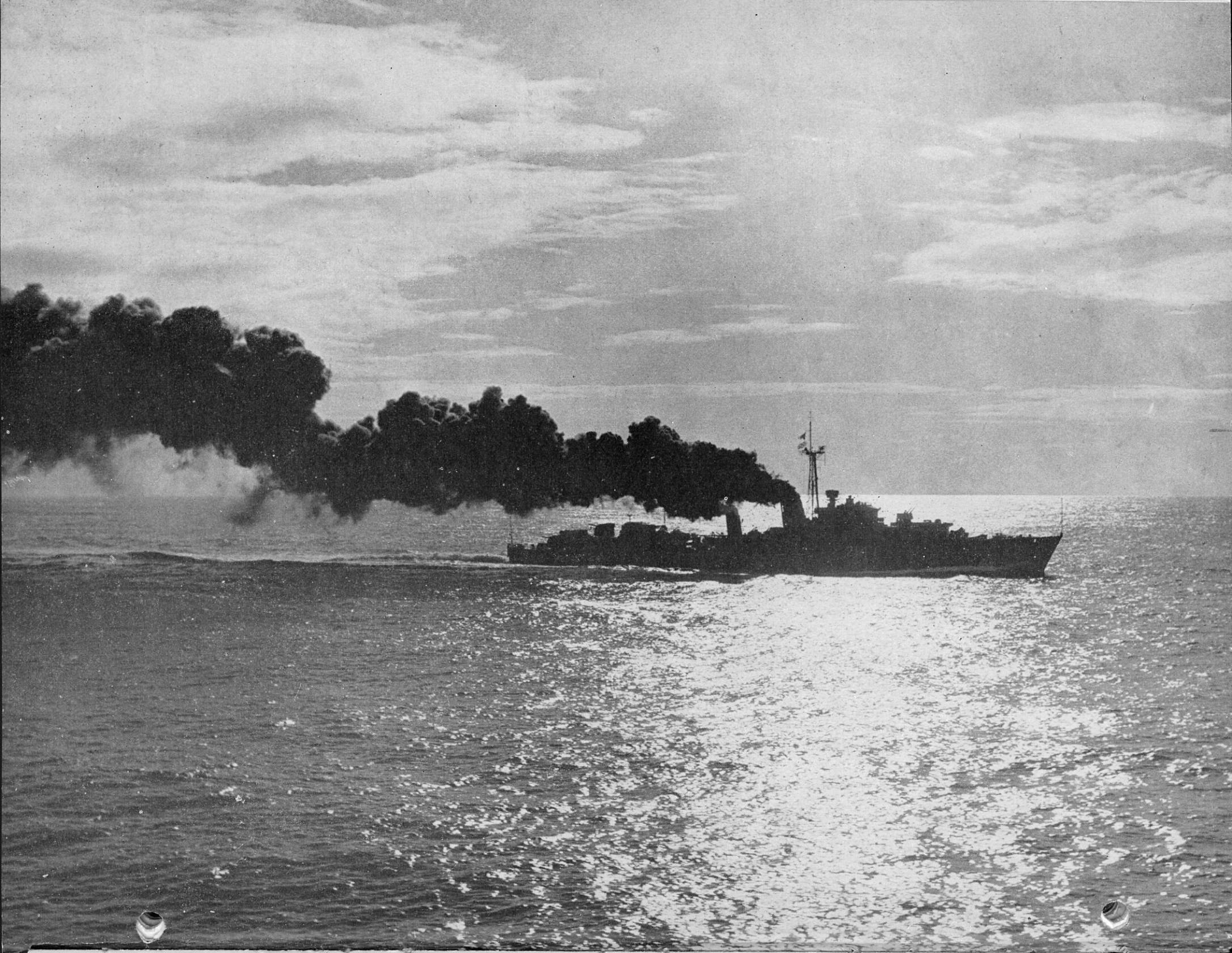


The CROWSNEST





The CROWSNEST

Vol. 2 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

May, 1950

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Cover Photo — Lieut.-Cdr. (P) John W. Roberts, left, commanding officer of 826 Squadron, and Lieut.-Cdr. (O) R. I. W. Goddard, commanding officer of the 18th Carrier Air Group, have reason to look pleased. They have just returned from leading the carrier's Firefly aircraft in two successful strikes against Task Force 21 of the United States Atlantic Fleet in the first phase of Exercise Caribex. After the 18th CAG's search aircraft had located the "enemy" fleet at a distance of about 100 miles, the strike aircraft carried out a simulated torpedo attack and followed up with a high level dive bombing attack, theoretically crippling a carrier, a battleship and a heavy cruiser. In both attacks they escaped interception and were later commended by USN authorities on their "cunning and skill." (*Mag-1445*).

LADY OF THE MONTH

HMCS "MICMAC," Tribal class destroyer, lays a smoke screen while exercising with HMCS "Magnificent." The "Micmac" was re-commissioned late last year after being converted into an anti-submarine destroyer. This year's spring cruise was her first major test since returning to service. (Mag-1228).

★ ★ ★

JUST A REMINDER

This is the eleventh issue of The "Crownsnest" to be published since the magazine was placed on a subscription basis, and those who ordered personal copies when the scheme first went into effect are reminded that it will soon be time to re-subscribe.

The drill is the same as always. You can order or re-order 12 consecutive issue of The "Crow's-nest" by sending a cheque or money order for \$1, made out to the Receiver General of Canada, to:

THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONTARIO.

Incidentally, the King's Printer looks after subscriptions only. Articles, reports, letters and other contributions—other than those collected by the associate editors at Esquimalt and Halifax—should be forwarded to:

THE EDITOR,
THE "CROWSNEST,"
NAVAL HEADQUARTERS,
OTTAWA, ONTARIO.

★ ★ ★

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Page one

R.C.N. News Review

Home Again

HMC Ships "Magnificent" and "Micmac" returned to Halifax on April 14 to end one of the most successful spring training cruises in the RCN's history.

The two ships were accompanied by the frigate "Swansea", who had joined them off New York on April 7 in time to participate in their five-day courtesy call to the metropolis.

The visit to New York City was entertaining and exciting, a fitting climax for the officers and men who had acquitted themselves so well during the spring training manoeuvres.

The "Magnificent" and "Micmac" were away for two months. During that time they carried out an extensive training program, of which the major item was Caribex, a large-scale, two-phase scheme in which the Canadians exercised with ships, submarines and aircraft of the United States Navy and ships of the Royal Navy.

The "Magnificent" concentrated throughout the cruise on extensive flying training for 825 and 826 Squadrons of the 18th Carrier Air Group. Between them the two squadrons logged a total of 550 hours in the air and carried out 365 deck landings. The air exercises included anti-submarine patrols, searches and strikes on enemy fleets, strikes on enemy airfields and air cover for the fleet. They engaged, as well, in such general front line training as air communications, photo-reconnaissance, rocket and gun firing, and air tactical exercises.

In summing up the flying activities, Cdr. B. S. McEwen, Commander (Air) of the "Magnificent," paid tribute to the aircrew and maintenance personnel of the flat-top. Aircraft serviceability was 93 per cent during the cruise, and this was due to the "efficiency of the group air engineer officer and his maintenance men. This

fact made it possible for the aircrews to attain a high operational pitch."

Further praise came from the Commander-in-Chief of the America and West Indies Station, who signalled that he had been "impressed with the way the 'Magnificent' operates her aircraft."

For the officers and men of both Canadian ships the exercises had provided invaluable practical training and experience in full scale fleet manoeuvres, and particularly in working with units of the USN and RN.

New York at Easter

The officers and men of the "Magnificent," "Micmac" and "Swansea" will probably remember their visit to New York for a long time to come. The 1,400 Canadians on board the three ships were royally welcomed on their arrival and were accorded similar treatment throughout the succeeding five days.

The program of activities included a cruise along the waterfront, radio, stage and motion picture shows, and sight-seeing tours. A group of 150 officers and men visited Lake Success to see the United Nations at work and, while there, heard a special address given by Fleet Admiral Chester W. Nimitz, USN, Ret'd. On Easter Sunday the Canadian tars watched and took part in New York's famous Easter parade along Fifth Avenue. In return, the RCN ships were open for public inspection every afternoon during their stay and more than 22,000 New Yorkers visited the vessels.

Prime Minister Louis St. Laurent and Defence Minister Brooke Claxton expressed their appreciation for the warmth and extent of the welcome given to the visiting Canadian sailors.

In his message, Mr. St. Laurent said, in part: "I cannot fail to record my appreciation for the hospitality extended by the commandant and members of the Third Naval District of the US Navy, and the mayor and officials of the City of New York."

Mr. Claxton stated that "exchanges of goodwill of this kind reinforce the strong ties of friendship which exist between the armed forces



It was the air maintenance men who "kept 'em flying" during the spring cruise. Here a Firefly's maintenance crew carries out the daily inspection during a lull in flying activity. AB Douglas Gascho examines the undercarriage and AB Edmond Poirier checks the oil consumption. (Mag-1336).

of the United States and Canada." He also congratulated Commodore Kenneth F. Adams and the officers and men of the "Magnificent," "Micmac" and "Swansea" on the good impression they had made in New York.

Off to Pearl Harbor

HMCS "Ontario" and the destroyers "Sioux" and "Cayuga" docked at Esquimalt early in April to end a month-long training cruise to Mexican and Californian ports. The three west coast units got in a lot of useful training during a cruise in which the "Ontario" became the first RCN ship to sail to the head of the Gulf of California.

But there was little time for reminiscing. Immediately on her arrival, the "Ontario" began preparations for another cruise, and on April 18 she sailed for Pearl Harbor. Taking with her more than 200 new entries, she was due to be away for a month.

There was activity among other ships of the Pacific command. Fresh from an extensive refit, the destroyer "Athabaskan" underwent full power trials in mid-April preparatory to returning to active duty. The frigate "Beacon Hill" was commissioned on April 15 in anticipation of the summer sea-training program for RCN (R) personnel.

The Algerine escort vessel "Sault Ste. Marie," tender to HMCS "Malahat," visited Ganges and Vancouver during training cruises in April. Oceanographic duties occupied the two auxiliary vessels, "Cedarwood" and "Ehkoli."

In the Atlantic command, the destroyer "Micmac" was back at sea five days after her return from the spring training cruise. On April 19, she began a two-week period of gunnery trials with aircraft from HMCS "Shearwater."

The weather ship "St. Stephen" arrived at Station Baker on April 8 and began the return voyage to Halifax on April 29, where she was due to arrive on May 3. The newly commissioned destroyer "Huron" completed her working up program during April and began to ready for duty as plane guard to the "Magnificent" during forthcoming flying exercises.

HMCS "New Liskeard," the Naval Research Establishment vessel, operated with the submarine "Astute" for most of the month, while a sister Algerine, the "Portage," undertook minesweeping training duties on April 20. The auxiliary vessel "Llewellyn,"

tender to HMCS "Scotian," also engaged in minesweeping training.

RCN Adding Avengers

A substantial number of Grumman Avenger aircraft are being purchased from the United States government for use by the 18th Carrier Air Group. The Avenger, a wartime torpedo-bomber which performed with outstanding success in the Pacific theatre, has since been adopted as a standard carrier-borne anti-submarine aircraft

As soon as the aircraft become available, 826 Squadron will be armed with Avengers and will then work up to carrier standards. 825 Squadron will switch to Avengers at a later date.

CNS Visits Pacific Base

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, left Ottawa April 24 on an inspection tour of ships and establishments of the Pacific Command and three western naval



The first phase of "Caribex" is under way. The "Magnificent's" search aircraft have just reported sighting the "enemy" — US Task Force 21 — some 100 miles away. From the aircraft reports, operations room personnel are plotting the "enemy's" position, and are working out a course for the "Magnificent's" strike aircraft, which are about to take off. Left to right are Lieut.-Cdr. (O) P. H. Grady, Hamilton, operations officer; Instr.-Cdr. M. H. Ellis, Victoria and Halifax; Lieut. F. A. Skelton, Sarnia, and PO Lionel Roberts, Windsor. (Mag-1447).

by the United States Navy. It will be employed in the same capacity by the RCN.

Its long range, ease of maintenance, heavy load carrying capacity and rugged construction make the Avenger admirably suited for anti-submarine warfare. Other advantages are the easy procurement of spare parts, and the fact that Canadian and American carriers can exchange aircraft with a minimum of difficulty.

Before being placed in service, the Avengers will be delivered to Canadian aircraft plants to be fitted with additional equipment. They will carry submarine detecting devices, be armed with rockets, bombs and depth charges and have a crew of three.

divisions. During his four-day visit to Esquimalt, he attended graduation exercises at the Canadian Services College, Royal Roads.

Vice-Admiral Grant arrived in Vancouver on the morning of April 26 and boarded HMCS "Sioux" for the trip to Esquimalt. Later in the day he visited the dockyard and the naval housing development. On April 27 he called on civic and government officials and carried out an inspection of HMCS "Cayuga". The following day he attended graduation ceremonies at Royal Roads, and on April 29 concluded his visit with an inspection of HMCS "Naden".

On his return trip to Ottawa, the Chief of the Naval Staff was scheduled



Comparing notes on the air strikes carried out during the first phase of "Caribex" are, left to right, Commodore K. F. Adams, commanding officer of HMCS "Magnificent" and Senior Canadian Naval Officer Afloat; Cdr. B. S. McEwen, RN, Commander (Air) in the "Magnificent," and Captain John Holmes, RN, British Naval Attache at Washington. Captain Holmes observed the exercise from the carrier USS "Phillipine Sea" and afterwards flew over to the "Magnificent" in a helicopter. (Mag-1454).

to visit HMCS "Discovery" (Vancouver), HMCS "Tecumseh" (Calgary) and HMCS "Griffon" (Port Arthur). He is due back in Ottawa on May 10.

Submarine Arrives

HM Submarine "Astute" arrived in Halifax on April 10 to begin an 11-week period on loan to the RCN and RCAF. She is the latest of a series of British submarines loaned to the Canadian forces for anti-submarine training purposes. Last summer the "Tudor" and "Tally Ho" each spent three months on the East Coast and in the summer and fall of 1947 a sister-submarine, the "Artemis," made Halifax her temporary home.

The "Astute" is an "A" class submarine displacing 1620 tons, and equipped with "snort." Lieut. P. H. Jackson-Synter, DSC, RN, is her commanding officer.

She will operate with RCN ships and aircraft until June 5, and from then to July 1 with aircraft from the RCAF's Maritime Operational Training Unit at Greenwood, N.S.

Lord Fraser Welcomed

Admiral of the Fleet, Lord Fraser of North Cape, GCB, KBE, First Sea Lord, paid a three-day visit to Ottawa from April 10 to 12 and met with Canadian government and military leaders.

Lord Fraser met members of the Naval Board on April 11 and then sat down to a discussion with the Cana-

dian chiefs of staff. Later in the day, Lord Fraser attended a naval reception in his honor and was guest at a

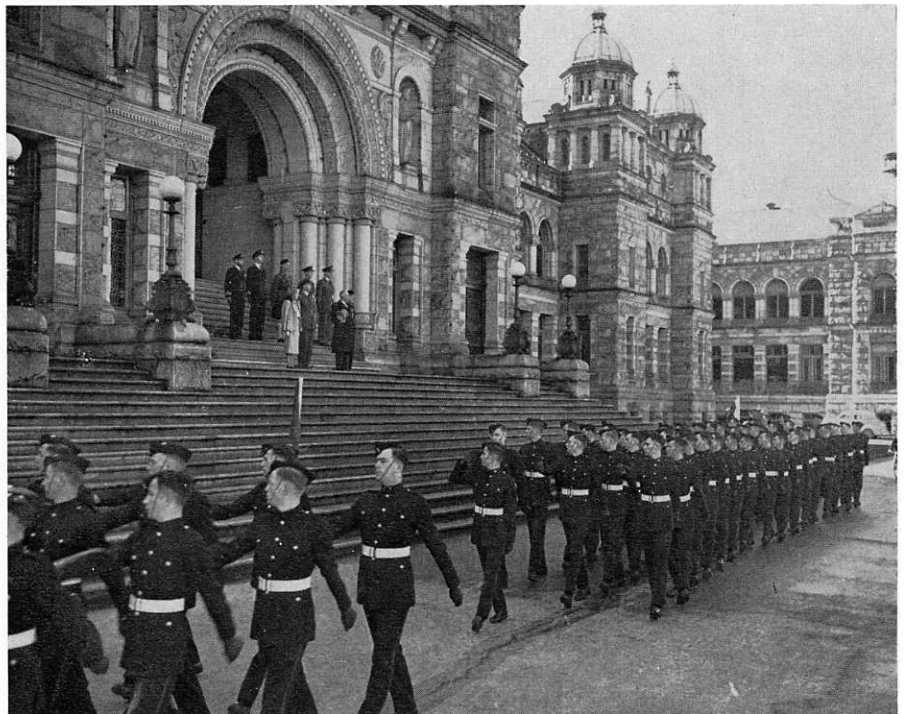
dinner given by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

During his stay in Ottawa, Lord Fraser was the guest of the Governor General, Lord Alexander.

Hockey Champions

On both coasts the Navy figured prominently in the hockey playoff picture. The Halifax Armed Forces team, built around last year's Maritime champion Navy squad, copped the Maritime title and advanced into the Eastern Canada final against the winner of the Ontario-Quebec semi-final series. The high flying servicemen notched ten consecutive wins during their march to the championship. In the 10 playoff games, they tallied 110 goals as against 32 for the opposition.

In Victoria, HMCS "Naden" won the Cross Trophy, emblematic of the City Commercial Hockey League championship, by toppling the favored Fisherman's Co-op team in a best-of-five series (see The Navy Plays), while the Navy juniors finished with a rush to take the title in their division.



One hundred and fifty cadets from the Canadian Services College at Royal Roads recently carried out a church parade through the City of Victoria. Led by the band from HMCS "Naden", the parade, under Cadet Wing Commander F. W. Crickard, of Vancouver, marched from the Legislative buildings to Christ Church Cathedral and St. Andrew's Cathedral. Following Divine Services, they formed up outside Christ Church and marched back to the Legislative buildings, where Lieut.-Gov. Charles A. Banks took the salute (above). As the cadets marched to their waiting transportation, Cadet Crickard was called to the saluting base where His Excellency asked that he convey to the members of the parade his compliments on the smartness of their appearance. (E-11081.)

1,300 Ambassadors

In Historic Havana, Canadian Sailors
Enjoyed Bountiful Hospitality
And Made Many Friends

HAVANA, the capital of the Cuban Republic, opened its gates wide to some 1,300 Canadian sailors when HMC Ships "Magnificent" and "Micmac" called at the historic island port for a four-day leave period March 7 to 11.

The visit added still further to Canadian prestige in this section of Cuba, where favorable memories of HMCS "Warrior's" 1947 visit still flourish.

As the two Canadian ships approached Havana harbor early on the morning of the 7th, the "Magnificent" fired a 21-gun national salute to Cuba and this was returned from the Cuban citadel with a national salute to Canada. As the aircraft carrier came opposite the presidential palace, another 21-gun salute was fired, in honor of Dr. Carlos Prio Socarras, president of Cuba. A Cuban naval ship at anchor in the harbor paid its respect to the Senior Canadian Naval Officer Afloat with an 11-gun salute, which was returned gun for gun.

After this barrage of 85 volleys, there were few among Havana's million or so residents who did not know the Canadian Navy had arrived. Soon the ships were receiving a less formal but just as noisy welcome from automobiles, with horns continuously blowing, lined along the waterfront.

When A. W. Evans, secretary to Dr. E. H. Coleman, Canadian Minister to Cuba, boarded the "Magnificent" with the entertainment schedule, it was fully realized how generous everyone had been to ensure the visitors would be royally entertained during their stay in Havana.

Movie theatres opened their doors free of charge to Canadian sailors; there was swimming at beach and country clubs, free admission to the Marianao Race Track, tennis at the Vedado Tennis Club, radio broadcasts at Radio Centro, a vaudeville show at the Campoamor Theatre, ice skating at the Blanquita and a free ice show at the Sports Palace which featured a visiting show from the USA and included a number of Canadian girls in its cast.

In addition to all this, a supper dance was held exclusively for the men of the "Magnificent" and "Micmac" at the Centro Asturiano with one of Havana's best orchestra's providing

the music. Dancing partners were ladies of the British and American colonies and their Cuban friends. (As a result of acquaintances made at the dance, two radar plotters from the "Magnificent" accepted an invitation to go to the University of Havana the next day to lecture an oral English class, and from all reports the lecture turned out to be most successful.)

The officers of the two ships were extended the facilities of such places as the American Club, the Habana Biltmore Yacht and Country Club, Rovers Club of Habana, Miramar Yacht Club, Vedado Tennis Club, International Yacht Club and numerous others.

On the formal side, there were numerous calls and returns of calls taking place each day. Due to his being in the final stages of recovery from a slight but unpleasant case of the mumps, Commodore K. F. Adams, commanding officer of the "Magnificent", missed out on the first two days of formalities. His official duties of protocol were carried out by Cdr.

A. G. Boulton, the ship's executive officer.

Upon arrival, Cdr. Boulton paid formal calls on Dr. Coleman and Mr. Adrian Holman, British Minister to Cuba; Dr. Ernest Dihigo, Cuban Minister of State; Dr. Ruben de Leon, Minister of Defence; Commodore Casonova, representative of the Cuban Naval Chief; the Mayor pro tem (civic elections were about to take place and the Mayor was not permitted to take part in any official functions while campaigning), and to General Ruperto Cabrera, Chief of the Cuban Army.

A group of senior Canadian officers were guest the first day at the regular noon luncheon meeting of the British Club and Cdr. Boulton replied to a toast to the Royal Canadian Navy. The following day the Havana dignitaries paid return calls to the "Magnificent" and the Cuban Navy tendered a luncheon to Canadian naval officers at the Vedado Tennis Club.



A visit to Havana would not be complete without a cigar. These four sailors got their right at the factory of the Corona cigar company, following a conducted tour of the plant. R. J. Sobrino, Corona official, provides a light for Ldg. Sea. K. J. Orchard, Niagara Falls; AB H. R. Grose, Massey, Ont; AB L. J. Dailey, Huntsville, and PO Gerald Coughlin, Calgary. (Mag-1383).



Three men from the "Magnificent" chat on the roof of the Canadian legation in Havana with two Canadian girls employed in the legation offices. Left to right are AB Nicholas Semczyszyn, of Kapuskasing, Ont.; Gertrude Mowatt, of Toronto; AB John Strople, Port Dover, Ont.; Kitty Kelly, of Liverpool, N.S. (a former Wren), and AB Frank Howell, of Toronto. (Mag-1389).

On Thursday Commodore Adams made his first official visit ashore, during which he placed a wreath at the base of monument to the Cuban national hero, Jose Marti, in Havana's Central Park. He then called on President Prio at his palace.

The following day Commodore Adams placed a wreath on behalf of the "Magnificent" and "Micmac" below a plaque on the wall of the Havana Cathedral commemorating Montreal-born Pierre Lemoyne D'Iberville. D'Iberville founded Mobile, the first city of French Louisiana, in 1702 and died four years later in Havana. There are two plaques commemorating him on the wall of this 200-year old cathedral. One was erected by Cubans and the other by Mayor Camillien Houde of Montreal.

In appreciation of the efforts of those who had made the visit to Havana so successful and enjoyable, Commodore Adams entertained at a luncheon on the quarterdeck Friday noon. A reception held on the flight deck that evening further cemented relations between Cubans and Canadians.

Literally thousands of visitors trooped through the two ships during the four-day stay. The ships were opened to visitors Thursday and Friday, and on Wednesday afternoon a party was held on board the carrier for children of the Canadian and British colonies and their American friends.

Page six

Words of Praise

The officers and men of the "Magnificent" and "Micmac" drew many favorable comments during their visits to Charleston, Havana and New York.

Perhaps not typical, but certainly worthy of reproduction is the following letter from the management of the Teatro Campoamor, an Havana theatre specializing in vaudeville of the livelier sort, to Commodore K. F. Adams, commanding officer of the "Magnificent" and Senior Canadian Naval Officer Afloat:

Habana, 7th March

Dear Sir:

On behalf of the management of the Campoamor Theatre, I wish to express our gratitude for the exemplary behaviour of every member of your crew during their presence at our show.

As a responsible officer of His Majesty's Canadian Navy, you can be very proud of having such gentlemen under your orders.

Yours truly,
Alfonso Infante.

Some indication of the value of the visit to the Cuban capital came from Dr. Coleman shortly before the ships sailed. He explained to Commodore Adams that 38 per cent of the banking done in Cuba was done with Canadian

banks. The Canadian Minister said the behavior and popularity of the Canadian Navy's 1,300 ambassadors would inevitably be an asset to Canada's relations with Cuba.



The familiar remark, "hot enough to fry an egg," was applied by someone to HMCS "Magnificent's" flight deck as the carrier cruised beneath a scorching sun off the coast of Cuba. That was all that was needed to produce the scene above. One of the cooks, Ldg. Sea. Alan Templeton, of Ottawa, does the honors, while those looking on include, left to right, Lieut. Paul Wilson, Montreal; Cdr. B. S. McEwen, Dartmouth; Sub-Lieut. F. C. Atkinson, Toronto, and Lieut.-Cdr. Peter Cossette, Ottawa and Halifax. (Mag-1470)

A Ceaseless Vigil

Naval Firemen Guard \$132,000,000

Worth of Property in Maritimes

THE average person passing the fire hall in the Halifax Dockyard sees a cement building, a couple of fire engines, signs saying to keep clear of entrances — and lets it go at that.

But there's a great deal more to the Naval Fire Department than meets the casual glance.

Besides housing the equipment used locally, the dockyard fire hall is headquarters for the Atlantic Command's fire inspectors, who maintain a constant vigil over some \$132,000,000 worth of naval property in the Maritime provinces.

Under the direction of Lieut.-Cdr. (SB) J. W. Harber, RCN(R), Command and District Naval Fire Chief, they roam from the armament depot at Renous, N. B., to the naval base at Sydney, Cape Breton, preaching the gospel of fire prevention and searching with gimlet eye for possible fire hazards.

In the course of a year they inspect untold miles of electric wiring, examine thousands of fuse plugs, survey buildings from top to bottom, probe into anything and everything that might conceivably be the source of fire. The work is painstaking; the record proves it is not in vain.

The department maintains elaborate, modern equipment for catching a fire in its controllable stages. It is responsible for all first line fire equipment and in Halifax alone its staff services three to four thousand fire extinguishers annually.

There are few places where fire consciousness is emphasized more than in the Navy. Fire Department personnel and the staffs of the RCN fire fighting schools are forever hammering home the dangers of fire and how to combat it.

Apparatus is maintained at seven or more naval establishments in the Atlantic Command. A total of 33 pieces of rolling apparatus stands by 24 hours of the day. One expensive bit of equipment is the 65-foot aerial city service ladder truck at the Halifax dockyard station; it retails nowadays for about \$30,000. Every fire station in the Command has one or more triple combination trucks (pump-booster-ladder), as well as trailer pumpers and up-to-date chemical apparatus.

Halifax has a 1,000-gallon triple-combination pumper and lighter apparatus. But the big aces are its two fire tugs, which draw upon an unlimited supply of sea water to fight fires anywhere within reasonable dis-

tance of the harbor. In Halifax the department can muster over 5½ miles of service hose to beat down flames. In 1948, when big bush fires threatened the wireless station at Albro Lake, naval fire tugs helped push huge volumes of water through miles of line to beat back the blaze.

On a number of occasions the naval fireboats have been called into service to aid city firemen in Halifax and Dartmouth in fighting waterfront fires on non-naval property.

Great pains are taken to keep the fire potential in naval establishments at a low level. At "Stadacona" there is a complete alarm set-up and two extensive sprinkler systems; fire doors are fitted in all schools; all buildings have metal fire escapes and evacuation hooters, and in 90 per cent of the structures there are "stand-pipes" and hoses.

When a heavy pressure of water is required from several hydrants to subdue a serious outbreak, two booster pumps pull the necessary pressure from the city mains. Should this fail, the required pressure is maintained by drawing off water from "static" tanks of ample size in the RCN Barracks. (The booster pumps mentioned maintain pressures to main and water



Two of the three shifts that maintain a 24-hour vigil over naval property in Halifax are shown above in front of the 65-foot aerial truck at the Dockyard Fire Hall. Front row (l. to r.): W. J. Fitzpatrick, William A. Cullen, C. F. Giffin, R. J. Boudreau, G. E. Smith, B. L. Levangie, Comm'd. Officer (SB) L. E. Parker, fire deputy; Lieut.-Cdr. (SB) J. W. Harber, Command Fire Chief; J. W. Hardie, W. B. Bower, fire lieutenant; William Gordon, Bruce Stay, E. P. Ganner and W. B. Woods. Back row: Frank MacDonald, Charles White and G. E. MacDonald. (HS-8760).

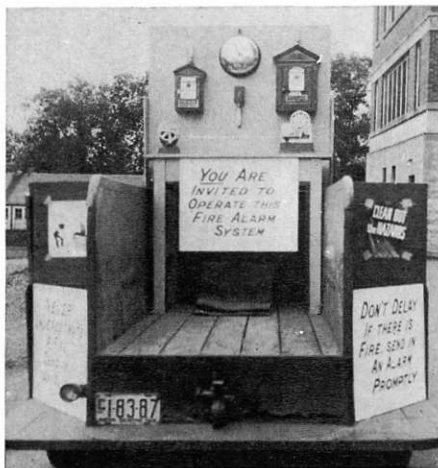
services at "Stadacona" independently over and above city pressures.)

Should the mains in the establishment break down, the fire tugs can be brought into play and sea water pumped through lines to the burning areas.

In any case, there is an "unwritten understanding" with the city whereby one department will aid the other on occasions where co-operation between the two will mean the protection of property, naval or civilian.

The Halifax area is strung with an estimated 40 miles of fire alarm wire, according to Gordon Spence, the department's fire alarm technician. The Tuft's Cove housing site is equipped with the latest alarm device, called "Kingpin", which is believed to be the only one east of Montreal. Each room has a pair of thermos fire alarm wires strung through the walls and ceiling which when raised to a certain temperature trip up and sound an evacuation alarm. Wherever people congregate in naval buildings, there is 100 per cent evacuation alarm coverage.

There are three alarm loops connected with the \$10,000 alarm control board in the dockyard station. One loop covers the Dockyard, another "Stadacona" and a third the armament depot and Bedford magazine. A repeater loop off the city alarm system is hitched to areas where a city fire might endanger navy warehouses in Halifax's west end. "Shearwater," "Cornwallis" and Sydney have alarm units, all self-contained.



A mobile display unit designed to demonstrate the operation of modern alarm systems is one of the props used by the Naval Fire Department for lectures in RCN establishments. (HS-5535).

Lieut.-Cdr. Harber has two fire deputies in Halifax. They are Commissioned Officer L. E. Parker, RCN (R), of Banff, Alberta, and Commissioned Officer (SB) H. W. Curran, Halifax. Deputy for the Naval Armament Depot, Bedford magazine, Albrow Lake and "Shearwater" (all on the Dartmouth side) is Commissioned Officer (SB) D. K. Lockyer, of Kentville, N.S. At Point Edward Naval Base, Sydney, the Base Fire Chief is Commissioned Officer (SB) Robert Kerr, RCN, of Montreal. Base Fire Chief at "Cornwallis" is Commissioned Officer (SB) Gordon Walker, of Montreal, and at Renous the post is held by Commissioned Officer (SB) James Glass, RCN(R), of Moose Jaw, Sask.



Naval fire tugs, one of which can be seen in the background, and their crews help put out a fire in a civilian-owned building on the Dartmouth waterfront. It is the practice in the Halifax area for naval and city fire departments to co-operate with each other in cases where such action will be of assistance. (HS-5663).

GRATITUDE EXPRESSED TO BENEVOLENT FUND

Below are but two of the scores of letters received by the Canadian Naval Service Benevolent Trust Fund from serving and ex-Naval personnel who have been assisted by the Fund:

Dear Sir:

I wish to express my thanks and appreciation on behalf of my family and myself for the help extended to us by you and the Naval Benevolent Fund during the remainder of this month.

I honestly don't know what we would have done without this assistance as we were really destitute.

I can truly say that the help you got for us put a new lease on life for us while my husband is out of work. It was awful to hear my children cry for milk and ask for food that I did not have in the house to give them. I go down on my knees and thank God for what has been done for us and hope that I will never see a time like this again. I wish to convey my thanks and gratitude to Commander . . . for the way he and his family contributed clothing to our necessary needs.

I wish to say again in closing that we don't know what we would have done if we had not had you to turn to in our desperate need of assistance.

Sincerely yours,

(NOTE:—The above letter from the wife of an ex-Able Seaman refers to the relief of immediate distress due to lack of food, clothing, and rent money. Since the original assistance was rendered by a Naval Division, a further grant has been made in respect to medical bills, better living quarters have been found for the family and arrangements made to ensure that maternity costs do not prove to be a burden on the family's finances.)

Dear Sir:

I am in receipt of your letter of 10th February and hasten to acknowledge it although words cannot express my appreciation for your kind consideration of my needs and the providing of the spinal brace prescribed by Dr. . . . and which would have been impossible for me to finance for myself.

May I also say that I appreciate so much the efficient and delicate handling of the details by . . .

For myself at least, the requesting of assistance is the last thing I ever expected or wished to do and . . . 's friendliness did much to ease my feelings.

My son, killed in the war, would have been able and glad to provide for all my needs, for he had a brilliant future before him, but my husband's long ill health left me without means at the time of his death.

Again, may I say "thank you".

Sincerely yours,

The Man of the Month

PETTY Officer Richard Bodington, Chief Bosn's Mate in HMCS "Swansea" and the frigate's choice as Man of the Month for May, is believed to possess some sort of a record in the Royal Canadian Navy:

Of the 13 years he has been in the RCN, 10 of them have been spent in ships.

These have ranged in size from the little auxiliary vessel "Lloyd George" to the 18,000-ton aircraft carrier "Warrior." Most of his sea-time, though, has been logged in destroyers and corvettes, giving him a thorough knowledge of "small ship" organization and leaving him with little to learn in the way of seamanship.

Like a number of others who have appeared under the "Man of the Month" banner, Petty Officer Bodington began his naval association as a Sea Cadet.

Born April 20, 1920, at Hamilton, Ontario, he joined the Sea Cadets there at the age of 14. Three years later he was in the Navy as a boy seaman and taking training at "Stadacona".

He finished his new entry course under the watchful eye of the famous Chief Petty Officer "Ted" Bingham, who was later to be lost in the "Margaree".

Bodington's first sea draft was to HMCS "St. Laurent" and in her he cruised south to the Caribbean, then went around to the West Coast. There the crew transferred to the "Skeena" and brought her back to Halifax.

The war had just begun when he boarded HMS "Warspite" for passage to the United Kingdom and a course in the anti-submarine school at HMS "Osprey". On leaving the school, Bodington got what was probably his choicest "draft" — to the Cunard liner "Scythia" for passage back to Canada.

"It was the best trip across I've ever had," Bodington fondly recalls. "I lived like a king."

From the luxury of the passenger liner he returned to the Spartan life of a destroyer seaman, joining HMCS "Assiniboine" in Halifax. He was serving in her when the "Bones" helped to ensure the safe arrival of the

second Canadian contingent in the United Kingdom.

In December 1940, Bodington shifted from the messdeck of a destroyer to that of a corvette — HMCS "Snowberry," one of the first to be built in Canada. Early the following year he sailed in her to the United Kingdom, where additional armament and equipment were fitted in the ship.

While in the "Snowberry" he was advanced to leading seaman, and he held the rate of acting petty officer when he later left her to join another corvette, the "Cobalt".

Bodington served as "buffer," then as coxswain, of the "Cobalt" for two years, during which time she plugged away steadily on the North Atlantic convoy run.

His next ship was the "Quesnel", also a corvette, convoying on the "triangle run."

The "Quesnel" was berthed at Staten Island and Bodington was ashore on short leave when VE-day came.

"New York was the place to be then; we really had a swell time," says Bodington. "I was in Times Square and it seemed as though everyone in the United States was there with me. You couldn't move for

blocks, and with everyone shouting and singing, you couldn't hear yourself think."

That was his biggest thrill. His biggest scare was experienced back in 1941, when he was in the "Snowberry".

"We were doing a refit in Scotland. One night the Germans decided to make the docks their target, and over they came. We were busy getting hoses ready in case of an incendiary attack. As I was coupling two hoses together I saw a large land mine floating down by parachute.

"I started heading for cover but before I got there I was thrown flat on my face. It felt as though the whole world had gone up. When the dust cleared, I got up to take a look around. Because the tide was out, our ship was mostly sheltered by the jetty and therefore escaped all but superficial damage. Had the tide been high it would have been a different story.

"After the 'all clear' we walked over to see what damage the mine had done... It had blown a hole nine feet across and ten feet deep in the solid concrete jetty. I was scared, not so much by what had happened, as by the thought of what would have happened if the wind had carried the parachute 60 feet closer to us. My knees didn't stop knocking for weeks!"

Since the war, Petty Officer Bodington has served in the "Warrior", "Haida" and "Lloyd George" and has been in the "Swansea" now for 15 months.

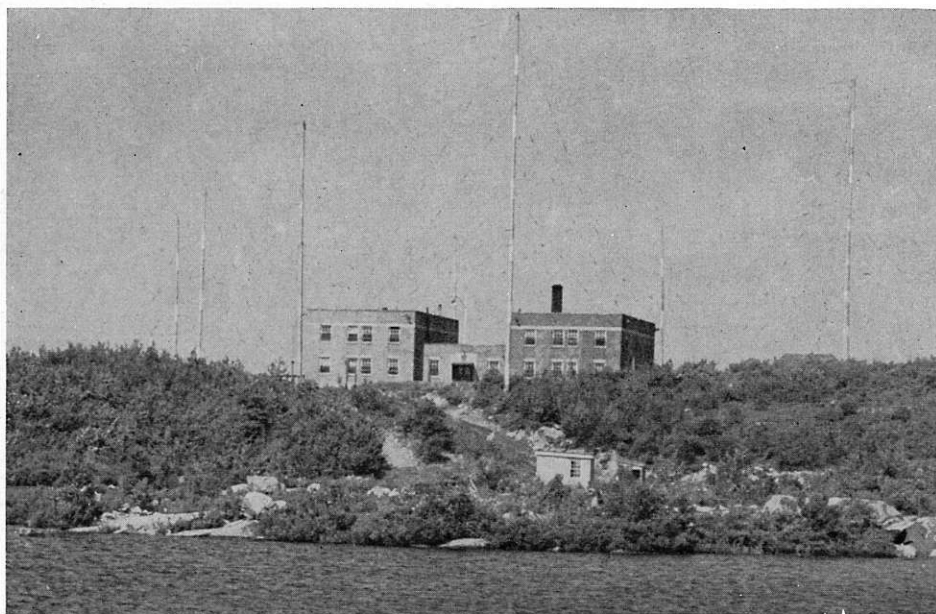
Like many a Navy man, he has settled in Halifax, or, properly, in Dartmouth, where he, his wife and seven-months-old daughter Christine have a fine new home. This spring he is putting in a garden and, while Mrs. Bodington attends to the flowers, he'll be raising some vegetables.

"As for the future," says Bodington, "I intend to stay in the Navy until I'm eligible for pension, and after that we'll let things take care of themselves."

After more than a year in the one ship, he expects that another draft will be coming up soon. Whenever and wherever he goes, he will take with him the best wishes of his shipmates of HMCS "Swansea." — "Penny."



Petty Officer Richard Bodington



ALBRO LAKE NAVAL RADIO STATION

Radio Station CFH

by B.A.B.

Albro Lake Need Never Worry
About Its Hooper-Rating

ON Canada's East Coast is a radio station that can be dead certain, so long as there are ships at sea, of having an attentive audience.

The Royal Canadian Navy's radio station at Albro Lake, near Dartmouth, N.S., returns the compliment by keeping an ear constantly tuned for messages, of any and all kinds,



Petty Officer Bernard A. Best, of Ottawa, Main Receiving Room Supervisor at Albro Lake, examines a tape. Petty Officer David MacLeod, of Kingston, is running through the radio-teletype for broadcast to ships. It is a special news bulletin prepared daily by The Canadian Press for ships at sea. (HS-10172.)

emanating from ships in an ocean area several thousand square miles in size.

Albro Lake is one of the two principal Canadian links in the huge, globe-girdling Commonwealth communications system. The other is the naval station at Aldergrove, B.C., ("Crowsnest", Christmas 1949), whose functions are the West Coast equivalent of those of her sister-station in Nova Scotia.

Albro Lake (Call Sign: CFH) is responsible for messages to and from Canadian and British naval and merchant ships in a large section of the Western Atlantic, for traffic between the Atlantic Command and Naval Headquarters, and for communication with the British Admiralty. Various other points also use the station's channels, and it all adds up to an average of about 12,000 messages per month.

Established early in 1942, Albro Lake has been in continuous operation ever since. Its RCN staff numbers approximately 55 and of these all but six are communications personnel. The others consist of three radio technicians, two cooks and one storeman.

Rounding out the complement are four civilian operators of the Depart-

ment of Transport (Radio Division). They assist in handling the large amount of commercial traffic going through the station, keeping records, assessing tolls, and so forth. This traffic includes telegrams signalled from ships and distant countries.

The station is housed in a large brick building in which living and working quarters are neatly separated. Well under way nearby is a married quarters project and it is expected the houses will be ready for occupancy this spring.

Centre of spare-time activity during the colder months is the large recreation room in the basement of the station, where movies and dances are regular features.

During the past few years, Albro Lake has made quite a name for itself in the realm of sports. In spite of the station's comparatively small complement, its softball, hockey and basketball teams have established excellent records in Halifax and Dartmouth leagues.

The establishment has always had a reputation for efficiency and for a fine esprit de corps, and the present staff is determined to preserve the tradition.

Earlier this year Albro Lake proudly polished up for the annual inspection by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

(Continued on Page 36)



Lieut W. F. Potter, of Ottawa, Officer-in-Charge of Albro Lake radio station, discusses personnel matters with CPO Cassam M. Marlin, of Toronto, the station's Regulating Chief Petty Officer. CPO Marlin is an old-timer at Albro, having spent four years on the station. (HS-10168.)

DIVING 'DOCS'

*West Coast Medical Staff
Takes Special Underwater
Course at 'Naden'*

SHADES of King Neptune and all mermaids at sea!!!

It has been reliably reported that a number of members of the Pacific Command medical staff, using the excuse that they were undergoing diving instruction, recently carried out an intensive search for elusive mermaids on the floor of Esquimalt harbor.

It is indeed unfortunate that the "pill rollers" refuse to admit they were looking for undersea beauties and stick to the obviously false yarn that they were really taking a short diving course. By the Great Horned Spoon! Who ever heard of the medical staff as deep sea divers?

Their story, recorded verbatim, follows:

A number of medical personnel, petty officers second class and above, recently took a short course in diving at HMCS "Naden". Under the tuition and supervision of Lieut. Charles Smedley, Diving Officer, West Coast, six medical officers and 22 chief and petty officers attended the three-day course in both theory and actual diving operations.

The purpose was to familiarize medical personnel with the medical



Petty Officer Emile Fortin doesn't appear to be any too thrilled over the prospect of his first dip in a diver's suit as his handy helpers, all fellow-members of the medical branch who have completed their dives, smilingly advise him of the "mysteries" he will find on the floor of Esquimalt harbor. They are, left to right, PO Joseph Threlfall, CPO Donald Emberley and Mr. C. A. Brown, Commissioned Wardmaster. (E-11090)

aspects of diving, and to give them an idea of what goes on under the water, including the hazards to which divers are subjected.

Prior to actually diving, all were required to pass through the recompression chamber, where depths of about 60 feet were simulated. Following this they were assisted into diving suits and went over the side of the diving tender into about 30 feet of water. A qualified diver was with them at all times while below.

On the ocean floor the medical men walked around, crawled on their hands and knees, climbed rock facings and jumped from the rocky slopes. Some had a go at cutting through a steel plate with a torch.

The theoretical side of diving was covered in a series of lectures and motion pictures.

Among the interesting sidelights to this undertaking was the discovery that one man, CPO G. W. Stanford, had to forego his dive because of his height. Measuring 6 feet 3.825 inches, he could get into the suit alright but it was impossible to secure the breast plate.

The "docs" now are avid diving enthusiasts and it has been soberly conceded that it will be a tough

proposition keeping them out of the water whenever diving is taking place.

One question cropped up for which no satisfactory answer was forthcoming: Were nursing sisters allowed to dive?

"No."

"Why?"

"No comment."

And that's the way it stands.

From the foregoing the following conclusions may be drawn:

A. Medical personnel, snooping about the ocean floor, must have spotted mermaids, else why would they be so keen to continue diving? and

B. It would seem that the mermaids fear competition, which may explain the run-around given the nursing sisters.

Among those who took the three-day course were Surgeon Commander T. B. McLean, Command Medical Officer; Surg. Cdr. G. W. Chapman, Surg. Cdr. W. J. Elliott, Principal Medical Officer, RCN Hospital; Surg. Lieut.-Cdr. J. C. Gray, Surg. Lieut.-Cdr. J. W. Green, Surg. Lieut. D. G. Woods, Mr. C. A. Brown, Cd. Wdmstr., CPO George Malenfant,

(Continued on Page 36)

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Another medical man goes over the side. Handling the lines are Mr. Brown, PO J. Rickard and PO Threlfall. PO Threlfall is looking after the lines to the qualified diver who stood by the whole time the "docs" were below. (E-11091).

Officers and Men

CDR. HARRY KINGSLEY ON RETIREMENT LEAVE

Commander Harry Kingsley, of Victoria, who held the appointments of commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master, proceeded on retirement leave April 22 after 34 years' service in the RCN. He will retire on pension November 21.

Born in Shanghai in September 1900, Cdr. Kingsley was living in Vancouver prior to entering the Royal Naval College of Canada as a cadet in 1916. From 1920 to 1923 he served overseas in ships and establishments of the Royal Navy, then returned to Canada where, between September 1923 and January 1928, he served in HMCS "Stadacona," at Halifax, HMCS "Naden," Esquimalt, in the destroyer "Patrician," and for a short time held temporary command of the minesweeper "Armen-tieres."

Cdr. Kingsley completed a specialist course in signals in the U.K. late in 1930. In January 1931 he took up a two-year appointment in "Naden," which was followed by a similar period at sea in the destroyer Saguenay. At the outbreak of hostilities he was Signals Officer on the staff of the Commanding Officer Pacific Coast.

Promoted to the rank of acting commander in July 1940, he subsequently served in the auxiliary cruiser "Prince David" and commanded the destroyers "Annapolis" and "St. Croix." He was appointed commanding officer of the destroyer "Skeena" in December 1941 and the following June took command of HMCS "Niobe," the RCN headquarters in the United Kingdom.

He was executive officer of "Stadacona" prior to becoming Commander of the Port and King's Harbor Master at St. John's, Newfoundland, early in 1944.

Back on the West Coast in February 1947, he was appointed commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master the following month.

Appointed CANRESPAC

Cdr. J. S. Davis, formerly Director of Officer Personnel at Naval Headquarters, has succeeded Cdr. Harry Kingsley as commanding officer of HMCS "Rockcliffe," Senior Officer Reserve Fleet, West Coast, Commander of the Dockyard and King's Harbor Master.

New Director of Officer Personnel is Commander F. E. Grubb, who formerly was officer-in-charge of the Regulations Revision Committee at Headquarters.

Both appointments took effect in April.

NEW APPOINTMENTS FOR AIR OFFICERS

New appointments for the following air specialist officers have been announced:

Lieut.-Cdr. (P) I. P. Godfrey to Headquarters as D/Director of Air Logistics. Formerly Lieut.-Cdr. (Flying) at "Shearwater."

Lieut.-Cdr. (P) F. W. H. Bradley to "Magnificent" as Lieut.-Cdr. (Flying). Formerly D/Director of Air Logistics.



It may mean something to a zoologist but it's just an old fossil to PO Robert MacIldoon (left) and PO H. (Bunker) Hill, of HMCS "Ontario." They discovered this peculiar looking skull on the beach while their ship was at anchor in Magdalena Bay during spring exercises. Behind them is a yucca cactus. (OC-225-4).

Lieut.-Cdr. J. A. Stokes to "Magnificent" as Lieut.-Cdr. (Operations). Formerly CO of 825 Squadron.

Lieut.-Cdr. (P) J. W. Roberts to Headquarters as Staff Officer Air Personnel. Formerly CO of 826 Squadron.

Lieut.-Cdr. (P) R. E. Bartlett to "Shearwater" as CO of 18th Carrier Air Group. Formerly Staff Officer (Ops) on staff of Director of Naval Aviation Headquarters.

A/Lieut.-Cdr. (O) R. I. W. Goddard to "Shearwater" as Lieut.-Cdr. (Ops) and Chief Ground Instructor. Formerly CO of the 18th CAG.

A/Lieut.-Cdr. (P) J. N. Donaldson, to "Shearwater" as CO of 826 Squadron. Formerly Chief Ground Instructor at "Shearwater."

A/Lieut.-Cdr. (P) D. P. Ryan to "Shearwater" as Lieut.-Cdr. (Flying). Formerly Air Weapons Officer, "Shearwater."

A/Lieut.-Cdr. (P) R. A. B. Creery to Headquarters on staff of Director of Naval Aviation. Formerly CO of 883 Squadron.

A/Lieut.-Cdr. (P) D. W. Knox to "Shearwater" as CO of 825 Squadron. Formerly in "Magnificent" as Lieut.-Cdr. (Flying).

Lieut. (P) J. B. Fotheringham to "Sioux." Formerly Staff Officer Air Personnel.

Lieut. (P) W. D. Munro to "Shearwater" as CO of 883 Squadron.

CO's OF TRAINING FRIGATES APPOINTED

Commanding officers of the frigates "Beacon Hill" and "La Hullose," which have been brought forward from reserve to assist in the summer training program, are, respectively, Lieut.-Cdr. R. W. Murdoch and Lieut.-Cdr. T. C. Pullen.

Both officers entered the RCN in 1936 as cadets. Lieut.-Cdr. Murdoch served at sea during the Second World War in destroyers of the RCN and the Royal Navy and, as executive officer and chief instructor, was one of the commissioning party of HMCS "St. Hyacinthe" when the big wartime signal school was opened.

A communications specialist, he

became, after the war, the first RCN officer to proceed on loan to the USN as a staff communications officer. Prior to taking command of the "Beacon Hill", he was Deputy Director of Naval Communications at Headquarters.

Lieut.-Cdr. Pullen spent the greater portion of the war in destroyers. He survived the sinking of the first HMCS "Ottawa", in which he was executive officer, later served in the second "Ottawa", and commanded the "Saskatchewan". He also served in the "Assiniboine" and "Chaudiere." A gunnery specialist, he has twice held the appointment of officer-in-charge of HMC Gunnery School.

Lieut.-Cdr. Pullen last summer commanded HMCS "Iroquois" during her commission as a cadet training ship. Prior to his appointment to "La Hullose" as commanding officer and as Sea Training Officer, East Coast, he served on the staff of the Flag Officer Atlantic Coast.

ELEVEN COMPLETE TECHNICAL COURSE

Eleven chief petty officers of the Electrical Branch recently completed a 29-week course which qualified them for advancement to first class rating.

In addition to technical training in the electrical field, the course stressed leadership and instructional technique.

Successful graduates were CPOs K. A. Campbell, Saint John, N.B.; A. V. Thickett, Toronto; F. C. Nettleton, St. Thomas, Ont.; F. D. Sartain, Hamilton Beach, Ont.; J. C. Mulvihill, Toronto; J. P. Palmer, Ottawa; A. M. Brevig, Strasbourg, Sask.; T. A. Ferguson, Bedford, N.S.; T. T. Cottrell, Calgary; W. S. Taylor, Montreal, and M. M. Tudor, Hensall, Ont.

PERSONNEL CHANGES IN "CEDARWOOD"

A number of changes have taken place in the ship's company of the auxiliary vessel HMCS "Cedarwood."

PO D. M. Bishop has been advanced to chief petty officer and drafted to "Stadacona", Halifax. CPO Bishop had been with the ship since her commissioning and was particularly active in all phases of sports.

PO D. G. Larkey has succeeded CPO Don W. Waring on the ship's communication staff. The latter is now on the staff of the Flag Officer Pacific Coast.

CPO D. S. Tyre joined the ship from HMCS "Rockcliffe" while CPO F. A. Jones left for the leadership course at "Cornwallis."

COMMISSIONED RANK FOR FOUR TAS MEN

Four men of the Torpedo Anti-Submarine branch have been promoted to the rank of Acting Commissioned Gunner (TAS).

They are Arthur A. Butchart, New Westminster, B.C.; Robert E. Middleton, Peterborough, Ontario, and Frederick A. H. Webb, Winnipeg, all former chief petty officers, and David W. Hurl, Winnipeg, formerly a petty officer.

The four men qualified for promotion to commissioned rank after successfully completing an eight-month course in the Royal Navy's torpedo anti-submarine school, HMS "Vernon", at Portsmouth.

"ANTIGONISH" LOSES SEVERAL "OLD-TIMERS"

Several "old-timers" have been drafted from the frigate "Antigonish" recently. CPOs Stanley Ratcliffe and Arnold W. Gustafson, and AB Melvin MacDonald have gone to the "Rockcliffe"; PO John E. Hopps to "Stadacona"; AB George Johnson to "Naden" and Ord. Sea. Frank

Whitney to the "Beacon Hill". Ord. Sea. Norman Skinner is one of the new members of the ship's company.

Lieut. Richard Carle left the ship recently for a long gunnery course. Lieut. J. L. Neveu, previously supply officer of the ship, has taken up the appointment of Deputy Supply Officer of HMCS "Stadacona".

FIRST UNTD CADET PROMOTED AT "HUNTER"

The promotion to the rank of sub-lieutenant, RCN(R), of Cadet Rowland Marshall, of the University Naval Training Division of Assumption College, marked a new milestone in the history of the UNTD at HMCS "Hunter," Windsor. Sub-Lieut. Marshall was the first "Hunter" cadet to receive his commission in the RCN(R) since the establishment of the UNTD in Windsor in 1946.

Sub-Lieut. Marshall is currently studying for his MA degree at Assumption College. He served in the RCNVR during the Second World War and joined the UNTD in 1946 with the first class of officer candidates.



Sponsored by the "Shearwater" football team, a St. Patrick's Day dance was held in the recreation hall at the RCN Air Station March 17. Among the more than 400 persons in attendance were those shown in the above group. Left to right are Captain E. W. Finch-Noyes, commanding officer of "Shearwater", Mrs. Finch-Noyes, Petty Officer T. Scanlon, Mrs. E. R. Mainguy, Rear-Admiral Mainguy, Flag Officer Atlantic Coast, Mrs. J. E. Anderson and Petty Officer Anderson. (DNS-2678.)



Members of the second Chief and Petty Officers Leadership Course, which commenced in HMCS "Cornwallis" on January 16 and completed February 24, are shown above:

Front row, left to right: PO R. Cox, CPO L. Adlam, Instr. Lieut. Cdr. E. C. Mahon, Instructor; Lieut.-Cdr. J. C. O'Brien, Officer-in-Charge; Lieut. (S) A. F. Reade, Instructor; PO A. D. Chalmers, PO E. B. Mason.

Center Row: PO R. L. Johnson, Instructor; PO H. Emery, PO R. J. Whalen, PO L. Thomas, CPO H. K. MacLean, PO J. G. Bruce, CPO J. M. Haywood, CPO D. B. Backman, CPO C. Bourgeois, PO W. Mossey, PO A. N. Witwicki, CPO C. Hancock, Instructor.

Rear row: PO C. H. Rodgers, CPO L. G. Harding, CPO R. Miller, CPO V. G. Scott, PO T. Rayson, PO H. Jennings, PO H. E. Zerbin, CPO P. Reichert, PO J. Milne, CPO R. Marshall, PO F. A. Pippard, PO W. Brownridge. (DB-854-1.)

CHANGE IN COMMAND AT HMCS "DISCOVERY"

Lieut.-Cdr. Glen McDonald, RCN (R), formerly executive officer of HMCS "Discovery," the Vancouver Naval Division, has been appointed commanding officer of the establishment with the acting rank of commander. He succeeds Cdr. W. R. Stacey, DSC, RCN(R), who has retired with the rank of captain. Captain Stacey has taken up residence at Victoria.

A Merchant Navy officer prior to joining the Royal Canadian Naval Reserve in 1941, Cdr. McDonald served, early in the war, in the troopship "Monarch of Bermuda," running between the United Kingdom and North Africa.

He entered the RCNR as a sub-lieutenant and in August 1941 was appointed commanding officer of the yacht "Crusader," in the West Coast examination service. Subsequently he served in the auxiliary cruiser "Prince Robert" and the Canadian-manned escort carrier, HMS "Nabob." He was in the "Nabob" when she was torpedoed and badly damaged off North Cape in August 1944.

After the war, Cdr. McDonald went back to the merchant service and gained his master's certificate, foreign going, in November 1945.

In January 1946 he returned to Vancouver and entered the University of British Columbia as a law student, graduating in March 1949. Now a barrister by profession, he is one of the few Canadian lawyers holding a seagoing master's ticket.

Cdr. McDonald has been active in the Reserve at Vancouver since January 1947, when he went on the active list at "Discovery" as a lieutenant. He was promoted to the rank of lieutenant-commander in November, 1949.

FORMER "SCOTIAN" OFFICER RETURNS TO DIVISION

Lieut.-Cdr. R. W. Graham, who recently was promoted to that rank, has returned to the Halifax Naval Division, HMCS "Scotian," from HMCS "Nonsuch," Edmonton. An employee of the Canadian Broadcasting Corporation, Lieut.-Cdr. Graham was transferred back to the East Coast in a switch that saw Lieut.-Cdr. A. K. Morrow, formerly of "Scotian," move to Toronto, where he is attached to HMCS "York."

Lieut. A. A. MacLeod, RCN (R), UNTD staff officer of "Scotian," has been promoted to the rank of lieutenant-commander.

VICTORIA ENTERTAINS NEWFOUNDLAND MEN

The first group of sailors from Newfoundland arrived at Victoria from "Cornwallis" late in March to continue their training in the RCN. They are at present aboard the cruiser "Ontario."

During their first few days in the city, the more than 20 Newfoundlanders were entertained by the Victoria Branch of the Newfoundland Society.

"NONSUCH" BAND GIVES CALGARY CONCERT

Twenty-nine men of the band of HMCS "Nonsuch", Edmonton, made a 400-mile round trip to Calgary on March 19 to fulfill an engagement at HMCS "Tecumseh", the Calgary Naval Division.

Under Lieut. (SB) Douglas Jones, the division's bandmaster, the musicians made the trip in motor transport supplied by the RCAF.

The concert got under way at 2030 in the drill hall before a fairly good crowd. In the absence of the regular master-of-ceremonies, Lieut. Jones stepped into the breach and proved himself a first-class MC.

Capt. Reginald Jackson, commanding officer of "Tecumseh", in a few brief remarks at the conclusion of the concert, thanked the "Nonsuch" band for the excellent program.

Technicians from Radio Station CKUA in Edmonton made the trip to record the concert for broadcast at a later date.

Retirements

Lieut. Edwin Jones

Age: 47
Address: 855 Phoenix Street, Esquimalt.
Joined: September 1920, as a Boy Seaman.
Served in: HMS "Excellent," "Victory," "Nelson," HMCS "Guelph," "Aurora," "Patrician," "Naden," "Vancouver," "Saguenay," "Stadacona," "Skeena," "Prince Robert" and "Cornwallis".
Awards: Long Service and Good Conduct Medal, April 1936.
Retired: April 8, 1950.

Mr. William Dow, Commissioned Gunner

Age: 38
Address: 859 Burrard Street, Vancouver.
Joined: January 1930, as an Ordinary Seaman.
Served in: HMS "Victory," "Excellent," "Hood," HMCS "Naden," "Vancouver," "Skeena," "Fraser," "Nootka," "Restigouche," "Stadacona," "Cornwallis," "Avalon" and "Uganda".
Awards: Long Service and Good Conduct Medal, August 1945.
Retired: April 3, 1950.

Petty Officer Samuel Grosvenor

Rating: P1 (NQ)
Age: 46
Address: 34 Freeman Avenue, Birchcliffe, Toronto.
Joined: September, 1920, as a Boy Seaman (Completed engagement January 1929; re-engaged March 1938).
Served in: HMS "Excellent," "Liscombe," "Fledgling," "Puncher," HMCS "Guelph," "Aurora," "Patrician," "Naden," "Thiepval," "Stadacona," "St. Laurent," "Venture," "Comox," "Prescott," "St. Francis," "Red Deer," "Algoma," "Buctouche," "Niobe," "Peregrine," "Wallaceburg," "Star" and "York".
Retired: April 13, 1950.

'Well and Truly Pinned!'

A recent ceremony on board HMCS "Micmac" took an amusing turn that still gives cause for chuckles.

The occasion was Sunday Divisions and the business at hand was the presentation of the Long Service and Good Conduct Medal to CPO Lawrence Howe.

With fitting ceremony, the commanding officer, Lieut.-Cdr. F. C. Frewer, secured the medal ribbon firmly to CPO Howe's jacket. Afterwards, touched by the impression the presentation had made on the moist-eyed medal recipient, the commanding officer drew him aside and made some appropriate remarks on the significance of the occasion.

CPO Howe's reply was this: "Frankly, sir, it hurt like h—. You pinned it to my chest!"

12 TAKING COURSES FOR COMMISSIONED RANK

The first of the Commissioned Writer and Stores Officer courses to be held in the Pacific Command commenced at the Supply School, HMCS "Naden", in March. The course, of eight weeks' duration, includes time on the parade ground as well as in the classroom.

The course for Commissioned Writer consists of pay general, administrative work, accounting and court martial procedure, while the Stores course covers naval and victualling stores and accounting.

Twelve candidates are enrolled in the two courses: CPOs G. Harvey, H. Smith, N. Boot, R. Edwards and H. Pasmore, and PO R. Burgess, all writers, and CPOs T. Williams, A. Michaud, H. Buck, F. Dewling and L. Harding and PO P. Fane, storesmen.

Lieutenant (S) J. K. Power, senior instructional officer at the Supply School, recently completed a course in service management at the RCAF Station, Trenton, Ontario.

Lieutenant (S) Frank Wade, who for the past three years has been senior divisional officer at the Supply School, has been appointed to HMCS "Shearwater".

NAVAL NURSES' MESS ELECTS OFFICERS

Sub-Lieutenant (NS) Vera Burton was elected president of the Naval Nurses' Mess of HMCS "Naden" at the annual meeting held recently.

Lieut. (NS) Kathryn Turner was chosen vice-president, Sub-Lieut. (NS) Mary A. Pogson, secretary, and Sub-Lieut. (NS) Dorothy A. Sim, treasurer.

LOWER DECK ADVANCEMENTS

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

ARBIQUE, Marcel J.LSAW1

BISHOP, Duncan M.C2ET4
BOARD, Gordon E.C2T13
BROWN, Frank.C2ET4

CHILDERHOUSE, Elmer H.LSEM1
CHRISTIANSON, Russell J.P2ET3
CLARKE, Stewart C.C2RT4
CLEMMENS, Robert J.C2ET4
COFFIN, Arthur H.P2NS2 (NQ)
COKER, Bernard A.P2ET3

DARVEAU, Joseph H. M.C2G13
DAVIS, Charles.C2ET4

FERGUSON, Robert D.C2ET4
FERRIS, Leonard R.C2ET4
FINCH-FIELD, Reginald D.P1CA3

GREER, Victor E.LSAC1

HARVEY, Hugh T.P2ET3
HODGKIN, William P.P1AW2
HOLDEN, James D.LSEM1

JACKSON, Jack W.C2T13

KAHLER, Lawrence J.LSAW2
KINGSLEY, Robert J.LSSW1 (NQ)

LEA, Richard.C2ET4
LEPAGE, Joseph A.LSVS1 (NQ)

MASON, Gerald L.C2ET4
MIELEN, Roman V.C2ET4

MISIURAK, William.P2AL2
MITCHELL, Arthur K.LSAW2
MOIR, Harvey R.LSAW1
MOSS, James R.P1RT3

NORMAN, William S.C2ET4

O'LEARY, Francis G.LSVS1 (NQ)

PAUL, Douglas C.P2AN2
PEARSON, Ronald.P2ET3
POLLOCK, Robert E.P2ET3

REID, Andrew G.P2ET3
REID, Robert S.LSVS1 (NQ)
RUDDICK, Fred G.C2RT4 (NQ)

SCUDAMORE, William G.C2ET4
SMITH, Norman J.C2ET4

THERIAULT, Joseph F.LSAW1
TURNER, Douglas R.C2RT4

WHALLEY, Allen.LSAN2 (NQ)
WHEATLEY, William S.P1GA3

YOUNG, Ernest B.C2ET4

"SCOTIAN" OFFICERS HOLD ANNUAL BALL

Officers of HMCS "Scotian" held their annual ball in the Halifax division's wardroom recently. In the past the affair had been held in "B" Mess at HMCS "Stadacona," but with the renovation of "Scotian's" wardroom last summer it was decided to hold the function there.

More than 50 couples attended the ball, which was preceded by a reception in the wardroom.



During the visit of HMCS "Swansea" to Nassau, B.W.I., members of her ship's company were guests at a dance given at the Royal Nassau Yacht Club by the Bahamas Chapter of the IOE. In the foreground, with their partners, are CPO George F. Lincoln, of Collingwood, Ont., and Halifax, left, and PO Perley E. Way, of Ottawa. (HS-10055.)

Looking Astern

More than 1,000 Canadian naval officers and men served in motor torpedo boats during the Second World War. There were Canadians in the British coastal forces which patrolled the English Channel and the North Sea. Some were in boats which operated off Tunisia, Pantelleria and Sicily in 1943. There were others who took part in the actions along the coast of Italy, in the Adriatic, the Ionian and Aegean Seas. Among the Allied coastal forces were two all-Canadian motor torpedo boat flotillas. The following is the story of these two flotillas—written as a tribute to all Canadian naval personnel who served in coastal forces during the Second World War.

THE 29th and 65th Motor Torpedo Boat Flotillas were commissioned in March 1944. The boats were British-built but were manned by Canadian crews. Most of the officers and men had had previous experience with British coastal forces in the English Channel, the North Sea and the Mediterranean.

The boats of the 29th Flotilla were of the small Motor Torpedo Boat/Gun Boat type and were known as

"Shorts." They were 71 feet 6 inches in length and had a top speed of over 38 knots. Armament consisted of a power-mounted pom-pom and several smaller calibre weapons. Normally they carried two 18-inch torpedoes but for some phases of the D-day operations these were exchanged for depth charges.

The 65th Flotilla consisted of boats known as "D" Class Fairmiles. They were 115 feet in length and were more heavily armed. They carried four torpedoes and mounted two 6-pounders and several smaller guns. They were not capable of such high speeds as the "Shorts" of the 29th.

The 29th Flotilla consisted of Boats 459, 460, 461, 462, 463, 464, 465 and 466, with Lieut.-Cdr. Anthony Law, in 459, as senior officer. The 65th Flotilla was made up of 748, 726, 727, 735, 736, 743, 746, 745 and was under the command of Lieut.-Cdr. J. R. H. Kirkpatrick.

The 29th Flotilla completed work-ups at Holyhead in May and then sailed to Ramsgate, the coastal forces base of the Dover Command. On the night of May 16 they received their

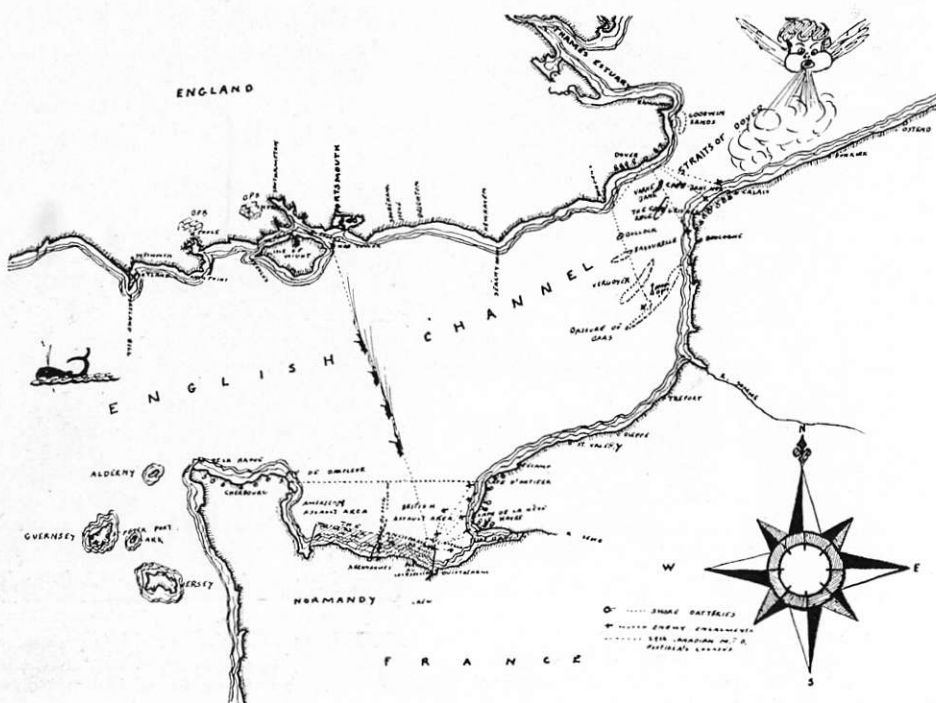
first assignment: Boats 462, 464, 460 and 465 were to form the escort of a hazardous mine-gathering expedition to the French coast.

Two Royal Navy MTB's carried a group of Army engineers to within two miles of the beaches. The engineers were then rowed ashore in small dories to collect German mines, the purpose being to develop mine clearance methods. The MTB's patrolled the area off the landing beaches for two hours during the operation. Mysterious star-shell went up from the coast and unsuspecting enemy vessels passed by at close quarters. But nothing untoward developed. Finally the engineers returned with their precious samples and the boats set course for Dover.

The first actual action with the enemy came for the 29th Flotilla on May 22. Boats 459, 464, 465 and 466 sailed in company with four Royal Navy MTB's to intercept a strongly escorted German convoy known to be moving between Dieppe and Boulogne. After an hour of patrol, radar contact was established. The RN craft were soon in action with the enemy. After they had delivered their attack, the Canadian flotilla closed in and ran alongside the convoy firing all their guns. At the end of the run they laid down a smoke screen and swung out to sea to join the rest of the force. They had suffered no casualties. They had scored many hits on enemy craft but could report no definite damage inflicted.

Farther to the west, in the Channel Islands area, the 65th Flotilla was also engaged in its first action. Boats 735, 726, 745 and 727 had sailed from their Dartmouth base to watch for any E-boats which might be assembling. At 0330 they made radar contact with a German convoy at 6,600 yards. They disposed themselves and ran in on the convoy's beam.

Boats 735 and 726 spotted two German escort ships and attempted to circle astern of them. They were detected, however, and a furious action developed. It lasted only three minutes but the two RCN boats fired 2,515 rounds of all calibre shells



into the enemy vessels and apparently stopped them. The other two boats, 745 and 727, closed the range to less than 100 yards and ran along the length of the convoy, firing all the way and inflicting considerable damage.

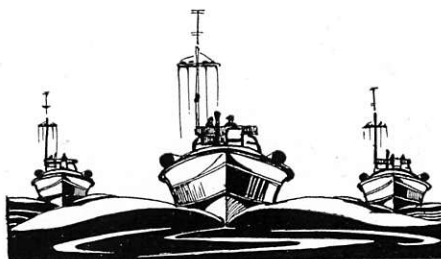
These patrols of the 29th and 65th Flotillas were typical of the swift, fierce and often inconclusive actions of the MTB's. They went where the destroyers could not be risked, proceeding close inshore and within a stone's throw of convoys.

Prepare For D-Day

On May 27, the 29th Flotilla was transferred to the Portsmouth Command, where they began preparations for the invasion. During D-day operations, the 29th was to operate under orders from HMS "Scylla" (destroyer), control ship of the coastal forces in the assault area. The primary duty of the RCN flotilla was the close-in protection of the lanes and anchorages on the eastern side of the assault area.

On the night of June 6, four boats of the 29th Flotilla set out to patrol an area 13 miles southwest of Le Havre. The sea was rough as Boats 459, 460, 465 and 466 left the assault area.

Shortly after 0400, signs of a battle appeared to the northward. The MTB's ran in, firing star-shell as they approached. The bursts illuminated six enemy R-boats heading in the direction of the anchorage. The Canadians opened fire, closed the range to 150 yards and then ran the length of the German line. The fifth enemy craft in line blew up and another burst into flames which were controlled soon after. The R-boats made smoke and ran for Le Havre. The boats of the 29th had been hit, but none seriously. Four men had been wounded in the action.



The next night the four boats were on patrol again. This time they encountered two Elbing class destroyers. The MTB's, hopelessly out-gunned, allowed the Germans to detect them, then led the Elbings a chase which took them within range of two British destroyers. The resulting destroyer action sent both German ships scurrying for home, smoking and damaged.

The 459, 460, 465 and 466 returned to Portsmouth on June 8, while the other four boats of the 29th Flotilla, 461, 462, 463 and 464, took over the patrol. They began by giving chase to some E-boats, which outran them to the west.

As they returned to the patrol area, they contacted two approaching ships. The MTB's shut off their motors and quietly waited. Two Elbings loomed up in front of them. The Germans were getting into position to bombard the anchorage.

The MTB's started engines and purposely drew the attention of Elbings, who immediately brought fire to bear on the four boats. The MTB's made smoke and began to make a run for it. The 464, stationed astern, took the brunt of the attack. One man was killed and another seriously injured. But the 29th had once again broken up a projected attack on the Allied ships in the assault area.

On the night of June 12, the four MTB's again took part in a similar action. This time British destroyers appeared and the Elbings fled, trailing smoke. The patrols continued throughout June without major event and the MTB's seemed masters of the situation.

While the 29th Flotilla was operating on the eastern side of the assault area, the 65th was on the western side, patrolling across the mouth of Lyme Bay and protecting the convoy route leading along the south coast to the assembly area. The Canadian MTB's also operated in the waters of the Channel Islands, in company with destroyers. The Germans had considerable garrisons on the islands and

the Allies intended to make sure they stayed there.

These sorties became more and more the work of MTB's, for the destroyers were none too handy in the close and narrow waters around the islands. They also presented much better targets for the German shore batteries.

The first weeks of June passed uneventfully for the boats of the 65th Flotilla. On June 17, the 748, 745, 726 and 727 crossed the Channel on a patrol. At 0200, about four miles west of Cherbourg peninsula, they made radar contact with what was presumed to be an enemy convoy. The boats retained their positions, as they were well placed to cut off the convoy from Cherbourg, where it seemed to be heading. Soon two German merchantmen hove into sight. They were escorted by several trawlers and gun coasters.

The MTB's opened their throttles and advanced toward the enemy. They closed the range to 400 yards, singling out the merchant ships as their targets. The MTB's fired round after round and, as they swept past, found the German fire had slackened considerably. The four boats swung back and ran in close to shore, cutting the German convoy off from Cherbourg. Another run along the line of ships seemed to disorganize the enemy and they began a spirited scrap among themselves in the confusion which the swift action of the MTB's had precipitated.

An Eventful Patrol

The night of June 22 brought an eventful patrol. Boats 748, 727, 745, and 743 were ordered to proceed to a point off the island of Jersey where British MTB's were attacking a German convoy. As they neared the





A typical action between Canadian MTB's (left foreground) and German E-boats, off the invasion coast. The two forces are firing tracers as they converge for a close range action. The above is a reproduction of a painting by Lieut.-Cdr. C. Anthony Law, DSC, who was Senior Officer of the 29th Flotilla. The other drawings on these pages are also the work of Lieut.-Cdr. Law. (O-4350)

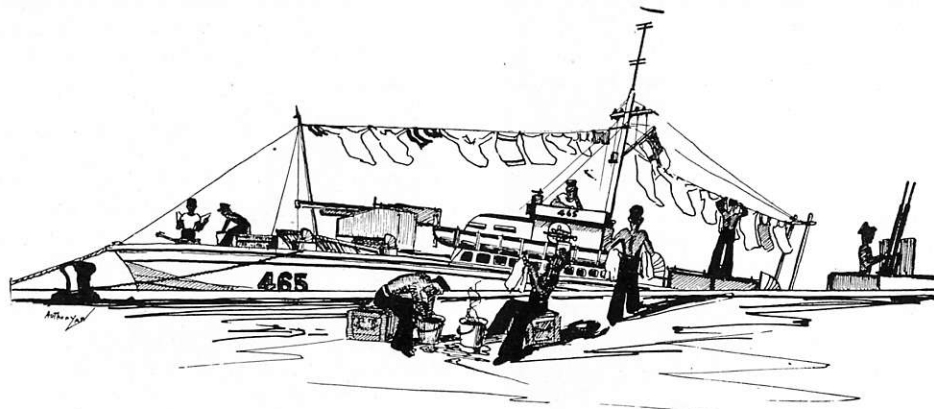
area, the 65th made radar contact with what proved to be the enemy convoy. The MTB's ran in, disposed for a torpedo attack. The 745 was hit by a German shell which exploded in her engine room, and forced her out of the action.

As the 748 circled, laying a smoke screen to assist the 745 in getting away, the 727 and 743 ran in closer to attack. The enemy escort consisted of three minesweepers and an E-boat. The 743 turned her guns on the E-boat and scored a direct hit, forcing the enemy out of action with his bow smoking.

The 748 had completed laying down the smoke screen, and had selected a tanker in the convoy as her target. She opened fire and soon the German vessel was ablaze. The 748 ran in to finish the tanker, but had to alter sharply to avoid one of the minesweepers, which was already sinking. The delay brought two gun coasters within range, and the 748, joined by 743, opened fire and silenced the enemy. This ended the action and the MTB's, screening the disabled 745, proceeded back to base.

Throughout July and the first weeks of August, the coastal force flotillas operated in the approaches to Le Havre. For the 29th Flotilla it was a time of intensive action against German E-boats. The Canadian MTB's took part in running fights often against as many as eight or nine of the more heavily armed E-boats.

On July 2 the 29th suffered a loss — the RCN's first of the invasion. Boats 460 and 465 were returning from patrol when the 460 suddenly exploded and disintegrated. Ten officers and men were lost.



Another casualty occurred on the night of July 8. The boats of the 29th went close inshore near Ouistreham Canal, searching for launching sites of the "human torpedoes" which were being directed against the anchorage. As the boats moved through shallow water, the 463 struck a mine and began to settle. There was no loss of life but four men were wounded.

The patrols during July began to close more tightly around the approaches to Le Havre. The enemy had begun to evacuate his remaining fighting craft and cargo vessels. The Allied commanders were aware of this and stationed nightly patrols off the harbor.

On July 25, the 29th Flotilla was a little to the northward of Le Havre when radar detected an enemy convoy moving up the coast. The MTB's waited and soon recognized a convoy escorted by two minesweepers, two flak trawlers and several R-boats. The Canadian vessels attacked swiftly, breaking through the escorting screen and launching their torpedoes at the merchant ships. A sudden explosion signalled that one of the torpedoes found its mark. With that the boats of the flotilla re-assembled and returned to base.

The Score Mounts

The 65th Flotilla, still operating out of Dartmouth, was patrolling the area along the French coast near St. Malo. On July 3, the 748, 743, 735 and 736 were off St. Malo when a series of radar echoes led them in toward the coast. Before long an enemy convoy was sighted. There were three merchantmen, with four gun coasters as escort.

The MTB's ran parallel to the enemy's course and drew slightly ahead. Then they turned to approach the convoy from the port bow. When the range closed to 800 yards, they fired torpedoes. Two heavy explosions

came from the target selected by the 748. The second merchant ship rocked and slowed suddenly as one of the 743's torpedoes found its mark. The third vessel was hit by both the 735 and 736. It blew up immediately and sank.

Though the gun coasters were getting in effective fire, the 743 closed and fired torpedoes into the merchantman which the 748 had engaged. They were well aimed and the enemy began to sink. While the 735 and 736 maintained their fire on the lone remaining merchant ship, the 748 engaged the escorts and set two of them on fire. Then the Canadian force withdrew and reformed.

It had been a satisfying night's work: Two merchant ships sunk, a third merchant ship and two escort vessels badly damaged. Boats 748 and

743 were slightly damaged and between them had six men wounded, none seriously.

The rest of July and August passed without event. The patrols continued but no promising actions occurred.

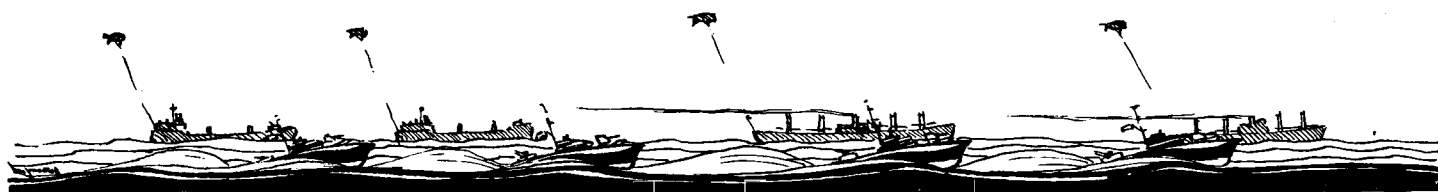
As the Allied armies began their drives along the Belgian and Netherlands fronts, the 29th and 65th Flotillas were transferred with other coastal forces to Ostend on the Belgian coast. Here they operated in support of Thames-Antwerp convoys, opposing the E-boats and the midget submarines which were making frequent forays against the Dutch ports. These duties occupied the flotillas during the fall and winter.

On February 14, 1945, several flotillas of MTB's, including the

29th, were berthed at Ostend. Suddenly fire broke out, igniting the high octane gas and causing the torpedoes to explode. A series of violent explosions lasted for seven minutes. Five boats of the 29th Flotilla and seven Royal Navy MTB's were destroyed. In all, 61 officers and men, 26 of them Canadians, lost their lives.

The Ostend fire marked the end of the 29th Flotilla as a unit. The 65th Flotilla continued its patrol duties until the end of the war in Europe. In the latter part of May, the boats of the 65th returned to Great Yarmouth to pay off.

Thus ended a new and memorable chapter in the history of the Royal Canadian Navy, one which was written in the best traditions of the Service.



NOAC NEWS

FIRST MEETING HELD BY DEFENCE COUNCIL

The first meeting of the newly-elected Naval Defence Conference of the Naval Officers' Association of Canada was held in Toronto on March 23.

The purpose of the conference is to concern itself with the problems of Canada's defence, and in particular the part that the Naval Forces can play in such defence.

In a statement released following the meeting, it was declared that the conference felt "the most pressing problem of Canadian defence" to be the modern submarine, that "the dangers of submarine attack on our lines of communication and of guided missile attack from submarines on this country" constituted "the greatest menace to our security."

Terming the specialized ship and aircraft carrier, working in close co-operation and supported by shore-based aircraft, to be the most potent weapon against this menace, the conference went on record as entirely endorsing government and naval policy of maintaining carrier-borne aircraft.

Members present were Captain Barry German, Ottawa, ex-officio chairman; Capt. G. A. Rotherham, Halifax, vice-chairman; Engineer

Captain A. D. M. Curry, Halifax; Cdr. D. R. McRobie, Montreal; Cdr. C. N. Mawer, Calgary; Cdr. J. A. McAvity, Toronto; Surg. Cdr. W. Graham, Toronto; Lieut.-Cdr. W. G. Curry, Windsor, Lieut.-Cdr. (L) J. Maynard, Toronto, and Lieut.-Cdr. G. O'Connell, Saint John. Capt. E. R. Brock attended as proxy for Captain J. D. Prentice, of Victoria, and also present were Cdr. E. Aggett, Lieut.-Cdr. O. Mabey and Lieut.-Cdr. Z. R. B. Lash, all of Toronto. Elected to the conference at the meeting, but not in attendance, were Capt. (S) R. A. Underhill, of Vancouver, and Capt. E. F. Noel, of Quebec City.

HALIFAX MEMBERS HEAR LECTURES

Members of the Halifax Branch of the Naval Officers Association of Canada are enjoying a series of lectures and addresses on Wednesday evenings at "B" Mess, HMCS "Stadacona."

The series, which is still going strong, has included the following lectures:

"The Evolution of the Warship," by Eng. Captain A. D. M. Curry, OBE, RCN (Ret'd).

"Dakar and Libreville 1940," Captain G. A. Rotherham, DSO, RN (Ret'd).

"Two Years' Experience at Working Up Corvettes," Lieut. W. G. Pett, RN (Ret'd).

"Mine Disposal," Lieut.-Cdr. Denis O'Hagan, GM and Bar, RCN(R) (Ret'd).

"Officer Training," Cdr. R. L. Hennessy, DSC, RCN.

Informal Valentine's and St. Patrick's dances in "B" Mess brought large turn-outs of members and guests.

Captains Curry and Rotherham attended the first meeting of the Naval Defence Conference, in Toronto, as representatives of the Halifax branch.

On March 23, the NOAC hockey team took on the "Stadacona" officers at the Halifax Arena and finished on the right side of a 6-4 score.

TORONTO BRANCH HOLDS FIFTH ANNUAL DINNER

The Toronto Branch of the Naval Officers' Association held its fifth annual dinner at HMCS "York" on March 24.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Capt. B. S. Custer, USN, Naval Attache to the United States Embassy in Ottawa, were guest speakers.

Others invited to the dinner included Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, Mr. D. H. Gibson, president of the Navy League of Canada, and senior officers of the Army and Air Force.

Afloat and Ashore

PACIFIC COAST

HMCS "Cedarwood"

During off-duty hours in the survey vessel "Cedarwood," most of her ship's company can be found hard at work on their favorite hobbies, an activity which has become increasingly popular recently.

Credit for organizing and developing the pursuit of hobbies in the ship is due to AB J. W. Anderson, and he is kept busy filling orders for material for a variety of projects, including cushion covers, hooked rugs, knife sheaths, wallets and purses.

The ten men at present participating in the hobby group represent almost half of the ship's company.

Mechanical Training Establishment

Since the first of the year, three classes of new entry stoker mechanics have gone through the MTE at "Naden" and indications are that "Cornwallis" will be supplying as many classes as the MTE can handle throughout the summer.

One class of armourers recently was graduated and a welding course for plumbers is now under way.

Among men drafted to "Stadacona" during the past few weeks were CPOs David L. Crowe, Edmund D. Ironside, Ralph C. McClinton, Thomas H. Chandler and William Thyne, and POs Alvin E. Farrell, Murray Minckler, Casimir J. Owsianski and William F. Lynch.

RCN Hospital

A 46-week course for medical assistants began in the RCN Hospital at "Naden" in February. About 20 men are enrolled.

There are at present some 40 medical assistants undergoing various courses in "Naden," under the instruction of Lieut. (NS) M. Wilson and medical officers. The present senior class will graduate late in May.

Recent arrivals from "Stadacona" include Sub-Lieut. (NS) Margaret Bella and CPO G. M. Stanford. The

latter has taken over the duties of divisional CPO from CPO Martin Gardner, who is now serving in the "Ontario."

A badge designed by Ord. Sea. Ted Dalglish has been adopted by the Medical Assistants' Club as its official crest. These crests will be worn on maroon and grey cardigans which club members are purchasing.

A successful dance was held by the club in mid-April. PO S. R. Wallace was in charge of arrangements.

The Medical Block, housing the sick bay, various offices and medical assistants' living quarters, has been completely redecorated.

HMC "PTC 724"

Three members of the ship's company were drafted to other ships and establishments recently. PO Fred Watson went to HMCS "Stadacona,"



Although in danger of losing parts of both feet, due to a gangrene infection brought on by malnutrition, Kaonana, 15-year-old Eskimo boy under treatment in the RCN Hospital at Halifax, has won the hearts of the hospital staff with his cheerfulness and courage. Naval surgeons are waiting until the boy becomes stronger before deciding whether to operate on his feet. He was brought to Halifax from River Clyde, in the Arctic, in an RCAF Lancaster. (HS-10815.)

PO Frank Pellow to "Naden," and Ldg. Sea. Victor Bielby to the "Athabaskan." CPO "Chuck" Keen was drafted temporarily to the "Ontario" during the refit of the "PTC 724."

During refit, the Fairmile spent some time in the hands of shipwrights for extensive repairs to her stern. It is due to this that the coxswain, PO Sidney Dobing, can claim the distinction of being the only man in the Navy who, when summoned by his commanding officer, entered the wardroom through the bottom of the ship.

Communication Training Centre

A program for training Reserve and UNTD personnel in communications during the coming summer has been laid out by the staff of the CTC at "Naden" and is now beginning to swing into operation.

To aid in carrying out the training program at sea, POs James Ellerton and Trevor Reading have been drafted to the "Beacon Hill" and CPO R. Mackie to the "Athabaskan."

ATLANTIC COAST

Gunnery School

A total of 225 officers and men were under instruction in the Gunnery School, Halifax, up to the end of March.

Several new classes got under way in February and March. These include the third, fourth and fifth AA3 courses, which started February 27 and complete May 12, a GIs' preliminary course and a Gunnery Officer's Writers' course.

The school has a new Regulating Chief Petty Officer. He is CPO Douglas R. (Knobby) Clarke, of Sarnia, Ont., who replaces CPO Leslie R. C. Paige, of Halifax. CPO Paige, as senior Chief in "Stadacona," has taken over as president of the Chief and POs' Mess, and is in charge of the miniature firing range in the North Drill Shed. CPO Clarke was in the "Magnificent" prior to being drafted ashore.

Navigation Direction School

Comings and goings in the ND School constitute the main news lately. CPO Allan C. Gorsline, of Halifax, formerly Regulating Chief Petty Officer, and PO George A. Carroll, of Winnipeg, departed March 2 for the United Kingdom to take a year's course to qualify for Bos'n Plot Radar Instructor. PO Frank H. Lowe, of Red Deer, Alta., has taken over the regulating duties.

Back from a five-month Plot Instructor course are POs Addison W. Burke and Willard C. Carruthers, who have joined the East Coast staff, and POs Roy E. Fitchett and Norman B. W. Hill, who now instruct in "Naden".

Lieut.-Commander R. J. Pickford joined the Junior Officers Technical and Leadership Course and his place as O-i-C was taken by Lieut. C. J. Benoit. Lieut. Peter Chance is the new senior staff officer.

Reserve Fleet

With the commissioning of HMC Ships "Huron" and "New Liskeard", the number of ships in reserve at Halifax has been reduced to eight, the "Haida", "Iroquois", "Nootka" and "La Hullose" in "hot" reserve and the "Wallaceburg", "Lloyd George", "Eastwood" and "Greenwood" in "cold" reserve.

The "Huron" commissioned on February 28 and in April made a shakedown cruise to Bermuda. During the Bermuda run she was under the temporary command of Lieut.-Cdr. T. C. Pullen, her regular commanding officer, Lieut.-Cdr. E. T. G. Madgwick, being ill. Lieut.-Cdr. Pullen is standing by the "La Hullose", due to commission May 6. The "New Liskeard" was commissioned March 21, with her outline slightly altered due to the addition abaft the funnel of living quarters for civilian scientists.

HMCS "St. Stephen"

When the weather ship left Halifax April 3 for Station Baker, she carried a medical officer, Surg.-Lieut. John Fitzsimmons. It is hoped that an MO on board will reduce the number of times the "St. Stephen" has to leave her station to land urgent medical cases. During her last patrol no less than nine men were taken to St. John's, Newfoundland, for hospitalization.

Among the new members of the ship's company were Commissioned Engineer T. W. Gibbons, who replaced Commissioned Engineer E. D.

Burnett in the engine room, and Lieut. J. O'C. Murray who succeeded Lieut. W. W. Waters as communications officer. Ldg. Sea. William Dunn, a former cook in the weather ship, has been drafted to "Stadacona" and two Reserve men, AB Charles Gillis, of HMCS "Brunswick", Saint John, and PO Erwin Platts, of HMCS "Queen Charlotte", Charlottetown, have returned to their divisions.

Canasta tournaments have been added to the list of spare time activities aboard the "St. Stephen".

RCN Hospital

The medical staff of the Atlantic Command held an enjoyable dance in "B" Mess, "Stadacona," on February 9. About 100 persons attended. Music was supplied by the "Modernaires."

Refreshments, prepared by the nursing officers, were served buffet style. — J.W.J.

Communication School

One communicator qualifying class finished a 35-week course March 10 under the guidance of PO William D. Moyes of Victoria. Men qualifying were Ordinary Seamen Peter Baran, Hamilton; James F. Barry, Preston, Ont.; John W. Ellis, Vancouver, and

Leonard R. Wells, of Rapid City, Man.

During March there were 140 men under instruction in the Comschool. Commissioned communication officers, petty officers (second class) and seven ABCM classes made up the total. — G.C.G.

NAVAL DIVISIONS

HMCS "Discovery"

(Vancouver)

Lieut. Lloyd Jones and Mr. Edward MacFayden, Commissioned Gunner, instructors of the University Naval Training Division at "Discovery," were presented with silver mugs by UNTD personnel at a ceremony during March. Present at the time was Instr.-Cdr. C. H. Little, Staff Officer UNTD, from Headquarters, who was making his annual inspection.

Members of the IODE made use of the facilities of HMCS "Discovery" recently to consecrate a new junior chapter of the organization in British Columbia. It is to be named after the Vancouver Naval Division.

Lieut.-Cdr. George Manson, Lieut.-Cdr. Derry Tye and CPO Robert E. Wigmore took the division's harbor craft on its first trip of the year in



Wearing full-length rubber overalls, AB Garry Rose, of Kamsack, Sask., cleans out one of HMCS "Ontario's" torpedo tubes, following a torpedo firing exercise carried out during the West Coast spring cruise. (OC-231-2).

March. Purpose of the trip was to set up a Sea Cadet camp on Howe Sound.

Plans are now under consideration to use the two harbor craft attached to the division for week-end training cruises during the summer.

"Discovery" will enter a whaler crew in the May 24 Naval Regatta in Victoria and the men are turning out for stiff practice sessions. — *W.J.H.*

HMCS "Chippawa"

(Winnipeg)

A number of official visitors were welcomed to "Chippawa" during March. Early in the month, two officers from the US Reserve Naval Air Base, Minneapolis, paid a visit to the establishment, beginning what is hoped will be a close liaison between "Chippawa" and Reserve units across the border.

Lieut. Don Loney, from Naval Headquarters, made an inspection of the sports facilities of the division about the same time, and on March 14 Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions, also from Headquarters, made his annual inspection.

In connection with "Chippawa's" specialization in anti-aircraft gunnery training, Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics at Headquarters, was a visitor during the early part of the month. The Director of Sea Cadets, Cdr. D. C. Elliott, made his annual inspection as the month ended.

Social activities during March included the annual mess dinner on the

10th and the St. Patrick's Day ball. The latter featured a vaudeville program put on by the various messes, including a beauty contest by the Chief and POs' mess, and a dramatization by the wardroom of the story of "'Awkins' 'Alo'". In the same vein were the prizes presented during the evening, among them a 30-foot step-ladder (won, appropriately enough, by a shipwright) and a Holstein calf. — *L.B.McI.*

HMCS "Donnacona"

(Montreal)

The annual inspection of "Donnacona's" two University Naval Training Divisions took place on March 21. Captain H. L. Quinn, Director of Naval Reserves, and Instr.-Cdr. C. H. Little, Staff Officer UNTD, inspected the guard, following which Captain Quinn took the salute at the march past.

Cadet Peter Edward Robinson was awarded a telescope for being "the most outstanding cadet under training on the West Coast in 1949." The prize was donated by Cdr. J. C. Littler, former Reserve Training Commander, West Coast. A midshipman's dirk, donated by the gunroom of "Donnacona," went to Cadet David Henry Wood for "outstanding professional knowledge, keen interest in the Naval Service and constant and cheerful willingness to assume extra responsibility." Captain Quinn made the presentations.

Cdr. Little presented certificates to UNTD men who had been granted the status of Officer Cadets.

Halifax Division Helps In Welfare Work

HMCS "Scotian," the Naval Division at Halifax, has placed the facilities of the Dockyard gymnasium at the disposal of social welfare workers of Halifax at certain times during the week as part of a plan to provide increased recreational facilities for various youth organizations.

On Saturday afternoons the gym is used by more than 100 members of the United Free Missions "Crimebusters' Club," and on Tuesday evenings by young members of the Colored Citizens' Association.

After the official ceremonies, parents and guests of the cadets were received by the commanding officer of HMCS "Donnacona" in the wardroom and gunroom.

During the month, Capt. Sir Robert Stirling-Hamilton, RN, paid a visit to the division. He inspected a guard of honor, walked through the establishment and gave a short informal talk to the ship's company.

HMCS "Catarqui"

(Kingston)

Both the Chief and POs' mess and the Men's mess have been completely redecorated by the members. The latter mess boasts attractive grained-plywood walls and the addition of a circular bar.

AB Bob Yuille has been drafted after 16 months in the establishment, during which time his efforts as head of the Seamen's Mess did much to promote the keen interest which now exists.

CPO Stan Burton, PT Instructor, has been promoted to the rank of commissioned boatswain.

A recent visitor was Lieut.-Cdr. D. M. MacDonald, newly-appointed Reserve Training Commander, East Coast.

HMCS "Star"

(Hamilton)

Nine members of the ship's company of HMCS "Star" have returned to Hamilton after spending two months in southern waters on the spring training cruise. The men served in the aircraft carrier "Magnificent."

On March 11 the University Naval Training Division of McMaster University held a dance in the Wardroom.

"Star's" officers held their annual dance on April 21 on the drill deck, which was appropriately decorated for the occasion. — *C.S.J.L.*



The well-known story of "'Awkins' 'Alo'" was enacted by members of HMCS "Chippawa's" wardroom, to the amusement of more than 500 members of the ship's company and their friends, at the Winnipeg division's St. Patrick's Day dance March 17.



A colorful ceremony marked the opening of the third session of Alberta's eleventh Legislature at Edmonton late in February. HMCS "Nonsuch" provided a Naval Reserve Guard of Honor for Lieutenant-Governor J. J. Bowlen (above), while Cdr. L. R. Hoar, commanding officer of "Nonsuch," was with the special escort which accompanied the lieutenant-governor to the legislative buildings and Lieut.-Cdr. D. M. Williamson was personal aide to His Honor. Officer of the Guard, shown behind Mr. Bowlen, is Mr. F. C. Short, Commissioned Gunner, RCN. (Alberta Govt. Photo.)

HMCS "Nonsuch"

(Edmonton)

More than 250 couples attended a St. Patrick's Day dance at HMCS "Unicorn" on Friday, March 17. The hall was decorated with shamrocks and naval flags.

The successful affair was arranged by the chief and petty officers, with CPOs W. Mundie and L. Martin in charge.

Among special guests were Commander Lyle Hoar, commanding officer of the division, and Mrs. Hoar and Lieut. and Mrs. D. Brownlow.

HMCS "Malahat"

(Victoria)

Fifty students from Victoria High School recently went to sea for a day as guests in the division's headquarters and training ship, HMCS "Sault Ste. Marie," for a cruise of local waters.

The ship's company, which included both reserve and permanent force personnel, carried out depth charge practice off Race Rocks in the Straits of Juan de Fuca and gave demonstrations of Oerlikon firing and minesweeping.

In addition, crew members were kept busy showing the students around the ship and answering their numerous questions. — R.A.V.J.

HMCS "Hunter"

(Windsor)

Mahogany plaques bearing the ship's badge in bronze were presented March 6 to members of HMCS "Hunter's" team which last summer won the Cock-of-the-Walk trophy at the Great Lakes Naval Regatta at Toronto.

The presentations were made during Divisions by Cdr. W. A. Wilkinson, commanding officer. As well as the ship's badge, each team member's plaque bore his name.

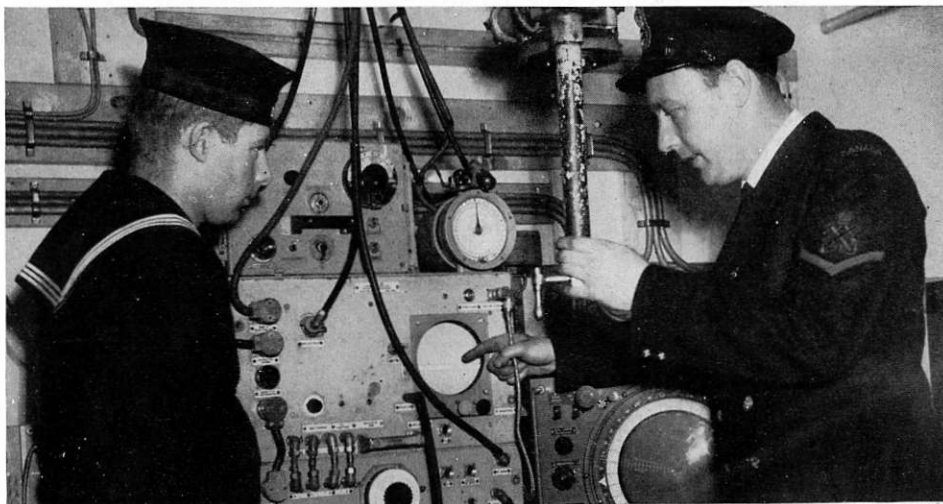
Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest of honor at the annual wardroom mess dinner. More than 100 attended the dinner, which was held in the Prince Edward Hotel. Guests included commanding officers of Windsor military units, British and American consular officials, representatives of the US services from Detroit, members of the Windsor branch of the Naval Officers' Association and associate members of the wardroom mess.

During the evening Rear-Admiral Houghton paid a visit to the chief and petty officers' mess.

HMCS "Griffon"

(Port Arthur)

The slap of paint brushes and the ring of chipping hammers around HMCS "Griffon" heralded the opening of navigation at the Lakehead. This year, in addition to its small boats, the Port Arthur division will have a Fairmile motor launch for training afloat.



Shipping on Thunder Bay provides radar ratings at HMCS "Griffon" with "targets" for practical training in the operation of the Port Arthur division's radar equipment. Lately, the icebreaker "James Whalen" has been the only vessel in the area, but with the opening of navigation the usual heavy traffic in the bay will provide opportunity for plenty of instruction in radar technique. In the photo above PO John H. Morphet points out the horizon line as he demonstrates the use of the radar set to Ord. Sea. James G. Forneri.

Three officers who have transferred to the retired list, Lieut. (E) L. Walker, Lieut. (P) J. McLatchie and Lieut. T. Blundell, were honored recently by officers of the division at a social evening in the wardroom. Presentations were made to the retiring officers.

Among recent visitors to "Griffon" were Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions, from Headquarters, and Lieut.-Cdr. (SB) H. G. Cuthbert, Director of Music, from "Naden."

HMCS "Prevost"

(London)

Three successful social functions were held at "Prevost" during March. The Chief and Petty Officers' Mess held its monthly dance, which was attended by approximately 200 persons, on March 4.

Next was the Seamen's dance, the proceeds of which were used to purchase equipment for the band. On the eve of St. Patrick's Day the Naval Training Division of the University of Western Ontario held a well-attended dance on the parade deck.

Several "Prevost" men are training on both coasts, a cook and a storesman at Esquimalt and a cook and three seamen at Halifax. After several tries, PO Shannon Alison finally got his QR3 course and left on the 18th for Halifax.

Refit over, the division's Fairmile, "PTC 779," is at Port Stanley, ready to assist in the summer training program on the lake.

HMCS "Scotian" (Halifax)

Led by the bugle band of RCSCC "Nelson," a church parade was held on March 19. The parade included the ship's company of "Scotian," University Naval Training Divisions from Dalhousie University, St. Mary's College and Nova Scotia Technical College, crew members of HMCS "Llewellyn," tender to "Scotian," and members of the "Nelson" Sea Cadet Corps.

Roman Catholic services were held in St. Mary's Cathedral and Protestant services in Fort Massey United Church. At the latter, Chaplain (P) D. M. Sinclair, of "Scotian," officiated and Scripture lessons were read by Captain W. E. S. Briggs, commanding officer of the division.

As the parade moved through downtown streets, Col. Gordon S. Kinley, mayor of Halifax, took the salute. With him at the saluting base were Capt. Briggs, Lieut.-Cdr. George Guy, commanding officer of the "Nelson" Corps, and Cdr. (E) R. F. Swain, engineer officer, Lieut.-Cdr. W. G. Allen, executive officer, and Lieut. A. T. Love, staff officer, all of "Scotian."

On his first inspection tour since taking up the appointment of Reserve Training Commander, East Coast, Lieut.-Cdr. D. M. MacDonald was a recent visitor to the division. Following his inspection of the ship's company and UNTD Cadets, he complimented those present on their good showing.

UNTD Cadets held their first Cadet Ball in the division on March 24. Guests included Capt. Briggs and Dr. A. E. Kerr, president of Dalhousie University. — A.C.R.

HMCS "Tecumseh" (Calgary)

Redecoration of the Chief and Petty Officers' Mess has been completed and it is the proud boast of its members that it is now one of the finest service messes in the country. To celebrate its re-opening, the chief and petty officers entertained at a reception.

Officers of the division recently were hosts to more than 100 guests at their annual mid-winter reception. The committee in charge was headed by Lieut.-Cdr. W. F. Moreland.

Among recent visitors were Cdr. J. M. Leeming, Reserve Training Commander, West Coast, and Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics at Naval Headquarters.

THE SHUT-INS' FRIEND

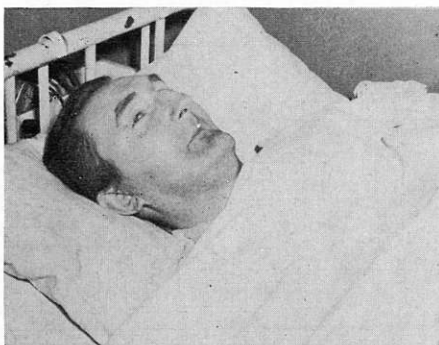
*Blind, Paralyzed, Walter Callow Plans
Ways to Make Fellow-Patients Happier*

A LARGE modern bus grinds to a halt outside the ambulance doorways of the Royal Canadian Naval Hospital in Halifax. The driver presses a lever and the rear face of the vehicle swings down to form a ramp from the bus to the hospital entrance.

Orderlies push wheelchair patients and assist others up the ramp. When all are aboard, the ramp folds back into place, and the Walter Callow Bus is off again — taking "shut-ins" away from the monotony of hospital confinement for an excursion to a baseball game, country fair, hockey match or drive in the country.

This unique bus was designed by a man who has been bedridden for 19 years and blind for nine, and who well knows the dreadful tedium which sooner or later envelops the hospital "shut-in."

In 1917 Walter Callow injured his spine in an airplane crash while serving in the Royal Flying Corps.



Walter Callow

Thirteen years later, after a courageous but losing struggle, he "went to bed." He's there still, all but his lips paralyzed, but with an unconquerable mind churning with schemes to make life brighter for his fellow-patients.

Mr. Callow perfected the bus from his room in Camp Hill Veterans Hospital in Halifax two years ago. Since then it has transported hundreds of patients on happy escapes to the out-of-doors and to entertainment other people see and enjoy.

Mr. Callow is seldom bored. He is too busy developing old ideas and thinking up new ones. When a couple of naval officers called on him recently, he outlined in detail his plans for a ramp to enable wheel chair patients to

attend local church services while the winter program for his bus had slackened off. Then he chuckled, "Can't let these people get bored — boredom will kill a man quicker than anything."

Since June of last year his bus has carried 108 passengers from the RCN hospital alone to points of interest in Nova Scotia. Last May he took Navy patients to the Apple Blossom Festival at Kentville. In June they returned to Kentville to enjoy the hospitality of the Canadian Legion and Rebekahs Lodge. Later in the month they witnessed the Miss Atlantic Pageant at the Halifax Forum, where, through Mr. Callow's efforts, a special wheelchair pavilion had been erected in 1947.

Other excursions took in the Shrine Circus, Dartmouth Natal Day and Legion entertainment at many Maritime centers.

With other hospitals, it has been the same story. The Callow bus has called at the Children's Hospital and Polio Clinic so that crippled youngsters might see again the world on the other side of the window.

Walter Callow keeps two secretaries busy looking after correspondence, arranging places for his wheelchair coach to take patients and recording his various schemes. During the war he established a cigarette bank by raffling his radio, then by giving up smoking himself and raffling the Victory bonds he bought with the money saved. Altogether, he raised thousands of dollars by pamphlets, raffles and subscriptions and was instrumental in providing more than 3,000,000 cigarettes for servicemen overseas. Not only did he provide the cigarettes, but he devised a token system which got the smokes to the boys in three months' less time.

These works were preceded by a very heavy responsibility. When he entered hospital, paralyzed, he had to put his ten-year-old daughter through school. He managed this and then sent her off to college.

The incredible courage of this man has made the going a little easier for other shut-ins. One elderly wheelchair patient said, "I still complain sometimes when I know I have to sit here for the rest of my life. But then I think of Walter, and realize how much more fortunate I am. I have my hands — and my eyes."

REPORT FROM 'SIOUX'

*Destroyer Quickly Passes
'Teething Trouble'
Stage*

The following report on HMCS "Sioux" has been contributed by her commanding officer, Cdr. D. W. Groos. It was written during the spring cruise of the West Coast squadron and forwarded from Manzanilla, Mexico.

It all started (officially) at 1117 on a cold winter morning at Yarrows shipyards, in Esquimalt, when the pipes sounded the "Still" and for the first time in four years the White Ensign was seen to fly from the ensign staff of HMCS "Sioux."

We were then "just a ship," with a large number of modern innovations still untried. We are now a young ship, but a fine ship with a spirit which is ever on the upswing. Our braves are sharpening their arrows and their shoulders are straining at the task of making this ship one of the finest in the fleet.

The road has not been easy and we did not expect it to be, but we have done many things in the two short months that have elapsed since commissioning. Our first weeks were spent carrying out all manner of trials, in correcting mistakes, and in getting to know our ship. Then came our first sea test, a four-day habitability trial. The period chosen for this was indeed opportune, for during the four days we experienced some of the worst weather Victoria has ever known. The temperature hovered most of the time just above the zero mark, while the winds blew at gale force and the snow fell steadily and in large quantities. We weathered the storms and found the ship comfortable in this cold, bitter weather.

On return from these trials the ship remained in Esquimalt dockyard, where the installation of a large part of our operational equipment was completed. During this time many recently discovered defects were put right, and the ship started mounting the ladder of efficiency.

Our first working-up, from an operational point of view, came with a week of anti-submarine exercises in February. These were a great success and in many ways increased our spirit by confirming the rumour that we were fast becoming an efficient fighting unit.

The latter part of February was a period of alternate work and being

at immediate readiness for sea. The work accomplished was of wide scope and at the conclusion of the month we believed we had most of our troubles ironed out. Almost all of the equipment was completed and put in working order during this period.

The ship was placed in readiness for sea on several occasions when aircraft were reported in distress off the coast. This was climaxed by a quick trip northward with provisions and equipment for HMCS "Cayuga," who was at that time engaged in carrying out a search for the crew of an American aircraft who had bailed out over Princess Royal Island. The trip north was pretty well a "piece of cake," spoiled only by the fact that we were steering from the tiller flat.

The few remaining days of February were spent preparing for the cruise south. Last-minute repairs delayed the ship's departure with the result that "Ontario" and "Cayuga" left us behind when they sailed from Esquimalt on the morning of March 2. The work was rushed ahead at fever pitch and the ship started to raise

steam for 0100 on the morning of the 3rd, at which time we slipped and proceeded in pursuit of "Ontario" and "Cayuga."

We overhauled them during the early morning of March 5, just in time to start off on the exercises for the day. On March 6, after a forenoon of exercises, the group arrived in San Diego to fuel and have a run ashore. The following morning very early we sailed from San Diego for Magdalena Bay, which was reached two days and several exercises later.

During the stay at Magdalena Bay we concentrated our efforts on making the ship sparkle and vast strides were made to that end. The ship's softball team had also had a good rub-up with keen competition, and from the showing they made we foresee a spirited season ahead.

Now we are at sea again, steaming with "Cayuga" for Manzanilla, to take on fuel. "Ontario" is away in the Gulf of California and we will not see her again until we rejoin on the trip home.



HMCS "Sioux," photographed during the March cruise. (OC-211-1).

The Navy Plays

Navy Wins Victoria City Hockey Championship

The RCN hockey team from Esquimalt won the Victoria City hockey championship and the Cross Cup by defeating Fishermen's Co-op in a rugged five-game final series.

Playing in the six-team Victoria Commercial League, the Navy finished the regular schedule in third place. The playoffs were a different matter, however, and the sailors turned on the heat to eliminate Douglas Tire in the semi-finals, two games to one.

In the final, Navy lost the first game 6-5, won the second 8-5, lost the third 5-1, then captured the next two, 7-4 and 7-3, to take the championship. Outstanding for the well-balanced RCN squad was the goalie, PO Norman Jones.

The five-game series sold out Victoria's new Memorial Arena, the

two teams playing to a total of more than 22,000 fans.

Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, congratulated the victors in the following message:

"Congratulations to the Navy on winning the Cross Cup in the Victoria Commercial Hockey League. The playoff series produced some great hockey, fine team spirit and good sportsmanship, and the winning team earned the support and approval of the sell-out crowds of Victoria hockey fans. Well done, the players and their management."

"Naden" Juniors Crowned City Hockey Champions

The HMCS "Naden" junior hockey team wound up a successful season by winning the Victoria City junior championship. The West Coast sailors started the season poorly, losing the first five games on their schedule, but finished with a rush to oust the

Victoria All-Stars from top place. During the latter part of the schedule, the "Naden" squad won eight and tied one in 12 games.

Individual scoring honors were shared by Ordinary Seamen Ted Audette and Neil Standley, each of whom averaged close to two goals per game.

Much credit for the team's success goes to Coach PO Harvey O'Reilly; the trainer, PO S. R. (Doc) Wallace; Ldg. Sea. Arthur Wadlow, assistant coach, and AB Louis Peressini, equipment manager.

Dockyard Team Wins Opening Golf Tourney

The first Pacific Coast inter-ship golf tournament of the year was held at Uplands golf course February 23, with more than 50 shotmakers sloggng cheerfully through a driving rain that slowed down matches but failed to dampen spirits.

A team from HMC Dockyard won the Sport Shop Trophy over four others from "Naden," "Ontario", Destroyers and Royal Roads.

Rear Admiral H. G. DeWolf and Instr. Cdr. G. L. Amyot tied for low gross honors with scores of 86, while Lieuts. (E) I. C. Martin and Mr. N. Stewardson, Commissioned Officer (SB), drew for low net with 69's. Other prize-winners were Lieut. E. G. Gigg, Mr. T. M. Kellington, CPO W. Ogilvie, Lieut.-Cdr. A. L. Wells, Mr. J. Karagianis, Comm'd. C't'ng. Off'r., Cdr. (E) J. Osborn, Captain H. F. Pullen and Lieut. (E) J. O. Aitkens.

Navy Boxer Scores in Feature Match

Ord. Sea. Ronnie Lacelle, of HMCS "Carleton", represented the Ottawa naval division at the RCAF boxing show at Trenton, Ontario, in mid-March and came home with a triumph.

Fighting against Joey Peters of the Diamond Boxing Club, Toronto, in the main event, Ord. Sea. Lacelle scored a unanimous decision on the strength of his superior ringcraft and harder punching.



In its first season in the Victoria Suburban Basketball League, the HMCS "Naden" "B" team (above) finished the regular schedule in first place and then went on to defeat the Army team in a two-game series for the Premier Tolmie Trophy. The sailors advanced into the Lower Vancouver Island playdowns and reached the finals before bowing out to the Knott & Elford quintet. Shown above, are: Front row, left to right, Lieut. H. V. Clark, Ldg. Sea. Tom Deakin, AB Arthur Dieroff, captain, and Mr. F. Lubin, Commissioned Gunner (TAS); Rear row, Lieut. H. E. Taylor, sports officer, Lieut. E. G. Gigg, Ord. Sea. Roy Jones, Ldg. Sea. John Groves, PO J. Henderson and PO Ray Irwin, coach. (E-10990.)

Lieut.-Cdr. McCormick Retains Squash Title

Lieut.-Cdr. John D. McCormick, RCN(R), successfully defended his Maritime squash singles championship at HMCS "Stadacona" in a closely fought final match with Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. The match attracted a packed gallery and provided some of the most thrilling squash play seen in some time.

Lieut.-Cdr. McCormick got off to a flying start to take the first game but Admiral Mainguy came back strongly to sweep the second and third. He carried his superiority into the fourth and held a 14-6 margin, needing only one point to win the title. Then Lieut.-Cdr. McCormick began a sparkling rally which earned him 11 consecutive points to win the game. He continued his inspired play in the fifth and deciding game to win 15-6 and retain possession of the Birks trophy.

Admiral Mainguy advanced into the final by defeating Captain E. W. Finch-Noyes, while Lieut.-Cdr. McCormick took the measure of Lieut. (P) Peter Berry.

Communicators Leading In Bowling, Basketball

HMC Communication School topped two separate leagues in the "Stadacona" inter-part competitions at the end of March. The Communications A team was still in first place in the bowling league, with Communications B in fourth spot. A Com-school entry led the basketball league with an undefeated and untied record.

The Instructors rifle team, coached by PO A. E. Young, was in fourth place in the league standings but the squad has been improving steadily and expects to be battling it out soon with the leaders. — G.C.G.

Teams In Close Race For Barracks Trophy

Three teams were closely bunched in the race for the Cock-of-the-Barracks trophy at HMCS "Naden" as March drew to a close. The combined Band and Manual squad was still in first place but was being hard pressed by the Supply team, defending champions, and the Communications and Navigation Direction aggregation.

Soccer and swimming, which were omitted from the schedule in January and February, were revived with the advent of better weather and a full sports program was under way as the teams came down the home stretch.



Co-holders of the Lieut.-Cdr. Charles McDonald Memorial Trophy are PO Norman Jones (left) and PO Eddie Haddad, both of HMCS "Naden." The trophy, which was presented for the first time, will be awarded annually to the "individual contributing most, through his own efforts, to sports in the Pacific Command." The presentation was made by Mrs. McDonald, widow of the late Lieut.-Cdr. McDonald, on the quarterdeck of HMCS "Ontario" after a representative committee had decided to award the trophy jointly to PO Jones and PO Haddad.

PO Jones, active in all sports and a capable sports organizer, was goalkeeper for the Navy team in the Victoria Commercial Hockey League. PO Haddad has an enviable ring record of 46 wins in 48 bouts and represented Canada at the Olympic and British Empire Games.

The Lieut.-Cdr. Charles McDonald Memorial Trophy was suggested by Commodore J. C. I. Edwards, and purchased through funds contributed by officers and men throughout the Command. The trophy was designed by Mr. R. Dewhirst, Commissioned Bos'n, of the "Naden" P. & R.T. staff. (OC-208-1)

Forecastle Division Triumphs in "Maggie"

The inter-divisional volleyball and deck hockey championship was decided in HMCS "Magnificent" during the course of the spring cruise, with the Forecastle Division team, captained by Ldg. Sea. John Perry, emerging triumphant.

The officers' volleyball championship went to 825 Squadron, captained by Lieut. (P) Sheldon Rowell.

Trophies were presented by Commodore K. F. Adams at Sunday Divisions March 26.

Motor Transport Wins Dockyard Hockey Trophy

Motor Transport pucksters edged Yard Craft in two rough total-goal games to take the Halifax Dockyard championship and the newly instituted Transport Trophy.

Yard Craft won the first game 7-5 but were on the short end of a 6-2 score in the deciding contest. Members of the winning team were George Rose, Ronald Eisan, Robert Taylor, George Gallant, Lawrence Sydney, Joseph Ferris, Kenneth Brown, Eugene Mayo, George Little, Stanley Wambolt, Jack O'Keefe, Clyde Hogan, Arthur Burnette, William Langan (manager) and Gordon MacDonald (coach).

Communicators Capture "Naden" Soccer Title

A team from the Communication Training Centre has won the "Naden" Inter-Part Soccer League championship with a record of nine wins, six draws and one loss in 16 games. CPO Ike Walters and PO Trevor Reading were the big guns of the CTC eleven.

Ottawa, Kingston Divisions Hold Sports Tournament

HMCS "Carleton" finished on the long end of a 38-31 point total in the first of two inter-divisional sports meets with HMCS "Cataragui." The Ottawa team carried its slim lead into the return match at the Kingston division, where the first winner of the "Carleton" challenge trophy would be decided.

The two-day sports program included badminton, volleyball, boxing, basketball and deck hockey. "Cataragui" drew first blood with a win in the badminton singles but "Carleton" quickly evened it up with a doubles victory. The Ottawa reservist jumped into a lead they never relinquished as they won decisively in the volleyball game. "Cataragui's" boxers won back a few points as they scored three wins and one draw in the six-bout fight card.

In the final day's play, the honors were evenly divided, "Carleton" winning at deck hockey while "Cataragui" was victorious in the basketball game.

The "Cataragui" team was headed



HMCS "Donnacona" last month added the championship of the Westmount Inter-Service Hockey League to her list of athletic triumphs. Members of the Montreal division's team were: Front row, left to right, AB Hugh Myers, Cadet Leo Deslauriers, AB Tom Sawyer, Ldg. Sea. Jim Simpson, Ldg. Sea. Jim Stalgitis, PO Harold Webber. Rear row, CPO D'Arcy Simms, PO Bruce Mather, AB Tom Thompson, PO Jack Bates (captain), AB Warren Prudhomme, Ord. Sea. Art Breen, PO Doug Keen, Cadet Tommy Hanson and Coach Mac Parsons. (Photo by A. W. Stevens).

by Lieut. R. Windover and Mr. S. Burton, Commissioned Bos'n. In charge of the "Carleton" squad were Lieut. T. E. Connors and Lieut. D. J. Loney.

"Donnacona" Teams Win Hockey, Hoop Titles

HMCS "Donnacona's" hockey and basketball teams both won championships as the winter sports program came to a close. The hockey squad captured the Westmount Inter-Service Hockey League title and the Cumming and Perrault trophy.

The basketball team won the Montreal intermediate championship and went on to annex the provincial crown by downing MacDonald College and Shawinigan Falls. The Montreal Reservists then tackled the Ottawa Morrisburg Sailors in a home and home series in the Eastern Canadian semi-final, with the high-scoring Ottawa team winning 98 to 81.

"Stadacona" Hoopsters Stage Great Finish

After a rather unimpressive showing in the Halifax City Basketball League, HMCS "Stadacona" suddenly came to life in the playoffs and came within an ace of copping the title.

Pitted against the Dalhousie Grads in the semi-finals, the sailors won in straight games 54-43 and 75-56.

Playing a powerful Dalhousie U. team in the final, "Stadacona" lost 43-42 and 43-41, each time in the closing seconds.

The "Stadacona" team was coached by Frank Baldwin, and CPO Bob Coe was playing-manager. Others on the squad included PO Leslie Hull, AB Jim Kitchen, AB John Shelton, AB Gordon Alder, AB Roy Robertson, AB Ed Healey, and AB Joseph Pattenden. Top scorer of the team and the league was AB Pattenden who ran up 95 points during the regular schedule. — J.D. McC.



Sub-Lieut. (NS) Hazel Mullin is fast earning a reputation as one of the top-flight sharpshooters in the RCN. Competing in the Halifax Garrison Indoor League, Sub-Lieut. Mullin scored a near perfect 98 in the tenth and final match to lead the RCN team to a one-point win over the Princes Louise Fusiliers (MG), enabling the Navy to capture the aggregate trophy for the season. Sub-Lieut. Mullin, who began shooting in 1947 at HMCS "Naden," has earned several marksmanship medals. This season she was a consistent high scorer, despite an arm injury. She is shown above with CPO John Abraham, who is in charge of the RCN .22 rifle team, as they examine her winning target. (HS-10260).

The Bulletin Board

Advancement Standings To be Published

Advancement rosters for all men whose advancement is governed by a roster will in future be published in General Orders. This will enable each man to know where he stands for advancement in relation to all other men holding the same substantive rating.

Naturally all rosters cannot be prepared at the same time, since the recommendations arrive at Naval Headquarters at staggered dates throughout the year. As soon as possible after each group of recommendations is received and checked, the roster for that group will be brought up-to-date and then printed in General Orders for the information of the men concerned.

It is hoped to have the first advancement roster ready shortly. The first rosters to be ready will probably be for the Electrical, Engine Room and Air Branches, although publication may not take place in that particular order.

Services College Course For Cadets Extended

Commencing September 1950, the Canadian Services College course for Naval Cadets of the executive branch will be of four years' duration.

Consideration is being given to carrying out the full four years at Royal Roads as well as at Royal Military College. For the present, however, the first two years may be done at either college, but the third and fourth years will be carried out at RMC only.

Naval Cadets presently attending the services colleges will have the option of graduating after two years as midshipmen qualified for service in the RCN or RCN (Reserve), in accordance with the conditions obtaining at the time of their entry as cadets, or of graduating as acting sub-lieutenants after completing the four-year course.

On graduation, those taking the four-year course will go to sea for 16 months in RCN ships. Following this,

they will attend a nine-month technical course to qualify them for promotion to lieutenant.

Flying Courses Planned For Air Reserves

Special flying refresher courses for air specialist officers of the Active and Retired Lists of the RCN (Reserve) will be held this summer at the RCN Air Station, Dartmouth.

Courses will be of two weeks duration and will include general flying training, formation flying and fighter tactics. Other courses lasting up to four weeks will be available to officers who wish to take additional flying training.

Courses for pilots will be held during the period from May 1 to

September 30 and training will be in Harvard and Firefly aircraft. Observers will be appointed to Firefly squadrons during May and June only, according to present plans. However, these courses will be continued should facilities be made available during the rest of the summer. Further information with respect to this matter will be promulgated at a later date.

All officers wishing to take part in the flying courses must be medically examined before leaving their respective naval divisions and each officer must carry his medical documents when reporting to the RCN Air Station.

Names and dates of availability of officers are to be forwarded to Headquarters through the appropriate naval division.

Educational Requirements for Promotion to Commissioned Officer when the Naval Forces are not on Active Service

The educational requirements for promotion to Commissioned Officer (when not on Active Service) have been revised. The amendment is designed to produce the educational

qualification best suited to the needs of each branch. The qualifications are also more nearly similar to those existing in the Army and Air Force.

BRANCH	REQUIREMENTS	
	CIET	CHET
Executive Communicator	English	Naval History or Professional English Navigation Mathematics Physics
Supply	English Bookkeeping	Naval History Physics Professional English
Electrical Communicator (S)	English	Mathematics Physics Practical Electricity Electronics
Engineering Ordnance Constructor	English Chemistry	Mathematics Physics Mechanics and Heat
Photographic Medical	English Chemistry	Mathematics or Chemistry Physics Professional English
Regulating Band	English Mathematics	Naval History Physics Professional English

RELATIVE RANKS

NAVY, ARMY, AIR FORCE

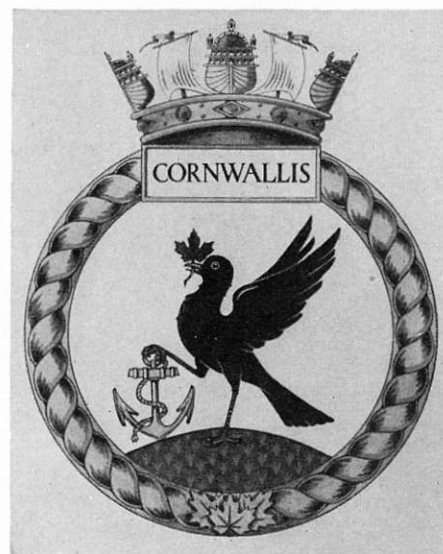
During the last year or so, there have been major changes in the ranks and ratings of both officers and men of the RCN. Early in 1949, the new rating structure for men was introduced, while late in the year new Branch Officer ranks replaced the ranks of Warrant Officer and Commissioned Officer from Warrant Rank. These changes have been incorporated in the following revised table of relative ranks of the three services which was recently approved by the Minister of National Defence.

The retention of the rank of Warrant Officer is necessary so long as Acting Warrant Officers are serving but the rank will gradually die out. These officers were permitted to retain their rank under the change in order to retain pension rights.

Navy	Army	Air Force
1. Admiral of the Fleet	Field Marshal	Marshal of the Royal Canadian Air Force
2. Admiral	General	Air Chief Marshal
3. Vice-Admiral	Lieutenant-General	Air Marshal
4. Rear-Admiral	Major-General	Air Vice Marshal
5. Commodore	Brigadier	Air Commodore
6. Captain	Colonel	Group Captain
7. Commander	Lieutenant-Colonel	Wing Commander
8. Lieutenant-Commander	Major	Squadron-Leader
9. Lieutenant	Captain	Flight Lieutenant
10. Sub-Lieutenant and Commissioned Officer	Lieutenant	Flying Officer
11. Acting Sub-Lieutenant	Second Lieutenant	Pilot Officer
12. Warrant Officer	No equivalent	No equivalent
13. Midshipman and (but senior to) Naval Cadet	Officer Cadet	Flight Cadet
14. Chief Petty Officer 1st Class	Warrant Officer Class I	Warrant Officer Class I
15. Chief Petty Officer 2nd Class	Warrant Officer Class II	Warrant Officer Class II
16. Petty Officer 1st Class	Squadron, Battery or Company Quartermaster Sergeant and Staff Sergeant	Flight Sergeant
17. Petty Officer 2nd Class	Sergeant	Sergeant
18. Leading Seaman	Corporal and Bombardier	Corporal
19. Able Seaman Ordinary Seaman (having completed six months service and prescribed basic training), and Ordinary Seaman (new entry).	Lance Corporal Lance Bombardier, Trooper, Sapper, Signaller, Guardsman, Rifleman, Gunner, Driver and Private	Leading Aircraftman, Aircraftman, 1st Class, and Aircraftman, 2nd Class.

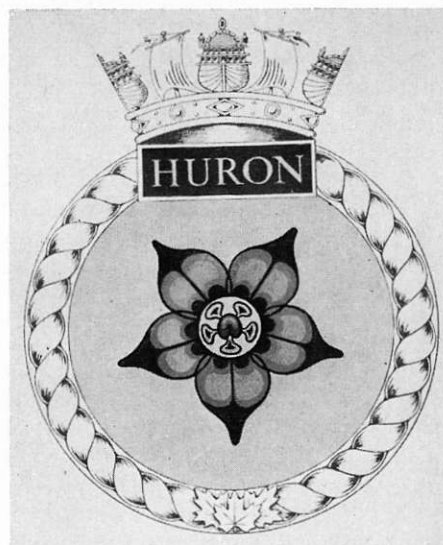
(NOTE.—"Lance Corporal" and "Lance Bombardier" are not ranks, but appointments. "Leading Aircraftman," "Aircraftman 1st Class" and "Aircraftman 2nd Class" are not ranks, but classifications).

Ships' Badges



HMCS "Cornwallis"

The ship's badge of HMCS "Cornwallis" shows a Cornish chough, derived from the Arms of Cornwallis, standing on land and supporting with its dexter foot, an anchor, to show its associations with the Navy, while it bears aloft in its beak the red maple leaf of Canada. The fact that the chough is standing on a green mound indicates that HMCS "Cornwallis" is a shore establishment.



HMCS "Huron"

The members of the Huron Tribe of North America have been known as the "Tobacco Indians". The badge of this Tribal Class destroyer depicts, therefore, a conventionalized version of the blossom of the nicotine plant (*Nicotiana Tabacum*).

'CHASING WEATHER'

*Met. Men's Forecasts Play
Big Part in Carrier's
Flying Program*

For a ship as large and dignified as an aircraft carrier to go steaming about the ocean in pursuit of wind and weather would seem a bit frivolous — but HMCS "Magnificent" does that very thing whenever the opportunity offers and finds it pays off in several directions.

The same applies to other carriers of other fleets. It is a common practice for them to go "chasing weather" during the course of training cruises. What this means, simply, is that they proceed to and centre themselves in ocean areas where weather conditions are most suitable for flying operations.

Experience has shown that the time taken to get to such an area is far outbalanced by the results achieved once the ship arrives there. Once in good weather, she carries on full blast with flying operations. This maximum effort leads to maximum efficiency.

There are other factors. Manpower is conserved. By avoiding areas of unsettled weather, the ship does away with the annoying business of having men standing by at flying stations, only to see the program washed out because of a sudden storm.

Fuel is saved. So far as a carrier is concerned, weather has to include a brisk wind in order to be classed as "good." The more wind across the deck, the less speed the ship has to develop to launch and land on her aircraft. Less speed, less fuel expended.

Of course, before she can place herself in a "good weather area," a carrier has to know where to find it. That is where the meteorologists come into the picture.

In the "Magnificent" is Canada's only floating weather forecasting office. It is staffed by two meteorologists of the Department of Transport and seven meteorological observers of the RCN.

W. F. Ganong, of the Transport Department, is in charge and he is responsible for seeing that the large volume of weather data received by W/T and the observations made by his staff are converted into three forecasts and four weather maps daily.



A. H. Osborne, of Stellarton, N.S., Department of Transport meteorologist serving in HMCS "Magnificent," about to release some weather balloons from the flight deck. The kite suspended from balloons will be traced by radar and from the readings obtained will be determined the velocity and direction of the wind aloft. (*Mag-1371*).

The weather maps and forecasts are taken to the commanding officer, navigator, commander (air) and lieutenant-commander (operations) for individual explanation. They figure to a large degree in the planning of the flying program and frequently affect the movements of the ship herself.

On the maps are shown the areas of high and low pressure and the weather "fronts". By tracing the movements of the "fronts" and pressure areas, the forecaster can put his finger on an area where suitable flying weather can be found. If she has the time, the carrier goes there.

Prior to any flying operations, pilots and observers are given a thorough weather briefing. This includes information on the general weather situation, surface winds, upper winds, type, amount and height of cloud, visibility, temperature aloft, freezing level, and sea and swell.

When a storm appears headed in the ship's direction, the met. men notify the heads of all departments as far in advance as possible, in order that necessary precautions can be taken.

The met. staff maintains an around-the-clock schedule, plotting maps, making observations (24 a day) and preparing forecasts. In addition, the



W. F. Ganong, officer-in-charge of the "Magnificent's" weather office, gives a weather briefing to pilots and observers of the 18th Carrier Air Group prior to their taking off on an exercise. Front row, left to right, are: Lieut. (P) J. R. H. Ley, Vancouver; Lieut.-Cdr. (P) J. W. Roberts, Ottawa, commanding officer of 826 Squadron; Lieut. (P) R. A. Shimmin. Centre row: Lieut. (O) Hal Pickering, Cochrane, Ontario; Lieut. (P) D. J. Fisher, Toronto; Lieut. (O) R. D. Feagan, Windsor and Montreal. Rear row: Lieut. (P) R. O. DeNevers, Vandura, Sask.; Lieut. (P) S. E. Soward, Vancouver, and Sub-Lieut. (O) H. R. Dubinsky, Clair, Sask. (*Mag.-1321*).



Members of the meteorological staff in HMCS "Magnificent" pose on the carrier's flight deck. Front row, left to right, are: AB Andrew Benko, Val d'Or, P.Q.; A. H. Osborne, Stellarton, N.S., Department of Transport meteorologist; W. F. Ganong, Digby, N.S., Department of Transport meteorologist and officer-in-charge; AB L. J. McCallum, Ottawa. Rear row: AB George Murray, Vulcan, Alberta; PO Alexander McLean, Saskatoon; AB Donald V. Ball, Toronto; AB W. J. Johnson, Peterborough, and AB J. C. S. Switzer, Kingston. (*Mag.-1323*).

ship transmits coded reports to shore at regular intervals daily, these to be used in the plotting of ocean weather maps.

The naval met. observers stand regular watches and their duties include plotting and tracing maps, doing balloon runs, plotting temperature graphs and making various observations.

The balloons are used to determine the direction and velocity of the upper wind and are traced both visually and by radar. They are big ones, colored red and white, and would be dearly prized by any youngster.

The "Magnificent's" weather office is as well equipped as any large meteorological office ashore. And, "just in case," Mr. Ganong keeps on hand a crystal ball, an old-fashioned almanac and a bottle of Bermudian shark oil.

The shark oil was presented to him during a visit to the island. It is supposed to cloud up when a storm is approaching and some even go so far as to say that it muddies first on the side nearest the storm.

But Mr. Ganong would rather rely on more scientific methods. The only time the shark oil has shown him anything was when the temperature went below freezing in Halifax. The bottle's contents froze.

Weddings

Lieut. (P) A. T. Bice, HMCS "Bytown," to Miss Doreen Cann, of Halifax.

Lieut. (P) G. H. Marlow, Canadian Joint Air Training Centre, Rivers, to Miss Marion Anne Knox, of Miami, Manitoba.

Lieut. James Butterfield, HMCS "Micmac," to Miss Sybil Edith Elizabeth Agnew, of Kingston, Ontario.

Lieut. (L) E. M. Gummer, HMCS "Naden," to Miss Shirley Jean Mitchell, of Chester, N.S.

Sub-Lieut. J. H. Murwin, HMCS "Niobe," to Miss Joan Kilbourn Carrie, of London, England, and Montreal.

Petty Officer R. J. Burbine, HMCS "Rockcliffe," to Miss Margaret Elizabeth McAllister, of Victoria.

Leading Seaman Robert Smart, HMCS "Shearwater," to Miss Florence Madeleine Parker, of Halifax.

Able Seaman F. A. Haggarty, HMCS "Stadacona," to Miss Shirley Marilyn Mattison, of Halifax.

Able Seaman L. N. Hartley, HMCS "Naden" to Miss Marjorie Elizabeth Noye, of Victoria.

Births

To Able Seaman Robert G. Murray, HMCS "Cedarwood," and Mrs. Murray, a daughter.

To Petty Officer Graham MacKay, HMCS "Antigonish," and Mrs. MacKay, a son.

Comrades in Arms

THE CANADIAN ARMY

Reserve Force Growing

From coast to coast hundreds of Canadian Army Reserve units, most of them bearing famous wartime names, are setting recruiting drives into high gear and striving to attain an all-time high in training proficiency. At Army Headquarters in Ottawa, officials who control the mechanism of the Reserve Force are clearing the decks for spirited action on the recruiting front, now that the Active Force has neared a state of "up to strength".

Defence Minister Brooke Claxton set the stage for more concentrated emphasis on Reserve Force recruiting and training in his report to the nation in March. He left no doubt in the minds of the public that more importance than ever before would be attached to this backbone of the Canadian Army, units of which are located in every major centre in the Dominion.

In the first six months of the year the strength of the Canadian Army Reserve Force had swelled by nearly 3,000 to an overall strength of 41,855.

The task of the Reserve Force is to give as many civilians as possible part-time training in Army methods and weapons so that, if necessary, an army can be raised quickly and with the minimum of additional training.

Members are required to turn out once or twice a week and, during the summer months, train in Army camps under the guidance of specially selected and trained Active Force instructional cadres.

Generous numbers of Reserve Force officers and men also participated in winter training at various Command winter training schools this past snowy season. It is hoped that eventually winter training will assume as much importance as does summer training now. Certainly it is hoped that personnel who cannot attend summer camps will be able to take part in the winter courses.

Although Exercise Sweetbriar was primarily an Active Force show last February, the Reserve Force played a prominent part in the successful completion of manoeuvres. Twelve officers and 110 other ranks were called out for special duty during Sweetbriar and not only contributed much in the way of valuable assistance but also gained volumes of information which they will be able to impart to fellow Reserve Force personnel.

Canada's newest province, Newfoundland, led off the recruiting program with a drive for three Reserve Force units. Regimental staffs originated the program in March and reports were extremely gratifying.

These units, the Royal Newfoundland Regiment (Royal Canadian Infantry Corps), the 166th Newfoundland Field Regiment (Royal Canadian Artillery) and the 56th Independent Field Squadron (Royal Canadian Engineers), are looking to the future with great expectations. Twice weekly parades, outdoor exercises, and tours in summer camps are expected to produce excellent turnouts of personnel. The 166th, for example, will travel all the way to Petawawa, Ont., this summer to undergo practical training with their 25-pounders.

Another important step was taken recently by the Reserve Force component of the Royal Canadian Electrical and Mechanical Engineers, when it underwent complete reorganization. The plan, aimed principally at cutting down drastically on training and administration costs, was initiated in Quebec Command and will be adopted by units in the other four Commands in the near future.

The reorganization calls for larger but fewer units. The advantages are many... the amount of training equipment required is reduced, training and instruction are simplified, units are of reasonable size and thus personnel have enhanced opportunities to gain wider technical experience and consequently better avenues for promotion. Already the move has improved recruiting and, more important, has provided recruits with higher technical skills.

Units are being located in industrial areas where suitable civilian tradesmen are available for recruitment. The new organization of the Corps is now based more directly on the industrial pattern of Canada.

THE RCAF

"Rockcliffe Ice Wagon"

A gleaming new RCAF North Star aircraft, specially modified by Canadair for experimental studies of aircraft icing and prevention against this hazard, took to Canadian skies in March on its year-round search for the worst weather on the continent.

The aircraft, known as the "Rockcliffe Ice Wagon", is the successor to



This summer will see many scenes like the one enacted above. These are Reserve Force gunners in the midst of a practice 25-pounder shoot on the artillery range at Petawawa, Ontario. This summer a new regiment will be welcomed at the sprawling military camp — the 166th Field Regiment from Newfoundland, making its initial appearance at a Canadian Army training camp since the colony became Canada's tenth province. (Canadian Army Photo CC-314.)



Latest version of the "Rockcliffe Ice Wagon" is this gleaming new North Star, which took to the skies in March to aid in the never-ending fight against aircraft icing. The North Star is flown by an RCAF crew from the Experimental and Proving Establishment, Rockcliffe, and carries a team of scientists from the Cold Weather Laboratory of the National Research Council. The high shark-like fin is one of the many special features of the aircraft, and is used for airborne icing research, being placed so that scientists aboard the aircraft can observe it during flight through perspex blisters, noting ice formations. (RCAF Photo PL-48497.)

half a dozen RCAF aircraft employed on this type of work since 1941. Virtually a flying laboratory, the "Ice Wagon" is manned by an RCAF crew and carries a team of scientists from the Cold Weather Laboratory of the National Research Council.

The new "Ice Wagon" is an odd-looking aircraft, equipped with a high shark-like fin set in the middle of the fuselage, and a number of strategically placed perspex observation blisters. The fin is used for experimental work in electro-thermal wing de-icing. On the inside of the aircraft, intricate equipment measures the density of clouds and their water content, determines the effect of ice on propellers, and one instrument even gives the pilot visual warning of icing conditions.

Icing conditions, dreaded by all pilots, are encountered at temperatures ranging from above freezing to 40 below zero. National Research Council personnel have pioneered in anti-icing research, and as early as 1935 Gen. A. G. L. McNaughton, then head of the council, pointed the way to electro-thermal heating as an answer to the problem. Today one of the NRC developments in general use is a special leading edge cover for propeller blades, which, when electrically heated, can rid propellers of any type of ice.

Captain of the "Ice Wagon" is F/L O. C. Brown, of Prince Albert, Sask., and co-pilot is F/L J. J. Higgins, Winnipeg. Others in the crew are: F/O D. B. King, Winnipeg; F/O J. W. Whelan, Toronto; F/S R. E. L'Abbe, Ottawa; Sgt. W. I. W. Sheppard, Toronto; Cpl. R. A.

McKay, London, Ont.; Cpl. S. M. Howes, Woodstock, Ont.; Cpl. F. E. J. Dewan, Ottawa; LAC W. C. Short, Edmonton; LAC R. K. W. Turner, Ottawa.

National Research Council personnel are headed by Donald Fraser of Ottawa, and include E. H. Bowler, J. A. Lynch, and R. C. Brown, all of Ottawa; and from the Department of Transport, K. G. Pettit of London, Ont.

CANADIANS THANKED FOR SEARCH EFFORTS

An expression of appreciation for the parts played by the Royal Canadian Air Force, the Royal Canadian Navy and Canadian civilians in the search for crew members of a United States Air Force B-36 lost off the north coast of British Columbia in February ("Crowsnest", April 1950) has been received by Group Captain J. A. Easton, Group Commander, 12 Group Headquarters, RCAF, in Vancouver, from Major-General Roger M. Ramey, Commanding General, Eighth Air Force, USAF, Fort Worth, Texas.

The 17-man crew of the B-36 parachuted from their aircraft over Princess Royal Island, 350 miles north of Vancouver, on the night of February 14. Ten of the men were found on the island and taken off by a fishing boat and two others were rescued by search parties from HMCS "Cayuga". The others were given up as lost only after one of the greatest air-land-sea searches in B.C. history.

Ships, aircraft and more than 400 men took part in the nine-day search.

In his letter to Group Captain Easton, Maj. Gen. Ramey stated, "... Personnel and units under your control or supervision far exceeded the standards set for search operations by international agreements. This fine display of spirit and co-operation is most gratifying."

In forwarding Maj. General Ramey's letter on to Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, Group Captain Easton stated:

"I would also like to take this opportunity of thanking the RCN for the wonderful co-operation given in the recent search for the B-36. It is indeed gratifying that in time of emergency and without warning our two Services can work so closely together in harmony to achieve a common objective."

*Gen. Vandenberg
Thanks RCN*

In a letter to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, General Hoyt S. Vandenberg, Chief of Staff, United States Air Force, expressed appreciation for the part played by RCN personnel in the search on Princess Royal Island for survivors of a USAF B-36. General Vandenberg said:

Dear Admiral Grant:

On behalf of the United States Air Force, I wish to express to the personnel of the Royal Canadian Navy appreciation for their participation in the search for and rescue of survivors of the crew which bailed out of a B-36 aircraft over Princess Royal Island on 13 February.

Captain M. A. Medland and men of the destroyer "Cayuga" were especially helpful in co-ordinating the ground and aerial search activity and in the ground search activity on the island. The Air Force is grateful for their assistance.

I shall appreciate your conveying to all concerned our thanks for their excellent work.

Sincerely,
Hoyt S. Vandenberg,
Chief of Staff,
United States Air Force.

Choose Your Partners!

The Reserve Fleet at Halifax has a musical aggregation of which it is quite as proud as the "Ontario" is of her pipe band and the "Magnificent" of her bugle band. Reserve Fleet has an orchestra whose sailor-musicians number among their engagements a weekly appearance at the Navy League Sea Gull Club, where they play for the popular square dances.

THE UNWANTED NAIL

Whenever Navymen congregate, you can bet your half Wellingtons that someone will spin a "dip" about an amusing or unusual experience encountered during his wartime service. Lieut.-Cdr. Gordon H. Johnson, RCN (R), of Halifax, who commanded the corvette "Cobourg" in 1944-45, smiles when he tells his story of how a misplaced screw-nail cost a shipbuilding company several thousand dollars.

But it wasn't funny back in May '44, for that same little screw-nail delayed the "Cobourg" a number of days before she could leave the builders' yard for service on the North Atlantic.

Here's the story:

The Navy was in the act of accepting the "Cobourg" from the builders when a civilian shipwright was sent to the captain's cabin to hang a few pictures and coathooks, as a finishing touch. This well-intentioned shipwright believed the cabin should be well equipped with these fixtures and when he was finished it was.

A short time later the asdic set was switched on for a test. Nothing happened. Something had gone wrong with the electrical circuit. Tracing the trouble, the electricians found that one of the screw-nails the ship-

wright had driven into the forward bulkhead of the captain's cabin had penetrated a lead pipe on the opposite side. In the pipe were 30 vari-colored copper-wires running from the asdic cabin on the bridge to the A/S dome compartment next the keel.

Splicing was not possible, and more than 200 feet of asdic cable had to be ripped out and replaced. The cost, which was in the thousands of dollars, was borne by the shipbuilding firm. As for the shipwright . . . &%?!XÆ!

The "Cobourg" eventually joined "C-6" ocean escort group and served on the Newfie-Derry convoy run until the end of the war.

Lieut.-Cdr. Johnson, who is now employed in a chartered accountant's office in Halifax, is an Active Reserve officer at HMCS "Scotian".

When he tells his story, he produces as proof a cutaway section of the asdic cable, with the guilty screw-nail still embedded in it.

SHIPS STAGE SPORTS AT MADGALENA BAY

Inter-ship baseball and sailing competitions highlighted the sports program of the Pacific Coast training

ships while they were at anchor in Magdalena Bay. HMCS "Ontario" and "Cayuga" divided the honors, with the cruiser men winning the baseball contest by a 20-15 score, while the "Cayuga" boat sailed across the finish line ahead of the pack in the regatta.

A baseball team made up of classes 36 and 38 proved the pick of the "Ontario" new entry teams as they trounced the class 34 squad 27-7.

SAILORS TOP WINNIPEG BADMINTON LEAGUE

With the schedule nearing its close, HMCS "Chippawa" was holding down top place in the Winnipeg Inter-Service Badminton League by a two-point margin.

A squad of curlers from "Chippawa" took part in an inter-service bonspiel held in mid-March, losing out in the finals in a close match.

The sports program took on an international flavor when a group of naval reservists from the USNR unit at Minneapolis visited the Winnipeg division during March for a sports meet. It is hoped that the friendly rivalry between the two neighboring establishments can be continued.

The facilities of the swimming pool are made available regularly to the Red Cross to pass out swimming instructors, and more than 20 instructors have qualified to date.

Education Counting for Advancement

The table in KRCN giving the number of credit points awarded for educational qualifications on the advancement roster has been amended effective March 2, 1950, and is being published.

Credit points for Canadian Intermediate Educational Test and Canadian Higher Educational Test subjects will now be awarded on a "per subject" basis up to a maximum number for each certificate. This amendment eliminates the wide differences in interpretation to which the table has been subjected.

For the information of those concerned, the new table is reproduced below.

Educational Qualification	ADVANCEMENT ROSTER FOR:				
	Leading Seaman	Petty Officer 2/c	Petty Officer 1/c	Chief Petty Officer 2/c	Chief Petty Officer 1/c
CIET's per subject	1	1	½	½	—
CIET's Maximum	4	4	2	2	—
CHET's per subject	2	2	2	1	1
CHET Maximum	8	8	8	4	4
Total Max. allowed	12	12	10	6	4



Lieut.-Cdr. G. H. Johnson, RCN(R), of Halifax, who commanded HMCS "Cobourg" in 1944-45, keeps about eight inches of punctured asdic cable from the corvette among his souvenirs. Lieut.-Cdr. Johnson is shown telling Lieut. (SB) David Darling RCN(R), and Lieut. W. B. Bailey, RCN(R), of HMCS "Scotian," the story of how an errant screw-nail meant the replacing of more than 200 feet of asdic cable and cost the ship's builders several thousand dollars. (HS-8662).

Obituary

**ENG. CAPT. T. C. PHILLIPS,
RCN, RET'D.**

Funeral services for Engineer Captain Thomas C. Phillips, RCN, Ret'd., a veteran of 20 years' service in the Royal Canadian Navy, were held in Ottawa on March 30. Captain Phillips died at his home in the capital on March 27.

Attending the services were Captain Phillips' three sons, Lieut.-Cdr. (E) Geoffrey Phillips, Lieut.-Cdr. (P) Raymond Phillips and Lieut. (E) (AE) Adrien Phillips, and senior officers of the Navy, including Rear Admiral (E) J. G. Knowlton, Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., Commodore W. B. Creery, Commodore (E) A. C. M. Davy, Captain (E) C. I. Hinchcliffe, Cdr. (E) J. MacGillivray, Cdr. (L) G. H. Dawson and Instr.-Cdr. C. H. Little.

Captain Phillips entered the Royal Navy in November 1915 and saw service with the North Atlantic Squadron during the First World War. He came to Canada on loan in 1917 and transferred to the RCN in June 1920. During the period between 1917 and 1933 he served at Naval Headquarters, latterly as Director of Naval Engineering.

From 1933 until his retirement in 1936 he was Manager of the Dockyard at Esquimalt. In August 1937 he accepted the position of clerk-treasurer and engineer of the Village of Rockcliffe, a suburb of Ottawa.

**LIEUT. (E) J. H. POWELL,
RCN, RET'D.**

Funeral services for Lieut. (E) Joseph Henry Powell, RCN, Ret'd., 54, of Mahone Bay, N.S., who died March 17 in Camp Hill Hospital, were held March 21 in Halifax. Burial took place in Fort Massey cemetery.

A veteran of 25 years' service with the Royal Canadian Navy and three years with the Royal Marines, Lieut. Powell retired in 1945 and since that time had lived at Mahone Bay.

Born in Yorkshire, Lieut. Powell served in the Royal Marines in HMS "Warspite" during the First World War. He came to Canada in 1920 and joined the RCN as a stoker, serving in the cruiser "Aurora" and the destroyers "Patriot," "Patrician," "Vancouver," "Champlain," "Skeena" and "Saguenay." He was promoted to the rank of Warrant Engineer in 1940.

Halifax Reserve Units "Get Acquainted"

What began more than a year ago as a challenge to a rifle shoot has grown into a fast friendship between officers of HMCS "Scotian" and the Princess Louise Fusiliers (MG), Halifax reserve army unit.

From that first challenge has developed a mutual interest in the operations of the two units, which in turn has resulted in exchange visits of officers. Already plans are under way for "Scotian" officers to study army methods by attending weekend camps of the PLF, while Army officers will be taken for weekend cruises in the minesweeper HMCS "Llewellyn", tender to the division.

It is expected that similar exchange visits will take place with the Halifax Rifles, a reserve army tank regiment. The Navy officers are looking forward keenly to trying their hands at "navigating" the Army's tanks.

EDMONTON EX-WRENS ELECT NEW OFFICERS

At a recent reorganization meeting of the Edmonton Wrens Association, plans were made to carry on with greater activity and a drive to increase membership. More than 40 ex-Wrens were present and elected the following



Captain E. W. Finch-Noyes, commanding officer of HMCS "Shearwater", carries out an inspection of the growing Sea Cadet Corps "Magnificent" in their quarters at the Naval Air Station. Above, he chats with Cadet David Carter of Dartmouth. With Captain Finch-Noyes is Sub-Lieut. R. Myers, RCSC, of Dartmouth. (DNS-2349).

executive: President, Moira McKinley; vice-president, Margaret (McQuirter) Roberts; secretary-treasurer, June Dau; library convenor, Wilma (Mahoney) Stevenson, and social convenor, Mary Laskowski.

The association plans to send one or more representatives to the Wrens' Reunion to be held in August at Toronto.

ALBRO LAKE

(Continued from Page 10)

Accompanied by Commodore A. M. Hope, Commodore of the RCN Barracks, Rear-Admiral Mainguy inspected the men at divisions, then made a tour of the main building with the officer-in-charge, Lieut. W. F. Potter. Being a former communicator himself, Rear-Admiral Mainguy displayed keen interest in the means and methods by which the station performed its highly important role.

DIVING 'DOCS'

(Continued from Page 11)

CPO Donald Emberley, CPO Robert Miller, PO L. V. Smith, PO Ray Pumfrey, PO Ivan Wright, PO W. Duncan, PO W. Noel, PO Sidney Wallace, PO Marc Lavoie, PO Serge Matte, PO John Plastow, PO Fred Kelly, PO John Arrowsmith, PO J. Rickard, PO Leslie Wright, PO W. J. Pritchard, PO Ray Tingley, PO Phillip Brown, PO Harry Clark, PO Joseph Threlfall, and PO Emile Fortin.

ENTERTAINERS ENLIVEN "SCOTIAN" GATHERINGS

A special feature this season of the Sunday evening social gatherings in the wardroom of HMCS "Scotian," the Halifax Naval Division, has been the informal visits of persons and groups outstanding in local entertainment circles.

Visiting artists have included vocalists Terry Monaghan and June Grant, both "Singing Stars" candidates, and Norma Marriott, Malcolm and LeFrois, duo-pianists, and Alf Coward, pianist. Future entertainers will include the Acadian Male Quartet, who will give a program of sea chanties and songs.

CALGARY NOAC SEES GREY CUP MOVIES

Moving pictures of the Grey Cup final between Calgary Stampeders and the Montreal Alouettes were shown at a recent monthly meeting of the Calgary Naval Officers' Association at HMCS "Tecumseh."

Coach Les Lear, of the Stampeders, was present and gave a running commentary on the pictures as they were being shown.



Weather Ship's Work-day

During HMCS "St. Stephen's" 21-day vigils on lonely Station Baker, her officers and men beat off boredom with a busy round of shipboard duty and extra-curricular activity. The photos on this page depict some of the aspects of work-day life on board the weather ship.

1. This photo was taken following an unscheduled docking at St. John's, Newfoundland, to land one of the ship's company suffering from appendicitis. The effects of the wintry seas can easily be seen in the twisted quarterdeck stanchions and guard rails. (ST. S. 049)

2. Shipboard evolutions are a regular part of the routine at sea. Here a boat's crew is shown completing a man overboard exercise as they strap the "victim," AB Ronald Tratt, into a Neil-Robertson stretcher. Carrying out the job are, left to right, Ldg. Sea. Robert Hotchin, PO Nelson Webb and CPO A. S. Kadey. At extreme right is Ldg. Sea. Glenn Kekewich. (ST. S. 031)

3. Good wholesome food is a "must" in the chilly climes of Davis Strait. Shown preparing a meal in the ship's galley are Ord. Sea. James Doherty and PO Wilburn Shaw. (ST. S. 037)

4. The men get plenty of chance to practice and learn their seamanship, and the result is that the ship's gear is kept in first-class shape. Here PO Cyril Campbell, left, and Ldg. Sea. Ted Boutilier point and graft a whaler's painter. (ST. S. 048)

5. Transmission of weather reports prepared by Department of Transport meteorologists on board is an important task for the men of the communications branch. At work in the W/T cabin are left to right, Ldg. Sea. W. D. Clark, Ord. Sea. Gerald Keil and AB Allan Oslie. (ST. S. 032)

When the day's work is done, and providing the seas aren't giving their ship too rough a ride, the men occupy themselves with hobbies, films, bridge, canasta and cribbage tournaments, and other sparetime activities. Some, their sights set on higher rates, take correspondence courses, and it is not unusual to see several of them sit down in the messdeck, hundreds of miles from shore, to write examinations.



