

The CROWSNEST



Vol. 2 No. 11

September, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

September, 1950

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Cover Photo — The 50-square-metre sloop "Tuna" is shown on her way to first place in her first major race under the colors of the Shearwater Yacht Club. The former German boat, acquired by the Royal Navy as a prize of war, was turned over to the RCN along with another yacht of the same class, the "Grilse." They were brought to Canada in HMCS "Magnificent" in 1948 and placed in dockyard hands for sorely-needed repairs and outfitting. The "Grilse" was commissioned early last summer and the "Tuna" in the fall, the latter being turned over to the Shearwater Yacht Club. In the club's annual regatta July 15, the "Tuna" outsped several boats from the Royal Nova Scotia Yacht Squadron to win the large handicap class event. Her crew included Captain E. W. Finch-Noyes, RCN, skipper, Lieut. G. H. F. Pool-Warren, RCN(R), Lieut. R. L. McKay, RCN, Chief Warrant Officer C. J. Nelson, USN, PO Dennis B. Shaw, RN, and CPO James Webb, RN. (DNS-3192).

LADY OF THE MONTH

An aerial view of HMCS "La Hullose," training frigate attached to the Atlantic Command of the RCN. The ship returned to active commission this spring and since then has logged quite a few thousand miles as she provided sea training for reserves and University Naval Training Division cadets. An unscheduled activity was the investigation of reports of strange submarines and an intensive, but fruitless search, for the same.

"La Hullose" was first commissioned in May 1944 and subsequently served in escort groups in the North Atlantic and United Kingdom waters. On March 7, 1945, she shared with the frigates "Strathadam" and "Thetford Mines" in the destruction of "U-1302." (DNS-3232).

★ ★ ★

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R.C.N. News Review

Canadian Destroyers See Action in Korea

The three Canadian destroyers serving with United Nations forces in the Far East have been in action against the North Koreans. Each ship has now completed at least one bombardment assignment and HMCS "Athabaskan" (Cdr. R. P. Welland) twice has put landing parties ashore on enemy-held islands off the South Korean coast.

The first of these landing operations was in support of South Korean naval forces. The party went ashore unopposed and occupied a village. The "Athabaskan" seamen later were withdrawn.

The "Athabaskan" herself carried out the next landing. She put a party ashore on another island near the scene of the earlier operation and demolished an enemy installation.

There were no casualties on either occasion.

HMCS "Cayuga" (Capt. J. V. Brock) became the first Canadian ship in more than five years to fire her guns "in anger." In company with a British frigate, the "Cayuga" penetrated an enemy-held port in South Korea and bombarded ships, docks, cranes, rail terminals and warehouses. Results of the bombardment were later assessed as "excellent."

Bombardments also have been carried out by HMCS "Sioux" (Cdr. P. D. Taylor), which shelled an enemy-held island, and the "Athabaskan," which hit North Korean targets at two points on the South Korean coast.

In addition to these assignments, the three ships have been kept busy on more routine tasks — convoy escort, blockade patrols and other similar duties.

The "Cayuga's" first assignment under United Nations orders was a "routine" convoy escort job along the

South Korean coast. Following is a short account of the trip, written by the "Crowsnest" correspondent in the ship and forwarded from Japan:

"HMCS 'Cayuga' recently completed her first escort assignment along the coast of South Korea. To the younger men it was a thrilling experience, but to veterans of the Second World War it brought back grim memories.

"Within 24 hours after clearing her base in Southern Japan, the 'Cayuga' was at battle stations. The alarm sounded as six unidentified aircraft approached the ship. However, the planes veered off well out of the destroyer's gun range and the 'all clear' was given.

"At sunset another aircraft was spotted on the horizon and the ship again went to action stations. This plane appeared to be a 'snooper', using the old Nazi trick of staying just out of range while noting the speed and course of the convoy.

"About the same time, Petty Officer Ray Graham, of Regina, and Able Seaman F. Hooper, of Winnipeg, spotted what appeared to be three surface ships on their radar screen. The destroyer went in to investigate.

"The 'Cayuga,' her armament ready for instant action, approached the first ship and illuminated it with searchlights. It was identified as a landing craft manned, apparently, by South Koreans. The destroyer, however, was taking no chances and ordered a boarding party across to examine the ship. Lieut.-Cdr. C. R. Parker, of Toronto and Victoria, executive officer of the 'Cayuga,' Leading Seamen G. Clemmett, of Vancouver, and L. Milton, of Calgary, and Ordinary Seaman A. J. Kobayashi, of Fort William, made up the party.

"After examining papers and cargo and hearing the commanding officer's explanations as to the identity of the other two ships, the three vessels were allowed to proceed.

"The next incident occurred at 3:30 a.m. the following day when a junk was encountered and stopped by the Canadian ship. It was allowed to proceed when it was found that the vessel was carrying women and children who were fleeing the country.



Lieut.-Cdr. C. R. Parker, of Toronto, executive officer of HMCS "Cayuga," right, briefs a boarding party prior to examining a small vessel intercepted by the destroyer while on convoy escort duty along the coast of South Korea. Others in the party are, left to right, Ldg. Sea. L. J. Milton, of Calgary; Ord. Sea. A. J. Kobayashi, of Fort William and Kenora, Ont., and Ldg. Sea. G. A. Clemmett, of Vancouver. (CA-29).

"The day before the 'Cayuga' returned to her base, two fishing boats were intercepted and again Lieut.-Cdr. Parker and Ord. Sea. Kobayashi made up the boarding party. The small boats' papers were checked correct and they were ordered on their way.

"The 'Cayuga' entered her base the following day and secured at her moorings. She had completed another routine escort assignment for the United Nations. — J.A.B."

Shipbuilding Program Speeded and Expanded

The acceleration and expansion of the naval shipbuilding program was announced by defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, speaking over a nation-wide radio network on August 22.

Admiral Grant said that the most important phase of the building program — the construction of fast anti-submarine escorts — was being accelerated and the same held true for the minesweeper program.

(The original orders were for three escorts and four 'sweepers. Actual construction work on the first escorts was scheduled to begin this month; work on the minesweepers has already started).

The CNS also stated that the destroyer modernization and conversion program had been extended to include all destroyers at present in reserve and that these ships would be activated as they became ready. This will nearly double the existing destroyer strength.

Admiral Grant stressed the fact that these additional commitments would require additional officers and men. Stating frankly that life at sea was sometimes tough and that there was no room in the Service for "softies," he called for men "who will accept the challenges of life at sea and be worthy representatives of Canada abroad."

Admiral Grant said that there was a particular, immediate need for naval aviation pilots. The anti-submarine strength of the carrier air groups was being expanded by the acquisition of Avenger aircraft and pilots were needed "to help build this essential arm of the naval service."

Special Service Squadron European Exercises

The aircraft carrier "Magnificent" (Commodore K. F. Adams) and destroyers "Huron" (Lieut.-Cdr. E. T. G. Madgwick) and "Micmac" (Lieut.-Cdr. F. C. Frewer), comprising



Able Seaman Jerry Devigne, of Winnipeg, checks the fuse caps of four-inch shells on board HMCS "Athabaskan" as the destroyer readies herself for duty with the United Nations naval forces. These shells subsequently blasted targets on the enemy-held coast of South Korea. In six bombardments carried out during the latter part of August the "Athabaskan" fired 540 rounds of four-inch ammunition at enemy installations. (CA-21).

the Canadian Special Service Squadron, arrived September 1 at Londonderry, Northern Ireland, first stop on a two-month exercise period in European waters.

On completion of two weeks of

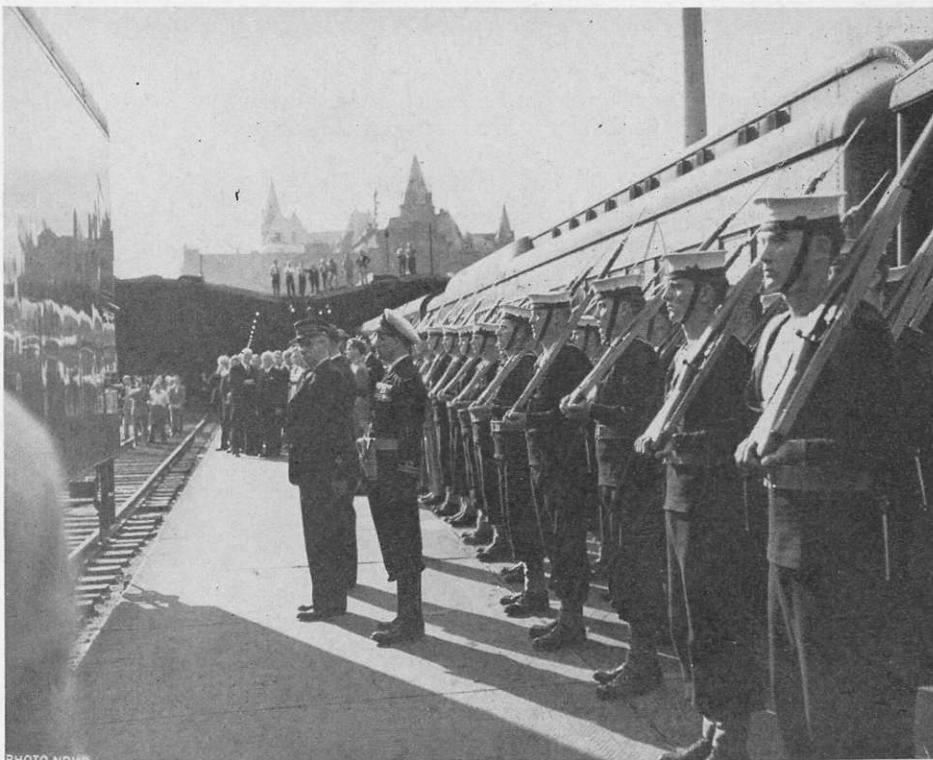
intensive anti-submarine training at Londonderry, the three ships will proceed to Rosyth, Scotland, then to Oslo, Norway; Gothenburg, Sweden, and Copenhagen, Denmark. After visiting the three Scandinavian countries, the squadron will work its way by stages as far south as Gibraltar, from where the ships are due to begin the homeward journey across the Atlantic November 9.

Manoeuvres, flying exercises and other training activities will be carried out at every opportunity and by the end of the three-month period away from home the squadron is expected to be worked up to a high state of operational efficiency.

British Submarine Loaned for Training Purposes

HM Submarine "Andrew" (Lieut. R. G. Higgins, RN) has been loaned to the Royal Canadian Navy for anti-submarine training purposes and will spend the next three months working with ships and aircraft of the RCN in East Coast waters.

The "Andrew" will be particularly useful in providing practical A/S training for 826 Squadron, which is being equipped with recently-acquired Avenger aircraft. The Avengers have been adopted as A/S aircraft by the RCN and are being modified and equipped for this purpose.



A tri-service guard of honor of 90 men was mounted during funeral services for the Right Honourable W. L. Mackenzie King at Ottawa July 26. Above, the guard is shown at Ottawa's Union Station as the special train bearing the casket leaves for Toronto, where the former Prime Minister was buried. (O-1470-51).

RE-ENGAGEMENT

*Whether to Sign On for Another Hitch
Poses Sailor with Tough Problem*

In the July issue of *The "Crowsnest"* the subject of conditional advancement, together with its attendant problems, was discussed. This was described as one of the tougher decisions facing men of the RCN.

In the same general category, but having even more far-reaching effects, is re-engagement.

Whether to accept his discharge at the end of his engagement period or to "sign on" for another five years is a decision that confronts every man in the navy, at one time or another. It is not a decision to be made either carelessly or lightly.

It is recognized, of course, that there are cases where personal circumstances make re-engagement inadvisable. But for the majority the issue is decided by the weighing of the known advantages and disadvantages of service life against those of "civvy street."

It is to bring the issues involved more clearly into focus that the following points concerning service in the Navy are brought out.

First, there is the matter of pension. Each member of the permanent service contributes monthly to a fund, and, after a specified number of years' service, is entitled to draw a pension, based on length of service and rate of pay and allowances, for the rest of his life.

Pensions may be granted, under certain circumstances such as medical unfitness, after a minimum of 10 years in the permanent service. The maximum period of service which may be counted towards pension is 35 years, but at present men normally are retired after 25 years.

For pension purposes, service is divided into two categories: (1) qualifying service and (2) service for computation of contributions and benefits. (1) is service in the permanent forces only and determines, according to the length of such service, whether the contributor qualifies for pension or gratuity. (2) This category includes permanent force time as well as any other service reckonable under the Militia Pension Act and is used in the computation of the amount of pension or gratuity. This category of service includes, in addition to service in the permanent forces, active service in time of war in any of His Majesty's Forces, time in the Civil Service or the RCMP and one fourth of service in the reserve forces of Canada when not on active service. Election to count such service and contribute therefore must be made within one year of becoming a contributor under Part V of the Act.

If an officer or man dies while in the service (after completing the 10-year qualifying period) or while in

receipt of pension, one half of the pension to which he would have been entitled, or actually receiving, is paid to his widow along with additional amounts for each child under the age of 18 years.

The service pension is a generous one. For each year of service, an officer or man receives as pension one-fiftieth of his average total pay and allowances over the last six years of his service. Thus, a chief petty officer who received an average of \$270 a month in pay and allowances during his last six years, and who retired after 25 years service, would be entitled to a pension equal to 25/50 or one half of his service pay, \$135 a month for life. If he continued in the Navy for the maximum time, 35 years, his pension would be approximately \$189 monthly.

A man who joined the RCN at the age of 18 could qualify for pension as early as 43 years of age.

To provide a similar pension through ordinary investment and insurance channels would require a capital investment of nearly \$20,000. In addition, within three and one half years of receipt of his first pension cheque a pensioner has usually recovered the entire amount contributed over his period of service.

Another point to be considered is the value of the medical and dental care which is provided for every member of the Armed Forces. Fully experienced medical and dental practitioners and the best of facilities are available free of charge to safeguard the sailor's medical and dental health. Further, his pay and allowances do not stop should illness prevent him from carrying out his duties.

Veterans of the Armed Forces also are entitled, under certain conditions, to medical and dental care after discharge. Treatment under this heading comes under the jurisdiction of the Department of Veterans' Affairs.

Career opportunities in the present day RCN are constantly increasing. The present expansion of the Navy is opening up new avenues to promotion. For those who wish to improve their educational standing, the Navy provides instructors and facilities for obtaining a standard up to and including Senior Matriculation.

These are only a few of the many points which the wise man will consider carefully before deciding whether or not to re-engage. Other aspects of service life worthy of a second thought include annual leave periods of up to 30 days, travel to new and interesting places, making new friends, acquiring new and valuable skills and, not by any means least important, the sense of satisfaction that comes from doing an important job in the service of one's country.

Radio Aids to Navigation

by D.L.H.

*An Explanation of the Various Gadgets
Used to Fix a Ship's Position*

THE Navigating Officer's big object in life is to get his ship, or, if he is a Fleet Navigator, his fleet, safely and speedily from one place to another. He is, of course, responsible for many other things, from working out the time of sunset to deciding on the most efficient search plan for finding a hostile fleet, but the object mentioned above is the one which is most constantly in his mind.

If you stop and think for a moment, it will be obvious that to get from one place to the next both safely and quickly he must know where he is all the time—he must have some way of keeping a constant check on the ship's position, so that he knows whether or not it's on the track which answers the requirements of speed and safety.

To enable him to do this, a thoughtful government has provided certain expensive equipment, most of which represents hundreds of years of study and experience. The basic instrument is the chart, for without accurate charts all his industry may be brought to nothing by a rock which didn't know that it wasn't supposed to be there.

To determine his position on the chart, and relative to the land or the nearest danger, he has had, until quite recently, only two instruments to assist him—the compass and the

sextant. The compass tells him the direction, from him, of a visible object. This direction is usually thought of as relative to North, and measured around in a clockwise direction in 360 degrees. That is, a hill that bore 30 degrees to the West of North would be said to have a bearing of 330 degrees. If he takes bearings of several objects and lays them off on the chart, he knows where he is, for the only place that he can be is where all the bearings intersect. This is the method generally used in coastwise navigation.

When he is out of sight of land, however, he must use some other method. Such a method was developed by a happy combination of the Astronomer Royal and an ingenious watchmaker. The astronomers found that they could calculate the position of the sun, moon, planets and all the brighter stars in relation to the longitude of Greenwich, which is just outside London, England. (They used Greenwich because the Royal Observatory happened to be there.) They also found that they could forecast, with great accuracy, the position of these heavenly bodies for years in advance and were able to put these forecasts in simple enough form for the poor ignorant seaman to understand.

However, the poor ignorant seaman wasn't much better off because nobody had invented a clock which could tell the time with sufficient accuracy to allow him to work out the exact position of the star he intended to use at the time that he meant to use it. Just about the time that Charles the Second was making Nell Gwynne an ex-officio queen, an enterprising clockmaker in northern England, attracted by a £10,000 reward offered to the man who could discover a way to determine longitude, made the first extremely accurate clock. He then spent twenty years trying to collect the reward, which the King, being strapped for money most of the time, was unwilling to grant because, as he pointed out, the clockmaker hadn't discovered anything but had merely improved something already in existence.

The poor ignorant seaman, however, fell upon the improvement with shrieks of joy. Knowing the exact

time, he was able to work out the position of the stars, and having observed their altitude above the horizon with his sextant, which instrument is specifically designed to measure angles like that with great accuracy, he could determine his position relative to the stars by working out a simple trigonometrical formula with which I shall not bore you here. This ability to measure longitude, of course, resulted, among other things, in an enormous improvement to charts, as land could now be plotted with much greater accuracy than had previously been possible.

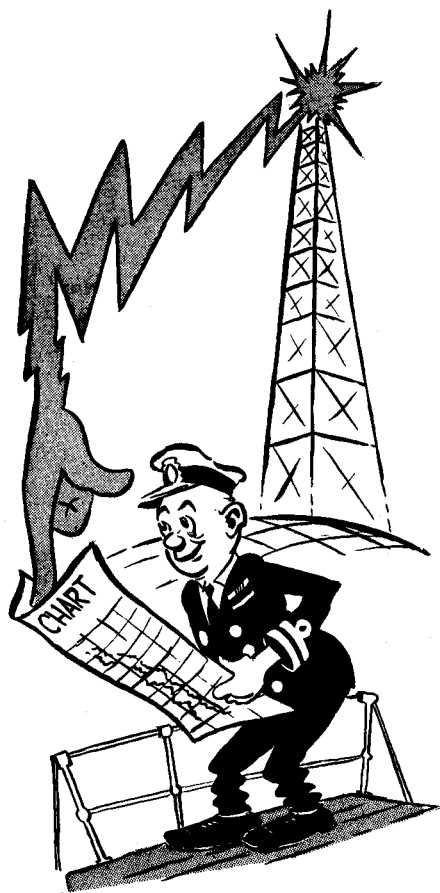
You may think that, having accurate charts and the means of finding his position on them, the Navigator was now all set. However, the catch was that, in order to obtain a position from either bearings of shore objects or calculations of heavenly bodies, it was necessary to be able to see them. In temperate and northern latitudes such as those of Canada and most of Europe, the weather is very often the kind that prevents the poor ignorant seaman from seeing much more than the tip of his nose. A great many ships were lost in consequence, and, almost as soon as radio was developed, people started to wonder how it could be used to provide an aid to navigation.

DIRECTION FINDING

The system first devised, because technically it was the simplest, was Radio Direction Finding. In this, a machine listens to a radio transmission from a ship and indicates the direction from which the signal is loudest. This is, in other words, the bearing of the ship from the station and is passed to the ship by radio. Two or more such bearings, when plotted on a chart from the respective stations, fix the position of the ship in the same way that bearings of shore objects do.

When the equipment had been refined and the size reduced, it was installed in ships, and radio beacons, transmitting a continuous signal, were set up around the coasts. Ships then could take their own bearings of shore stations and plot them, thus saving a considerable amount of time and also about \$1 per bearing, this being roughly the amount of the fee





charged by the shore stations under the first system.

Both these systems are still in use and all merchant vessels of any size are fitted with Direction Finding equipment. The network of stations and radio beacons is worldwide and of great value, and has been responsible for the saving of a great many lives and cargoes.

Radio Direction Finding was felt to be quite adequate up to the outbreak of the Second World War, and, had the problems of navigation affected ships alone, might still be the only radio aid. But the bombers of the RAF and the Luftwaffe suddenly found that they were very often getting rid of their loads a long way from their designated dropping areas, for the simple reason that they didn't know exactly where they were. They could generally see the stars but this was of little help to them in determining last-minute positions, because of the time involved in working out the mathematical formulæ. Nor was it good practice to plot their positions by referring to objects on the ground (when they could be seen) as these were often uncertain and deceptive.

Things were not made any easier by the deceptive measures adopted, most skilfully, by both sides — the kind which had the airmen using two

hundred tons of bombs to dispose of a barn and three cows.

Something had to be done. What could the back-room boys produce?

CONSOL

The Germans came up with a clever device that sent out a combination of dots and dashes on various bearings. By counting the number of dots and dashes transmitted in one second (the total being always 60) you could tell the bearing of the transmitting station from you; e.g., if you heard 32 dots and 28 dashes you knew, by reference to a special chart, that the station bore 050 degrees. With two stations transmitting, a fix could be obtained as with bearings or D/F.

To bomb, the Germans would determine what combination of dots and dashes, from two stations, gave the position, of, say, London, and then would fly along one line and let go when the other one gave the right count. The system had the advantages of working well at long ranges and of requiring no special equipment in the aircraft other than an ordinary radio receiver. It had the disadvantages of not being any too accurate and of being susceptible to jamming. In fact, the British got so good at the latter that rather than jamming the transmissions entirely they succeeded in bending the beams, so that Jerry in turn bombed empty fields, thinking himself in the heart of the Empire.

There are several Consol stations in operation now, and it is very useful to shipping which has not been able to determine position and which does not carry the expensive equipment necessary for more accurate radio aids.

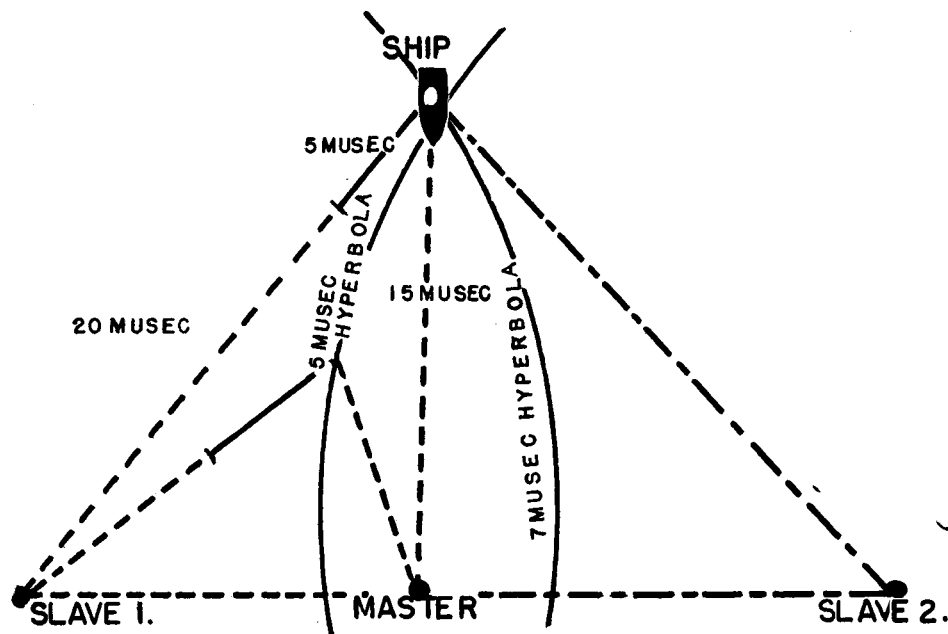
LORAN and GEE

You may have noticed that both radio systems previously described employed an ordinary radio wave, such as you receive on a commercial broadcast band, for the transmission of their information. Also, the result obtained is, in both instances, a bearing, in neither case highly accurate. In fact, neither was considered by the British or the Americans to be accurate enough for blind bombing, and so a completely different system was evolved. The Americans developed the long-range version, or Loran, and the British the short-range Gee.

These work on pulses of energy, instead of a continuous wave. Reduced to the simplest terms, the theory is as follows:

The system is divided into "Chains," each consisting of three stations. The centre station of a chain is the "Master" and the other two, which may be up to 600 miles away from the Master, are called "Slaves." The Master sends out a very short burst of energy, called a "pulse." Each pulse lasts only a few millionths of a second, and many pulses are transmitted in the course of one second. When one of these pulses reaches a Slave station it actuates a radio transmitter, which in turn sends out a pulse. Have you got that?

Now we have three stations, the Master and two Slaves, each sending out pulses. Suppose that we have a ship at sea, somewhere in the vicinity of the Chain, with a Loran receiver. It is able to receive the pulses from the three stations. If it could measure the time that it took each pulse to reach the ship from its respective



station, it could change that time into distance (knowing that radio waves travel at about 186,000 miles a second) and with a simple geometrical drawing find its position. Unfortunately, it cannot do this, because it has no way of finding out how long the pulse has been travelling before it reaches the ship.

But all is not lost! Although it cannot measure the time that any wave takes to reach the ship, it can measure the *difference* between the times of arrival of the three pulses, as the pulse from the station furthest away is obviously going to take the longest time to reach the ship and will arrive a little later than those from the closer stations. The time has now come for a small diagram (page 5).

Here we see the ship and the three stations. Let's take the triangle formed by the Master, Slave 1 and the Ship. We join these points with lines representing the radio pulses going from the Master to the Slave and the Ship, and from the Slave to the Ship. In this example, the pulse takes 15 millionths of a second (or Musecs) to reach the ship from the Master, and 20 Musecs from the Slave. The difference therefore is 5 Musecs. Now many other triangles can be drawn with the common baseline Master—Slave 1, also having a difference of 5 Musecs between the two sides. (I have drawn one in, as an example). A long time ago some bright person discovered that if you joined the apexes, or tops, of a series of triangles having the same difference between their sides and a common baseline you got a curved line called a Hyperbola.

Now to get back to our ship, which is still trying to find out where it is. Having, by means of its Loran receiver, discovered that the difference in the arrival times of the pulses from Master and Slave 1 is 5 Musecs, it knows that it must be on the hyperbola joining the tops of triangles having a 5 msec difference in their sides.

Suppose now that it does the same with the triangle Master-Ship-Slave 2 and gets a difference of 7 musecs. Then it must be on the hyperbola which does the same for triangles having a 7 msec difference in their sides as the previous one did for 5 msec differences.

Now, the only position on Earth in which the ship can be to get this result is at the intersection of the 5 msec and the 7 msec hyperbolæ. Since the chart people have very kindly printed all these various families

of hyperbolæ on navigational charts, the geographical position is read off in the usual way. See?

These two systems were highly accurate and the process of finding the time differences was short, so that they enjoyed great success during the war and are still the main radio aids to navigation, particularly Loran.

DECCA

The disadvantage attached to Loran and Gee was that the transmission of high-power pulses of energy requires a large and intricate installation and a large number of people to man it. Also, if the machinery for transmitting the pulses gets the least bit out of kilter the system is useless until it has been tuned up. If some system could be devised which would employ continuous waves instead of pulses the whole process would be greatly simplified, and size, expense and personnel required greatly reduced.

The Decca Gramophone Company of England has produced a system which does employ continuous transmission. Obviously, since there is no break in the wave, one cannot measure differences in time, there being no start or stop, so to speak. Decca, therefore, depends on phase-comparison to establish the hyperbolæ. I think a simple diagram will best explain this:

FIGURE 1

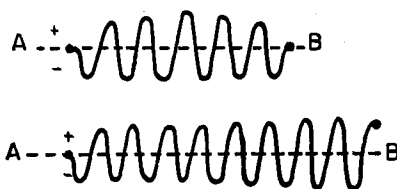


FIGURE 2

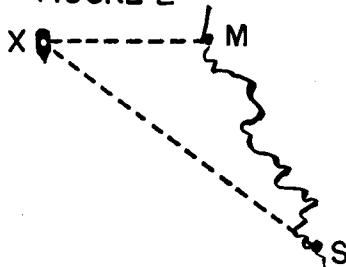


Diagram 1 shows two waves starting at the same time, A. In diagram 2, the two transmitting stations are M and S and the ship is at X. Now, suppose that by the time the top wave, from M, has arrived at the ship it has reached the

mid point of its cycle and is back at A in diagram 1 in its up and down travel. The bottom wave, coming from S, has been travelling a little longer, however, has gone up and down a few more times, and has now reached its crest at B (diagram 1). That is, when one wave is at the zero point of its up-and-down career, the other is at its maximum on the plus side of the line. These waves are now said to be 90 degrees out of phase. Hyperbolæ can be constructed using these phase differences in the same way as was done with time differences in Loran and Gee, so that the charts look very much the same.

The Decca system is now being used in Great Britain and Denmark and is being purchased by other Western European nations.

I have tried to describe as simply as I can the principal Radio Aids. In some cases I have probably oversimplified to such an extent as to shake the student of electrics and electronics to the core. If you are one of the shaken, please let me remind you that this was written, not for you, but for those who are interested in such matters but have not been initiated into the "mysteries" of Loran, Gee, Decca, etc.

Finally, I would like to emphasize that these new-fangled gadgets, helpful and efficient though they may be, do not supersede the navigator's trusty sextant and pelorus, his depth-finding apparatus and other older items of equipment. They are merely additions to his stock-in-trade, possessing certain great advantages, but, also, having certain limitations.

Ships Skip Day

When the destroyers "Cayuga," "Sioux" and "Athabaskan" crossed the International Date Line en route from Pearl Harbor to Kwajalein, they dropped a full day from the calendar, with the result that those going off watch at midnight on Monday July 18 were relieved by shipmates keeping the middle watch on Wednesday.

While of little concern to most of the crew members of the three ships the forfeiture of July 19 was a matter of some regret to Ordinary Seamen Wilfrid Beck, of Alert Bay, B.C., and Merle Evans, of Welland, Ont. Beck, in the "Sioux," and Evans, in the "Cayuga," would have celebrated their 19th birthdays on the missing date.

And Petty Officer Norman F. Bond, of Victoria, serving in the "Sioux," missed in more ways than one his sixth wedding anniversary, which fell on the day that disappeared.

ELECTRONICAL LOCATION

*For the past few centuries
In which Canadians sailed the seas
The Pilot's art
Performed the part
Beyond exaggeration.*

*His skill did ascertain the truth
From gadgets like the azimuth;
It was his hand
That kept the land
In safe inter-relation.
But now that hand and skill are vain
For though the Navy ploughs the main,
It finds its way
By night and day
By Electronical Location.*

*Our Gunners, too, in bygone days
Received their modicum of praise
For speed of eye
Assisted by
Ballistic calculation.
Our battles could not have been won
Unless the man behind the gun
Possessed the brain
To lay and train
With great discrimination.
But nowadays all that has changed,
The guns are willy-nilly ranged
Through rain or snow
Upon the foe
By Electronical Location.*

*Electrical Complexity
Now governs everything at sea.
Loran pulses for afar—
While for pilotage radar
Controls the situation.
No more need to stream the log
Or for lookout in the fog.
The new AB
Just thumbs a key
Or sets some calibration.*

*The storm-tossed sea, the rocky shore,
The fog-filled bay we fear no more.
No stars . . . no sun . . .
Still landfall's won
By Electronical Location.*

G.A.C.

(Editor's Note: The author of the above wishes it to be made clear that he has indulged himself to a certain amount of poetic license. As stated in the preceding article, the Navigator's new electronic devices simply supplement his more "old-fashioned" equipment. The sextant, azimuth ring, sounding line, etc., are still essential instruments of the profession. Lookouts, too, are just as important as they ever were).

Page eight



Ten high school students, accompanied by their school principals or parents, visited Halifax and Victoria in July as guests of the Royal Canadian Navy and the Navy League of Canada. The students were prize-winners in the Navy League's National Essay Contest. Three were entertained for a week in Victoria while seven spent a similar period with the Atlantic Command.

The contest winners spent a day at sea, toured the dockyards and training establishments and visited points of interest in the vicinity of Halifax and Victoria.

In the top photo, students are shown in the engine-room of the frigate HMCS "Beacon Hill". Left to right are Peter Wheeler, Saanichton, B.C.; Harley Kelsey, Revelstoke, B.C.; Doreen Mulvey, St. Boniface, Manitoba and Mrs. W. J. Mulvey. Their guide is Commissioned Engineer T. M. Kellington, the ship's engineer officer.

The lower photo shows the group which visited Halifax, posed with Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. (E-11904 and HS-11648.)

STALWART SAILOR, STERLING CITIZEN

*Petty Officer Adam Cochrane Elected
by Shipmates of HMCS "Beacon Hill"*

Although he had been with the ship less than six months and was slated for an early draft ashore, only one man was considered when the ship's company of the training frigate HMCS "Beacon Hill" was invited to elect a Man of the Month.

The frigate's choice was Petty Officer Adam Cochrane, RCN, of North Vancouver.

Born in North Vancouver on September 9, 1920, PO Cochrane began his naval career in 1934 when he joined a Vancouver Sea Cadet Corps. Three years later he was a Boy Bugler with the Royal Canadian Naval Volunteer Reserve Division in the coast city.

Here, at the weekly training sessions, he developed a keen interest in guns and gunnery and for the next two years studied hard to master all phases of his intricate art, not excluding many long hours on the parade ground. He also managed a six-week seaman gunner's course at HMCS "Naden," Esquimalt.

In 1939 his work paid off. He was chosen a member of the Guard of Honor mounted for the visit to the West Coast of Their Majesties the King and Queen.

Later, on the outbreak of war, he was called to active service and his knowledge was put to immediate use.

After a short refresher course at "Naden," he became a gunner in Defensively Equipped Merchant Ships. As an Able Seaman his first sea draft was to the slow, coal-burning merchantman, SS "Fowberrytower." The ship cleared Victoria on October 23, 1939, bound for Hull, England, with a cargo of vital war supplies. Routed independently via Panama and Jamaica she arrived in the United Kingdom 54 days later. On the return trip to Baltimore heavy seas battered the ship and necessitated drydocking for extensive repairs.

Seaworthy again and with a new cargo, the "Fowberrytower" sailed for Halifax to join her first convoy. However, only a few days out of Halifax, the ship's slow speed forced her to drop out of the convoy and she completed the voyage across the submarine-infested North Atlantic alone.

Leaving the "Fowberrytower" in Halifax, PO Cochrane journeyed to the West Coast where he joined another merchant ship, the SS "Silver Guava." As a DEMS gunner he sailed in this ship in the Pacific and Indian Oceans. One of her ports of call was Capetown, South Africa, and PO Cochrane spent a month in the Royal Navy barracks at nearby Simons-town.

His next draft was to the SS



PETTY OFFICER ADAM COCHRANE

"Bluchestand," bound for Port of Spain, Trinidad, to join a Halifax-bound convoy. Due to adverse weather the rendezvous was never made and the ship sailed alone to Halifax.

From there PO Cochrane went back to the West Coast for 21 days leave. In December 1942 he was drafted to the United Kingdom as one of the commissioning party of Canada's first Tribal class destroyer, HMCS "Iroquois."

He was serving in this ship the following July when she formed part of the escort of an ill-fated troop

convoy bound from England to Gibraltar. Air attacks sank two of the three large troop ships with the loss of more than 2000 men. The "Iroquois" also was attacked at this time but was not damaged.

Leaving the "Iroquois" later that year he served for a time in the aircraft carrier HMS "Archer," where he qualified for the rating of petty officer.

April 1944 saw PO Cochrane once more back in Canada and home on his second long leave period. During this time he married Miss Edna Spracklin, of his native North Vancouver.

Later, in HMCS "Cornwallis," at Cornwallis, N.S., he qualified as a quarters rating, first class, and transferred from the Reserve to the RCN.

In October 1944 he was a member of the ship's company of the new cruiser, HMCS "Ontario," when she commissioned at Belfast.

PO Cochrane left the "Ontario" after her arrival at Esquimalt from the Far East and became an instructor of new entry seamen in "Naden." Here, due to his powerful vocal chords and the lack of any inhibitions regarding their use, he acquired the nickname of "The Voice."

He stayed on in "Naden" until March of this year, when he joined the "Beacon Hill" and was charged with the instruction of Cadets in low angle gunnery. He is at present back in "Naden" awaiting a 15-month gunnery instructor's course which also will qualify him for the rating of chief petty officer, second class.

Educated in North Vancouver and an employee of the British Wire Rope Company of Vancouver prior to the war, PO Cochrane now makes his home in Victoria with his wife and two sons, Michael, aged four, and Larry, eighteen months. A strong family man, he devotes all his spare time to his home and children.

As for his views on the present day Navy, PO Cochrane says, "I'm all for it. It offers a secure career. It's a good clean life for any young Canadian interested in the navy, in ships, in travel and adventure."



OFFICERS *and* MEN



Rear-Admiral Houghton on Retirement Leave

A distinguished naval career which began in 1913 will end early this month when Rear-Admiral Frank L. Houghton, Vice Chief of the Naval Staff since September 1947, proceeds on retirement leave.

He will be succeeded by Rear-Admiral Harry G. DeWolf, formerly Flag Officer Pacific Coast.

Born in the fishing village of Looe, in Cornwall, England, Rear-Admiral Houghton came to Canada with his family in 1909 and settled on the West Coast. He entered the Royal Naval College of Canada at Halifax in 1913, graduating as a midshipman in 1915. During the First World War he served with the Royal Navy in HMS "Cumberland" on West Atlantic patrol, in HMS "Erin" with the Grand Fleet at Scapa Flow, in HM Submarine "K. 1" and other vessels.

From 1919 to 1924 he served with the Royal Navy in home waters, the

Baltic, China and the East Indies, and was first lieutenant of HMCS "Patriot" for two years. Ashore he qualified as a "dagger" specialist in signals.

Rear-Admiral Houghton returned to Canada in May 1927 as Signals Officer of HMCS "Stadacona," Halifax. Between 1929 and 1933 he commanded the minesweepers "Festubert" and "Ypres," was first lieutenant of the new Canadian destroyer "Skeena" and served ashore in the UK and at "Naden."

Admiral Houghton commanded the destroyer "Vancouver" from December 1933 until December 1934, when he went overseas to attend a staff course. His next appointment was that of secretary to the Canadian Delegation to the London Naval Conference, December 1935 to March 1936.

On his return to Canada he spent two years as first lieutenant of HMCS "Stadacona," followed by a year at sea as commanding officer of HMCS "Saguenay".

Shortly before the outbreak of the Second World War Admiral Houghton was appointed to Naval Headquarters as Director of the Plans and Signals Division. Later he was Director of Plans and Secretary of the Chiefs of Staff Committee. From June 1942 until March 1943 he commanded the auxiliary cruisers "Prince Robert" and "Prince Henry" in the Pacific and the Aleutian area. Six months as Chief of Staff to the Flag Officer Newfoundland Force was followed by an appointment overseas as Senior Canadian Naval Liaison Officer, London, in November, 1943. Later he was named head of the Canadian Naval Mission Overseas.

When Canada's first aircraft carrier, HMCS "Warrior," was commissioned early in 1946, Rear-Admiral Houghton was appointed commanding officer. In January 1947 he went to Headquarters as Assistant Chief of the Naval Staff and nine months later became Vice Chief of the Naval Staff with the acting rank of Rear-Admiral. He was confirmed in rank in January 1949.

For his services as Senior Canadian Naval Officer and head of the Canadian Naval Mission Overseas he was appointed a Commander of the Military Division of the Most Excellent Order of the British Empire on June 14, 1945.

A strong believer in spare-time hobbies for officers and men, Rear-Admiral Houghton is himself one of Canada's top-flight amateur magicians, while in the field of writing he has won a reputation as an author of boys' books, short stories, articles and verse.

PO Duncan A. Wallace Awarded LS & GC Medal

PO Duncan A. N. Wallace, of Regina, now serving in the oceanographic survey vessel HMCS "Cedarwood", was presented recently with the RCN Long Service and Good Conduct Medal. Presentation was made at Divisions in HMCS "Naden" by Commodore G. R. Miles, Commodore of the RCN Barracks, Esquimalt.

PO Wallace joined the RCN in "Naden" as a Boy Seaman in January, 1935. Among the ships in which he has served are the destroyers "Skeena," "Ottawa," "Fraser," "Saguenay," "Gatineau" and "Athabaskan;" the corvettes "Mayflower," "Baddeck," "Moose Jaw" and "Sackville" and the Algerine minesweeper "New Liskeard." He was drafted to the "Cedarwood" in July of this year.

Writers, Storesmen Attend Supply School

Twenty-three men of the writer branch are nearing the end of courses begun in the Supply School at HMCS "Naden" early this summer. Sixteen are taking the 20-week administrative writers' course and seven the 16-week pay writers' course.

On June 19, classes NS 25 and VS 25 got underway for naval and victualing storesmen. These classes, consisting of 18 and seven men respectively, will complete a 10-week professional course early in September. Successful graduates will be qualified for Trade Group 1.



REAR-ADMIRAL F. L. HOUGHTON, CBE, RCN

Staff Changes Made In Esquimalt MTE

Lieut. (E) R. F. Keen, who recently returned from a damage control and firefighting course at Treasure Island, San Francisco, has been appointed Officer-in-Charge of the Damage Control School at the Mechanical Training Establishment, Esquimalt. He succeeded Lieut. (E) K. E. Lewis, who is now serving aboard the "Ontario."

Also in the "Big O" is CPO E. E. Jourdin, former regulating chief of the MTE, whose duties there have been taken over by CPO C. R. Shipley. Commissioned Engineer G. A. Dufour, from the "Ontario," has joined the establishment staff and has been named Officer Co-ordinating Training.

CPOs C. Pearse and G. Fraser have taken charge of the engine rooms of the A/S towing vessels "Lakewood" and "Wildwood," respectively. The two auxiliaries have recently been placed under the operational control of "Naden."

Radar Plotters Finish Twenty-Week Session

Eleven men recently completed a 20-week course at the Navigation Direction School, HMCS "Stadacona," Halifax, which qualified them for the non-substantive rating of Radar Plotter, Trade Group II.

Graduates were POs Thomas O'Leary, Parrsboro, N.S., and Edgar Colebourne, Sioux Lookout, Ont.; Ldg. Sea. Robert Cooke, Edmonton, and ABs Lloyd Mathews, St. Thomas, Ont.; Brian Moss, Hamilton; Marvin Atkinson, Edmonton; John Connolly, Dartmouth; Harold Morrison, Charlottetown; Mark Stumph, Rosalind, Alta.; Michael Smylski, Calgary, and Peter Thomas, Sudbury, Ont.

New Appointments, Drafts for Medical Personnel

Surgeon Commander G. W. Chapman has taken over as Command Medical Officer of the Pacific Command and as Principal Medical Officer of HMCS "Naden." He succeeds Surg. Cdr. T. B. McLean, who is at present attending a specialist course in surgery at the U.S. Naval Hospital, San Diego.

Surg. Lieut. Roy Sparrow and Surg. Lieut. Desmond Woods have joined the medical staff in "Naden", the former from Halifax and the latter from a special course in the United States.

Petty Officer Sydney Wallace has returned to his home port division at Halifax after a period of service with the Pacific Command Hygiene Department. During his stay in Esquimalt PO Wallace earned a notable re-



Rear-Admiral J. H. Carson, USN, commander of Task Force 86, inspects a Guard of Honor of men from HMCS "Stadacona" mounted for his visit to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. Officer commanding the Guard was Lieut. G. R. MacFarlane, of Victoria. Rear-Admiral Carson's flagship, the USS "Missouri," the world's largest battleship, and eight destroyers comprised the United States Task Force which paid a four-day visit to Halifax late in July. (HS-11917).

putation as an organizer, having successfully arranged everything from a formal ball to a corn roast on a nearby beach.

CPO L. Hughes and PO W. Noel are in line for congratulations after having passed their course for the rank of Commissioned Wardmaster.

Higher Trade Group For Nine Electricians

Nine members of the Electrical Branch qualified recently for the rating of Leading Seaman, Trade Group III, following a course at the Electrical School, HMCS "Stadacona."

Successful graduates were Leading Seamen George Colley, James Baker, Harold Offer, William Hopkins, Enrich Overtrude, Harold Penny, Francis Hogan, John Nichols and Arthur Taylor.

Electrical Technicians Complete Long Course

Fourteen petty officers and a leading seaman of the Electrical Branch successfully completed in July an 11-month course which qualified them for Trade Group IV. The course was held at the Electrical School in HMCS "Stadacona."

Those who passed the course were Petty Officers G. L. Oakley, Victoria, J. W. Buchanan, London, Ont.;

R. B. Watson, Victoria; C. L. Bennett, Ottawa; C. P. McMullen, Vancouver; R. S. Sharpe, Victoria; D. R. Evans, Saint John, N.B. and Dartmouth, N.S.; J. F. Jarvis, Windsor, Ont.; W. L. Kittson, Victoria; J. F. Costin, Winnipeg; A. K. Howe, Millstream, N.B.; N. W. Sellars, North Sidney, N.S.; T. S. Lavery, Saskatoon, Sask., and G. E. Doutez, Vancouver, and Leading Seaman I. W. Agnew, Victoria.

Eight Recommended for PTI Course

On August 28 eight men commenced a course at the Port Physical and Recreational Training Centre, HMCS "Naden," which will qualify them as Physical and Recreational Training Instructors, second class.

The men were recommended for the course following successful completion of an earlier two-week familiarization period at the P & RT Centre.

The potential PTIs are POs R. C. Sallis, and A. McLean; Ldg. Seamen J. A. Bendall, F. R. White and R. G. Murray; Able Seamen W. G. Rowan and C. A. Duncan and Ord. Sea. D. R. Clark.

PO Sallis headed the preliminary class and won the P & RT Qualifiers Familiarization Course trophy.

Medical Officers Make "Pierhead Jumps"

Three medical officers made what virtually amounted to "pierhead jumps" when the three destroyers sailed from Esquimalt July 5 for service with United Nations forces in Korean waters.

Surg. Lieut.-Cdr. J. C. Gray, Principal Medical Officer of the flotilla, received notice of his appointment to the "Cayuga" just two days before the ship sailed.

Surg. Lieut. R. B. Ramsey, a Reserve officer, was in Montreal and looking forward to going to Europe with the Special Service Squadron when he was asked to serve in the "Athabaskan". He made a hurried trip by air across Canada to join his ship.

Surg. Lieut. V. S. Newman, in the "Sioux", also had only two days' notice of his appointment.

Lieut.-Cdr. Gray, a native of Halifax, was practicing medicine in



SURG. LIEUT.-CDR.
J. C. GRAY

England prior to joining the RCNVR there early in the Second World War. He served mostly in ships of the Royal Navy in the North and South Atlantic, the South Pacific and the Burma theatre and was awarded the DSC in January 1943 for "gallantry and outstanding service."

Following the war he was PMO in the "Warrior", "Uganda" and "Ontario". Demobilized in September 1947, he spent a month on special naval duty in the RCN Hospital at "Naden" before transferring to the RCN.

A graduate in medicine from McGill University, Lieut. Ramsey, just prior to his appointment to the "Athabaskan", had volunteered for a year's service with the RCN. He served during the war in the RCNVR, which he joined as an Ordinary Seaman in Montreal in July 1944. He served in "Cornwallis" and in the destroyer "Hamilton" before being promoted to commissioned rank in the executive branch early in 1945.

Demobilized in Montreal in October of that year, he rejoined the Reserve there in April 1947 as a Sick Berth Probationer. He was promoted to Acting Surgeon Sub-Lieutenant five months later but subsequently transferred to the executive branch, in

which he remained until completion of his internship this Spring, when he re-entered the medical branch.

Lieut. Newman was graduated in medicine this year from the University of Toronto. He, too, joined the RCNVR on the lower deck during the Second World War. Promoted to commissioned rank in the executive branch in 1943, he served subsequently in "Cornwallis", "Avalon", the Algerine minesweeper "Winnipeg" and in HMCS "St. Hyacinthe".

Following his demobilization in Toronto in October 1945, he entered the faculty of medicine at the University of Toronto and at the beginning of his final year entered the Navy as a Surgeon Sub Lieutenant.

Assisting the medical officers in the three ships are PO H. R. S. Matte, in the "Cayuga"; PO S. B. Kelly, in the "Athabaskan" and PO J. E. Plastow in the "Sioux".

Seven Officers Complete Long Electrical Course

Seven officers graduated recently from the first "Long L" Officers' Electrical Familiarization Course held at the Electrical School in HMCS "Stadacona".

Graduates were Lieutenants (L) William Kanwisher, Vancouver; B. L. Wilkins, Toronto; W. E. Wilson, Stratford, Ont.; R. K. Odell, Ottawa; E. E. McConechy, Victoria; J. A. Strachon, Vancouver, and G. R. Nixon, Winnipeg.

Fifteen Ordinary Seamen Take Stoker Training

A class of 15 ordinary seamen of the Stoker Mechanic branch recently completed a basic training course in the Mechanical Training Establishment, HMCS "Naden."

Successful graduates were Ordinary Seamen J. Peacock, Dartmouth, N.S.; M. Dallaire, Montreal; C. McDonald, Port Hood, N.S.; E. Lorentz, Saskatoon; E. Forgie, Mimico, Ont.; G. Forrest, Brantford, Ont.; D. Wood, Kentville, N.S.; B. Hickey, Amherst, N.S.; R. Parkes, Woodstock, Ont.; T. Richardson, Spirit River, Alta.; T. McCaul, Calgary; W. Morris, Eastview, Ont.; D. Hood, Verdun, P.Q.; H. Judd, Hamilton, and H. Haynes, St. John's, Newfoundland.

Radar Plotters Finish Course at "Stadacona"

The following men graduated recently from the Navigation Direction School, HMCS "Stadacona," after a 14-week initial Radar Plotter course: Ordinary Seamen Donald George, Kingston; Darryl Craft, Grand Bay, N.S.; Yvon Gingras, Montreal; Emil Favron, Montreal; Henry Dube, Montreal; James Blackwell, London, Ont.; Edward Coulter, Debert, N.S.; Arthur Duerkson, Hamilton, Norman Seeley, Thornhill, Ont.; Verne Steers, Toronto; Anthony Goveia, Georgetown, British Guiana; Robert McQueston, Simcoe, Ont.; Ted Aulis, Bury, Ont., and Earl Ferns, Dundas, Ont.



Shown above are members of the sixth Chief and Petty Officers' Leadership Course to be completed at HMCS "Cornwallis."

Front row, left to right, are: PO S. C. Fagg, PO A. J. Schimp, PO O. G. Halverson, C'd Bos'n. H. J. Andrews (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer-in-Charge), CPO G. Dark, CPO A. F. Little, PO K. R. Taylor.

Centre row: PO G. M. Frost, PO E. F. Addy, CPO R. W. Fraser, PO G. H. Howe, PO E. M. Woodall, PO S. R. Butterworth, PO J. A. Young.

Rear row: PO W. G. Johnstone, PO B. S. Chambers, PO J. S. Searle, PO J. K. Luke, PO V. R. Skegg, CPO W. C. Wilkinson, CPO A. P. Howard, CPO J. C. S. Fox.

Refresher Course Proves Popular with PO Cooks

A Petty Officer Cooks' refresher course started on June 26 in the Supply School at HMCS "Naden." This type of course has proved to be most popular in the past and the present class is particularly enthusiastic about the opportunity to brush up on the finer points of the culinary art. This is the first time some of these men have seen the navy's modern cookery school.

Other classes under instruction include one of nine cooks which completes September 16. A class of five cooks completed July 29 and a class of 15 stewards finished on the same date.

Six Men Complete Refrigeration Course

The following six men of the Engine Room Branch recently passed a two-month course in refrigeration at the Mechanical Training Establishment, HMCS "Stadacona," Halifax: CPO Robert Ashton, Esquimalt; CPO Robert Summer, Victoria; PO John Bugslag, Victoria; PO Emil Jansen, Victoria; PO Robert West, Simcoe, Ont., and PO Dennis Tomkins, Esquimalt.

Supply Officers Take Technical Training

The eighth Supply Officers' Technical Course in HMC Supply School, at "Naden," concluded on June 30. The course lasted five weeks and for the RCN officers attending served to introduce them to the duties and responsibilities of the supply branch, preparatory to their going on for further courses.

Officers who attended the course



Leading Seaman John Hemphill, a cook serving in HMCS "La Hullose," holds a bowl of milk for "Out Pipes," his newly-adopted mascot. Holding the part-Newfoundland, part-Husky pup is Cadet Stuart Bruce, of London, Ont. (HS-11562).

included: Lieut. (S) F. R. Fowlow, Lieut. (S) W. F. Jones, Sub-Lieut. (S) R. Leckie, Sub-Lieut. (S) W. M. McCulloch, Sub-Lieut. (S) P. L. Shirley, Sub-Lieut. (S) C. L. Perrin and Sub-Lieut. (S) J. C. Wright, all RCN and Sub-Lieut. (S) J. L. Roy, Sub-Lieut. (S) M. J. Briere, Sub-Lieut. (S) M. G. Thompson, Midshipman (S) S. Szach, Midshipman (S) G. R. Sircom, members of the RCN (R).

The RCN officers will return to the Supply School early next year for a four-month professional course prior to being appointed to ships and establishments for supply duties. The Reserve officers were appointed to ships and establishments for practical training during the summer months.

Cadets Take Courses In Supply Duties

In conjunction with the West Coast Summer training program for men of the University Naval Training Divisions, two classes of Cadets (S) are being instructed in HMC supply School in the overall duties of a supply officer.

The first class of 26 Cadets (S) completed a six-week professional course on the June 30 and then went to various West Coast ships and establishments to gain practical experience in the field of supply. The second class of 42 Cadets (S) completed the professional course on the August 28.

A considerable amount of "book learning" goes into one of these six-week courses, the syllabus covering detailed accounting procedures and regulations governing pay, transportation, secretarial and court martial procedures, victualling, clothing,

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.

ABBOTT, Victor J.....P1ET4(NQ)
ADDISON, Richard P.....LSMA2(NQ)
ALLEN, George H.....P1AW2
APPLEJOHN, Richard.....LSMA2(NQ)
BENNETT, John E. A.....LSAW1
BLANCHARD, Joseph E.....P2AW2
BRIGHT, John R.....LSEM1
BROCK, Elmer R.....P2VS2(NQ)
CHARLES, Walter G.....LSCM1
COLLINS, Albert W.....LSRP1(NQ)
COTTLE, John B.....C2RA4
CUMMINGS, William G.....LSCS1
CURRIE, Rupert F.....P1VS2(NQ)
DOE, John.....P1ET4(NQ)
DOOTSON, Peter H.....LSMA1(NQ)
FELL, Lloyd A.....P2SM2
FORMO, Kenneth L.....LSMA1(NQ)
FRASER, Albert J.....P2SM2

GIBB, John Norris.....P1ET4
GLESSING, Lorne K.....LSAN2
GOWER, James H.....C2RA4
HODGINS, Harvey G.....C2RA4
HOPPS, Edward K.....P2SM2
JACKSON, Roy M.....LSEM1
JACOBS, John J.....P1PM4
KAHLER, Lawrence J.....P2AW2
KEEN, Leonard P.....LSEM1
LEADLAY, Kenneth.....C2ET4
LEPPARD, Edward A. R.....LSCM1
LUNA, Kay.....LSCM1
MOSES, Wilbur Q.....P2AW2
O'NEILL, Raymond R. J.....C2RA4
PENCHOFF, Peter.....P2CK2
PETERS, John R.....C2RA4(NQ)
PUMFREY, Raymond L.....C2MA3
RICHARD, Robert W.....LSMA1(NQ)
ROGERS, John.....C2ET4
ROHLAND, Joseph Guy.....P2AW2
STEVENS, Charles M.....LSA01(NQ)
TRICKETT, Gordon R.....C2RT4
VIRGINT, Stanley.....P1ET4(NQ)
WANDLER, John.....P2VS2
YODDEN, Cecil T.....P2SM2
ZUROWSKI, Ferdinand M.....P2SM2

naval and air store-keeping and book-keeping, with particular reference to the new non-public funds accounts in the RCN. A three-day period in HMC Cookery School is also a feature of these courses.

Personnel Changes at Supply School

CPO Gordon Dark, after a year and a half as cookery instructor in the Supply School at HMC "Naden," has been drafted to the "Naden" barracks. PO Tommy Rayson, from "Cornwallis," recently joined the staff and will instruct in pay writers' duties. PO Ernest Stein is at present taking the Chief and Petty Officers' Leadership course in "Cornwallis."

WEDDINGS

Lieut.-Cdr. Kenneth C. Birtwistle, HMCS "Magnificent," to Miss Nora J. Learoyd, of Victoria.

Lieut. John D. McRuer, HMCS "Shearwater," to Miss Cynthia M. Tate, of Toronto.

Lieut. W. J. Swiniarski, Naval Headquarters, to Miss Veronica Kowalow, of Edmonton.

Lieut. B. T. Dalsin, HMCS "Nonsuch," to Miss Jeannette McLaren, of Edmonton.

Lieut. George McMorris, HMCS "Niobe," to Miss Gene MacMinn, of Victoria.

Lieut. William M. Phillips, HMCS "Niobe," to Miss Dorothy E. Ballantyne, of Toronto.

Lieut. Charles R. Nixon, HMCS "Crescent," to Sub-Lieut. (NS) Mildred L. Thomson, of HMCS "Stadacona."

PO Gerald R. Coughlin, HMCS "Magnificent," to Miss Jean E. Coolen, of Halifax.

Ldg. Sea. Russell A. MacKinnon, HMCS "Shearwater," to Miss Beverley S. Kew, of Halifax.

AB William A. Lovett, HMCS "Shearwater," to Miss Anna E. MacIsaac, of Judique, Cape Breton.

AB Albert E. Ames, HMCS "Athabaskan," to Miss Katherine M. McDonnell, of Kelliher, Sask.

AB Ernest Pearson, HMC "PTC 724," to Miss Jeanne Grimshaw, of Halifax.

AB Clifford D. Nelson, HMCS "Stadacona," to Miss Sheila A. Vivyan, of Halifax.

AB Russell I. Hooke, HMCS "Cayuga," to Miss Mildred L. Arnason, of Vancouver.

BIRTHS

To Instr. Lieut. D. J. Hamilton, HMCS "Cornwallis," and Mrs. Hamilton, a daughter.

To Lieut. (S) A. F. Reade, HMCS "Cornwallis," and Mrs. Reade, a daughter.

To CPO M. H. Nold, HMCS "Cornwallis," and Mrs. Nold, a daughter.

To PO G. Hornett, TASTC, HMCS "Naden," and Mrs. Hornett, a son.

To PO L. H. Pollok, HMCS "Naden," and Mrs. Pollok, a daughter.

To PO Elmer Dodds, HMCS "Cornwallis," and Mrs. Dodds, a daughter.

To PO Arthur Cuthbert, Supply School, HMCS "Naden," and Mrs. Cuthbert, a daughter.

To Ldg. Sea. Frederick A. Simmons, HMCS "Cornwallis," and Mrs. Simmons, a daughter.

To AB Donald V. Bland, HMCS "Star," and Mrs. Bland, a son.

To AB David Green, HMCS "Portage," and Mrs. Green, a daughter.



Commodore (E) W. W. Porteous, Superintendent of HMC Dockyard, Halifax, (left), and Cdr. (E) C. M. O'Leary, Assistant Superintendent, presented John R. Smith, centre, the retiring Dockyard Postmaster, with a painting and a silver smoking set at a farewell ceremony July 17. Mr. Smith retired from his post July 16 after 31 years of service. (HS-11741).

VETERAN NAVAL POSTMASTER RETIRES FROM HALIFAX POST

A familiar figure in the Naval Dockyard at Halifax, John Roberts Smith, MC, MM, 60, proceeded on retirement leave July 16 after 31 years as a postmaster with the Naval Service.

In recognition of Mr. Smith's long and faithful service, Commodore W. W. Porteous, Superintendent of HMC Dockyard, presented the retiring postmaster with a painting and a silver smoking set on behalf of the Dockyard staff.

Mr. Smith was appointed postmaster in the Naval Service on October 8, 1919. In September 1939 he was transferred to the fleet mail staff as assistant and advisor to the Fleet Mail Officer at the General Post Office, Halifax, and later was placed in charge of the Dockyard Post Office. This office, which provided mail service to Dockyard establishments and to ships calling at Halifax during the Second World War, served an average of 17,500 personnel at one time.

In 1945, when hostilities came to an end, Mr. Smith reorganized the Fleet Mail Office with a civilian staff and up until the time of his retirement was in charge of the naval mail service on the East Coast.

Born in Collingham, Notts, England, Mr. Smith came to Canada at the age of 12 when his father's unit,

the 5th Royal Garrison Regiment, was moved to Halifax. He attended and graduated from the Military School on Cogswell Street.

In 1905, when his father's regiment was disbanded, he returned to England, but in less than a year was back in Canada. This time Mr. Smith went to Toronto to work with the Toronto Electric Light Company as an electrical helper.

His hobby of roller skating, which was then the rage, led him to joining Premier Rinks, Limited, as an instructor and he toured England as a roller skating teacher.

In 1911 he returned to Canada to join the Royal Canadian Regiment. In 1915 he went overseas with the 64th Battalion of the Canadian Expeditionary Force. He was awarded the Military Medal for bravery in the Battle of the Somme and the Military Cross for his part in a raid at Leiven, France. In 1917 he was commissioned in the field. He retired from the army after the war with the rank of Acting Captain and returned to Halifax, where he began his long career as a postmaster in the Naval Service.

At present residing at 35 Maple Street, Dartmouth, Mr. Smith is planning to move to Simcoe, Ont., where his son and daughter now live.

SMITHS COMMON? NOT THIS KIND

There are 65 Smiths serving in the Atlantic Command of the Royal Canadian Navy but there's only one 'smith.

He is Chief Petty Officer George Roscoe, the Navy's only full-fledged blacksmith on the East Coast. No, he doesn't look after the Horse Marines' livestock, but he's a busy man, all the same.

Most blacksmiths have nothing more ferocious than horses to contend with. CPO Roscoe has shipwrights. He teaches them the art of lifting a hammer and putting it down on the right spot, at the right time, with just the right amount of pressure. If you don't think it's an art — try it sometime.

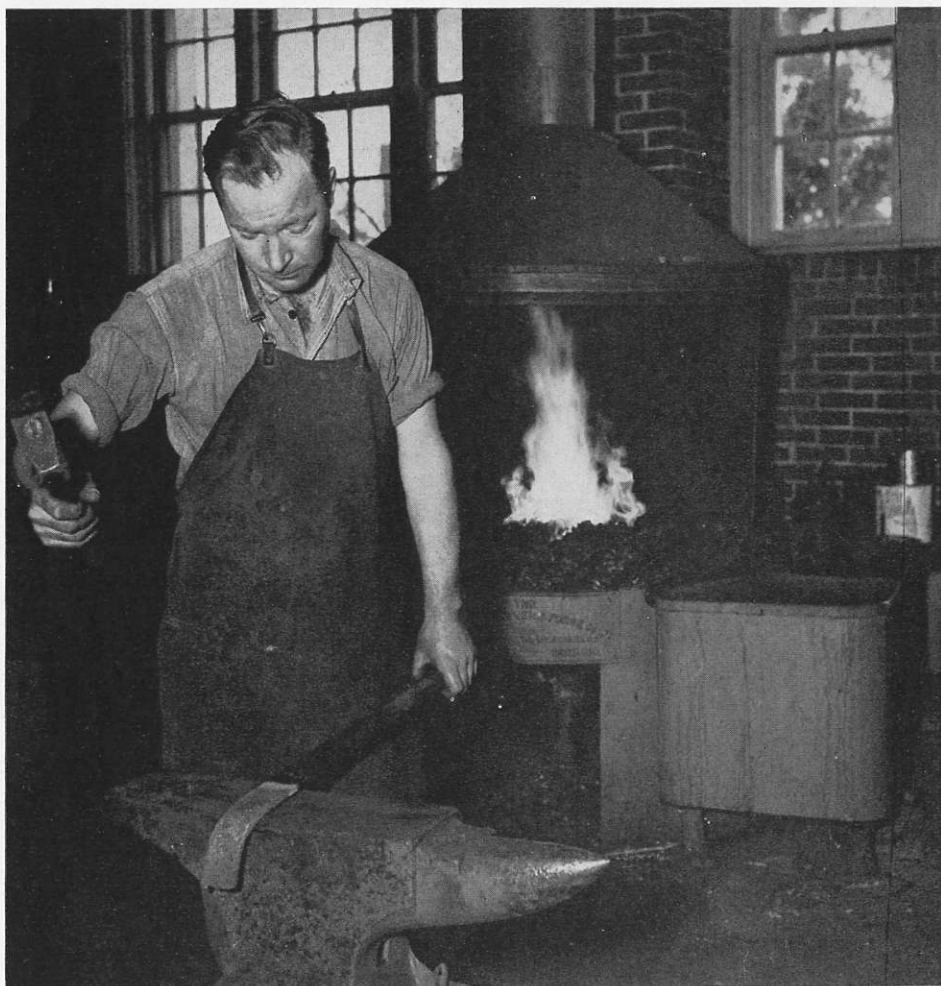
George comes from Kentville, N.S. As a boy, while his schoolmates played cowboys and Indians, he spent all his spare time "helping" in his father's blacksmith shop. His "help" consisted mostly of getting in his father's way and asking questions. But it wasn't long before he graduated to his first real job — turning the bellows for the forge while his father made the horseshoes.

When he was 18, George spent a winter in the lumber camps, as an apprentice, and during the summer worked in his father's shop. He established his own smithy in Grafton, N.S., at the age of 21. His twinkling eyes and rippling muscles made it an immediate success.

Two years later his father was injured when kicked by a horse he was shoeing. George returned to Kentville to take over. He quickly settled down to the anything but humdrum life of a small town blacksmith, and, except for a three-month visit to hospital, as a result of a hoof wound, ran the Kentville shop until 1942.

On November 3 of that year Mr. George Roscoe became Blacksmith 5th Class G. Roscoe, RCNVR, and was immediately sent to Shelburne, N.S., for his basic naval training. He was then drafted to HMC Dockyard, Halifax, where he was kept busy working on ships under refit or repair.

In November 1944 he went to Newfoundland and served there until after VE-Day, when he was drafted to HMCS "Scotian," then the Dockyard establishment in Halifax. Early in '46 he transferred to the RCN as a chief petty officer.



Chief Petty Officer George Roscoe, of Halifax and Kentville, N.S., who holds the distinction of being one of two blacksmiths in the RCN, is shown in his shop in the Mechanical Training Establishment, at "Stadacona". (HS-11767).

CPO Roscoe has his blacksmith shop in the Mechanical Training Establishment in HMCS "Stadacona." He is the only blacksmith on the East Coast but not the only one in the Navy. He has an opposite number in the MTE at Esquimalt.

Besides teaching RCN shipwrights how to play the "Anvil Chorus" with a 12-pound hammer, he also does the blacksmithing for ships and establishments on the East Coast. This is a job as varied as it is important. A rack for a fire-hose in HMCS "Huron," clamps for the Electrical School, repairs to a ceremonial gun carriage, hammock hooks for a mess-deck in the "Magnificent," hinges for a twelve-pounder gun, eyebolts for the radio station at Albro Lake — these are just a few of the jobs that come his way.

CPO Roscoe likes them all and seldom, if ever, regrets having abandoned his former four-footed customers in favor of clients that sail the seas.

Stand By Wires And . . . !!!

"So neatly and so gently he wouldn't even have cracked an egg" is an expression often used to describe a masterful job done by a commanding officer in bringing his ship alongside.

The CO of HMCS "La Hullose," Lieut.-Cdr. T. C. Pullen, evidently deserves such a compliment for his handling of the frigate when berthing in HMC Dockyard, Halifax, recently.

As the ship was nearing the jetty and fenders were being hove over the side, a group of keen cadets spotted on the upper deck a long, heavy cylindrical object, encased in a sort of straw stocking. This they promptly threw over the side and tended between the ship and the jetty.

Fortunately, there was no explosion. Their fender was an air bottle charged to a pressure of 2,000 pounds per square inch.

A charging, slam-bang approach undoubtedly would have resulted in a sudden expansion of the atmosphere in the neighborhood of the jetty. As it was, the CO and No. 1 felt a little older and a little grayer when they discovered what had, and had not, happened.

The Bulletin Board

Canadian Forces Decoration

A new distinctly Canadian decoration for Canada's Armed Forces, known as the Canadian Forces Decoration, has been approved by the King and will soon be available to Servicemen of the Navy, Army and Air Force.

It will be awarded for 12 years' service in either the Permanent or Reserve Force and is the first purely Canadian decoration of its kind. Wartime and pre-war service may be counted.

The decoration will supersede long service and good conduct awards hitherto given to members of the Armed Forces.

The actual decoration is a 10-sided silver-gilt device, bearing on its front the effigy of the King, encircled by the Royal title. The reverse bears a

naval crown, maple leaves and an eagle, representing the three Services. The ribbon is red, equally divided by three narrow vertical white stripes.

Permanent Force officers and men of the three Services will qualify by 12 years full-time paid service in any of the Armed Forces of the Commonwealth, provided they were serving on or after October 1, 1946, in one of the Permanent Forces.

Reserve officers and men must have the same period of service in one of Canada's Reserve Forces. They must have joined the Reserve or must have been serving on or after January 1, 1946.

Personnel now serving in the RCN or RCN(R) will be awarded the decoration through routine Service channels. Retired naval personnel

qualified by service after January 1, 1946, should apply through their nearest naval division or to Naval Headquarters, Ottawa. In the case of retired personnel, service on or after the 1946 date is essential to qualify for the decoration.

Any person already in possession of any long service and good conduct or efficiency decoration or medal or clasp will be eligible to receive the Canadian Forces' Decoration, and to wear both, provided he has completed the full periods of qualifying service for each award and that no qualifying service towards one award is permitted to count towards the other.

Service to qualify for the CFD need not be continuous.

Outfit Allowance—Officers

Outfit allowance may now be paid to all officers entering the RCN in the rank of Midshipman or above; on promotion from the rank of Naval Cadet, or on promotion from Chief Petty Officer first class or below to a rank above Naval Cadet.

Formerly an officer entering the RCN who had previous service in any of His Majesty's Naval Forces as an officer was not entitled to this allowance.

The effective date is January 1, 1950.

Progressive Pay

Able Seamen may now count all service as an Ordinary Seaman towards progressive pay. Adjustments of pay will only be made from October 1, 1949, the effective date of the new system. Men entitled may request an adjustment in pay through the Captain in the usual manner.

AVENGER INSTRUCTORS

Courses in the maintenance of Avenger aircraft were given personnel at the RCN Air Station in July by a US Navy Instructional Detachment from Memphis, Tenn. The detachment consisted of seven instructors, under Mr. C. Nelson, Cd. Mech., USN, and two completely equipped vans of Avenger instructional models.



THE CANADIAN FORCES DECORATION

Promotion Scheme Streamlined

Requirements and Selection Procedure are Revised

Revised requirements, a streamlined selection procedure and improved facilities for promotion of men of all branches to commissioned rank in the RCN are incorporated in recent amendments to Naval Regulations.

The plan is based on the theory that if the Navy is to get the best possible officers from the lower deck,

(a) academic standards must be raised, but, at the same time, the opportunity to attain these standards must be given to candidates through attendance at Preparatory School;

(b) selection must be based on competition.

Ability, not seniority, is what counts.

There will be a single selection procedure for all candidates, regardless of branch or type of training. In the next column is a flow-chart which shows what happens.

Initial selection is made by commanding officers. Except in the case of candidates for Branch Officer, this will be done as early as possible in a man's career. Branch Officer candidates will be selected not earlier than two years before they become eligible, by reason of age or service, for promotion.

When the commanding officer has selected a candidate, he will start a Form CNS 2201 (Record of Confidential Reports) on the man, and render a confidential report (CNS 2202) to Naval Headquarters. The confidential reports will be rendered quarterly thereafter until the man is promoted or Headquarters directs that the S. 2201 be cancelled.

Twice yearly, in March and September, a Preliminary Selection Board will convene at Naval Headquarters. It will consider the CNS 2202 reports individually and give each candidate a numerical score indicative of his abilities, personality, etc. Candidates will be listed in order of merit by branch and training plan, and, taking the requirements of the Service into account, the most suitable will be recommended for an appearance before a Fleet Selection Board.

CNS 2201 forms will be cancelled on those candidates whose reports indicate that they are not making satisfactory progress. Forms will also be cancelled on candidates for branches in which there will be no immediate

requirement for officers.

Subsequent to 1950, Fleet Selection Boards will be held during the first part of September, and, if required, during March as well. The function of a Fleet Selection Board is to interview candidates and further assess their officer-like qualities. It will be particularly interested in a candidate's mental alertness, maturity, general and service knowledge, power of expression, and appearance and bearing.

In order to appear before a Fleet Selection Board, a man must be

recommended by the Preliminary Selection Board and

(a) be qualified educationally in CIET (Canadian Intermediate Educational Test) mathematics, English and either physics or chemistry;

(b) be qualified professionally if a Branch Officer or Upper Yardman candidate, and

(c) be medically fit for the branch of his choice.

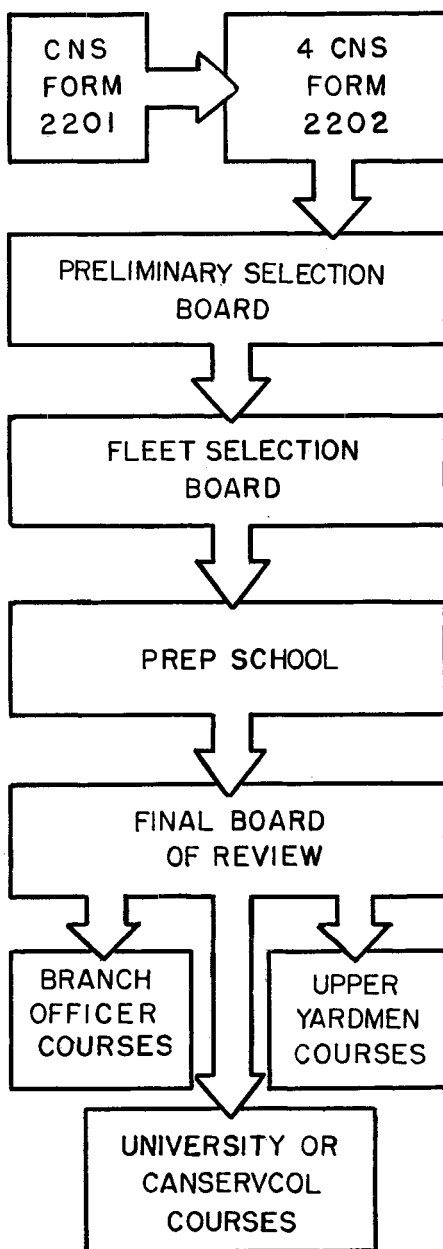
Candidates recommended by Fleet Selection Boards will be sent to the Prep School at HMCS "Naden" for a period of about eight months to complete their Canadian Higher Educational Test requirements. During this period, CNS 2202's will still be rendered. Any man who does not maintain a high academic standard at Prep School will be returned to normal duties. He may request, however, to be allowed to complete the educational requirements in his own time. Otherwise, his CNS 2201 will be cancelled.

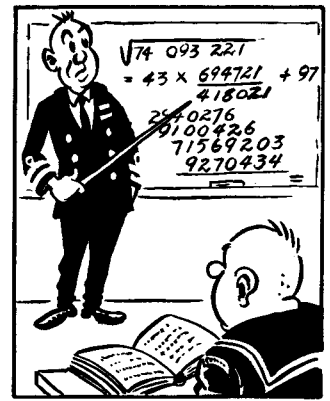
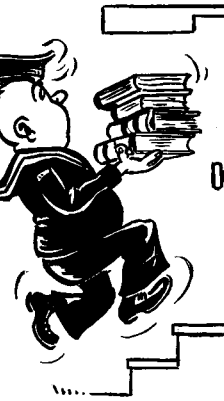
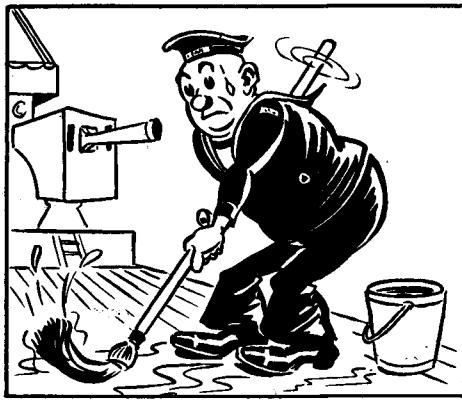
The last step in the procedure is the convening of a Final Board of Review at Naval Headquarters. This board, taking into account the results of training reports, CNS 2202 reports, Fleet Selection Board recommendations and the requirements of the Service, will recommend candidates for further training and promotion.

These recommended candidates will be put on a roster by branch and plan in order of merit. Appointments will be made from this roster and will be governed by current naval quotas for training and the requirements of the Service. Men who are not appointed because they are additional to current requirements may remain on the roster as long as they fulfil the age requirements and are not subject to adverse S.2202 reports.

One of the advantages of this revised procedure is that, within limits, a man may choose his branch and training plan. For example, a candidate from the Electrical branch may prefer, and be selected for, Canadian Services College or university training and subsequent service in the Supply branch. The one exception to this rule is the Medical branch.

Also, a man from any branch may become a candidate for Executive Upper Yardman training. In this case, he is drafted to sea for seaman's duties (he does *not* transfer to the Seaman Branch) in order to complete the pro-





fessional requirements. Promotion to Branch Officer in any branch and selection for Upper Yardman training, other than executive, is restricted to a candidate's own branch.

The revised selection and initial training plan, then, is designed to give every man an opportunity to obtain a commission. Selection will be based on two factors only—the ability of the man and the requirements of the Service. Men with ambitions along these lines are urged to read the recently published KRCN article dealing with this subject and the Supplementary Naval General Orders, and to obtain guidance from their divisional officers.

The table on page 19 lists the requirements for promotion to commissioned rank in the RCN.

TGM ASSOCIATION DISSOLVED

The Royal Canadian Navy Torpedo Gunners' Mates' Association held its final meeting in Halifax on July 16. Because the nucleus of active members had become too small to carry on, it was decided to dissolve the association and to distribute the funds remaining in the treasury among the members.

The association was started in

May 1940. The object of its incorporation was to promote fellowship among Torpedo Gunners' Mates in the RCN and to give a helping hand to members who should happen to fall upon unfortunate circumstances.

During the Second World War it carried out many worthwhile functions and performed much good work. On the death of a member, a sum of money was voted to his wife and dependents and the educational and vocational training of a deceased member's children was financially supported by the association. It also compensated members for the loss of kit due to enemy action, and provided a library of technical and reference books.

In 1945, when hostilities came to an end, the association made contacts with business firms and assisted many of its members in obtaining employment on leaving the Service.

The association was active in the social field. During the war the TGMs held many dances, picnics, stags and other social functions and had the honor of staging the first dance in the "Stadacona" gymnasium. A magazine, "The Warhead," was put out by the executive committee every month, reviewing past events and informing members of future activities.

Membership in the association was open to all ratings of the RCN, RCNR and RCNVR who held the non-substantive rate of Torpedo Gun-

ners' Mate or Acting Gunner (T) Star. Honorary membership was extended to Torpedo Officers, all retired TGMs and certain other persons by election. Active membership during the war was as high as 125.

When the RCN was established on a peacetime basis, members remaining in the Service were divided between the two coasts. A further break-up occurred when Torpedo Gunners Mates were allocated to the Electrical, Armourer and Torpedo Anti-Submarine Branches. Because of the resulting disintegration of active membership, it was found impossible to continue operating the association effectively. A disposal committee was set up and it was unanimously decided to put the association on an inactive status.

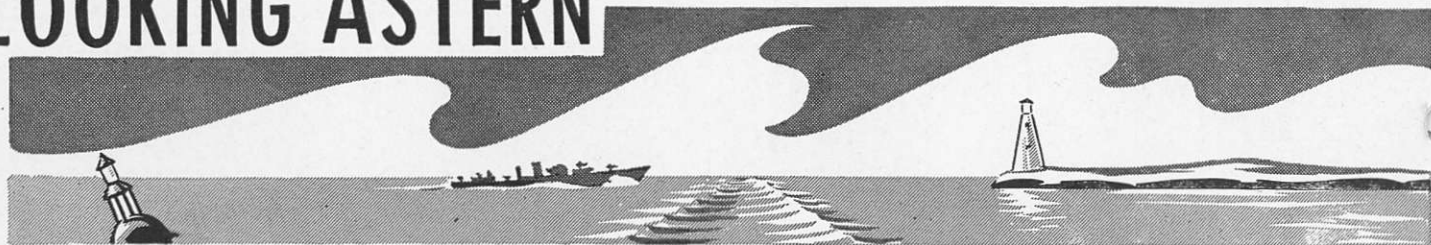
The disposal committee consisted of Mr. Frank Turner, of Halifax, president of the association and former TGM in the RCNVR; CPO Ellis Parker, RCN, of Halifax, treasurer; CPO Ernest Young, RCN, of Halifax, secretary, and CPO Gordon Board, RCN, of Armdale, N.S.

It was decided to divide the funds remaining in the association treasury (over \$2,300) among all former and active members. This will be done on a share basis. Each dollar a member contributed to the association will be called one share, shares to be valued at 73 cents.

REQUIREMENTS FOR PROMOTION TO COMMISSIONED RANK, RCN

		1	2	3	4	5	6	7	8
	Promotion Plan	Branch of Service as a Man	Service Required Before Appearance at FSB	Professional Requirements for Appearance at FSB. (See BRCN 3001)	Professional Requirements for Promotion	Educational Requirements for Promotion	Promotion to	Maximum Age on January 1 of Year of Promotion	Branch of Service on Promotion
a.	Branch Officer	Any	12 yrs. or over 30 yrs. of age, whichever is the earlier	Commissioned Officer	Successful completion of Commissioned Officers' qualifying course in particular branch, if required.	KRCN Appendix X	Commissioned Rank	Nil	Original Branch
b.	College Training Plan	Canadian Services Colleges	Any	12 months	Nil	Nil	Cadet, RCN	20 unmarried	Executive Supply Engineering Electrical Ordnance Constructor Instructor Special
c.		University	Any	12 months	Nil	Nil		22	
d.	Upper Yardman	Any	(a) 12 mos. as AB. (b) 12 mos. at sea including 6 mos. in duties of a seaman.	Petty Officer Second class (Seaman)	Successful completion of Executive Upper Yardman course	CHET Mathematics Physics Chemistry English Naval History	A/S/Lt	23 unmarried	Executive
e.	" "	Supply	12 mos. at sea	Chief Petty Officer Second class	Successful completion of Supply Upper Yardman Course		A/S/Lt (S)	24	Supply
f.	" "	Engineering	(a) 6 mos. as ER4 (b) 12 mos. at sea	Upper Yardman (E)	Successful completion of Upper Yardman (E) course	CHET Mathematics Physics Chemistry English Mechanics and Heat	A/S Lt (E)	25	Engineering
g.	" "	Air (AR, AF)	6 mos. as AT4	Upper Yardman (AE)	Successful completion of Upper Yardman (AE) course		A/S/Lt (E)	25	Engineering
	" "	Communicator (S)	12 mos. as ABCS 1	Upper Yardman (CS)	Successful completion of Upper Yardman (CS) Course	CHET Mathematics Physics Chemistry English Electronics	A/S/Lt (SB)	23	Special

LOOKING ASTERN



"PORT ARTHUR" BAGS A U-BOAT

Sixteen Canadian corvettes took part in Operation Torch—the Allied invasion of North Africa. During this operation, HMCS "Port Arthur" scored the first "kill" of an Italian submarine to be credited to the RCN during the Second World War. The corvette's swift and efficient attack brought to an end one of the shortest and unhappiest U-boat careers on record.

At midnight on January 17, 1943, the Italian submarine "Tritone" left Cagliari, in southern Sardinia, on her first patrol. She shaped course for Cape Bougie, on the Algerian coast. The "Tritone" was at sea only 11 hours when an Allied aircraft drove her underwater with a depth charge and machine gun attack. That evening the engineer officer reported to the captain that a defect had been discovered in the crash diving tanks

which would prevent the submarine from submerging efficiently. She was taking water at the rate of six tons an hour and the engineer officer recommended she return to harbor. But the captain stubbornly refused to put back from his first patrol.

Early on the morning of the 19th the "Tritone" reached her patrol area off Bougie. At 1230 she sighted an Allied convoy on her starboard bow. It was MKS 6, proceeding on a westerly course at a speed of approximately seven knots. The U-boat commander decided to attack the port wing of the convoy, where he thought he saw some tankers. At periscope depth, he closed to a range of 5,000 yards.

As the "Tritone" flooded her forward tubes in preparation for the attack, she suddenly lost trim and dropped to 60 feet. She was brought back to periscope depth but it was virtually impossible to keep her on an even keel. The commander decided to press the attack despite the defects, although the calm sea and good visibility were not advantageous to a U-boat attack.

As the submarine was working her way into position, the "Port Arthur" was zig-zagging in the centre van of the convoy. At 1413 she picked up an asdic contact at 1700 yards.

The echo showed only slight movement. There was no hydrophone effect or visual trace on the recorder, and the contact was at first considered doubtful. But it soon cleared. The trace began to show and a hydrophone effect was heard. The range was then 1400 yards and the echo was moving left. Apparently the submarine had become aware of the detection. She increased speed from less than one knot to three knots and made a sharp alteration of course in an attempt to run under her attacker.

The "Port Arthur," however, had anticipated some avoiding action and had made two throw-offs. She closed the "Tritone" and fired a ten-charge pattern by recorder trace. The corvette's anti-submarine team had

accurately estimated the U-boat's movements and her depth charge attack scored heavily. The explosions blew the U-boat's main fuses, holed the fuel tanks and knocked the electric motors out of action. The submarine began to leak so badly that she took on a heavy list, went out of control and dived to a depth far below any she had reached on trials.

The damage then forced the "Tritone," still out of control, to rise to the surface, with the crew ready to concede the victory. But the commanding officer was still determined to make a fight of it. He ordered all torpedo tubes fired—an action that failed because the entire communications system had broken down. He tried to submerge again but, as survivors later related, "there was confusion not far from panic."

As the "Tritone" surfaced, the



Lieut. E. T. Simmons, DSC, RCNVR, who commanded HMCS "Port Arthur" when she sank the Italian submarine "Tritone." Lieut. Simmons was awarded the DSO for his "outstanding skill and judgment". He is now a Commander, RCN(R), Ret'd. (L-0257).



Sub-Lieut. Peter Cowan, RCNVR, anti-submarine control officer of the "Port Arthur," who received the DSC for his part in the submarine sinking. He is now a Lieut., RCN(R), Ret'd. (L-0263).



Distinguished Service Medals went to Able Seaman Gerry Boyer, left, the "Port Arthur's" HSD, and Ord. Sea. Donald McLean, the submarine detector who was on watch and picked up the U-boat contact. (L-0310).

"Port Arthur's" starboard Oerlikon gunner and the captain of the starboard depth charge crew reported they saw one of the Italians waving a white flag. The corvette's report on the action, written later, stated that some of the crew members of the submarine began jumping overboard almost immediately their craft surfaced.

The U-boat came up in a position close to HMS "Antelope," a British destroyer which formed part of the escort. The "Antelope" apparently hadn't seen the white flag, as she quickly opened an attack with 4.7 inch guns and close range weapons. She got two hits on the conning tower and one on the hull, killing several of the "Tritone's" crew as they clambered out of the conning tower. The "Port Arthur," in the meantime, had altered and come around to ram but held off when she saw the "Antelope" shelling the submarine. At this stage the Italian commander gave up the fight and ordered the crew to abandon ship.

The "Antelope" ceased fire, stopped 30 yards away from the "Tritone" and prepared to send off a boarding party. But the U-boat commander had apparently ordered the opening of the vents — an action that trapped some of his own men in the torpedo compartments. Before the British destroyer could get her boarding party away, the "Tritone" sank by the stern. This was at 1425, just 12 minutes after the action began.

Some minutes later, a prolonged, muffled explosion was heard. It was probably the scuttling charges exploding. The destroyer was able to pick up the commanding officer and 22 men of the "Tritone," while the "Port Arthur" went to investigate another asdic contact which turned out to be "non-sub."

Interrogation of the prisoners showed that they were quite pleased to be out of the war. They were talkative and friendly and confirmed the efficiency of the "Port Arthur's" depth charge attack. It had caught the "Tritone" while she was attempting to pass through the screen between the "Port Arthur" and the "Antelope." The pattern forced the U-boat down to approximately 250 feet and while the crew tried to regain control, the submarine came to the surface. The "Antelope's" gunfire had been very accurate and had discouraged the Italians from manning their own guns.

The "Antelope" acknowledged, after the action, that the "Port Arthur" should be credited with the success, stating that "the 'Tritone' was definitely 'Port Arthur's' bird." She further stated that the U-boat had been so severely damaged by the corvette's attack, which was made very swiftly and accurately, that her destruction was almost certain even before the "Antelope" entered the action.

Despatches from Captain (D), Gibraltar, and Admiral, Gibraltar, both recognised the "highly successful action" and the "high state of asdic efficiency displayed by the ship."

The commanding officer and members of the "Port Arthur's" anti-submarine team received awards for the parts they played in the action. Lieut. E. T. Simmons, DSC, RCNVR, (See Looking A Stern, The "Crow's-nest," February 1950), the corvette's captain, received the Distinguished Service Order for his "outstanding skill and judgment." The anti-submarine control officer, Sub-Lieut. Peter Cowan, RCNVR, was awarded the Distinguished Service Cross, while Able Seaman Gerald Boyer, the HSD, and Ord. Sea. Donald McLean, the S/D who detected the U-boat, both received the Distinguished Service Medal.

The entire crew shared in another prize: When the city of Port Arthur adopted the ship in 1942, a \$1,000 purse was raised by public subscription, to be awarded to the ship's company in the event of a success against a U-boat. It was.

STRANGE SUBS SEEN OFF EAST COAST

Between the middle of July and the middle of August, Naval Headquarters received 25 independent reports of submarines being sighted on Canada's east coast. They were reported from various parts of Canada's four Maritime provinces and each individual report was carefully investigated and evaluated by Naval Intelligence. This entailed despatching officers to many points to interrogate the witnesses.

After screening the reports, it was obvious that the early items in the newspapers had sparked the imagination of many people. There were 15 reports from the Bay of Fundy area, as well as various ones from Nova Scotia, Prince Edward Island and Newfoundland.

The Director of Naval Intelligence is satisfied that a few reports were reliable and that one or more submarines of unknown nationality, probably Soviet, were operating in waters off the east coast of Canada. However, it is felt that these under-sea craft may have returned to Russia, leaving the purpose of their mission a secret.

The presence of foreign submarines in Canadian waters found the RCN ready for action. Units from the Atlantic Command were immediately sent to search the areas where the submarines had been reported. It provided the Navy with a realistic exercise as well as excellent training for the many men from University Naval Training Divisions embarked in the ships. "La Hullose," "Swansea" and "New Liskeard" were kept busy for several days chasing the many clues reported. Their efforts were not in vain, as confirmation was obtained that the submarines were no longer in the area.

It would appear likely that Moscow has recalled her submarines from this area, at least for the time being. Although some reports had them up on mud banks and other impossible places, an efficient investigation and prompt action have cleared the air and established the fact that the Navy is ready and able to act quickly in circumstances of this nature.

Afloat and Ashore

ATLANTIC COAST

HMCS "Cornwallis"

During the past month the establishment has been honored by visits from several senior officers. On July 18 Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, walked around the base, and two days later Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, carried out his annual inspection. Much scrubbing and polishing had "Cornwallis" looking her best for the visitors.

A highlight of both visits was the performance of the Ceremonial Sunset by a guard of men from "Huron" and "Iroquois" divisions, commanded by Lieut. A. M. Cockeram, of Calgary. The "Cornwallis" band gave an exhibition of musical marching manoeuvres prior to the start of the ceremony.

HMCS "Portage"

Throughout the ship's five-day stay in Chicago, the traditional American hospitality was enjoyed by every member of her company. Mr. Phil Wrigley, owner of the Chicago Cubs baseball team, placed ten boxes at Wrigley Field at the disposal of the "Portage's" crew for

a St. Louis Cardinal-Chicago Cubs game. Invitations were extended to visit radio and television shows and the Chicago Fair of 1950 was thrown open to the Canadian visitors.

On Canada Day, celebrated at the Fair on July 1, a party of officers and men was landed to take part in the ceremonies. Also present was the RCAF's 410 Vampire Squadron.

Of the first 46 days away from her Halifax base, the "Portage" was under way for 36. During that period the ship steamed 3,700 miles and called at 16 ports. Approximately 5,000 persons inspected the ship during "open house" periods.

At Hamilton a television set was embarked and worked well when within range of American stations.

HMCS "Swansea"

The "Swansea" has been getting around a good deal during the past few weeks while carrying out her share of the summer training program. Ports of call have included Quebec City and Tadoussac, P.Q., Pictou, N.S., and St. John's, Newfoundland, and activities have included searches for possible submarines in the Bay of Fundy.

The ship was in St. John's during the Newfoundland Day celebrations

and crew members took part in the huge street dance, for which five orchestras supplied music, and took advantage of the hospitality of the tri-service messes at Buckmaster's Field.

On the sports front, the ship's company softball team has registered victories over "La Hullose" and the UNTDs, while the officers' and chief and petty officers' teams of the ship are staging a ding-dong series.

While in Tadoussac, rumors were circulated to the effect that a petty officer cook had been seen walking around the local fish hatchery armed with a fishing rod. However, there were no reports of any depletion of the hatchery stocks or any increase in the amount of fish on the ship's menu.

PACIFIC COAST

Mechanical Training Establishment

Seven classes of Ordinary Seamen Stoker Mechanics are currently under training at the MTE in "Naden", and indications are that this number will be increased in the near future. Also in progress is a post-entry training class of Engine Room Artificers.

Under a new plan the MTE (West Coast) is handling courses for ERAs in internal combustion engines and refrigeration. The first ICE course is already under way, with CPO Eric Nurse as instructor. Previously this course was available only at Halifax.

The MTE has been doing well in the sports picture at "Naden" and recently has been dominating the Thursday tabloid sports. On a recent Thursday the MTE representatives scored 41 out of a possible 42 points.

HMC "PTC 724"

Since completing her refit, HMC "PTC 724" has been engaged on a wide variety of duties.

On several occasions the ship has embarked Commodore G. R. Miles, Commodore of the RCN Barracks, and Cdr. J. M. Leeming, Reserve Training Commander, and taken them to Bedwell Harbor, favorite exercise area of the training frigates "Antigonish" and "Beacon Hill".

Recently "PTC 724" acted as



A detachment of Royal Marines and the Royal Marine band from HMS "Glasgow" journeyed from Halifax to HMCS "Cornwallis" July 24 to join with a guard and band from the RCN training establishment in performing traditional sunset ceremonies. Close to 2,000 spectators saw the "Cornwallis" guard and band go through a series of intricate marching manoeuvres, following which the Marines stepped off the Beat the Retreat. The impressive ceremony ended with the lowering of the Ensign, while the Canadian and Royal Marine Bands combined in playing the musical salute. (HS-11810).

Committee Boat for the International Yachting Association Regatta at English Bay, Vancouver. In July she transported Navy League Essay Contest winners on a day-long visit to the "Beacon Hill," returning the party to Esquimalt at the end of the day.

Twenty Sea Cadets were embarked on July 18 at Camp Latona, Sea Cadet camp on Gambier Island, and transferred at sea to the "Beacon Hill" and "Antigonish". Later that day they were returned to camp in the "PTC 724." The ship remained at the camp overnight, long enough for a softball game with the cadets, which the latter won by one run in extra innings.

Midshipman J. B. Milton, formerly in the cruiser, HMCS "Ontario," has joined "PTC 724." CPO C. J. Keen and ABD. McKee also are newcomers to the ship's company, the former from the "Ontario" and the latter from "Naden."

CPO G. Fraser has left "PTC 724" for new duties in "Naden."

TAS Training Centre

The TAS Training Centre at HMCS "Naden" is still humming with activity from the summer training schedule. During June four classes of first-year cadets, one of third-year cadets, an RCN(R) officers' class and a number of RCN(R) men received instruction.

Teams from HMC Ships "Cayuga", "Athabaskan" and "Sioux" were also given periodic practice prior to their departure for operations in the Korean theatre.

Activity in July exceeded that of June with a total of more than 12 classes under continuous instruction. These included six classes of first-year

Plenty of Sea-Time

HMCS "Ontario" has come up with an answer to those landlubbers who think that a peacetime Navy spends all its time in port or "swinging round a buoy."

In the two-and-a-half months that followed completion of her annual refit March 2, the cruiser spent 51 days at sea as compared to 27 days in harbor. Not only this, but during the Hawaiian cruise, April 18 to May 17, only three full days were spent alongside. From all reports, this heavy session of sea-time had no ill-effects on her ship's company—in fact, quite the reverse. It gave officers and men a real opportunity to settle down in their ship, with the result that all concerned have come to regard the "Big O" as home.



A group of men from HMCS "Portage", attending the Chicago Fair, are luncheon guests at an open-air restaurant on the shores of Lake Michigan. Pointing to the USS "Daniel A. Joy" is Ldg. Sea. A. Piros. At the right is the sailors' host, Mr. Citro. (P-245).

cadets, three classes of second-year cadets, one class of senior cadets, two RCN(R) officers' classes and three classes composed of RCN(R) men.

PO C. Buckley will be leaving the staff in November to attend the Leadership Course in "Cornwallis" and from there he will go to Halifax for his Instructor's course.

NAVAL DIVISION

HMCS "Chippawa"

(Winnipeg)

Getting back to normal has been the main occupation of the Winnipeg division during the summer months. The last traces of the flood disappeared from the building as messes and offices were redecorated to obliterate the marks left by thousands of pairs of muddy hip boots.

At the same time a new, but more useful, upheaval occurred as the installation of "Chippawa's" new specialised AA equipment went forward after being interrupted by the earlier emergency. At the time of writing the gun battery had been transferred from the south wall of the building to a more convenient position on the drill deck.

By the end of July the long and tedious process of recovering the

hundreds of boats borrowed and lent by the Navy during the flood came to an end. The brunt of this task was borne by Lieut. John Thorsteinsson, who worked in close co-operation with the provincial government.

A successful course for Sea Cadet officers was held for two weeks in July. Not content with leaving behind some pleasant recollections of their stay, the Sea Cadet officers presented the wardroom with a beautiful ship's clock as a permanent memento.

A visitor to the establishment was Capt. H. L. Quinn, Director of Naval Reserves, who arrived on an inspection trip July 30.

PO C. E. Brown managed to catch the "Athabaskan" just in time for her "Eastern Cruise".

On the sports front, the "Chippawa" team, at time of writing, held the edge in the Inter-Service Football League, leading the RCMP, Air Force, Army and DVA.

HMCS "Star"

HMCS "Star's" Fairmile, "PTC 706," has had a busy time this summer. Each weekend the vessel spends from Friday to Sunday evening away from her base on various evolutions and exercises. Ports of call on these weekend cruises have included Cobourg, Presqu'île and Rochester, N.Y.



A group of ex-Wrens cool off with iced tea aboard HMCS "York's" Fairmile while discussing plans for the first national Wren reunion, held in Toronto August 25 to 27, with Capt. F. R. Base, commanding officer of the Toronto naval division. Left to right front row, are Norma Wright, Toronto; Peg Muntz, Hamilton; Capt. Base; Judy Price and Jane Woodruff, both of Toronto. Behind them are Betty Higham, Assiniboia, Sask., and Muriel Perkins, Toronto. Ex-Wrens attending the reunion were given special permission to wear their uniforms. (Photo by Gilbert Milne).

Mail Arrangements For European Cruise

Arrangements have been made with the Post Office Department to forward mail to personnel serving in the "Magnificent," "Huron" and "Micmac" during their three-month absence on a training cruise to Europe.

Following are the latest dates for the despatch of mail from Montreal to connect with the ships at the various ports of call:

Port	Airmail	Surface Mail
Londonderry	15 Sept.	7 Sept.
Rosyth	20 Sept.	7 Sept.
Oslo	27 Sept.	15 Sept.
Göteborg	30 Sept.	15 Sept.
Copenhagen	4 Oct.	26 Sept.
Amsterdam	11 Oct.	29 Sept.
Rotterdam	11 Oct.	
Antwerp	18 Oct.	6 Oct.
Portsmouth	18 Oct.	
Cherbourg	23 Oct.	13 Oct.
Lisbon	28 Oct.	13 Oct.
Gibraltar	3 Nov.	20 Oct.
Bermuda	18 Nov.	10 Nov.

The "Magnificent" will not go to Amsterdam and Antwerp but will visit Rotterdam and Portsmouth during this period.

Mail should be posted sufficiently in advance to ensure arrival at Montreal prior to the appropriate closing date. The use of airmail or Canada air letters is strongly advised by postal authorities. Parcels cannot be accepted.

HMCS "Donnacona"

(Montreal)

The band of HMCS "Donnacona" has been busy recently in the presentation of its annual series of summer concerts. These concerts are given in various parks throughout Montreal and have proven very popular. On Sunday, July 9, the band went to Ste. Anne's Military Hospital at Ste. Anne de Bellevue, where a concert was given outdoors for the benefit of patients and staff.

With visions of a cruise to Europe, Surg. Lieut. R. B. Ramsey, of "Donnacona's" medical staff, signed on for a year's voluntary service. However, shortly afterwards he found himself heading for the Pacific Coast and points further west, having been appointed to HMCS "Athabaskan," one of the three Canadian destroyers assigned to the United Nations forces in the Far East. Once he got over his surprise, the "doc" was highly pleased with the appointment.

"Donnacona" is at present operating from a few square feet of space in the after part of the building while renovation of the other portion progresses. — R.F.D.S.

Comforts for Destroyer Men

In a spirit reminiscent of the work done by women's organizations during wartime, members of the Ladies Auxiliary to the Naval Veterans Branch of the Canadian Legion in Victoria, with help from other city groups, came through in a hurry to meet the needs of sailors in the "Cayuga," "Sioux" and "Athabaskan" for reading material and games on their long Korean voyage.

Five days before the three destroyers sailed from Esquimalt a call went out for assistance in providing the crews with amenities. The Ladies' Auxiliary to the Naval Vets, the Veterans Hospital, Travellers' Library, and Pro Patria and Britannia branches of the Canadian Legion went to work at once and the day before the ships sailed were able to present them with over 1,500 books, as well as cards, magazines, jig-saw puzzles, cribbage boards, bingo, canasta sets, etc.

This splendid effort was organized and co-ordinated by the P. and R.T. Department in "Naden."

It was a noble effort and one that was greatly appreciated.



There may be bigger fish in the ocean, but Ldg. Sea. Norman McClellan, of HMCS "Ontario," is quite satisfied with these two spring salmon. He caught them during the dog watches when the ship was at NanOOSE Bay, Vancouver Island.

HMCS 'Huron' Reports

*Recent Addition to the Fleet
Ready to Tackle All Comers*

At long last the ship's company feels that a word to the fleet from HMCS "Huron" is in order. We have remained silent, except for one brief communique on commissioning, until we considered ourselves to be fully operational and ready to take on all comers in any field. This degree of efficiency, we feel, has now been achieved.

On the last day in February, at an East Coast Canadian port, His Majesty's Canadian Ship "Huron" commissioned in a blaze of glory and with a fanfare of trumpets. Every one present thought it was a most impressive ceremony, and we felt sure we were off to a long and happy commission.

The month of March was devoted almost entirely to trials and cleaning ship. The only remarkable thing about these trials was that nothing went wrong, such as steering gear or gyro

breaking down, etc. Congratulations, Dockyard!

On March 25 we sailed for Bermuda for what was to be our shake-down cruise. Normally these efforts are called WUPS, but since we were only going for ten days, "shakedown" seemed more appropriate. In Bermuda we carried out the usual drills in seamanship, preparing to tow forward and aft, mooring ship, etc., and even attained a reasonable degree of efficiency. Record time for the ship coming to a buoy was four and a half minutes. We left Bermuda in time to arrive back in Halifax for the Easter week-end — a welcome break after the previous strenuous ten days.

Soon after Easter we sailed for anti-submarine exercises with HMCS "Swansea" and the US Submarine "Sarda." During this period we held a softball competition with the "Sarda" and "Swansea," engaged in two sailing races with the "Swansea"

and shot the latter's remaining skeet targets out of the air. The "Huron" Indians beat "Swansea's" softball team but were themselves beaten by the submariners. We lost our first sailing race to "Swansea," but were able to repay them the following day.

We returned to Halifax at the end of April, and changed our administrative authority from CANFLAGLANT to CANCOMFLT. We were operational! During the month of May we acted as plane guard to HMCS "Magnificent." We used this period to work up our main armament. Constant practice was required, since the climax was to be a competitive shoot with the "Micmac." Keeness was evident throughout, for the thought of "having a go" with "Micmac" was pleasing to all.

It was in May that the blow fell. One of our communicators found a signal saying that we were to be inspected by the Admiral on June 15. Of course, we were far from prepared for this event. However, with the usual red-blooded Canadian initiative and genius we set about our task. We also noted that our nearest and only rival on this coast, "Micmac," was also to have an inspection, and therefore no stone must be left unturned to outshine her. Everyone from the captain to the youngest ordinary seaman set about thinking of new ideas and novel twists to make ours the smartest ship in the Fleet. This, we believe, we achieved quite satisfactorily.

In June we were once again thrown into the laps of the Gods and the schools in our command (the motto of the schools being, "As we have not yet begun to train, all operational ships are to work eight days out of seven.") However, we took them to sea and did our best.

On June 10 we began our final preparations for the inspection. Such activity has never been seen before, nor is likely to be seen again. Men volunteered to work until all hours to finish painting whatever part of the ship in which they took a personal pride. The result was that on the 15th the ship looked (as one impartial observer was heard to say) "as bright as a new pin."

The following day we proceeded to sea to carry out our anti-aircraft shoot and our competitive shoot with "Micmac." Our long-range A/A shoot was an event to be remembered. The crews outdid themselves by shooting down the drogue on the first run! Our surface shoot with "Micmac" has not yet been analysed, but the result is fairly obvious.

DESTROYER MEN MOSTLY WESTERNERS

The four Western provinces of Canada can lay claim to approximately 80 per cent of the officers and men of the destroyers "Cayuga," "Sioux" and "Athabaskan."

Figures based on home addresses given on entry into the Navy show that 648 of the 807 officers and men in the three ships come from British Columbia, Alberta, Saskatchewan and Manitoba.

This is not coincidence but is a result of the Navy's policy of assigning non-officer personnel from Western and West-Central Canada to ships and establishments on the West Coast. Similarly, personnel from Eastern Canada serve in East Coast ships and shore bases. This "home port division" system is followed as closely as possible but is governed, of necessity, by

service requirements.

British Columbia, with 247, has the largest single representation in the three destroyers; and at least that many again now call B.C. their home province, having established residence in Esquimalt, Victoria or other communities adjacent to the RCN's West Coast base.

Alberta has 171 men in the ships and Saskatchewan 136. Ontario, although an Eastern province, has 108. Manitoba has 94 officers and men, while the other five provinces have a total representation of 51. Tops among the latter is Newfoundland with 17 seamen, 11 of whom are in the "Cayuga."

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

	"Sioux"	"Cayuga"	"Athabaskan"	Total
British Columbia.....	93	79	75	247
Alberta.....	50	63	58	171
Saskatchewan.....	41	46	49	136
Manitoba.....	27	39	28	94
Ontario.....	35	30	43	108
Quebec.....	4	6	3	13
New Brunswick.....	—	2	1	3
Nova Scotia.....	2	4	9	15
Prince Edward Island.....	—	1	2	3
Newfoundland.....	1	11	5	17
	253	281	273	807



Ranged on the flight deck of HMCS "Magnificent", naval Fireflies and Sea Furies are warmed up preparatory to taking off for an exercise. (Mag-1698).

Debunking the Rumours

The Truth About Our Aircraft Accidents

Since man first took it into his head to defy gravity, potential disaster in the form of aircraft accidents has always been hovering nearby. There are the spectacular crashes which we read of in the newspapers and which are, fortunately, relatively few. Then there are the minor ones which are seldom of sufficient interest or importance to be published but which constitute by far the greater proportion of all accidents.

In theory, every accident can be avoided. In actual practice, inherent human failings make this most desirable state of affairs impossible to achieve. But although we have to resign ourselves to this fact, we must, and do, make every effort to keep the accident rate at a minimum.

There is a saying that flying is no more dangerous than going to sea, but that the air is less forgiving of error. The complexity of the modern aircraft and the speed at which it operates allow little room for error on the part of air or ground personnel. However, it is not so much the speed or intricacy of the aircraft which

causes accidents, but rather the type of flying in which it is employed.

For instance, operational naval aircraft must fly at a speed only a few knots above the stall when landing aboard a carrier or when practicing carrier landings ashore. Here the risk of a crash is much more imminent than if the aircraft were flying at altitude or approaching with a good margin of speed to land on a lengthy runway. Thus it would be ridiculous to attempt to compare the "efficiency" of single-engined operational aircraft with multi-engined transports, because of the profound difference in the nature of their employment. Statistics of this kind could be very misleading if quoted out of their context.

Another factor which cannot be overlooked in determining the accident rate is what actually constitutes an accident. Accident reporting in the RCN is similar to the method used by the Royal Navy and to many appears unnecessarily strict. However, it is only in this manner that all incidents, no matter how trivial they may seem, can be recorded and

assessed with the ultimate object of eliminating those accidents. Even if an aircraft merely bursts a tire on landing, or if a pilot carries out a precautionary landing without causing any damage to the plane, it is reported as an accident.

Thus, all accident messages are not the forerunners of bills for large sums of money to be spent on the repair of damaged aircraft. On the contrary, approximately 40 per cent of the accidents reported involve either no damage, or very minor damage, to the aircraft concerned.

During the first few months of 1946, when Canadian naval squadrons began operating as such, our accident rate was on the high side. Since that time, however, the experience gained by both air and ground personnel has played a major part in reducing this rate, until now it has reached approximately the same figure achieved by the Royal Navy.

In the first six months of this year, our embarked squadrons chalked up more flying hours and deck landings at sea than had been amassed in the previous two years. This increase in the amount of carrier flying has done much to bring down the embarked accident rate to its present satisfactory level. The total hours flown ashore have also increased considerably, due to the fact that we are getting more hours per aircraft per month than ever before, with a resultant boost in aircrew efficiency.

The present trend indicates that the accident rate in naval aviation will continue to drop. How fast and how far it drops depends, not just on the improved skill of pilot and technician, but on every officer and man whose job is connected with naval aviation.

No More Misters

The old and honorable title of "Mister," used in the Navy for many years to designate Warrant Officers, Commissioned Officers from Warrant Rank and Midshipmen, when referring to them in correspondence, has been discontinued.

In future, a Warrant Officer, Commissioned Officer from Warrant Rank or a Midshipman will be referred to in correspondence in the same manner as other officers, i.e. his rank will precede his name which will be followed by the component of the Naval Forces to which he belongs.

Example:

Commissioned Gunner J. L. Jones, RCN.

Midshipman (E) R. J. Engine, RCN(R).



The Navy Plays



MTE Pacing "Naden" Track and Field Tests

The weekly tabloid track and field meets are drawing more competitors than any other sport at HMCS "Naden." Personnel taking part have been so enthusiastic and their performances have improved so rapidly that the standards for each event were raised during the third week. After the first four meets, the MTE team was leading the pack with 15 points, closely followed by Supply School "A" with 13, and Supply with 11 points.

The Pacific Command made its debut in organized lacrosse this season. Thus far, the sailors have not fared too well in the won-and-lost columns, but they have been improving steadily each time out. Mainstays of the squad are six UNTD cadets undergoing summer training at Esquimalt.

"Cornwallis" Bowlers Edge "Stad" Titlists

Champions of the "Stadacona" and "Cornwallis" inter-part bowling leagues clashed in a home and home

play-off series for the Atlantic Command bowling Championship. The Electrical officers, "Stad" titlists, ran up a 190-pin lead against the "Cornwallis" Medical and Dental Staff team in the first match held at Halifax, but the "Cornwallis" trundlers came back strongly at home to overcome the deficit and go on to win by a narrow margin. Members of both teams were loud in their praises of the arrangements and hospitality extended during the series.

Scores Second Straight Victory in Marathon

"Haida" Division won a close victory over "Iroquois" Division in the monthly cross-country race at HMCS "Cornwallis". For the second consecutive month, Ord. Sea. Taylor Gordon, of "Huron" Division, copped individual honors as he won by a stride over Ord. Sea. Louis Lamoureux, of "Iroquois" Division, in a thrilling stretch duel.

The first half of the schedule in the interpart softball and soccer leagues wound up with the officers leading the

soccer circuit and "Haida" Division winning softball honors. The officers were undefeated in seven starts. The chief and petty officers' teams were in the runner-up spot in both leagues.

The ship's soccer team ran its string of victories in exhibition games to three straight before being stopped by the Fairey Aviation eleven from Dartmouth. The visitors scored a convincing 6 to 0 win.

In exhibition softball, the ship's team scored a 9 - 4 triumph over HMCS "Shearwater" in a closely-fought game that broke wide open in the ninth inning when both teams scored most of their runs.

"Shearwater" Regatta Draws Large Turnout

The "Shearwater" Yacht Club played host to sailing enthusiasts from ships and establishments of the Atlantic Command and from the Royal Nova Scotia Yacht Squadron and the Armdale Yacht Club at its first open regatta of the 1950 sailing season. More than 80 boats of seven different classes took part in the regatta, held in Eastern Passage off the Naval Air Station.

Seven events rounded out the afternoon's competitions, with the feature race of the meet going to the "Tuna," the "Shearwater" Yacht Club's entry in the large boat handicap. The 50-square metre boat was skippered by Capt. E. W. Finch-Noyes.

Following the races, refreshments were served and prizes were presented to the winners by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

Close Race Features "Naden" Softball Loop

Softball has become one of the most popular of the inter-part competitions at HMCS "Naden," with all departments striving to field top-notch teams. The league standings reflect this keen competitive spirit as five teams are bunched at the top of the loop with only three points separating the first and fifth place tenants. The Communications and ND team is tied with Supply for top spot with



Winners of the seven races which featured the "Shearwater" Yacht Club's first open regatta of the season are shown above. Left to right are: Lieut. D. J. Fisher, HMCS "St. Stephen" (service dinghy class), Roy Jollimore, Armdale Yacht Club (small handicap race), Donald Scarfe, Armdale Yacht Club (Snipe class), Capt. E. W. Finch-Noyes, "Shearwater" Yacht Club, (large handicap race), Lieut. (P) E. A. Wiggs, HMCS "Haida" (service whaler class), Reginald Blakney, Armdale Yacht Club (Star Class), and ex-commodore H. W. L. Doane, Armdale Yacht Club, (Bluenose class). (DNS-3195)

17 points. Two points back is the TAS and Electrical squad, while MTE and Supply School "A" are close behind, each with 14 points.

HMCS "Naden's" entry has been campaigning successfully in the Victoria Senior B Softball League. The Esquimalt sailors are holding down first place with a one-and-a-half game edge over second place Army. With only two games of the regular schedule remaining, the "Naden" squad was favored to finish on top of the loop.

19th CAG Captures Basketball Title

The 19th Carrier Air Group won the inter-part basketball tourney at HMCS "Shearwater," in which teams from virtually every department at the Air Station took part. The members of the victorious 19th CAG squad were: AB Edward Peters, PO Henry Trott, Lieut. (P) G. D. Westwood, Lieut. (P) A. E. Fox, PO John Coughlin, Ord. Sea. John Stewart, PO Ernest Wade and PO Robert Campbell.

Pitches No-Hit Game In Softball League

Ldg. Sea. Don Wheeler, star pitcher of the pace-setting Electrical "B" team, hurled no-hit no-run ball as his team defeated the Officers' nine 13-0 in an abbreviated RCN Interpart Softball League game at Halifax. It was the seventh straight victory in as



HMCS "Nonsuch" has entered the Edmonton Senior B Fastball League and is holding down second place in the three-team loop. Other teams are the Fire Department and the RCAF and games are played under lights at Kingsway Park. The "Nonsuch" squad is shown in the photo above. Front row, left to right: Ed. Carnegie, Ed Wiederspiel, Ken Gibson, Billie Mundie bat boy, Phil Manton, Rudie Wiederspiel. Rear row: PO John Oster (manager), Jack Lie, Bob Bianchini, Moase Ziegler, Vic Mayson, Reg Hore, John Kapinsky, and Ron Brocking, coach.

many starts for the Electricians.

Wheeler aided his own cause with a home run and Ldg. Sea. Ernie Burlock also hit for the circuit.

"Huron Sailors Second In Dartmouth Whaler Race

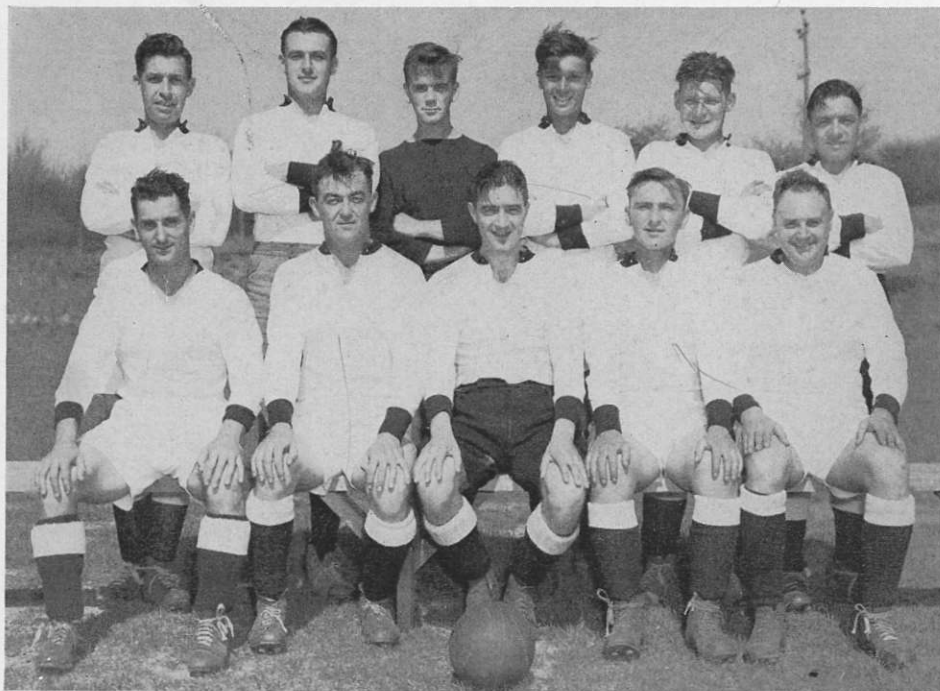
A crew from the destroyer HMCS "Huron" placed second in the final of the whaler races held during the Dartmouth, N.S., Natal Day cele-

brations. First place went to HMC Dockyard's entry by a narrow margin.

Sub-Lieut. M. Barrow was coxswain of the destroyer's whaler, while other members of the crew were Able Seamen Norman Lewis, Phil Cochrane, Harry Thompson, Arthur Burgess and Leslie Stymest.

Frigate Wins Sailing Race at Bar Harbor

During the ship's visit to Bar Harbor, Maine, in July, a crew from HMCS "La Hulloise" captured the Bar Harbor Chamber of Commerce trophy in a six-mile yacht race. Other members of the crew were Sub-Lieut. John Brenchley and Sub-Lieut. Maurcie Charendoff.



The "Cornwallis" soccer team has been enjoying a successful season, racking up three wins in four exhibition games with service and civilian teams. The "Cornwallis" eleven is shown above: Front row, left to right, PO R. Pitt, Lieut. F. C. Pettit, Instr. Lieut. D. D. MacKenzie, Ord. Sea. P. Shealey and CPO C. Mann. Back row, left to right: CPO S. Reid, Instr. Lieut. L. Farrington, Ord. Sea. K. Power, PO N. Randal, Ord. Sea. T. Bevand and PO R. Ellison. (DB-889-1)

"Portage" Sailor's Beard Wins Appropriate Prize

When HMCS "Portage" arrived in Chicago on June 28 — the first foreign warship ever to visit the city — she was given a rousing welcome. Newsreel and television cameras ground away, flash-bulbs popped, newspaper headlines and pictures proclaimed the event and the ship's company was showered with invitations to entertainment of all kinds.

One of those who will remember the visit for a long time to come is Ldg. Sea. Frank Hanson, of Montreal. The owner of a luxuriant beard, Ldg. Sea. Hanson attracted the attention of the television people and was featured in a couple of TV shows. His reward for appearing was a year's supply of razor blades and shaving cream.

AB Earl Smith, of Saint John, N.B., also was seen on television while Lieut. Malcolm (Curly) Smith was a guest of the "Breakfast Club" radio show.

QUITE A RECORD!

*Weather Ship "St. Stephen" Showed
Unmatched Ability to Develop
Appendix Cases At Sea*

Besides her White Ensign and paying-off pendant, HMCS "St. Stephen" hauled down a truly distinctive flag when she completed her period of service with the Royal Canadian Navy and was turned over to the Department of Transport at Esquimalt this summer.

The flag was presented to the ship earlier this year in recognition of the "St. Stephen's" remarkable ability to develop acute appendicitis cases while patrolling Station Baker, that remote stretch of water between Greenland and Labrador.

Altogether, the weather ship had 15 appendix cases occur on board between September 1949 and July 1950.

Thirteen of the cases developed at sea. Thirteen were landed at St. John's, Nfld.

Nine appendixes were removed at the Merchant Seamen's Hospital in St. John's.

Three appendixes were removed at the RCN Hospital, Halifax.

This Saga of the Rumbling Appendix reached a roaring crescendo during the "St. Stephen's" February patrol. Two hurried emergency trips were made, amidst ice and heavy gales, to St.

John's and a total of six appendix cases were landed.

(As the bodies, swathed in blankets, were taken over the side by stretcher and placed in a waiting ambulance, one "local" was heard to exclaim to a friend on the jetty: "Wonder who's so tough, the Old Man or the Mate?")

On the "St. Stephen's" return to Halifax from this patrol, the wives of the officers presented the ship with a special flag they had made. With it went the following "citation";

"In a world of ever-increasing query and research, HMCS 'St. Stephen' has ploughed into and beyond the field of Medical Science, and while the Nobel prize in this department has already been awarded, it was unanimously decided by an ever watchful and interested group that such contribution should not go unrewarded.

"With this in mind, this presentation is proudly made to Canada's Weather Ship for 'Duty beyond the call of Valour.'"

The badge is quite normal in appearance and design but contains a display considerably different from the one approved for the ship by

Two "Firsts" For "Portage"

During the first half of her annual reserve training cruise in the Great Lakes this summer, the Algerine mine-sweeper HMCS "Portage" chalked up two "firsts."

On June 22 the "Portage" became the first naval vessel ever to visit the town of Little Current, on the northern coast of Manitoulin Island, in Lake Huron. Six days later the ship made history again when she arrived at Chicago to become the first foreign warship to visit the American city.

Naval Headquarters and the Clarenceux King of Arms.

The centre portion is divided into three parts. The upper right-hand panel has a crossed scalpel and forceps (with sponge) embroidered in gray silk on a red background; in the upper left-hand panel is a hemostat in gray silk on a green background; resplendent in the bottom half, on a blue background, is a beautifully worked, freshly-extracted appendix, in shades of pink and red.

(P.S. — There's a tale being circulated in St. John's that when an applicant for the RCN was being interviewed at HMCS "Cabot" he was asked what he would do if he saw the "St. Stephen" entering the harbor. Said he, without a moment's hesitation, "Send for an ambulance — she must have an appendix case!" He was accepted on the spot.)

HALIFAX JILL TARS PLAN FASHION SHOW

The Jill Tar Club of Halifax, whose membership consists of the wives of naval men stationed on the East Coast, announces that it will hold a Fall Fashion Show October 3 and 4 in the Seagull Club, in Halifax.

The two-evening affair will be the first of its kind undertaken by the club since it was formed in November 1948. Naval wives will act as models and will show fall and winter fashions for Halifax merchants on the stage of the Seagull Club's auditorium.

Mrs. Samuel Iscoe is convenor of the show and is being assisted by Mrs. Samuel Short, Mrs. R. D. Wilson, Mrs. Charles Brodie, Mrs. Frank Rushton and Mrs. Ernest Bell.

A portion of the proceeds will be donated to the Seagull Club and the balance will be to finance activities of the Jill Tars during the winter. Door prizes will be given away on both nights of the show.



This is the badge that distinguishes the flag presented by the officers' wives to the weather ship HMCS "St. Stephen." It was woven in recognition of the frigate's remarkable faculty for developing appendix cases. (HS-10369).

Comrades in Arms

THE CANADIAN ARMY

What's it Like at an Army Reserve Force Summer Camp?

That's a good question and one that many a sailor may have pondered whilst busily engaged in his work aboard ship or in the Navy's shore training establishments.

"What are the guys in the other two Services doing?"

Well, the best way to find out what the Army does in its Reserve Force camps during the summer months would be to visit one, but if that isn't possible right at the moment, just read the following:

Petawawa Military Camp is a pretty good example of an Army Reserve Force training establishment. Covering many square miles of wild bush country on the edge of Algonquin Park, it provides ideal ground for military training. All types of weapons used by the army may be fired with safety in the training areas, while the camp itself, which was greatly expanded during the Second World War, affords adequate accommodation for visiting Reservists.

Every week-end throughout the summer training period approximately 1,000 Reserve Force soldiers arrive at Petawawa and are promptly housed, fed and generally settled

down in preparation for the work beginning first thing Monday morning. From then until their departure the following week-end, they have little opportunity to become bored.

The six training wings of the camp, the largest in Canada, provide a wide range of courses for every corps, including driving and maintenance of tanks and other vehicles, wireless instruction, gunnery, bridge-building, intelligence, NCOs' and officers' qualifying courses, tactics and, of course, recruit training for the first year men.

All of the instruction offers the maximum of practical work with a minimum of lectures. Tankmen have ample opportunity to practice their skill at piloting the rumbling Shermans over the sand dunes and through the scrub timber of the training areas, keeping contact and receiving orders by wireless and firing at targets on the range. Artillery men also get their fill of shooting during the week as they operate their 25-pounders and the big 5.5 mediums, and pound targets indicated to them by the tiny Auster aircraft specially designed for air observation.

All day long the ranges in the Petawawa area echo to the sound of every type of weapon from Sten guns and 2-inch mortars right up to the field and medium artillery. The climax of all this firing comes each Thursday night when every type of weapon in camp is put into action during the weekly firepower demonstration.

Then, both the Reservists and large numbers of civilians who come especially for the show, see Vampire jet aircraft strafe a target, followed by an attack by paratroopers of the Royal Canadian Regiment. The main part of the show demonstrates the tremendous weight of fire on call to an infantry battalion supported by a squadron of tanks.

Dug in mutually supporting defensive positions, the infantry companies open up with company weapons, sending a hail of crackling small-arms fire in the direction of the enemy, while all the weapons which normally support an infantry battalion join in the chorus. But to the watching Reservists, the demonstration is much



Members of the Canada-United States Permanent Joint Board on Defence are shown together in session at "B" Mess, HMCS "Stadacona," during their meeting in Halifax May 29 to June 2. At the head of the conference table at the left is General G. V. Henry, chairman of the US Section of the Board, and next to him is General A. G. L. McNaughton, Chairman of the Canadian Section. Clockwise around the table, starting from General McNaughton, are: C. C. Eberts, Dept. of External Affairs, secretary of the Canadian Section; Rear-Admiral F. L. Houghton, RCN; Major General H. D. Graham, Canadian Army; Air Vice-Marshal A. L. James, RCAF; Wing Commander A. C. Hull, RCAF; Col. J. O. Colonna, US Army; Col. F. G. Jamieson, USAF; Major General W. R. Schmidt, US Army; Major General R. L. Walsh, USAF; Rear-Admiral R. E. Libby, USN, and Mr. W. P. Snow, US State Dept., secretary of the U.S. Section. Seated at the far side of the table are, left to right, Lieut. Colonel W. M. Fondren, US Army, and Captain W. Miller, USN. Standing are Lieut. (SB) John B. Gallo, RCN, Security Officer, and Ldg. Sea. George T. Mirehouse and John Frederick, who served as sentries during the Board's closed meetings. (HS-11209).

more than just an interesting spectacle; it is a series of most important lessons essential to the thorough training of any soldier.

It's not all work and no play at Petawawa, despite the week's heavy program. Many units arrange for visits, after training hours, to nearby places of interest, such as the Des Joachims hydro development, and usually wind up the week with a special party for all ranks.

THE RCAF

Join Korean Airlift

When the word went out from Ottawa on July 19 that Canada would send an RCAF transport squadron to aid in the UN Korean airlift, the RCAF's 426 Thunderbird Squadron fell to the task of preparation with orderly excitement even before receiving indication that the Thunderbirds would be chosen for the job.

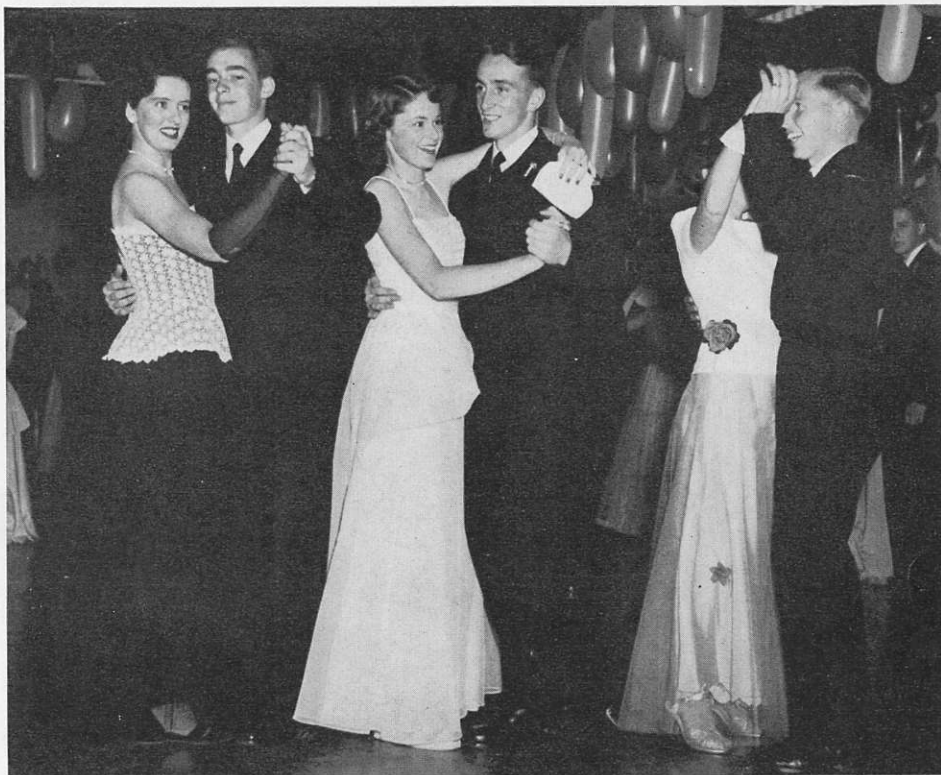
To men of the sea-borne service, moving an operational unit such as a warship from one base to another 2,500 miles away may not pose too much of a problem but the logistics of an airborne transfer of 275 air and ground crewmen and their aircraft from Montreal to Tacoma, Washington, were both complex and interesting.

However, the Thunderbirds pride themselves in their mobility. "This is just what we are trained to do," said the Squadron's commanding officer, Wing Cdr. C. H. Mussells, as the Squadron bent to the task of readying the big four-engined North Stars and the 275 men who would make up the contingent.

While awaiting orders from the United States Air Force, under whose control the squadron now operates, every man was on the receiving end of four "shots," the familiar TABT, two typhus injections and a vaccination. "The boys didn't like the needle," said the MO, Flying Officer D. G. Adams, a McGill medical student from Toronto, "but they stood in line eagerly so that they would be ready when take-off time came."

Another busy corner was that of a detachment set up by the Army Dental Corps to check teeth and render essential dental service to all personnel. By working continuously over a week-end, the 275 officers and men were cleared for the big job ahead, assured that their dental armour would stand the strain.

The Squadron's Roman Catholic padre, Flt. Lieut. J. P. Davignon, reported a sudden surge of requests for permission to marry, with over a



UNTD cadets training on the East Coast held their first formal dance of the summer in the gunroom of "Stadacona" on June 9. Enjoying the soft lights and sweet music are, left to right, Miss Pat Anderson, Amherst, N.S.; Cadet Peter Sargent, Orillia, Ont.; Miss Joan Hooligan, Newcastle, N.B.; Cadet Patrick Gallagher, Saint John, N.B.; Miss Barbara Jones, Halifax, and Cadet Wesley Tremholm, Brookfield, N.S. (HS-11358).

dozen airmen eager to take the big step before they were off for the Pacific. Most of these men were discouraged from any hasty action but four of those who had been engaged prior to the operational orders were married, one LAC taking the plunge a few hours before the squadron's six North Stars took off on July 25.

Word came from Ottawa on Monday afternoon that the American Air Force base near Seattle, Wash., was ready to receive the RCAF and take-off was laid on for 1900 on Tuesday.

In the few days allowed for preparation the squadron had packed maintenance tools, equipment and parts, checked the aircraft, carried on their normal trans-Canada sked flights familiar to many in the Navy, arranged pay accounting, issued clothing up to standard and had done the countless other things that underlie an efficient airlift operation.

And thus, in the early twilight of a leaden sky on that Tuesday, July 25, as friends, wives and children waved, Air Vice-Marshal A. L. James, Acting Chief of the Air Staff, read a message of Godspeed from Defence Minister Claxton and the Thunderbirds of 426 Squadron took off for Tacoma and points west to add to their



Don't let the top photo fool you into thinking the cadets' summer training period with the Navy consists largely of soft lights and sweet music. There are less romantic features, too, like standing fog lookout in the eyes of the ship. The man behind the canvas screen is Cadet Samuel Stanford, of Wolfville, N.S. The ship is HMCS "La Hulloise". (HS-11547).

brilliant wartime record in Bomber Command, this time flying the "one-world" banner of the United Nations.

Obituary

LIEUT. (P) MARVIN C. HARE, RCN

Lieut. (P) Marvin C. (Butch) Hare, RCN, of Toronto, Naval Air Test and Liaison Officer and Staff Officer (Air) at HMCS "York," Toronto, and HMCS "Star," Hamilton, was reported missing during a flight from Quebec City to Dartmouth, N.S., on June 30.

Despite an intensive search by RCN, RCAF and United States aircraft, no trace of Lieut. Hare or his Sea Fury single seater aircraft has yet been found.

Born in Ottawa on August 13, 1924, Lieut. Hare was living in Toronto prior to joining the Royal Navy Volunteer Reserve for duty with the Fleet Air Arm in January, 1943. The following year he transferred to the Royal Canadian Naval Volunteer Reserve but continued flying training overseas in ships and air stations of the Royal Navy.

He returned to Canada late in 1946 and in February 1947 was appointed to the RCN Air Section at Dartmouth

in 743 Squadron. Later he took an Accident Prevention Course, during which he transferred to the RCN with a short service commission.

In May 1947 Lieut. Hare joined 883 Squadron for instructional duties and shortly afterwards took up similar duties in No. 1 Training Air Group. A year later he became Naval Air Test and Liaison Officer, Montreal. He transferred to the permanent force in April 1949, a month before his appointment as Naval Air Test and Liaison Officer and Staff Officer (Air) at "York" and "Star."

CPO F. N. JANSON, RCN

Private funeral services for CPO Frederick N. Janson, of Montreal, who was drowned on July 29 while home on leave, were held in Montreal on July 31.

CPO Janson was a member of the ship's company of the Halifax-based frigate HMCS "La Hullose."

Born in Montreal on 4 October, 1920, CPO Janson served in the RCNVR from February 1942 until

November 1945. He entered the RCN in August 1946.

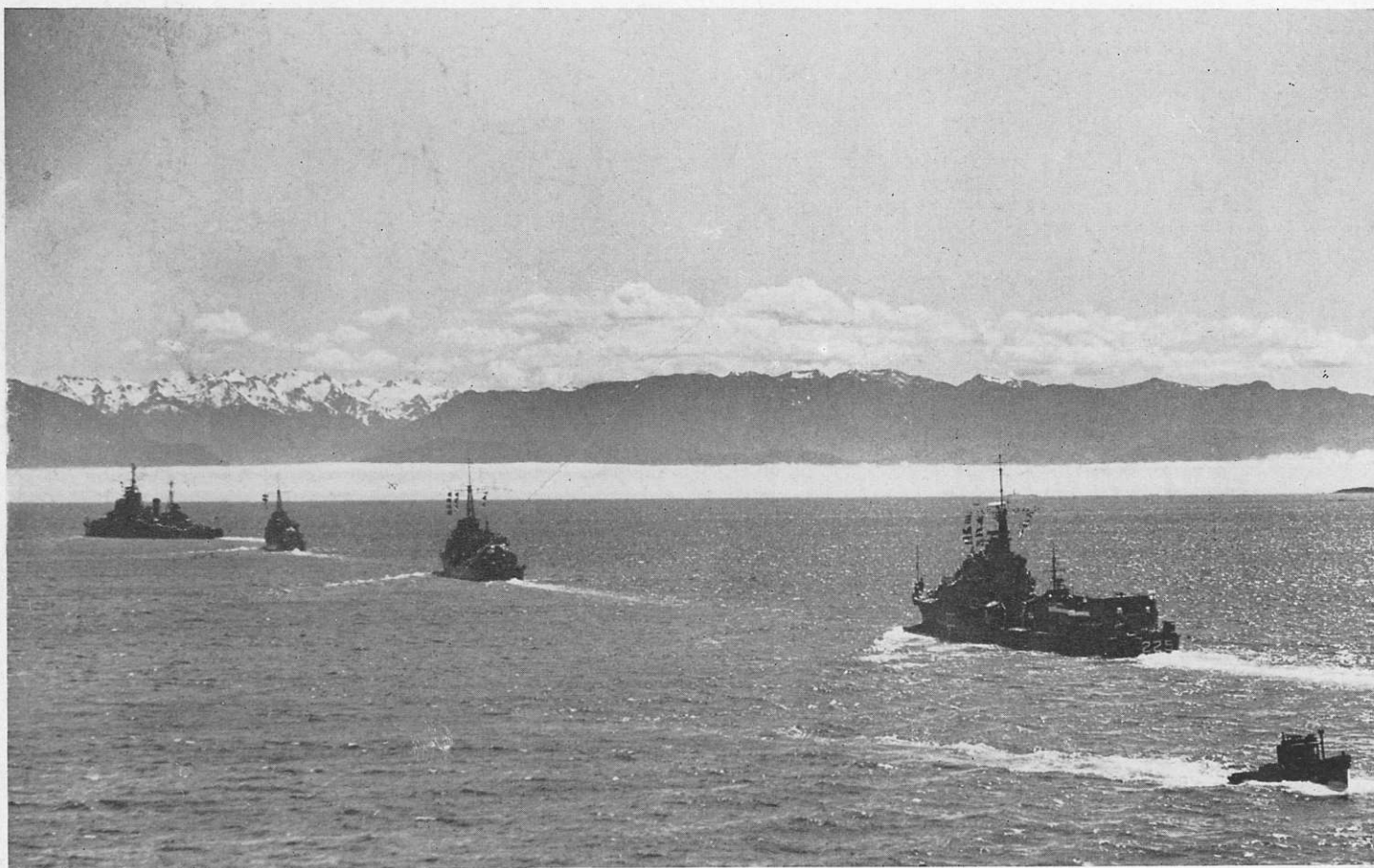
During the Second World War he served in the Bangor minesweeper "Wasaga," the frigate "Stettler" and the corvette "Woodstock". He also spent a period in HMCS "Avalon" the RCN establishment in St. John's, Newfoundland. Following the war he saw service in the destroyers "Iroquois" and "Haida" and the aircraft carriers "Warrior" and "Magnificent."

CPO Janson was drafted to the "La Hullose" in June of this year.

AB WILLIAM ROLLET, RCN

Funeral services for Able Seaman William Rollet, 21 of Windsor, Ont., who was killed in a traffic accident July 17 while home on leave from HMCS "Shearwater," were held in Windsor on July 20.

Born in Windsor, AB Rollet joined the Royal Canadian Navy there in October 1946. He had served in HMCS "Naden," Esquimalt; HMCS "Stadacona," Halifax, and HMCS "Niobe," the RCN headquarters in the United Kingdom.



As news is measured this photograph is fairly old, but it is reproduced here because of its quality, rather than its news value. The photo shows HMCS "Ontario" leading out of Esquimalt the three destroyers destined to join the United Nations forces engaged in the defence of South Korea. (Photo by W. Atkins, British Columbia Press Agency).



Back in operation, and with a few added wrinkles, is the assault course at HMCS "Cornwallis." Originally laid out during the war, the course has been revamped to some extent and is now as much a test of teamwork and ingenuity as it is of physical endurance. These photos show some of the trials experienced by members of two officers' courses as they struggled over the grueling course.

Rifle slung over his shoulder, an officer crosses a pond by sliding down a rope held by his team-mates (above).

SPLASH!

Teamwork is a vital factor in running the assault course. On the right, two officers lend helping hands to a team-mate as he scales the 20-foot sheer wall

A 100-pound keg of sand is hoisted over a barbed wire obstacle by members of an assault team. (below, left). The keg of sand represents a delicate radar set. One member of the team stands in the ditch shrouded in one of the several smoke screens which becloud the course.

Final event on the course is an uphill bayonet charge over rough terrain (below, right).

In addition to the above obstacles, the training staff at "Cornwallis" has thrown in such niceties as passing through rubber tires, suspended at various heights, while carrying rifles and other gear, crossing a creek by means of a wire rope stretched over same, crawling through a narrow tunnel, and passing through an area covered with shrubbery and assorted tree trunks.



