public appearance shortly.

HMCS "Donnacona"

(Montreal)

Mid-September saw the opening of the 1949-50 training programme in "Donnacona." Recruiting has been good and a successful season is anticipated.

One of the highlights of the recent visit of HMS "Glasgow", flagship of the Royal Navy's America and West Indies Squadron, was a party for the crippled children of Montreal. Officers of the ship dressed themselves as pirates and put on a show that the children will long remember.

Other activities during the cruiser's week-long visit included cricket and soccer matches, sailing races and a band concert by the combined bands of "Glasgow" and "Donnacona."



The Halifax branch of the Naval Officers' Association of Canada has presented a cup to be awarded annually to the yard craft adjudged to be the best maintained and operated in the Halifax dockyard during the year. Deeded in trust to Captain William W. Porteous, Superintendent of the Dockyard, the cup was presented this year to "YC 303" for being the best dressed yard craft during Venetian Night on the Northwest Arm. Presentation of the trophy was made by Mr. Willard MacKenzie, President of the Halifax branch of the NOAC, to John MacLeod, of Halifax, Coxswain of "YC 303." Members of the "303's" crew are shown on board their craft, proudly displaying their prize. (HS-8324)

The Man of the Month

In December, 1945, an ex-Petty Officer walked out of HMCS "Tecumseh," the Naval Division at Calgary, his discharge papers clutched firmly in his hand. Stanley John King, after seven years in the RCN, was ready for life as a civilian.

Two months later he was back at the Division, anxious to re-enlist. He signed on as an Able Seaman.

Today he is once more Petty Officer King—the genial, hardworking Chief Bosn's Mate of the Reserve Fleet in Halifax and his shipmates' choice for Man of the Month.

Born in Carbon, Alberta, on September 14, 1918, the blonde, square-set "Buffer" was working as a farmer before he joined the RCN in October 1938.

Following his early training, King elected to become a naval gunner and in June 1941 entered the Gunnery Branch. He earned his third class layer rating and his Leading Seaman's "hook" in "Stadacona," which was located in the Halifax Dockyard at the time. Then after a short period in the destroyer "Ottawa," which was refitting at Halifax, he qualified as a Quarters Rating, second class.

He went to Montreal in September, 1941, to join the corvette "Drumheller" as a Petty Officer, Gunner's Mate. He served in the corvette on the 'Derry run until August 1942.

Short periods in "Stadacona," and in "Niobe," the RCN establishment in the United Kingdom, preceded a draft to the "Weyburn," another corvette, in November 1942.

PO King was injured when the "Weyburn" was sunk in the

entrance to the Straits of Gibraltar in February 1943 and spent some time in hospital at the fortress, later being transferred to Staten Island, New York, then to the RCN Hospital at Halifax.

His days as "Buffer" began in the minesweeper "Portage," in October 1943 and continued in that ship until the middle of 1945. Subsequently he served in the same capacity in the Gunnery School at "Cornwallis," then joined the "Sault Ste. Marie," another minesweeper, as acting Coxswain.

Following his discharge he spent two months working in a grain elevator in Calgary, decided he preferred Service life, and re-joined the RCN as an AB.

During the next few months he

served on both coasts, took part in the mammoth Victory Parade in London, and was drafted to the destroyer "Nootka." In this ship he again started up the ladder of advancement, becoming a Leading Seaman in December 1946. He got back to his old duties as "Buffer" in April of the following year, this time in the destroyer "Iroquois," depot ship of the Reserve Fleet on the East Coast. By December 15, 1947, he had regained his former status as a Petty Officer.

When "Iroquois" went on active service as a Cadet training ship this summer, PO King carried on his duties in the new depot ship, the frigate "La Hullose."

The "Buffer's" proficiency in his job has won praise from officers of the Reserve Fleet. Without browbeating his men, PO King gets the work done efficiently and speedily. An example of the energy and drive with which he tackles a job occurred when "Iroquois" was being readied for commissioning. With a party of six men, he chipped, wire brushed and painted both sides of the destroyer within a week.

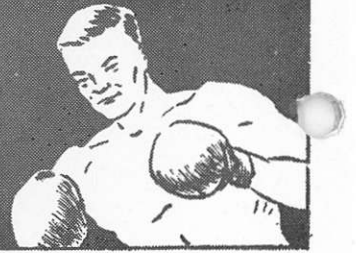
With a maintenance party which varies from 25 to 60 men, the "Buffer" keeps the ships in the Reserve Fleet in top condition, ready for commissioning at short notice.

PO King makes his home at 4 Albrow Lake Road with his wife, Lillian, whom he married in 1944, and their two children, Stanley, aged three, and Luella, two.



PETTY OFFICER STANLEY J. KING

The Navy Plays



"Skeena" Division Wins Meet at "Cornwallis"

"Skeena" division staved off a last minute rally by "Sioux" division to win a recent track and field meet at "Cornwallis". The winning crew trained under the watchful eye of PO Osborne Hodgess.

Interest is high in the knockout softball tournament, with the Chief and Petty Officers' team rated top-heavy favorite to cop the honours. The Chiefs and POs, unbeaten to date, are sparked by the brilliant hurling of CPO Reg Skinner.

Other softball news concerns the base team which tangled with the RCAF aggregation from Greenwood and came out on the short end of a 10 to 3 score. Two costly errors by "Cornwallis" proved the deciding factors in a game that was more closely contested than the score would indicate.

Instructor Sub-Lieut. D. P. Sabiston brought two individual championships to "Cornwallis" by winning the men's diving competition at the Waegwoltic swimming meet in Halifax and later journeying to Charlottetown to add the discus throwing honours at the Maritime track and field meet.

Navy Opens Defence Of Football Championship

"Stadacona" opened its defence of the Halifax rugby football championship by trouncing the Wanderers Athletic Club 22 to 12 in the first game of the season. The Wanderers started in fine fashion and had the Navy team in serious trouble during the first quarter, but then suddenly faded as the sailors counted two quick touchdowns. Sparked by AB Edward MacLeod, their hard running quarterback, the "Stadacona" team

added two more before the final whistle.

During the opening ceremonies, the Purdy Trophy, emblematic of the city championship, was presented to Warrant Engineer Frank Hindle, coach of the Navy team, by Mr. Carson Purdy.

Aldergrove Nine Enjoys Fine Season

The softball team from the Naval Radio Station, Aldergrove, hung up an enviable record during the past season, winning the Lower Fraser Valley Senior B championship and coming within an ace of copping the Lower Mainland crown.

The smooth-working sailors started their championship climb by ousting Langley Athletics in a best of three semi-final series in the Lower Fraser Valley League. In the finals the heavily favored Aldergrove Otters took the first game 9-3 but the Navy came back to win the second by an 8-6 count. In the deciding game, the Tars jumped into an early lead by notching seven runs in the first three innings and were never headed. The final score was 7-2 and won the Vic Tessaro trophy for the high-flying Navy nine.

Following their conquests in home territory, the Aldergrove sailors journeyed to Chilliwack to take part in a tournament to decide the lower mainland championship. Seven teams, all district winners, were entered. Two successive wins over Vancouver Wireless and New Westminster advanced the Navy into the sudden-death final against Chilliwack Army. The championship tilt produced some lusty clouting by both teams, with the Army coming out on the long end of a 10-8 score to win the tournament and the title.



The Aldergrove Naval Radio Station softball team, champions of the Lower Fraser Valley Senior B League, came very near gaining further laurels when they entered the playdowns for the Lower Mainland championship. They scored two convincing victories to gain the finals but were out-slugged by the Chilliwack Army team, 10-8, in the title contest. Team members are shown above. Back row, left to right: PO Jack Mooney, Ldg. Sea. Stanley Johansen, PO Henry Abercrombie, AB Garry Johnson, AB William Sorrell, PO George Coghill and Ldg. Sea. James Blight. Front row: Ldg. Sea. Frank Barron, AB Robert Sears, AB Charles Barnes, John Zablosky (civilian worker at Aldergrove) and AB R. S. Carmichael.

Football School Sponsored By Ottawa Division

HMCS "Carleton's" football school has made a hit with young Ottawa. Under the direction of Rough Rider star Lieut. Don Loney, RCN(R), the school provides training and instruction in the fundamentals of football and is held every Saturday the Eastern Canada champions are at home.

Sessions are held at Lansdowne Park or in the drill hall at "Carleton," depending on the weather. Assisting Lieut. Loney with the football school are well-known Rough Rider players, including Howie Turner, Flt. Lt. Tony Golab, RCAF, Bob Paffrath and "Flip" MacDonald.

Inter-Service Sports Stressed at Winnipeg

The Winnipeg Inter-Service Bowling League has been revived and opening games were rolled in early October. With four alleys available at HMCS "Chippawa," the service bowlers expect another successful season. Another popular inter-service sport is badminton, which is already shaping up for the winter season.

"Chippawa's" baseball team, coached by Lieut. Jack Ross, won its way into the Service League finals only to drop the best of five final series, three games to one, to a strong RCMP squad.

Ord. Sea. Fred Eggleton Paces Track Team

A track and field team from the RCN's Pacific Command made a creditable showing at the Labour Day track and field meet in Victoria, placing in almost every event on the card. Top point-getter was Ordinary Seaman Fred Eggleton, who came home in first place in the junior 880-yard closed race and was second in the 880 open. Cadet Tom Moore gave the RCN another victory when he won the 220 junior closed. Other members of the team who scored points for the Navy were UNTD Cadets J. Campbell, Roy Sadler, Donald Sharpe and Brian Goodwin, and Ordinary Seamen Donald MacInnis and Melvyn Fenrich.



HMCS "Donnacona" and the Royal Montreal Regiment staged their own version of the Army-Navy gridiron classic, complete with traditional mascots, in Montreal October 1. In the photo above "Sgt. Kelly", army mule, and Ord. Sea. "Salty", navy goat, are shown as they are led on the field in the colourful pre-game ceremonies. (Montreal Gazette photo.)

"Donnacona" Gridders Off to Flying Start

HMCS "Donnacona" has come up with a winning team in the Intermediate Quebec Rugby Football Union. After the first five games of the schedule had been played, the Montreal sailors were unbeaten and shared top spot in the loop with Lakeshore, last year's champions, with whom they had tied one game. The "Donnacona" gridders scored convincing triumphs over Sherbrooke, Three Rivers, Army and Eastward in their other four contests.

Highlight of the schedule to date was the Army-Navy tilt, which featured service bands and pre-game ceremonies. The Navy paraded its mascot, a well-scrubbed goat who went by the name "Salty", while the Army trotted out its mule. With the shenanigans over, the Navy quickly went to work and counted a placement in the early minutes of the game and added two rouges to hold a 5-0 edge at half-time. A single and a converted touchdown in the second half

made the final score 12-0 for the sailors.

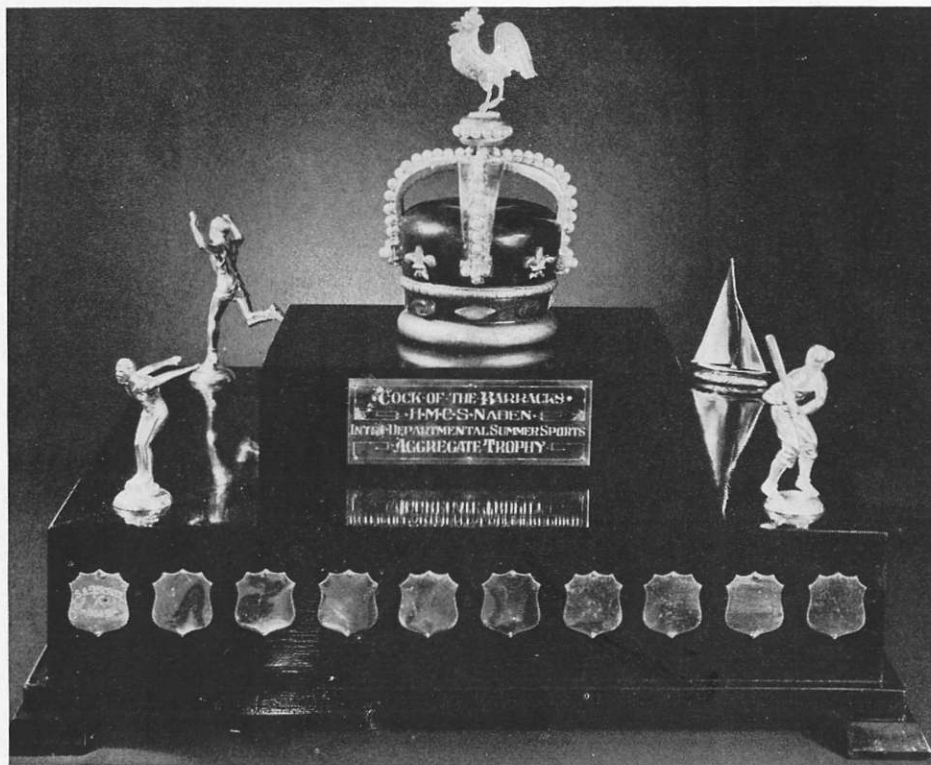
RCAF Entry Captures "Shearwater" Ball Title

Sports activities are running full blast at HMCS "Shearwater" with rugby football getting most of the attention. The Naval Air Station has entered a team in the Halifax Canadian Football League and hopes to wrest the championship from its perennial rival, "Stadacona".

Coach of the "Shearwater" team is William Burkhart, formerly of Dalhousie U., with Warrant Officer (L) George Dunfee and CPO Andy Chartren serving as his assistants.

The inter-part softball championship went to the RCAF team, who rolled over Works and Buildings in four straight games in a best of seven final series. Behind the outstanding pitching of speed-ball artist LAC A. G. Wild, the Air Force had little trouble in sweeping the series.

The Air Station crowned a golf champion in a tournament held at the Brightwood Club. PO D. E. Worthington carded a 92 to win the honours.



This is the "Cock-of-the-Barracks" trophy which is awarded to the department finishing with the highest aggregate points in the "Naden" inter-part summer sports programme. The trophy, offered for competition for the first time this year, was won by the Supply School. It was designed by Lieut. H. E. Taylor, physical and recreational training officer at the west coast base. (E-10281).

Tars Finish Second In Track, Field Meet

A Navy track and field team captured second place in the Maritime Invitation Amateur Athletic meet held at Charlottetown. The sailors came home with two firsts, three seconds and three third places. Instructor Sub. Lieut. D. P. Sabiston, from "Cornwallis," won the discus throw and Ord. Sea. Gilbert Lundihn, from "Shearwater", copped the pole vault to lead the point parade.

"Cedarwoods" Play Softball in North

HMCS "Cedarwood's" softball team challenged all comers during the ship's northern cruise. The first team to take up the gauntlet was the Kodiak All-Stars, who administered a sound trouncing to the men of the RCN ship. At Adak, next stop on her itinerary, "Cedarwood" tangled with the USS "Sussex." Playing in a biting nor'-easter, the two teams battled it out for seven innings before a rain

squall forced the game to be called with the score standing 4-1 in favour of the USN nine. While at Adak, the Canadians registered their first victory when they won a 7-6 decision over the US submarine "Baya."

TAS Team Takes Inter-Part Title

The TAS School trounced MTE in two straight games to win the Inter-part softball championship at "Stadacona." The TAS nine finished the regular league schedule with only one loss — to the officers' team — and won the sudden-death semi-final series with Electrical School by a 12-8 score. In the finals, the TAS team really hit its stride and came through with successive 18-15 and 26-6 wins over the MTE.

"Griffon" Cops Lakehead Baseball Championship

It was a long up-hill climb but the persistent tars from HMCS "Griffon" finally came through to win the Thunder Bay district baseball champion-

ship. For the past three years the Lakehead sailors had fought their way into the play-offs only to be edged out in the finals. This time, under the able pilotage of Larry Pineau, the "Griffon" team took the measure of the Fort William Lumbermen in the hard-fought series.

Navy Re-enters West Coast Soccer Picture

The RCN is back in the Vancouver Island soccer picture after a two-year absence. Under the able direction of two veteran soccer players, CPOs Cecil Cockrill and Albert Westover, the Navy has entered the eight-team Senior Soccer League and aims to match the high standards set by RCN elevens of other years.

"Brunswicker" Loses In Softball Semi-Final

Although eliminated in the playoff semi-finals, the softball team from HMCS "Brunswicker," the Saint John Naval Division, had a highly satisfactory season and is already planning for next year. The team's lineup was as follows: Lieut. Lenn Speight, CPO Smith, PO K. Henderson, PO F. Skavn, AB Dunbar, AB O'Brien, AB Larlee, PO McKiel, AB Dunlop and AB Belyea.

TO TAKE PRI COURSE

Four Petty Officers began a Plot and Radar Instructors' qualifying course in the United Kingdom on October 31. Duration of the course is 14 weeks. Those selected for the course were PO's Walter A. Burke, William C. Carruthers, Norman B. W. Hill and Roy E. Fitchett.

Bell-Bottomed Kilts?

With a brass band and a bugle band already well-established at the Winnipeg Naval Division, it would seem that the musical side of activities is adequately handled. However, there apparently are those who feel something new should be added, and it's no secret that volunteers for what should be a novel organization — a naval pipe band — are already practicing in remote corners.

They Treat The Navy's Teeth

Royal Canadian Dental Corps Staffs Clinics
in RCN Ships, Establishments

AMONG the personnel who make their way aboard ships and establishments of the Royal Canadian Navy, are subject to Naval discipline and privileges, yet are neither paid nor trained by the Navy, are the officers and men responsible for the sailors' dental care.

These men are members of the Royal Canadian Dental Corps, and many a sailor will testify that they are blessings in Army clothing. The RCDC takes good care of the Navy's teeth and there is little excuse for anyone spending his time pacing the deck with a swollen and aching jaw.

At HMCS "Naden," Esquimalt, is Clinic No. 8 in the RCDC chain. It is housed in a building in the barracks that kept ten chairs occupied during the war. It now has five chairs, and is staffed by three dental officers, two technicians and four dental assistants. The cruiser "Ontario" has its own clinic, with one Dental Officer and

two technicians, who also care for any ships who happen to be in company with the cruiser while away from base.

Officer-in-charge of the clinic at "Naden" is Major F. M. Murray, of Calgary. Major Murray spent four years at RCAF Headquarters in London during war and is a more recent addition to the "Naval" dentists.

Captain G. C. Evans, of Calgary, and Captain R. B. Jackson, of Vancouver, are the other two dental officers. Captain Evans practised his dentistry on the Air Force during the war. Captain Jackson has served mostly with the navy, including two years in the "Ontario".

The technicians and dental assistants are Sgt. Technician H. Bilby, of Winnipeg, Sgt. Technician W. Powers, of Winnipeg, Cpl. G. E. C. Bradley of Pickering, Ontario, Corporal S. M. Tootle, of Winnipeg, Cpl. J. E. Shiner, of Victoria, and Private D. Casson, of Red Deer, Alberta. With the exception of Private Casson, who joined the Dental Corps in October 1948, all have served with the various services, in Canada and overseas.

Captain J. W. Turner, of Niagara Falls, Sgt. Technician G. F. McKay, of Winnipeg, and Sgt. R. D. Peebles, of Winnipeg, staff the clinic on board "Ontario".

In the summer months, while the reserve training programme is in full swing, the staff at No. 8 is augmented by dental officers from the Canadian Officers Training Corps of various universities.

Clinic No. 8, serving about 1,500 men from "Naden" and approximately the same number from the ships and outlying points, is busy at all times, but when the fleet is preparing for a cruise the tiny staff is taxed to the limit.

The Navy accounts for 90 per cent of the patients, with the Army from Work Point Barracks and outside forts and the Air Force stationed at Patricia Bay comprising the remainder.

The most modern dental equipment available is used at No. 8. To ensure that dental officers, technicians and assistants keep in touch with the latest developments in dentistry and that standards remain consistently high, personnel takes turns undergoing further courses and "brush-ups".

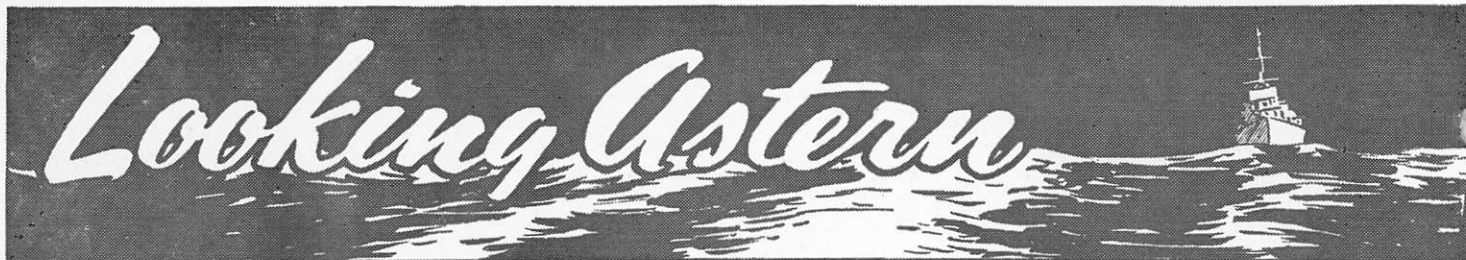
Just because the RCDC is taking good care of the navy's teeth, however, doesn't mean the individual sailor can neglect his molars. The dentists' advice still is that the best way to keep teeth in good condition is to take care of them by brushing and regular check-ups, rather than wait until something goes wrong and depend then on the "toothies" to fix it.



AB L. Kahler, of Victoria, has his teeth examined by Lieut. W. O. Mulligan, COTC, of Westmount, P.Q. Assisting is Cpl. G. E. C. Bradley of Pickering, Ontario. Lieut. Mulligan, a McGill University student, is a member of the COTC and is attached to the clinic during the summer months. (E-9698).



In the laboratory in the dental clinic at HMCS "Naden" Sergeant Technician William Powers, of Winnipeg, operates a casting machine used in making complete or partial dentures. (E-9699)



November 1944 . . .

November was an outstanding month for the Allies in the war at sea. Convoy losses were at a new low, while the enemy was suffering serious damage to merchant shipping. One remarkable aspect of the month's mid-ocean activity was that not a single attack was carried out on a trans-Atlantic convoy.

However, the U-boats did score two successes in the St. Lawrence. German submarines were lurking in the Gulf and forcing convoys to swing wide of the area for most of the month. One independently routed cargo vessel was torpedoed in the St. Lawrence near Matane. Although damaged extensively, the merchantman was able to limp to port before the U-boat could follow up its initial success. Anti-submarine sweeps in the area failed to produce evidence of the marauder.

The most serious loss of the month was to come later. On the night of November 25, the corvette "Shawinigan" was patrolling Cabot Strait. The following morning shore watchers in the Port aux Basques area

heard "a loud noise, like thunder." The next day, when the "Shawinigan" failed to report into port as scheduled, a search was conducted by "Truro," "Ungava" and several ML's. They found some wreckage, two carley floats and six bodies—all that remained of the doughty little corvette and her crew. To add to the mystery surrounding the destruction of the "Shawinigan," fishermen reported they had seen 18 flares in alternate groups of three white, three red, some ten miles out to sea during the early hours of the 26th. Later in the same day, there was a sound of three depth charge explosions, and then all was quiet.

On the other side of the Atlantic, Canadian Fleet "V" destroyers were working with units of the Home Fleet in strikes against the enemy. HMCS "Algonquin" accompanied two RN cruisers in an attack on an enemy convoy in Lister Fjord. This convoy, consisting of eight merchant ships and three escort vessels, was surprised and almost annihilated. Near the end of the month "Algonquin" and her sister ship "Sioux" provided

escort for HMS "Implacable" in air strikes on convoys near Rorvik. The RN-RCN force sank three merchant ships and an armed trawler of a single convoy without loss of our own ships or aircraft.

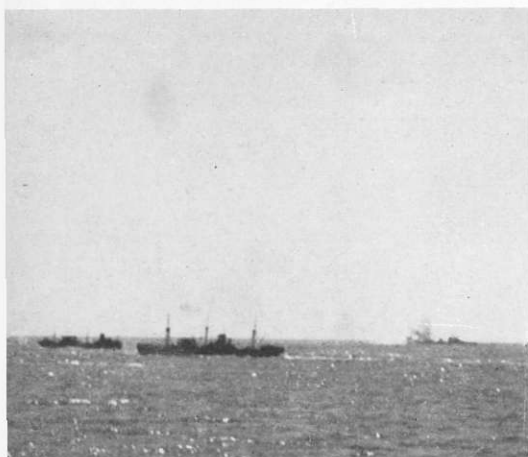
The ill-fated River class destroyer "Skeena" was still aground on Videy Island, Iceland, where she had been blown during a heavy gale on October 25. She was paid off during November.

Commissionings

Ten ships were added to the fleet during November and included four frigates, one Algerine and five corvettes. One of these vessels, HMCS "New Liskeard," is still in service today as NRE ship in the Atlantic command.

Strength Report

Total strength of the Royal Canadian Navy on November 30, 1944, was 95,705. This figure represented the peak active service strength. At the same time, the strength of the WRCNS was 5,851 which was only two less than the maximum strength the organization was to reach during the Second World War.



This series of photographs was taken by Midshipman (S) (now Lieutenant (S) R. C. Willis, RCN, from the wings of the bridge of the battleship HMS "Malaya" during a determined attack by enemy torpedo bombers on a Malta convoy northwest of Cape Bon in the Spring of 1942.

DEEDS OF DARKNESS

No radar, no asdic — nothing to steer by but a magnetic compass. The little pre-war training craft poked carefully along the coast of Vancouver Island in night that was blacker than a whale's interior.

The worst happened. There was a soul-sickening thud and crunching.

"Full astern!" Bells jangled. The trawler vibrated, rocked and rattled. Not a hope; she was hard aground.

Crew and trainees turned in. Only the "V.R." skipper remained awake, his elbows on the bridge rail, his head in his hands. Compared with the problem at hand, squaring the circle or unscrewing the inscrutable would be a cinch.

Came the dawn. The mists slowly lifted and the prairie-dwelling C.O. found himself in a setting of rare and unappreciated beauty. Somehow his ship had nosed its way into a tiny, sandy cove. To port or starboard one could almost reach out and touch the green branches, gracefully festooning the narrow beach.

There was a crackling in the underbrush and a raffish, beachcomber type hove into view. He had heard the rumpus in the night and had come to investigate.

Without so much as a "Good morning," he checked the trawler from stem to gudgeon, port and starboard.

"I'll tell you what you can do," the beachcomber drawled at last.

The captain perked up. He was ready to jump at any suggestion that would get him out of this mess.

"What's that?" he asked eagerly. "What would you suggest?"

The beachcomber gave the trawler a long, calculating look, pushed back his hat and scratched his head.

"Well," he said, "I'd suggest you put wheels under her and keep right on going."

BOOK REVIEW

STORM BELOW

by Hugh Garner

In "Storm Below" (Collins, \$3.00), Hugh Garner, ex-Chief Petty Officer, RCNVR, has written an honest, absorbing tale of life in one of His Majesty's Canadian corvettes.

The author confines his story to the last few days of a westbound voyage, on the completion of which HMCS "Riverford" is due to go into refit. There is a plot, but it takes a secondary position. The real strength of the tale stems, not from the events, but from the men involved. Mr. Garner has exercised to the full a faculty for bringing his characters and scenes to life. Anyone who served in the wartime Navy will easily recognize old shipmates and surroundings.

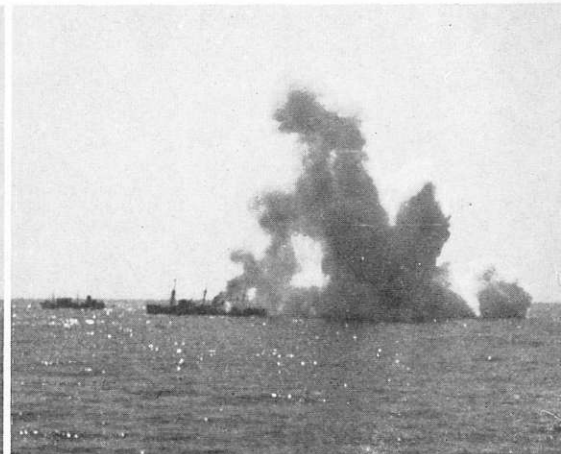
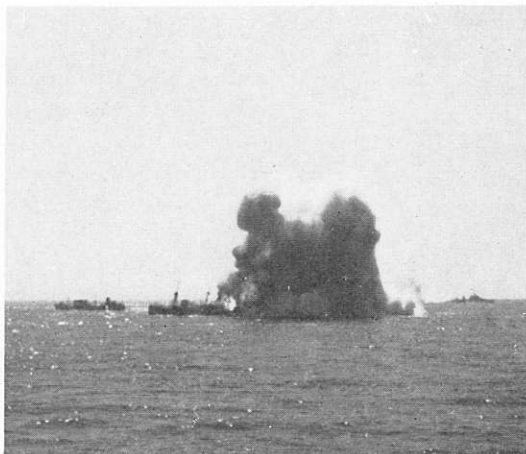
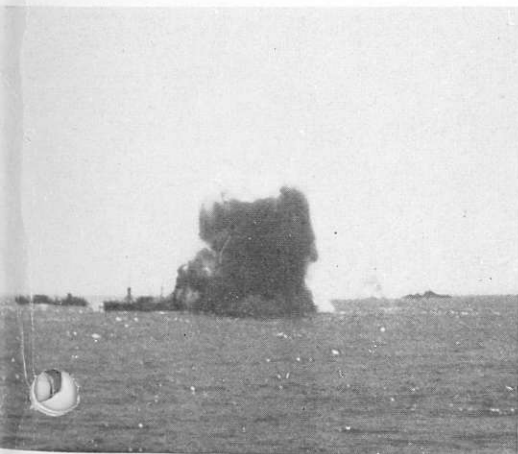
Chuckles are plentiful. Even when the situation was at its worst, the sailor had a neat ability to crack wise and ease the strain, and this, one of his finest attributes, is caught by Mr. Garner.

Tension develops in the ship after "Knobby" Clark, a young seaman, is killed in a fall. The captain decides against a burial at sea and has the body placed below, to await the ship's arrival in port.

Instigated by a few superstitious seamen, the buzzes begin to fly. "Riverford", once a happy ship, becomes a "jinx ship". The presence of Clark's body is a disturbing reminder to all of them that their lives are far from secure. The attitudes and atmosphere in the ship change fast and every officer and man is affected in one way or another.

That is the plot. It is presented in plausible and reasonably capable fashion. However, it does not make the book. The corvette and its crew, as portrayed by Mr. Garner, do that — and do a first-class job.

During the Second World War ships of the RCN destroyed, captured or damaged at least 31 enemy surface craft and helped to destroy, capture or damage 80 others. The auxiliary cruiser "Prince Robert" bagged the first RCN prize of the war when she captured the German vessel "Weser" off Manzanillo, Mexico, in September 1940.



The photographs show a merchant ship being struck by a torpedo and sunk. The cruiser HMS "Liverpool," which also sustained a torpedo hit and was ordered to return to Gibraltar, can be seen in the background.

Comrades in Arms



THE CANADIAN ARMY

Airborne Artillery

Don't take the word "Horse" too seriously in connection with the Royal Canadian Horse Artillery. The outfit is as modern and streamlined as they make them. "B" Battery of the regiment has been reformed and reorganized as an airborne unit equipped with 75-millimetre howitzers and 4.2-inch mortars. It is known as a light battery and has already begun training in airtransportability at Shilo, Manitoba.

The battery, when trained, will be capable of operating either as a complete unit or as independent sub units with battalion groups, and maximum effectiveness will be attained with the minimum number of weapons and ammunition. Weapons will be of the breakdown type adaptable for transport by air, packhorse or sled. Parachutist training is also planned for the battery so that men may drop with their weapons and man them speedily and efficiently on the ground.

This new role for the RCHA marks at least two firsts for the Royal Canadian Artillery. It is the first time a Canadian artillery unit has become airborne and the first time one has been equipped with mortars. Formation of the new battery brings the RCHA back to a three-battery regiment. "A" Battery is composed of towed 25-pounders, while "C" Battery is equipped with self-propelled 25-pounders.

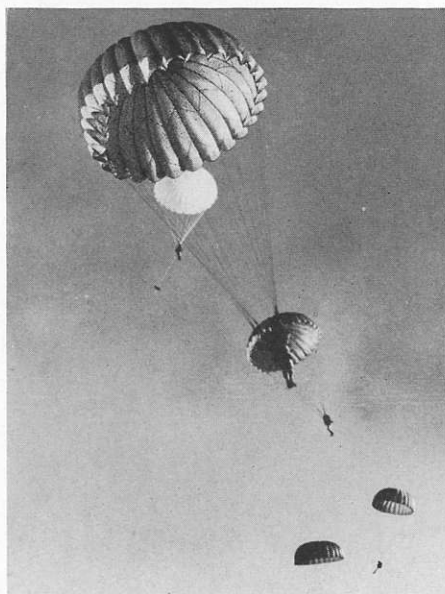
Study Air Support

Twenty-six senior Reserve Force Army officers attended an army-air indoctrination course at the CJATC, Rivers, from October 3-15. Object of the training was to give a thorough, if brief, grounding in methods of air support and army-air matters gener-

ally. During their two weeks at Rivers, the officers watched demonstrations of parachute techniques and glider and aircraft flying and attended lectures and demonstrations in air supply, air photo interpretation and airportability.

Cairn Commemorates Tankmen

An impressive marble cairn commemorating those who gave their lives while serving in Canadian armoured units in the Second World War was unveiled at Camp Borden recently by General Sir Richard L. McCreery, GCB, KBE, DSO, MC, one of the world's foremost authorities on the use of armour in war. The monument has been erected on a conspicuous site in the camp and will stand for generations to come as a fitting tribute to Canadian tankmen.



In the army today, the accent is on airborne training and the men of "B" Battery, RCHA, the new light airborne artillery battery now training at Shilo, are looking forward to the day when they will be able to join the infantry on airborne exercises. (Canadian Army photo-WC1759.)

Cadet Awarded Medal

A Royal Canadian Army Cadet, 15-year-old Pierre Sorel, of Richelieu, Quebec, is to receive the Cadet Award for Bravery for saving eight-year-old Gilles Beaulieu from drowning in the Richelieu River. Pierre was on his way home from school and heard Gilles' cries for help. Without taking time to remove his clothes, he ran to the river bank and jumped in. He located the drowning boy under water and had to fight to avoid being pulled under. Eventually, he managed to reach shore with the boy and helped carry him to his home.

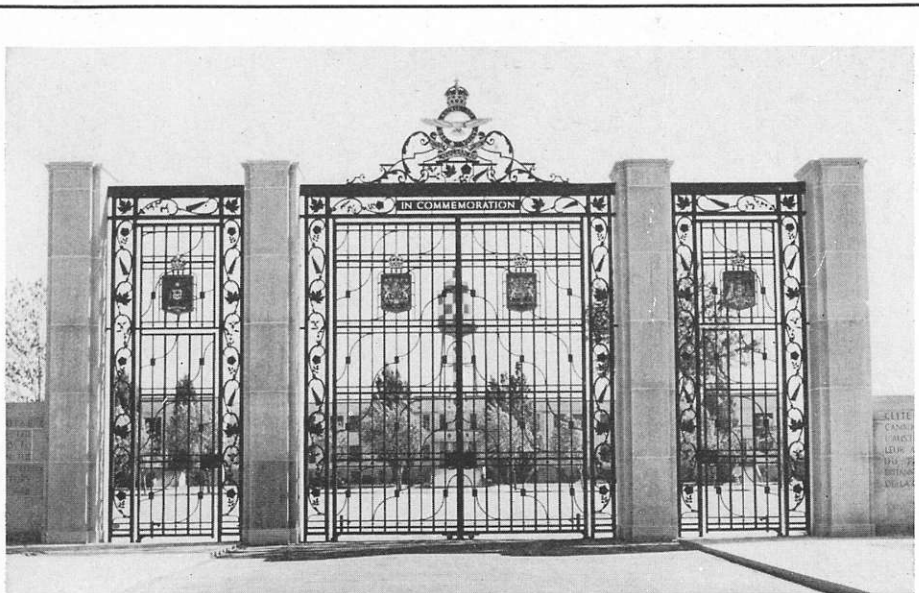
Don New Duds

New clothing, including a snappy-looking raincoat, is in the process of being issued and various regimental Beau Brummels are spending a good deal of off-duty time with one eye on the mirror and the other on the latest copy of Esquire.

RCN OFFICERS VISIT COMRADES IN NORTH

While HMCS "Crescent" was in Skagway, Alaska, for a short visit this summer, the unique opportunity presented itself for the Navy to pay a call on the Northern outposts of the other two armed services. Thus, on a Saturday, the Executive Officer, representing the Captain, the Supply Officer and the Navigating Officer embarked on the Yukon and White Pass Railroad for Whitehorse.

The train, which has to be seen to be believed, was due to leave at 0845. However, owing to a last minute rush we were five minutes late in catching it. This was not so serious as it might have been, for, knowing our intention, the engineer kindly waited for us. The train consisted of two



On Friday, Sept. 30, at RCAF Station, Trenton, Ontario, an impressive ceremony marked the presentation of Memorial Gates to Canada by the governments of the United Kingdom, Australia and New Zealand. The gates are a permanent memorial to the successful operation of the wartime British Commonwealth Air Training Plan. The Governor-General, Lord Alexander, took the Royal Salute and inspected the Guard of Honour, and addresses were delivered by Prime Minister Louis St. Laurent, Mr. Arthur Henderson, British Secretary of State for Air; Defence Minister Brooke Claxton, Mr. C. G. Power, Mr. F. M. Forde, Australian High Commissioner; Mr. James Thorn, New Zealand High Commissioner; Marshal of the Royal Air Force, the Lord Tedder, Chief of the Air Staff of the RAF, and Air Marshal W. A. Curtis, Chief of the Air Staff of the RCAF. During the afternoon silver plaques were presented by Air Marshal Curtis to representatives of the RAF, RAAF, RNZAF and USAF, in appreciation of the assistance given to the RCAF during the operation of the Air Training Plan. The crack exhibition aerobatic team of 410 Fighter Interceptor Squadron, RCAF, gave a display of formation and single plane aerobatics, and a fly past of 66 Harvard aircraft spelled the letters RCAF across the sky. The musical background for the ceremonies was provided by a 105-piece massed band made up of the RCAF Central Band, Ottawa, Training Command Band, Trenton, and North West Air Command Band from Edmonton. (RCAF PL-48126).

engines of the type popularly seen in "Westerns" depicting the Jesse James era, half a dozen freight cars and two passenger cars, the last being the "De Luxe" parlour car, complete with acetylene lighting and pot bellied stove. The train had one other distinctive feature: it was narrow gauge.

The trip, following pretty closely the "Trail of '98," took some six and a half hours and was picturesque and highly enjoyable. The steep grades, sharp curves and high trestles kept us on the edge of our seats for the first two hours or more, and then for the journey through Northern B.C. and into the Yukon we were able to sit back and take stock of our surroundings more leisurely. At each stop we found friendly people who seemed to know everyone on the train, and who wondered mightily how we came to be on board.

At Whitehorse we were met by Major Wade and Major Coward, the former being in command in the absence of Brigadier Connolly, Commander, North West Highway System, and were taken to the Army mess, where some very fine sleeping quarters had been set aside for us. We were then shown around the Army base and taken for a drive down the Alcan Highway. The Royal Canadian Engineers and associated corps there are responsible for the maintenance and upkeep of the Canadian portion of the Alaskan Highway. For us this was an interesting and educational trip, showing an important Army job which we had known little about. The whole highway unit consists of some 800 men and many civilian employees. These are scattered along the 1,600 miles of highway in 100 mile posts, each responsible for a section. Some of the

difficulties encountered during the long winter were pointed out to us, and it was apparent that the Engineers are doing a very fine job in keeping the highway in such good shape.

In the evening Captain S. Potts, DSO, RCE, was our host and after a dinner in the mess we were taken to pay a call on Wing Commander Sutherland, the Commanding Officer of the RCAF station in Whitehorse. That evening, with a tri-service representation, we spent in exchanging news and information and a most enjoyable time it was. The following day we had to return to Skagway on the train and got quite a send-off from the Army and the newly elected Member of Parliament for the Yukon, Mr. Simmons, and his wife.

The trip back was notable for one or two amusing incidents. One gentleman missed the train at Carcross, but, nothing daunted, he caught a speeder and came flying down the track to catch the train 27 miles later at Bennett! After we said good-bye to the friendly people at Bennett, the train started up the mountain. After five or six miles the grade proved too much for it, so down we came at a good clip — backwards. The train passed through Bennett, still going backwards at some 30 miles an hour, then stopped and started a really good run at the mountain. This time she made it.

The trip would not have been complete without Mr. Skilly, an old prospector who kept us constantly interested and amused with his tales of the days of '98. Sunday evening we arrived back in Skagway after an interesting, picturesque and thoroughly enjoyable visit to our comrades in arms.

SHIPWRIGHTS GRADUATE

Recent graduates of a Shipwrights' course held in the Mechanical Training Establishment, Halifax, were Chief Petty Officers Lawrence J. Garnett, George S. Roscoe, Harold H. Booth, Edward G. Curtis, Bernard Gordon, Alfred A. Letson and Hilbert R. Weidman and Petty Officer Michael T. Seminick.

THE BATTLESHIP'S STATUS

What is the status of the battleship? Is it obsolete — finished as a fighting machine?

The British Admiralty's stand on this question was made public this summer in an announcement of the programme for Britain's five battleships. And at first glance it looked as though the "cons" could claim a major victory in the old and universal argument.

HM Ships "Duke of York," "King George V," "Howe" and "Anson" are to be placed in reserve; the "Vanguard" joins the Training Squadron in place of the "Anson."

But the impression that the Royal Navy was forsaking the battleship was quickly nullified when an enlargement of the same announcement outlined the reasons for adopting the programme and re-affirmed the Admiralty's

faith in big ships' usefulness in certain specific roles.

It explained that the plan had been adopted in order that a larger number of smaller ships might be kept in full commission to meet peacetime commitments and, in particular, to ensure that a maximum provision for convoy protection could be available immediately in the event of an emergency. It was in line with the policy of other nations, including the United States, who have 14 battleships in reserve and only one in training commission.

Then were added the following observations:

1. "The placing of the 'King George V' Class battleships in reserve and the reduction of the 'Vanguard' to training status does not imply that there is no further use for battleships.

Escalators in Carriers

The first escalators to be used in any warship have been ordered by the United States Navy for installation in three Essex class carriers.

In these carriers the pilots' "ready room" is on the hangar deck and to reach their aircraft they have to climb 28 feet to the flight deck, carrying more than 40 pounds of clothing and equipment. An escalator will be fitted between these two decks in order to speed the pilots' passage to their planes and to prevent their getting winded en route. No flyer likes to be puffing for breath at the critical take-off time.

The contrary is the case. In the foreseeable future the battleship will still have a positive role to play and in war she would have important tasks, whether or not an enemy possessed battleships.

2. "The battleship remains the best form of distant or close cover for ocean convoys and would certainly prove the finest deterrent to surface attack on shipping lanes.

3. "Further, the battleship is still the most effective sea-going anti-aircraft platform, possessing also the most comprehensive forms of warning radar and gunnery control. The hitting power of the battleship in any combined operations would always be regarded by an enemy with considerable apprehension; above all, the battleship is still the most difficult ship to sink.

4. "In an emergency, however, the primary need would be to provide a maximum number of vessels for anti-submarine and minesweeping work. With the manpower available to the Navy in peacetime, governed as it is by finance, it is considered advisable to man the maximum number of smaller vessels in order to meet the initial call which would be made on the Navy.

"It is for this reason that the battleships are being placed in a second category of readiness. They are all modern ships and could be brought forward to service very quickly."

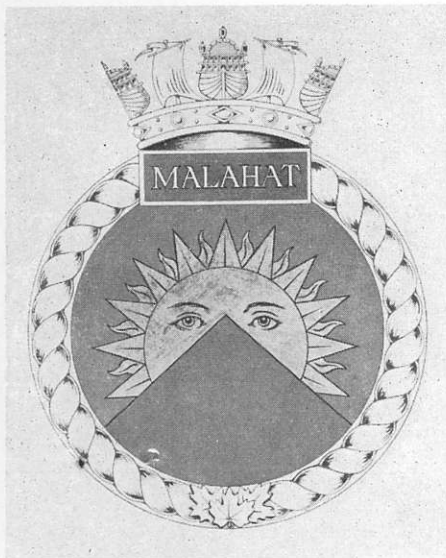


Foreign naval, military and air attaches accredited to Canada and military representatives of the United Kingdom spent a full day inspecting RCN facilities in Halifax September 19. The group, on a three day visit to defence establishments on the east coast, is shown above in front of the Dockyard administration building. Front row, left to right: Commodore A. F. Grassi, Argentina; Brigadier-General I. Wu Dooh, China; Commodore R. O. de Croneborg, Sweden; Brigadier G. E. Thubron, DSO, OBE, Army advisor to the United Kingdom High Commissioner to Canada, and Captain W. W. Porteous, OBE, RCN, Superintendent of HMC Dockyard. Centre row: Wing Commander F. G. Birch, Assistant Air Advisor to the U.K. High Commissioner; Commander (E) H. W. Findlay, DSC, RN, Assistant Naval Advisor to the U.K. High Commissioner; Col. Max Waibel, Switzerland; Col. Pertev Gokce, Turkey; and Major C. S. Kotze, Military and Air Advisor to the South African High Commissioner to Canada. Back row: Lieut.-Col. T. R. Clarkin, U.S.A.; Col. Gilbert Andrier, France; Major M. L. La Haie, DSO, Canadian Army; F/L C. F. Wattie, DFC, RCAF; Commander L. L. Atwood, RCN, and Col. J. C. Hodgson, U.S.A. (HS — 8461).

SHIPS' BADGES

Represented this month are four more of the official badges which have been adopted by RCN ships and establishments to replace the less formal crests and insignia which they carried during the Second World War.

All the present badges are heraldically correct, having been submitted to Sir Arthur W. Cochrane, Clarenceux King of Arms at the College of Heralds in London. In most cases the designs were developed by Lt.-Cdr. A. B. Beddoe, OBE, RCN (R) (Ret'd), but a few were suggested by Sir Arthur Cochrane or by officers of the ships concerned.



HMCS "Malahat"

The word "Malahat" is derived from the name of a Coast Salish Indian village which formerly existed on Vancouver Island. The meaning of the word "Malahat" is not known, although it is perpetuated in the names of a mountain range north of Victoria, an Indian reservation and a scenic drive. Thus, nothing could be found to illustrate its meaning pictorially. Instead, the lower part of the Arms of British Columbia was used on the badge of the Victoria naval division.



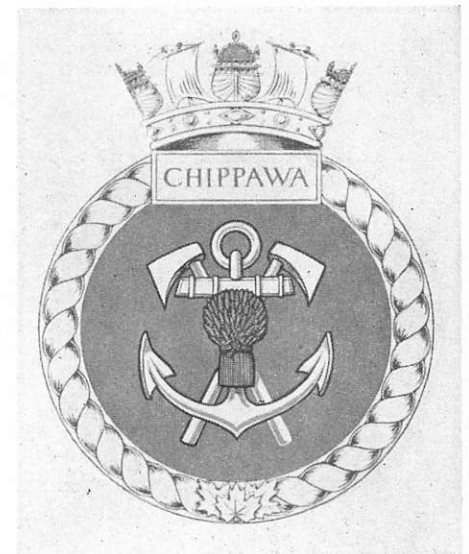
HMCS "Griffon"

The naval division at Port Arthur was given its name in commemoration of one of the ships built by the French explorer La Salle. The word "Griffon" is French for a mythical monster called a griffin, and was the name given to the first sailing vessel on Lakes Erie, Huron and Michigan. The badge of HMCS "Griffon" is a representation of the mythical monster.



HMCS "Micmac"

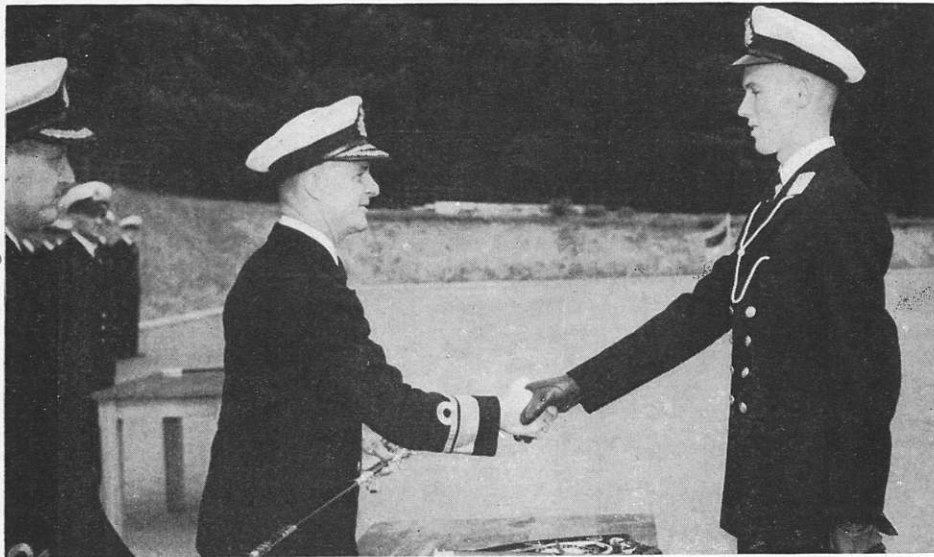
This destroyer is named after a tribe of Indians who lived in what is now Nova Scotia. Among their many famous legends was one which referred to Glooscap, a prophet of the Great Spirit, and his evil twin brother, who caused the death of his mother and continually attempted to kill Glooscap. One day, Glooscap snatched a fern from the forest floor and slew his brother with it. This mythical act exemplifies the power of right over wrong and the spirit of those who use the weapons of war to overcome the enemy. Thus, "Mic-



mac's" ship's badge is shown as a gold fern on a dark background representing the sea.

HMCS "Chippawa"

The badge design of the Naval Division at Winnipeg suggests primarily the Navy, by the anchor, and behind it crossed tomahawks to show the Indian origin of the name of Chippawa. The gold sheaf of wheat stands for the agricultural area of which Winnipeg is the centre.



Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, presents the Nixon Memorial Sword to Naval Cadet Keith M. Young, of Kelowna, B.C. The sword is awarded annually to the Naval Cadet at Royal Roads receiving the highest mark in officer-like qualities. Cadet Young also won the Department of National Defence Officer of the Watch Telescope, awarded to the Naval Cadet who attains the highest marks of those entering the RCN. (E-9845).

WEDDINGS

Lieut.-Cdr. Maurice F. Oliver, of HMCS "Ontario," to Miss Patricia Van Orna Armstrong, of Long Island, N.Y.

Lieut.-Cdr. Dunn Lantier, Naval Headquarters, to Miss Josephine D. Hadley, of Montreal.

Lieut. (E) Ernest S. Baker, Canadian Services College, Royal Roads, to Miss Bena H. M. Ford, of Victoria.

Lieut. Donald K. Gamblin, of HMCS "St. Stephen" to Miss M. E. Styles, of Saint John, N.B.

Lieut. David M. Howitt, of HMCS "Stadacona," to Miss Joan Eleanor Fry, of Halifax.

Sub-Lieut. (E) John W. Mason, HMCS "Niobe," to Miss Diana Waddington, of Halifax.

CPO Ross M. Spencer, HMCS "Cataract," to Miss Harriet Althea MacIntosh, of Mount Pleasant, P.E.I.

CPO Don Emberley, HMCS "Naden," to Miss Mavis Natrass, of Victoria.

PO James Tobias, HMCS "New Liskeard," to Miss Melita Casey, of Halifax.

PO Donald Dunn, HMCS "Iroquois," to Miss Marjorie Blades, of Halifax.

Ldg. Sea. R. E. Cooke, HMCS "Cayuga," to Miss Liisa Majalahti, of Vancouver.

AB Hugh P. Roberts, HMCS "Haida," to Miss Theresa O'Neil, of Endale, N.S.

AB H. A. Fox, HMCS "Haida," to Miss Doris Mae Westover, Herring Cove, N.S.

AB Gordon R. Ring, HMCS "Haida," to Miss Mary Jane Labre, St. Eugene, P.Q.

AB David Fairfoull, HMCS "New Liskeard," to Miss Lorraine Young, of Halifax.

AB Andrew Watson, HMCS "La Hullose," to Miss Shirley Hyslop, of Halifax.

Ord. Sea. Jules E. Gauthier, HMCS "Haida," to Miss Irene Giroux, Montreal, P.Q.

BIRTHS

To Lieut. H. E. Taylor, HMCS "Naden," and Mrs. Taylor, a daughter.

To CPO Doug Laurie, HMCS "Naden," and Mrs. Laurie, a daughter.

To CPO Roger Curtis, HMCS "Rockcliffe," and Mrs. Curtis, a daughter.

To PO G. L. Mason, HMCS "Stadacona," and Mrs. Mason, a son.

To PO Warren Brownridge, HMCS "New Liskeard," and Mrs. Brownridge, a son.

To PO Laurence Dempster, HMCS "Cayuga," and Mrs. Dempster, a daughter.

To PO Victor W. Dougherty, HMCS "Stadacona," and Mrs. Dougherty, a son.

To Ldg. Sea. S. R. Graham, HMCS "Stadacona," and Mrs. Graham, a son.

To Ldg. Sea. R. P. Hodgson, HMCS "Stadacona," and Mrs. Hodgson, a son.

To Ldg. Sea. Trevor Lee, HMCS "Naden," and Mrs. Lee, a daughter.

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

MARITIME EX-WRENS HOLD GET-TOGETHER

The "powder-puff" division of the wartime Navy met in Halifax recently to spin a few dips about old times. The occasion was the first reunion of the Maritime Division of the Wrens' Association of Canada.

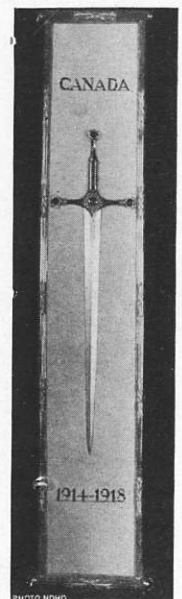
Association of Canada.

Sixty members were on hand from the Maritime provinces and a number of special events were arranged. The newly-opened "Seagull Club" was loaned as a headquarters for the reunion and a dance and a banquet were held there. Visits were also arranged to the Naval establishments in the Halifax area. To conclude the three-day get-together, the delegates attended a short ceremony of remembrance at the Sailor's Memorial in Point Pleasant Park.

Miss Marjorie Warren, president of the Halifax Branch of the Wren's Association, was in charge of arrangements.

BOOK OF REMEMBRANCE GETS PERMANENT BOOKMARK

The 1914-1918 Book of Remembrance was completed September 17 when in a quiet ceremony Defence Minister Brooke Claxton and Sir John Brown, Chairman of the British Empire Service League, placed a gold and jewelled bookmark on the altar in the Memorial Chamber. The Chiefs of Staff of the three armed forces, the Speakers of the Senate and the House of Commons, Veterans Affairs Minister Milton F. Gregg, other government officials and representatives of veterans' organizations were among those present. The 1939-1945 Book of Remembrance is presently being compiled and will eventually be installed in the Memorial Chamber. In the Books of Remembrance are inscribed the names of those who lost their lives in the First and Second World Wars.



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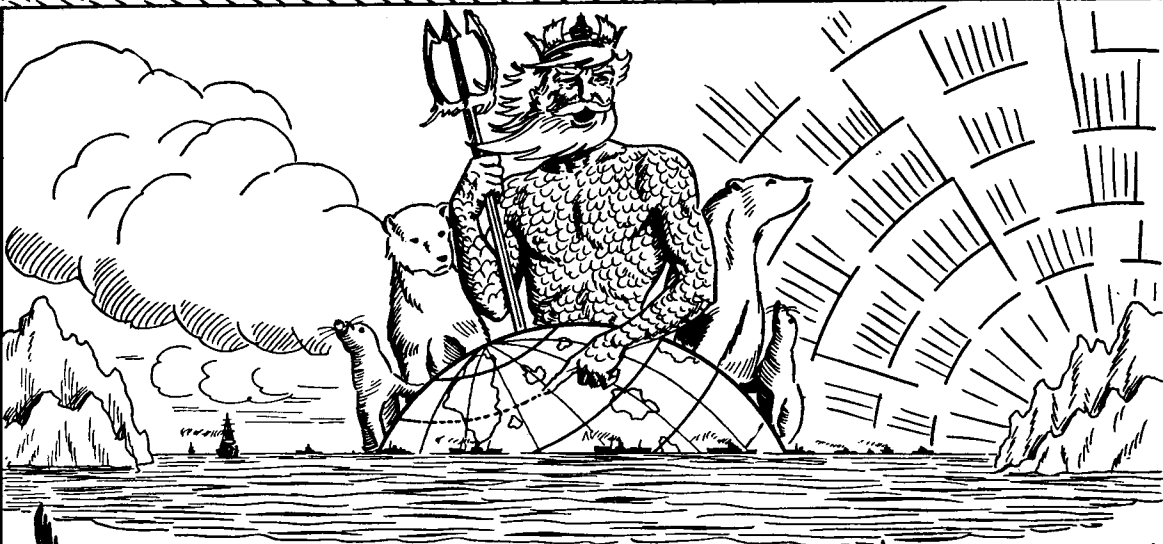
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Certificates like the one on the opposite page were presented to crew members of the "Swansea" in a ceremony marking the frigate's crossing of the Arctic Circle on her northern cruise.



Proclamation

All Seamen . Wherever Ye May Be
 Greetings : Know All Ye by these Presents
 that did on Sept. 3rd, 1949,
 appear in the Northernmost Reaches of my
 Realm, embarked in H.M.C.S. "Swansea"
 in latitude 66° 33' N. and in longitude
 bound for the Dark and Frosty Wastes of

≡ The Land of the Midnight Sun ≡
 and did with My Royal Permission
 enter this Dread Region by crossing

(((The Arctic Circle)))

by virtue wherof, I Neptuneus Rex, Ruler
 of the Raging Main, do hereby declare him
 to be a loyal and trusty *Blue nose*
 and do call upon all Icebergs, Polar Bears
 Whales, Narwhals, Sealions and other
 Creatures of the Frigid North, to show
 him due deference and respect. Disobey
 under pain of My Royal Displeasure.

Commanding Officer
 H.M.C.S. "Swansea"



Neptuneus Rex

Ruler of the Raging Main

Aurora Borealis
 Queen of his Majesty's
 Northern Provinces



