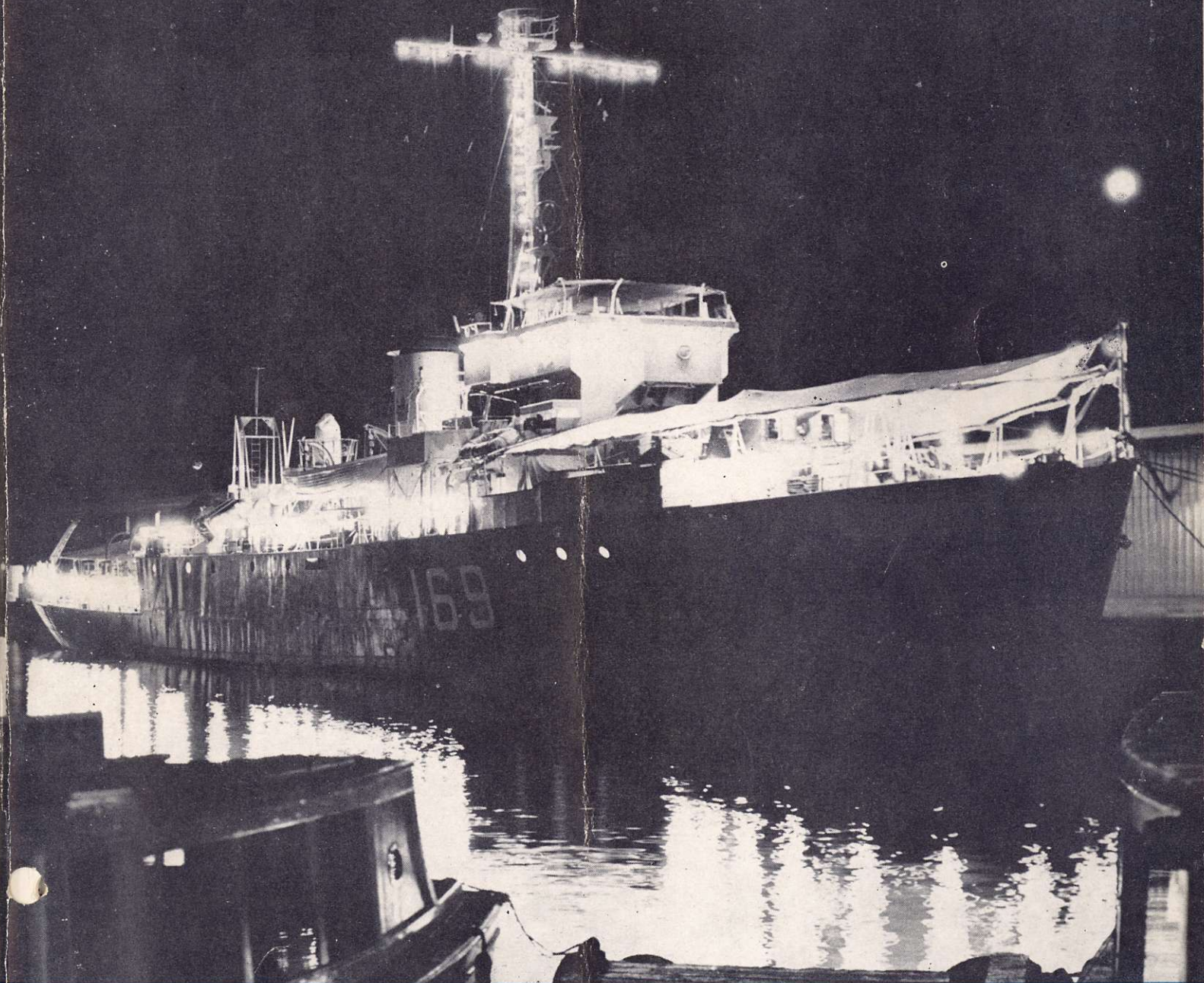


The CROWSNEST



Vol. 2 No. 12

October, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

October, 1950

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LADY OF THE MONTH

There is one member of the fair sex with the Canadian destroyers on the other side of the Pacific. She is "Wren" Alice, mascot of HMCS "Cayuga". (CA-37).

★ ★ ★

A year ago, in noting the fact that The "Crowsnest" was 12 issues old, we called for a vote of thanks in honor of those whose efforts had made the infant's first year of existence a healthy and vigorous one.

Now, in wrapping up Volume 2, we would like once again to express appreciation to the officers and men—and our civilian friends—who have provided the reports, articles, illustrations and other items which have filled these pages over the past 12 months.

The "Crowsnest" is sustained almost entirely by its corps of voluntary correspondents, regular and occasional, in the Navy's ships and establishments. The size of the magazine and the regularity of its appearance depend on the amount of material they submit and their observance of the monthly deadlines.

As we mentioned a year ago, "This is the Navy's magazine and the amount of interest taken in it by the Navy determines the degree of its success." We feel confident that the active support that The "Crowsnest" has received in the past two years will continue to increase, and that its third year of life will be its best one yet.

The Editors

Cover Photo — HMCS "Portage" announced her presence in simple but effective fashion when she arrived in various Great Lakes ports of call this past summer. Here she is shown, her full set of illuminating lights switched on, alongside her berth at Port Arthur. The Algerine minesweeper returned to Halifax September 16 after spending her third successive summer on the Lakes. (RCN Photo by Able Seaman Joseph Schreuer. Negative No. P-259).

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

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OTTAWA, ONT.

R.C.N. News Review

Canadian Destroyers Support Inchon Landings

For several days no wireless messages came from the three Canadian destroyers in Korean waters.

Then came the announcement that a strong force of United Nations troops had been put ashore at Inchon, on the west coast of South Korea, and a beachhead established well behind the North Korean lines.

Success of the operation was due in a large measure to the excellent support given the landings by United Nations naval forces. With this invasion fleet were HMC Ships "Cayuga" (Capt. J. V. Brock), "Sioux" (Cdr. Paul D. Taylor) and "Athabaskan" (Cdr. R. P. Welland).

The Canadian destroyers were assigned several responsibilities, including close blockade and extended cover for the flanks of the invasion armada and the provision of anti-submarine hunter-killer forces if required.

During the early stages of the in-

vasion one of the Canadian destroyers teamed with a British cruiser in bombarding North Korean shore batteries protecting the approaches to Inchon Harbor. While making a reconnaissance of their patrol area, at dawn, the two ships spotted several shore batteries manned by Communist troops. Opening fire immediately, they scored repeated hits. In addition, the destroyer dropped two salvoes on enemy-held buildings to the rear of the batteries.

The Canadian ships were on familiar ground when they sailed with the invasion fleet into the Inchon approaches. During the preceding month they had made a number of sorties into this area on blockade and patrol duties. Several times they had co-operated with South Korean forces in the capture of Communist-occupied islands off Inchon.

Invasion day, September 15, also marked the completion of the "Cayuga's" first year of operations since recommissioning. The anniversary,

however, passed almost unnoticed; there was more serious business at hand.

Replacements Planned For Ships in Far East

Present plans call for the replacement of the three Canadian destroyers operating in the Korean theatre by April 1, 1951.

It is intended that after six to eight months of service in the Far East, the "Cayuga", "Sioux" and "Athabaskan" return to their home dockyard for essential refitting and to enable ships' companies to obtain leave and take courses required for promotion and advancements.

While these arrangements are subject to change, should circumstances make such action necessary, it is planned to relieve the "Sioux" around the end of the year, the "Cayuga" early in March and the "Athabaskan" later in the same month.

Two destroyers now based on the East Coast, the "Nootka" and "Huron", have been designated as reliefs for the "Sioux" and "Cayuga", with the "Nootka" due to leave Halifax in late November and the "Huron" departing about the first of February.

HMCS "Sioux" is expected to return to the Korean war zone as replacement for the "Athabaskan", leaving Esquimalt early in March.

Special Service Squadron Visits Norwegian Capital

By the end of September the Canadian Special Service Squadron had bitten well into its European cruise schedule. The "Magnificent", "Huron" and "Micmac" were in the midst of a one-week stay at Oslo, Norway, first port of call on the European continent and the most northerly point to be visited during the cruise. Behind them were two weeks of anti-submarine training at Londonderry and a four-day stop at Rosyth; next on the agenda was a three-day visit to Gothenburg, Sweden.

The training period at Londonderry was described by Commodore K. F. Adams, commanding officer of the "Magnificent", as having been of excellent value to the Canadian ships and air squadrons.



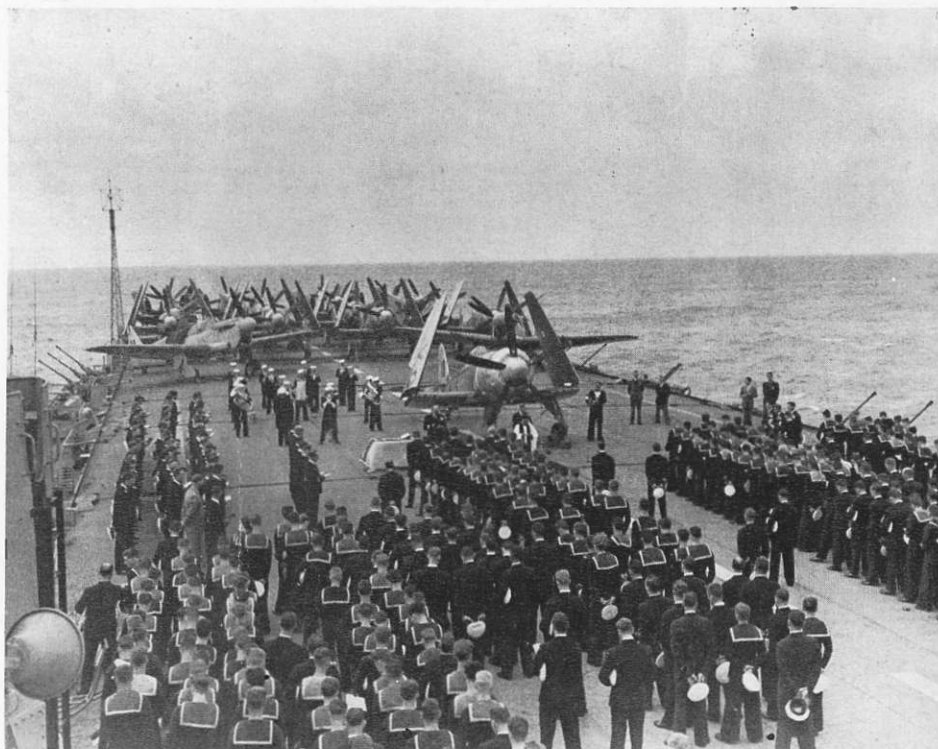
The four-inch guns of HMCS "Cayuga" let loose a broadside at installations in a North Korean-held port. The Canadian destroyer and a British frigate entered the enemy-occupied harbour and bombarded ships, docks, cranes, railway yards and other targets. (CA-64).

The training program consisted of several days of lectures, followed by exercises at sea. In mock battles off the coast of Ireland, Canadian ships and aircraft teamed with units of the Royal Navy in hunting down and "destroying" submarines attacking imaginary convoys, while the "Magnificent's" fighter planes dealt with RAF Lancasters representing long-range shadowing aircraft.

Conditions were made as realistic as possible, with RN submarines acting as the undersea "enemy" and using every trick at their disposal. The weather also took a hand in the proceedings, doing its best to duplicate the North Atlantic on its more rugged days.

At the conclusion of the program, key personnel from the Canadian ships attended a session at the Joint A/S School at which the exercises were carefully reviewed, step by step.

During this conference, two RCN pilots were singled out for commendation. Lieut. (P) Vincent J. Murphy,



The ship's company of HMCS "Magnificent" assembles at Sunday Divisions while en route from Halifax to Londonderry on the first leg of the European training cruise. (MAG-1980).

TOKEN PAYMENTS

By Herman Lordly

(in the Saint John Telegraph Journal)

*With the hurricane still raging,
Ere the Yellow Sea abates,
Three Tribal class destroyers,
From out o' Moji Straits,
To the tune of humming dynamos,
And churning of the screw,
Salute the "Athabaskan",
The "Cayuga" and the "Sioux".*

*The armchair critic glowered,
And he shook a gloomy head,
As he said, "We should have sent 'em
Our 'Magnificent,' instead.
For the tempests of the Orient
Are not for bathtub toys;
Here's work that calls for man-sized craft
And we have sent—three boys."*

*But the coast of far Korea,
Is an isle-infested hell,
Where the larger, heavy-draught ships,
Can't manoeuvre half so well.
"Athabaskan" and "Cayuga"
And "Sioux" can hit and run,
Three stinging token payments
Sent from Britain's eldest son.*

*They are tossing racks o' mis-ry,
(Or a flimsy sardine can)
Out on a man-sized errand,
They behave—just like a man.
To the crews that staunchly fight 'em,
Here's the very best of luck,
For we know they'll be a credit
To the land of Jack Canuck.*

of Nanaimo, B.C., was thanked for a suggestion to improve air searches for submarines. Lieut. (P) G. W. Babbitt, of Woodstock, Ont., was praised for detecting and carrying out attacks on submarines. Lieut. Babbitt and Lieut. (O) H. L. Pickering, of Cochrane, Ont., formed the crew of a Firefly aircraft which was particularly successful in the anti-sub exercises.

Contracts Awarded For More New Ships

Contracts totalling \$43,250,000 have been awarded to Canadian shipyards for the construction of 18 new naval ships.

These orders are in addition to those placed earlier, which totalled \$28,200,000 and covered the building of nine new vessels.

In addition to the three already on order, four anti-submarine escort vessels, costing approximately \$8,000,000 apiece, will be built in four separate shipyards, three of which are working on the original orders.

Ten minesweepers, totalling \$9,250,000, and four gate vessels, costing \$500,000 each, complete the largest package of new construction ever ordered in peacetime for the RCN.

Fall, Winter Training Begins in Divisions

With the conclusion of the Reserve summer sea training program at the coasts and on the Great Lakes, the emphasis on RCN(R) training has shifted back to the divisions.

After periods at sea varying from two weeks to several months, Reserve officers, cadets and men have begun comprehensive fall and winter training schedules in their respective naval divisions.

Gen. MacArthur Praises RCN Destroyers

General Douglas MacArthur, Commander-in-Chief, United Nations Command, has praised the "splendid efficiency" of the Canadian Naval forces operating under the United Nations banner in the Korean theatre.

In a message to Capt. J. V. Brock, commanding officer of HMCS "Cayuga" and senior officer of the three Canadian destroyers serving in the Far East, Gen. MacArthur said: "I cannot praise too highly the splendid efficiency of your command. Not only professionally but upon the broader basis of smooth co-operation with naval forces of other countries, your squadron has demonstrated the highest efficiency. I wish you would convey to your Chief of the Naval Staff the pride I have in being associated with such a splendid command."

In addition to general instruction in naval subjects, specialist courses will be under way in the majority of these establishments. Many have installed additional equipment and improved their facilities in preparation for the 1950-51 training schedule.

Recent expansion of the Navy has put the spotlight on recruiting and most of the 21 divisions launched large-scale drives concurrent with the resumption of their training activities.

Training Ships Finish Heavy Summer Schedules

Training ships on both coasts wound up their busy summer schedules in September and stopped for a brief breather before resuming their regular commitments.

The end of the month found HMCS "Ontario" alongside at Esquimalt for a leave period. She is due to return to sea October 24, sailing then on a three-week training cruise to California and Mexico.

The West Coast training frigates "Antigonish" and "Beacon Hill" were also in port for leave periods, as were their opposite numbers on the Atlantic side, "La Hullose" and "Swansea."

HMCS "Portage" returned to Halifax September 16 from her third successive summer as a training ship

AT THE CROSSROADS

Elsewhere on these pages are reprinted radio addresses by Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, announcing increases in the size and strength of the RCN.

Subsequent to his radio address, Mr. Claxton announced in the House of Commons that the Navy's manpower ceiling of 9,600 officers and men had been increased by 40 per cent to a total of 13,440.

To achieve this figure, the Navy has stepped up its recruiting rate. Each week, now, about 75 new entries entrain at points all across Canada and head for HMCS "Cornwallis."

There is no shortage of recruits.

on the Great Lakes. After a week in port, she went to sea with HM Submarine "Andrew" for a period of anti-submarine exercises in which Avenger Aircraft from HMCS "Shearwater" also took part.

Another destroyer was added to the fleet when HMCS "Crescent" was re-commissioned at Esquimalt September 26, under the command of Lieut.-Cdr. G. H. Hayes and with most of her ship's company drawn from HMCS "St. Stephen."

Since it was announced that the Navy was looking for men, recruiting officers have been interviewing an average of 300 or more per week.

It would appear, therefore, that there isn't going to be any problem to "filling the fleet."

However, a fleet needs experienced men as well as a sufficiency of new entries.

Quite a few men who are nearing the end of their engagement periods have indicated that they are seriously considering "going outside" to civilian jobs in which they can make use of their Navy-acquired skills. Some have definite prospects, others have not.

Last month The "Crownsnest" listed some of the advantages of Service life, most of them financial, that were worth keeping in mind when considering whether or not to re-engage. There are other considerations, less tangible, perhaps, but certainly no less important.

There is the plain and simple fact that the Navy needs every one of its trained, experienced men. As the fleet increases in size, it is going to need them even more. The Navy has an investment in such men — and they, incidentally, have an investment in the Navy, with improved opportunity for advancement as the Service expands.

To say that the Navy needs these men is the same as saying that Canada needs them. A strong efficient fleet is essential to the defence of this country and to the fulfilment of our international obligations.

It is unfair to charge a man who has completed his contract with a moral responsibility to renew it.

Yet the fact remains that the man who re-engages in the Service, in these serious times, is making a small but nevertheless very important contribution to the cause to whose defence our country and its Armed Forces are dedicated.

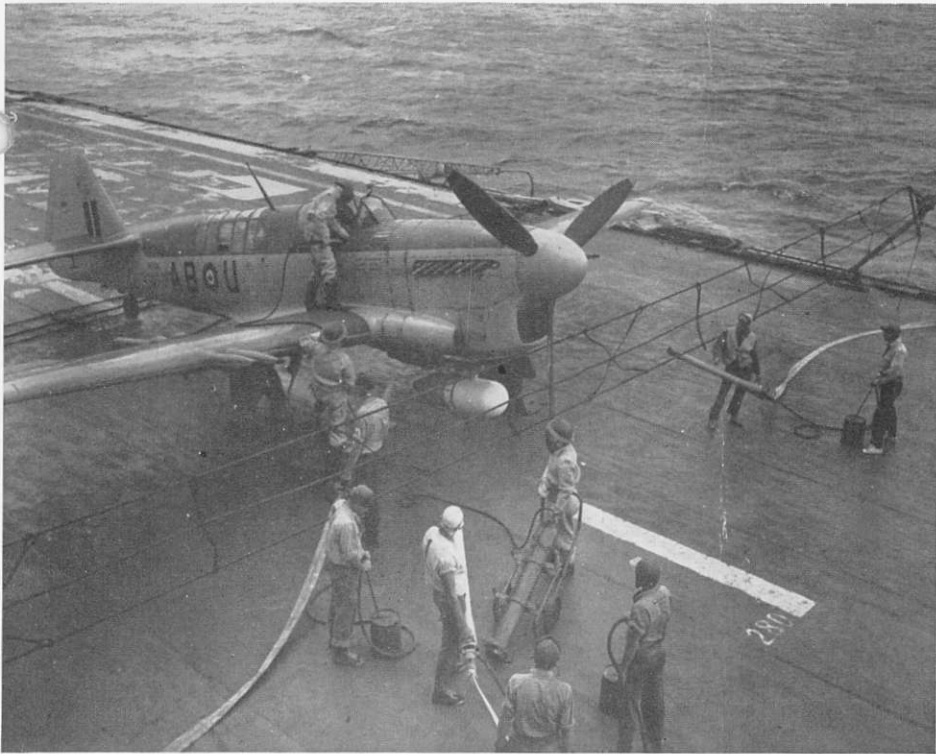
Back in the Navy

Among the recruits who are due to don naval uniforms in the next couple of months are a number of men who won't find it any trick to climb into the sailor's square rig.

Approximately 65 men who left the RCN over the past year or so, on completion of their five-year engagements, have applied to re-enter the Service and have been accepted.



Among the less exciting but nevertheless necessary tasks which have been allotted the Canadian destroyers in the Korean campaign has been the inspection of the myriad small craft poking along the Korean coast. Before the tide of battle swung to the side of the United Nations, most of these, like the one pictured above, were loaded with refugees fleeing from the North Koreans. Here a small junk is shown awaiting examination by HMCS "Cayuga". (CA-71).



The "Magnificent's" flight deck fire-fighting party carries out rescue drill in a simulated barrier crash. The rescuers wear asbestos suits that enable them to wade into the midst of fires. Other members of the team stand by with CO₂ and foam apparatus. (Mag-1548).

CARE AND CAUTION

*Few People Are More Fire-Conscious
Than an Aircraft Carrier's Crew*

"THERE IS TO BE NO SMOKING THROUGHOUT THE SHIP!"

This is an order that has been frequently beamed over every loud-speaker in HMCS Magnificent during her current cruise.

Officers and men do not question the order; they are well aware of the fire possibilities when "*Petrol is being transferred*", "*'A' hangar is in fuel state danger*" or "*Aircraft are now being fuelled*".

Rigid safety regulations are in force at all times on board the carrier, for the danger of fire or explosion is ever present when high octane gasoline is involved. In addition to petrol, aircraft carriers deal with many other highly inflammable materials, such as "dope" for spraying aircraft fabrics, flares, rockets, bombs and ammunition. Carelessness in storage or handling of these items could spell disaster for the ship and her personnel.

When you consider the fact that a cupful of aircraft petrol when vaporized can cause an explosion equal to that from five pounds of dynamite, or that one gallon of petrol when com-

pletely vaporized can form an explosive mixture with air in a volume of 2,000 cubic feet, it is enough to make one give up smoking altogether, let alone respect the "No Smoking" orders.

For damage control and fire fighting purposes the "Magnificent" is divided into three distinct areas — the flight deck, hangar deck and the main part of the ship.

Flight deck personnel are chiefly concerned with aircraft crash fires. In order to maintain a high degree of efficiency, regular fire fighting drills are carried out on the flight deck.

These drills emphasise life saving from crashed aircraft. For this job three men who are fully trained in rescue and crash fire fighting are on hand at all times during flying stations at sea. Dressed in asbestos suits and equipped with CO₂ apparatus to provide them with cover, they are ready to dash through any fire to rescue the aircrew. Other members of the flight deck party man mechanical foam throwers which are capable of producing 3,000 gallons of

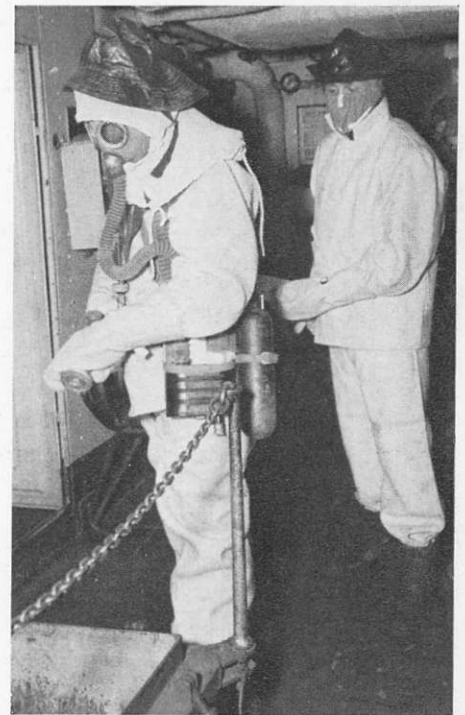
foam per minute. Water spray may also be used during a crash fire to cool surrounding areas and thus prevent the spread of a local fire.

The carrier's three hangar sections at all times are considered as danger areas. Hangar sentries and the air emergency party are trained to deal with a hangar fire at a moment's notice and the Hangar Control Officer conducts periodic fire drills to make sure men and equipment are at the peak of efficiency. Carbon dioxide gas, mechanical foam and water spray are commonly used to combat hangar fires.

In the event of fire breaking out in one hangar, there are fire curtains that can be dropped, confining the blaze to the one area. From control positions the hangar access lobbies and ventilation can be sealed off, hangar spray pumps and warning rattlers started and, if required, the entire hangar can be sprayed with water from a built-in system along the deckhead.

Hangars are placed in "*fuel state danger*" whenever aircraft are being fuelled or whenever other dangerous conditions exist within the hangar.

The main part of ship also presents its share of fire hazards. All petrol tanks are kept under water and petrol pumping compartments are equipped with water spray systems. All maga-



Wearing protective clothing and Salvus breathing apparatus, damage control watchkeepers practice fire drill in the "Maggie." AB William Lecour, of Sudbury, is in the foreground and Ord. Sea. Charles Murphy, of Napanee, Ont., is in the rear. (Mag-1537).

zines and combustible stores are also fitted with flooding and spraying arrangements. Permanently installed tubes lead to machinery spaces to enable large quantities of foam to be poured into the space in case of fire. Steam smothering systems are also used in the main part of ship as added protection.

During the carrier's cruise to the Caribbean early this year, Lieut. (SB) N. A. Duval, a fire-fighting specialist, supervised a training program covering the control of fire and elimination of fire hazards.

At Charleston, S.C., first stop on the cruise, Lieut. Duval arranged for a special course at the U.S. Navy's famous fire-fighting school for a group of chief and petty officers from the "Magnificent." The course included practical training in fighting various types of fires, and particularly those which might occur in a carrier.

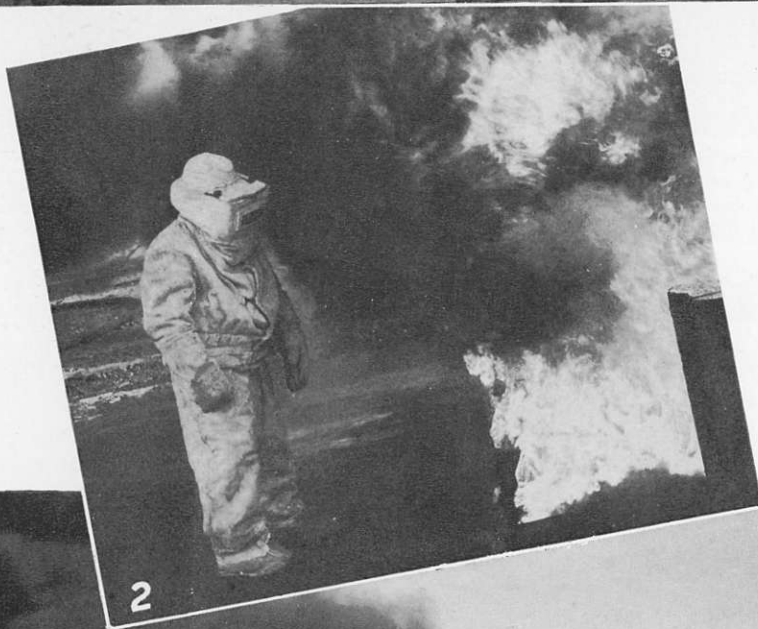
While at sea, Lieut. Duval arranged lectures, demonstrations, films and drills on first aid and fire-fighting appliances for some 150 chief and petty officers serving in all parts of the ship. Lectures on hangar fire fighting organization and fire prevention were given to all officers of the 18th Carrier Air Group, while a film entitled "Chemistry of Fire" was shown to all the ship's officers in the drive to keep everyone in the ship keenly fire-conscious.

Not only in the "Magnificent" but throughout the entire Navy every possible precaution is taken to keep the fire hazard at a minimum. So long as naval ships carry ammunition, oil, gasoline and other inflammables, the danger is always there and for this reason the Navy has developed its fire-fighting organization to a high degree and insists on every officer and man being well schooled in what to do in case of fire and in the uses of the various types of fire-fighting apparatus. Demonstrations of some of the fire-fighting equipment in use in the RCN are shown in the layout at the right.

1. Oil and grease fires are always a waterfront hazard and once under way are a very real danger to shipping. Here a fire-fighting squad at HMC Dockyard, Esquimalt, lays a three-inch blanket of foam in demonstrating how fires of this sort are dealt with.

2. Wearing an asbestos suit used for rescue purposes, CPO Fred Evans approaches blazing pans of fuel oil during a demonstration in the Halifax dockyard.

3. Two men from "Naden", using a pack sack type foam container, attack an open oil fire.



SALT FROM SASKATCHEWAN

Petty Officer "Wiggie" Bennett
Busy Man Aboard "New Liskeard"

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

THE ship's company of HMCS "New Liskeard," Algerine minesweeper currently serving as an ocean research vessel, has elected Petty Officer Hedley (Wiggie) Bennett, of the ship's engineroom staff, as "Man of the Month" for October.

Petty Officer Bennett is a member of that now-famous group of men in the Royal Canadian Navy known as "Prairie Sailors." Though he had never seen salt water or a ship before leaving his native Bickleigh, in Saskatchewan, to join the RCN, he has spent close to seven of the last ten years at sea.

In November 1940, our "Man of the Month," then 19 years of age, presented himself at HMCS "Naden," Esquimalt, for entry into the permanent force as a stoker, second class. He completed his new entry training at "Naden," took a course at the Stokers' Training Establishment at Comox, B.C., then, in August of the following year, joined the minesweeper HMCS "Quinte."

The "Quinte" later went around to the East Coast where she escorted convoys between Halifax and St. John's, Newfoundland, and carried out minesweeping duties. After 13 months in this ship Bennett went ashore for a course in the Mechanical Training Establishment at Halifax.

Following his course at the MTE, PO Bennett was drafted to the West Coast where he joined a new frigate, HMCS "Waskesiu." In this ship he again made the trip from Esquimalt to Halifax, subsequently serving in her on convoy duty on the "Newfy-Derry" run, between St. John's, Newfoundland, and Londonderry, Northern Ireland.

He was a member of her company in February 1944 when the "Waskesiu," assisted by the Royal Navy frigate "Nene," brought a German submarine to the surface and sank it with gunfire.

Later the "Waskesiu" was employed in convoy work out of Scapa and in the Bay of Biscay. During the invasion of Normandy the ship was attached to EG 6, patrolling the western entrance to the English Channel.

Bennett's next ship was the frigate



PETTY OFFICER HEDLEY BENNETT

"St. Pierre," in which he made several trips to North Russia with Murmansk convoys. The "St. Pierre" was on one of these Arctic runs when the war in Europe ended and was detached from her convoy to assist in escorting 14 surrendered German U-boats into Loch Eriboll.

Despite his long periods at sea during the war, PO Bennett claims his closest brush with death came while he was ashore. He was in London on this occasion and was blown out of his bed when the house in which he was staying was hit by a "buzz bomb."

The "St. Pierre" returned to Halifax and later went to Quebec City, where she was taken in hand for refit in preparation for her part in the Pacific campaign. However, the war ended before she was completed and instead she took on the ticklish job of dumping ammunition.

With the war over PO Bennett felt it was good time to have his tonsils out and during his convalescence

found himself for three months librarian in HMCS "Scotian," the dockyard establishment at Halifax.

Returning to the West Coast in July 1946, he served in HMCS "Rockcliffe" for a few months, but, typically, he didn't stay long in his own Port Division, returning to Halifax to await the commissioning of the new Tribal class destroyer, HMCS "Athabaskan," in January 1948.

On May 17 of that year he joined the "New Liskeard" and since that time has become one of the busiest and most popular members of her ship's company. At various times he has been ship's canteen caterer and caterer and secretary of the Petty Officers' Mess. At present he is president of the POs' Mess.

PO Bennett is also prominent on the sports side of shipboard life. He was one of the stars of the "New Liskeard's" baseball team, which defeated all comers during its 1949 season. He performs equally well at second base or on the mound.

In the winter he is a stalwart member of the ship's hockey team, playing a steady game on defence.

When the ship is at sea he is invariably well up on the bridge playing roster and at one time held the bridge championship of the ship.

In spite of his numerous other activities, PO Bennett still finds time for his hobby of furniture making and his ability at the work bench is easily a match for his prowess on the diamond, the rink or at the bridge table.

Petty Officer Bennett claims that the busier he is the happier he is.

"I was never more in my glory than when I was Regulating Stoker Petty Officer and Canteen Manager at the same time."

To prove that the confidence in which his shipmates regard him is not misplaced, he has one of the finest testimonials available in the Navy — a perfect conduct sheet from the day of his first engagement. — E.J.L.

The Bulletin Board

Quartermaster Branch Introduced in RCN

A new non-substantive branch, the Quartermaster Branch, has been instituted within the Seaman Branch of the RCN. It is designed primarily to provide highly qualified seamen who will be expert helmsmen, skilled quartermasters and boatswain's mates. The courses within this branch make it possible, with sea experience, for men to become qualified coxswains capable of taking charge of small craft in coastal waters, in addition to being able to carry out duties similar to those performed by men of the old Torpedo Coxswain Branch.

The Quartermaster Branch is composed of four non-substantive rates:

Quartermaster Instructor.....	Q1	Trade Group 3
Quartermaster First Class.....	QM 1/c	Trade Group 2
Quartermaster Second Class.....	QM 2/c	Trade Group 1
Quartermaster Third Class.....	QM 3/c	Standard Trade Group

All men of the Seaman Branch may apply to qualify for the Quartermaster Branch if they are not in possession of a non-substantive rate, or for transfer to the QM Branch if they possess a nonsub rate. However, with the exception of the Torpedo Coxswain Branch, only in special cases will men who already possess a non-substantive rate be transferred.

Torpedo Coxswains holding the substantive rating of C1 or C2 are being transferred non-substantively to the rate of QM 1/c, and will be rated as a Q1 on successful completion of the Q1 qualifying course. Torpedo Coxswains holding the substantive rating of P1 are being transferred non-substantively to the rate of QM 1/c. All Torpedo Coxswains transferred will retain (NQ) status until they successfully complete the qualifying course. If they fail the qualifying course, they will be required to undergo the next lower non-substantive qualifying course.

Men recommended for transfer, other than Torpedo Coxswains, are considered eligible to undergo the qualifying course for:

QM 1/c, if they hold the rating of P1 passed professionally for C2, or above;

QM 2/c, if they hold the rating of P1,

P2, or LS passed professionally for P2; and

QM 3/c, if they hold the rating of LS or below.

Training of men transferred to the QM Branch is commencing immediately — third class rates in "Ontario" and "Magnificent", first and second class rates in RCN Barracks, Esquimalt and Halifax, and Instructor rates in RCN Barracks, Halifax.

Men of the QM Branch are eligible for promotion to Commissioned Boatswain when qualified and recommended.

A badge has been designed which is especially appropriate to the Quartermaster Branch, depicting a steering wheel and a boatswain's call.



QUARtermaster BADGE

First Married Quarters Ready on West Coast

Twenty new houses at each of three separate West Coast sites — Royal Roads, the dockyard and HMCS "Naden" — are now ready for occupancy by naval personnel and their families. Some of the new units will go to families of men now serving in the Far East in the destroyers "Cayuga", "Sioux" and "Athabaskan".

The 60 new homes are part of a housing program which calls for the construction at the three locations of a total of 430 units.

Financial Assistance When Travelling on Leave

Officers and men of the Naval Forces proceeding to their homes (as defined in existing regulations) on leave will receive additional financial assistance towards meeting the cost of transportation.

Effective Aug. 17, 1950, an officer or man will receive assistance, on one occasion in each leave year, at the rate of 1½¢ per mile for that portion of the complete journey in excess of 500 miles. Previously entitlement was based on a journey in excess of 900 miles and at a rate of 1¢ per mile. An individual whose home is in Vancouver and who is stationed in Halifax will now be assisted to the extent of \$96.42, which is an increase of \$36.14 over the previous rate.

Officers and men desiring to claim partial reimbursement in respect of transportation when proceeding to their homes on leave should obtain a "Certificate for Claiming Partial Reimbursement for Transportation When Proceeding On Leave Under the Provisions of KRCN Article 71.319". (A supply of these forms is being made available in all ships and establishments.)

Prior to proceeding on leave, section "A" on the form should be completed and signed, in the case of an officer, by himself, and in the case of a man, by his divisional officer.

On arrival at his home, the officer or man must present the certificate in person for signature in section "A" by either the local postmaster, railway agent or any commissioned officer of a naval ship or defence establishment.

On return from leave, the officer or man must present the certificate after completing section "C", together with a statement of the mileage of any portion of the journey not served by a railway, to the supply officer for payment.

Assessments of Suitability for Advancement

A man whose suitability for advancement has been assessed as "exceptional", "above average" or "average" will in future be informed accordingly by the head of his department.

Insurance of Uniform Clothing and Personal Effects

The Department of National Defence assumes no responsibility for the loss of or damage to furniture, uniform clothing or private effects, resulting from fire, theft or other cause, excepting loss of uniform clothing or personal effects due to a service casualty.

To be fully protected against loss, officers and men should obtain insurance on their personal property and naval kit to cover all of the ordinary risks of civil or naval life, whether they are accommodated on board or not. Insurance obtained should give protection against all risks of travel, whether on duty or not.

Allowances for Interim Lodgings and Meals

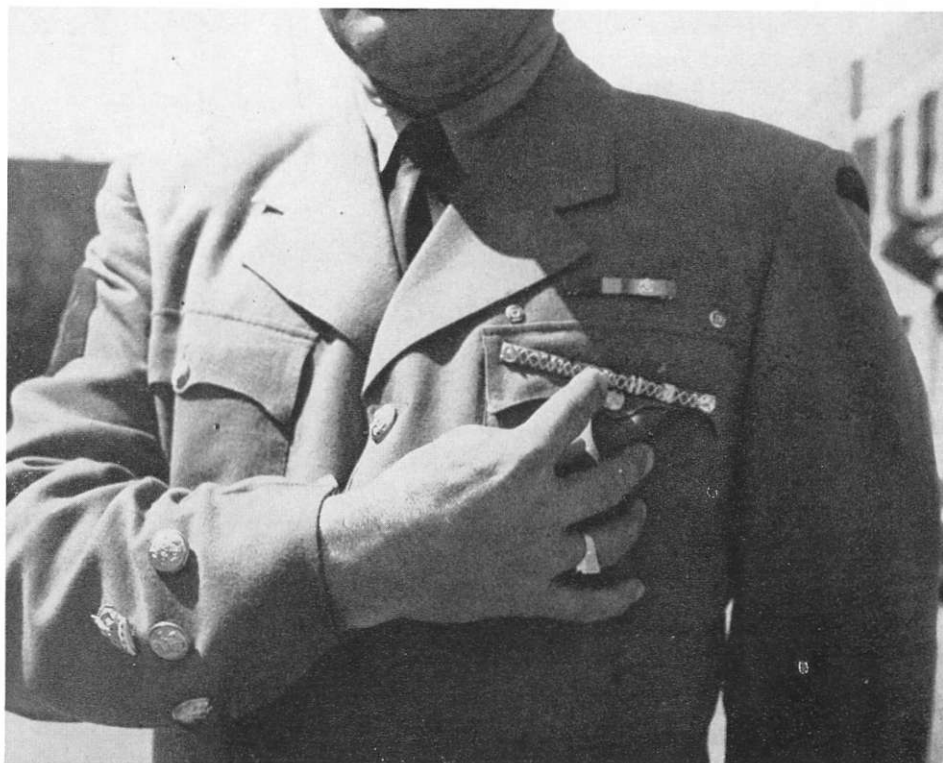
In addition to the 14-day period which may be authorized by the Captain and the further seven-day period which may be authorized by the Senior Officer in Chief Command, during which an officer or man is entitled to reimbursement of actual and reasonable expenses for interim lodgings and meals for his dependents and for himself, a further 14 days may now be authorized by the Minister.

This additional 14-day period may only be claimed, as in the case of the preceding 21 days, at the end of a journey authorized at the public expense. Any allowance payable in respect of this additional 14-day period is to be abated by 60 per cent of the total pay, marriage and subsistence allowances payable during this same period.

Transportation of Dependents

"Dependent" is now defined for the purpose of transportation in respect of an officer or man as (1) his wife, or (2) an unmarried daughter, step-daughter, or legally adopted daughter of any age who is resided with and dependent on him, or (3) a son, stepson or legally adopted son under 21 years of age or of any age when prevented from earning a living by mental or physical infirmity, who is resident with and dependent on him.

Previously, transportation of a son, stepson or legally adopted son, unless prevented from earning a living by reason of physical or mental infirmity, had been restricted to those under 18 years of age. It is now a requirement, however, that all dependent children must be resident with and dependent upon the officer or man in question.



A neat and effective way to secure service ribbons to khaki and other uniforms is by the use of dome fasteners sewn to the uniform and to the ends of the ribbon bars. This permits the easy removal and replacement of ribbons and saves the wearer any worries as to whether his ribbons are in proper position. The photo shows the fasteners on a khaki uniform, and the back of the ribbon bar with the corresponding dome fasteners secured to the ends. (E-12038)

Naval Exams Required for Education Credits

In order to compensate for the varying educational standards across the country and to put the granting of roster points for education on a fair basis, naval equivalents will not be granted for civilian education as of September 30, 1950. From that date, naval examinations must be written if credits are to be obtained.

Progressive Pay — Officers and Men

Revised regulations governing progressive pay which became effective on July 14, 1950, introduce two new provisions and a restriction.

When an officer is promoted to a higher rank or a man is advanced to a higher rating on the same day or on the day following his entry or re-entry, he is considered, for the purpose of computing progressive pay, to have been entered or re-entered in the higher rank or rating.

Reversion or reduction of a man in rating will not debar him, for the purpose of computing progressive pay, from including previous service in the rating reverted or reduced to, or in any higher rating.

Service which an officer or man does not declare on entry or re-entry will not be counted as qualifying service towards progressive pay.

Canadian Bilingualism

Every effort is being made in the Naval Service to ensure that the bilingual character of Canada is recognized and maintained. In ships and establishments where French-speaking personnel are borne, signs, notices, etc., must be printed in both French and English.

Separated Family Allowance

An officer or man who is entitled to receive Subsistence or Ration Allowance during a period of leave pending retirement or release will not be entitled to Separated Family Allowance during such period.

Physical Fitness Equipment

The Chief of the Naval Staff has been authorized to approve, on the initial commissioning of a ship or establishment, a grant for the purchase of physical fitness equipment. The grant will be computed on the authorized complement and is not to exceed a total amount of \$4.00 for each officer and man of the RCN and \$1.00 for each officer and man of the Reserves.

An allowance to provide for the maintenance of this equipment has also been approved. This allowance is based on the number of officers and men borne on March 31 of the preceding year, or if the ship commissioned subsequent to March 31, the average monthly strength for the remainder of the fiscal year, and is not to exceed a total amount in any one fiscal year of \$2.00 for each officer and man of the RCN and 50 cents for each officer and man of the Reserves. Where a ship is in commission for a period of less than a year, the allowance is computed on the basis of one-twelfth of the amount for each complete month in commission.

Difference of Pay

Effective September 1, 1950, an applicant for difference of pay between the rating he holds and a higher rating must have been delegated duties and responsibilities in excess of those which are consistent with his present substantive rating; must have continuously performed these duties and responsibilities satisfactorily and efficiently, and must be qualified professionally and educationally for the rating for which difference of pay is being applied.

Canadian Parachute Badge (Army)

Officers and men of the Naval Forces who have qualified as a parachutist in the Canadian Army and who are not qualified to wear any flying badges may wear the Canadian Parachutist Badge of the design and size authorized to be worn by qualified personnel of the Canadian Army.

Correction

In the table listing the requirements for promotion to commissioned rank in the RCN and published on page 19 of the September issue of the "Crowsnest," no educational requirements were listed in the Supply and Air (AR, AF) sections under the Upper Yardman plan. The Supply branch requirements are the same as those given for the preceding section — CHET mathematics, physics, chemistry, English and naval history. The Air (AR, AF) requirements are the same as those for the engineering branch.

MATELOT OR MERMAID?

Pausing in the middle of a lusty swing at a stubborn bit of paint, I lowered my chipping hammer and listened. Yes, it was my name the quartermaster was bellowing over the PA system. I was to report to the brow.

Not wishing to interrupt the crib game in which our petty officer was engaged, I hurried aft without reporting my mission.

"Old Bucket Mouth", a name which our QM had picked up somewhere during his 18 years in the RCN (every time he opened his mouth it reminded me of Holland Tunnel), told me my divisional officer wished to see me.

Now, I know Lieut. Sloganheimer is a well-meaning person who wants to see the men in his division get ahead. But why he had to pick on me, as contented an AB as you'll ever see, I don't know.

"See here, Able Seamen McCoy," said he, pointing to my service certificate, "you're qualified for leading seaman in practically every respect except one — you haven't passed the swimming test. What about it?"

I shuddered. I had gone through this before.

For the next 15 minutes I listened to a lecture on the virtue and value of knowing how to swim, and of the glorious opportunities and rewards that awaited the man with the ambition to get ahead in the Service.

I tried to tell him of my previous unhappy experiences in the swimming tank, but he seemed to think I was just trying to be funny.

"Look, McCoy", he interrupted. "All animals can swim, in some fashion or other. Throw a dog in the water for the first time and what does he do? Dog paddles, of course. Now don't tell me you can't even dog paddle."

That did it. I wasn't going to be outdone by any dog. Though a little voice told me I should know better, I bravely vowed that the very next day Able Seaman Timothy McCoy would pass that swimming test, or drown in the attempt.

On mustering myself before the duty PTI, a friendly fellow with so many muscles he looked like a hunk of cordwood, I told him of my ambitions. He took one look at me, muttered something to himself, then ordered me to wait at the pool.

This was the most gigantic pool I have ever seen. I swear it could have cradled the "Ontario", "Maggie" and

a few destroyers as well. I wondered if I couldn't substitute weight lifting for swimming.

"Muscles" arrived, and threw me a white duck uniform. All I had to do, he said, was don the ducks, swim to the far end and back, then tread water for three minutes. He might as well have told me to climb Mount Everest with the Empire State building on my back. I was about to quit right then and there, but I remembered the crack about dogs, so I climbed into the suit and jumped.



Maybe I would have been all right under water, making like a human submarine, if I hadn't decided to tell the PTI that my trousers were a trifle large. That was when two-thirds of the pool rushed down my gullet, and I blacked out.

On opening my big blue eyes, I was amazed to see no coal, or men with little horns galloping around. My muscular friend said, "Buddie, you're a lulu. I couldn't pass you if you tried it in a kid's paddling pool. Why don't you stick to ping pong?"

Oh well, I guess I won't be the first three-badge AB in the RCN. — J. A. B.

All's Well That Ends Well

*But There Were A Lot of Shenanigans
Before Navy Managed to Topple
Army in Annual Tug-of-War*

IT is hard, by any stretch of the imagination, to associate a kidnapping, an attempted kidnapping, a detention barracks and a painter's ladder with good fellowship between Navy and the Army, but nevertheless they are all related.

It was the day of the Scottish Games in Victoria. Fine and clear it dawned. Sixteen hundred pounds of fighting Navy were trained to their peak to take on 1,600 pounds of fighting Army in the annual tug-o-war between the two services. Then it happened. The kidnapping, that is.

Petty Officer W. (Butch) Adams, anchor man for the Navy team, whose duty it is to pick up men from the Army detention barracks at Work Point and return them to "Naden", had gone down to the barracks about 1100 with a release.

As he entered the office, Sgt. H. F. Leary was telling Sgt.-Maj. J. G. Stevens, on the phone, that he, Leary, would be unable to participate in the tug-o-war since he would be on watch until 1600. "But", he went on, "Sgt.-Maj. R. B. Wallace and Sgt. E. R. Lenton are here with me, and would you believe it, Navy's anchor-man just walked in!"

With wicked gleams in their eyes

the three husky soldiers eyed the Navy bulwark, and nodded agreement.

"It will be a simple matter", added Leary into the mouthpiece, "to keep PO Adams within the confines of detention quarters until after the game. A high brick wall surrounds the area and the gate is locked. The charge, I think, will be, 'Smoking while entering a detention barracks!'"

"I", stated "Butch", "am entitled to one 'phone call".

The three soldiers agreed to this seemingly reasonable request, and PO Adams called PO J. (Dinger) Bell, another RPO at "Naden". After advising Bell of the state of affairs, Adams went on to tell him that the Army's anchor man, Sgt. Stevens, lived adjacent to "Naden".

"Get out there with a couple of good men and bring Stevens in to 'Naden's' cells for the day. Any charge you can cook up".

This attempt, however, proved abortive. Stevens was warned in time of the impending kidnapping and straightaway telephoned his wife to say that he would be absent for dinner, in fact, for the remainder of the day.

Fully intending to hold PO Adams

in hock until after the match, his three captors blithely commenced their morning rounds of the detention quarters, secure in the knowledge that it would be impossible for him to scale the high brick wall.

They failed, however, to take reckoning of the sailor's ingenuity. No sooner were they out one door than Adams was out another. The layout of the buildings was perfectly familiar to him, and, after a short search, he discovered a ladder left by some painters. Placing the ladder against the wall he made the top just as he was spotted by the nefarious schemers.

As "Butch" heaved the ladder to the top to lower it over the far side, the Army displayed a bit of its own agility, the sergeants streaking at top speed for the gate. Fate played against them. By the time they had unlocked the gate Adams was over the wall, into the shore patrol wagon and off in a cloud of dust.

That afternoon the Navy, with its own heavy-weight anchor-man, out-pulled Army to win the Service Tug-o'-War Cup and \$20. The second pull was an open competition and Navy graciously *allowed* the soldiers to win for \$20.

This friendly rivalry burst into full flower after the games. Both teams dumped their winnings into the trophy and celebrated amidst an aura of good fellowship.

It was a fine day for the Navy.



This is the Navy team that bested the Army in the Armed Services tug-of-war at the Victoria Highland Games. Front row, left to right: CPO H. Williams, Victoria; Ord. Sea. J. Carey, New Westminster; Ldg. Sea. D. McLean, Regina, and Comm'd. Gnr. (TAS) L. V. (Hoot) Gibson, Stratford, Ont. Rear row: CPO W. G. Clark, Winnipeg; PO W. (Butch) Adams, Ashcroft, B. C.; PO John Stoddard, Victoria; Lieut. H. E. Taylor, Command Sports Officer; PO Dave Sadler, Victoria, coach; CPO G. Fraser, Vancouver, and PO J. Senger, Moose Jaw. (E-12034)

From Korea To College

It isn't every university student who can return to his campus and tell of spending the last month of his summer holidays as a combatant in a theatre of war.

This unusual experience befell Sub-Lieutenants Douglas Sherlock, of Vancouver, and William Jackson, of Edmonton. Both of them RCN(R) officers, they served in HMCS "Athabaskan" in Korean waters until it was time for them to return to Canada and resume their studies, Sherlock at UBC and Jackson at the University of Alberta. They were the first naval personnel to come back from the Far East.

Both officers had the highest praise for the shipmates they regretfully left behind, and included the ships' companies of the other two destroyers, the "Cayuga" and "Sioux", in their tributes.



OFFICERS *and* MEN



Recent Appointment Changes of Interest

The following appointments are among those which have taken place in recent weeks or are due to take place in the near future:

Cdr. P. E. Haddon to Washington as Chief of Staff to the Naval Member, Canadian Joint Staff, and Assistant Naval Attache. From staff course.

Commander R. C. Chenoweth to Naval Headquarters on the staff of the Assistant Chief of the Naval Staff (Plans) as Deputy Director of Naval Plans and Operations. From staff course.

Cdr. F. B. Caldwell, Naval Headquarters as Director of Standardization. Formerly Deputy Director of Weapons and Tactics.

Lieut.-Cdr. Victor Browne, Naval Headquarters as Deputy DWT.

Formerly Hydrographer on staff of DWT.

Lieut.-Cdr. G. H. Hayes to HMCS "Crescent" in command. Formerly commanding officer, HMCS "St. Stephen."

Lieut.-Cdr. W. S. T. McCully to "Stadacona" as Officer-in-Charge, TAS School, and on staff of Canflag-lant as Staff Officer (TAS). From "Antigonish," in command.

Lieut.-Cdr. (P) Raymond Phillips, to "Antigonish" in command. Formerly on staff of Chief of Naval Personnel, Naval Headquarters.

Lieut.-Cdr. P. S. Booth, to "Stadacona" as Director of Maritime Warfare School. Formerly Officer-in-Charge, TAS School.

Commander (E) R. Balfour to HMCS "Naden" as Engineer Officer and Officer in Charge of the Mechan-

ical Training Establishment. Formerly Engineer Officer Reserve Fleet.

Commander (E) H. N. Bonnell, to Naval Headquarters on the staff of the Chief of Naval Technical Services as Principal Overseer for Toronto area. Formerly Manager of the Engineering Department, HMC Dockyard, Esquimalt.

Commander (E) E. N. Clarke, to HMCS "Naden" on staff of the Superintendent of the Dockyard, Esquimalt, as Manager of the Engineering Department. Formerly Staff Officer Engineering Personnel at Naval Headquarters.

Commander (E) R. J. McKeown, to Naval Headquarters as Staff Officer Engineering Personnel on staff of the Chief of Naval Personnel. Formerly Staff Technical Officer on the staff of the Naval Member of the Canadian Joint Staff (London).

Lieut.-Cdr. (L) J. B. Wadsworth, to "Naden" as Electrical Officer and Officer-in-Charge Electrical Training Centre. From "Rockcliffe."

Lieut.-Cdr. (S) J. A. McBurney to HMCS "Stadacona" as Inspector of Stores and Fleet Accounting, East Coast. Formerly Supply Officer, HMCS "Chippawa," Winnipeg.

Three Men Selected To Attend Royal Roads

Three men from the lower deck have been promoted to the rank of cadet and selected to attend the Canadian Services College, Royal Roads.

The three are former Able Seaman John R. Cook 21, of Hanna, Alberta; Ord. Sea. Joseph R. Godbout, 19, of Sherbrooke, P.Q., and AB William R. Vallevand, 20, of Domaine, Sask.

Cadet Cook joined the RCN at HMCS "Tecumseh," Calgary, in May 1948. Subsequently he served in HMCS "Naden," in the cruiser "Ontario," the destroyer "Crescent" and the frigate "Beacon Hill." He was advanced to able seaman a year ago.

Cadet Godbout joined the medical branch of the RCN in Montreal in June 1948 as an ordinary seaman.



Second World War medals were worn for the first time on board HMCS "Magnificent" at Sunday Divisions and Divine Service at sea August 27. Here Commodore K. F. Adams, commanding officer of the ship, chats with five of the carrier's veteran chief petty officers following divisions. Left to right are: CPO Donald Batten, Dartmouth, N. S., and Detroit; CPO John Keating, Halifax; Commodore Adams; CPO Ira Johnson, Saint John, N.B.; CPO Walter Nettleton, Hamilton, and CPO J. R. Vaillancourt, Ottawa and Halifax. (MAG-1976).

Drafted to HMCS "Naden" shortly after entry, he was serving there at the time of his promotion.

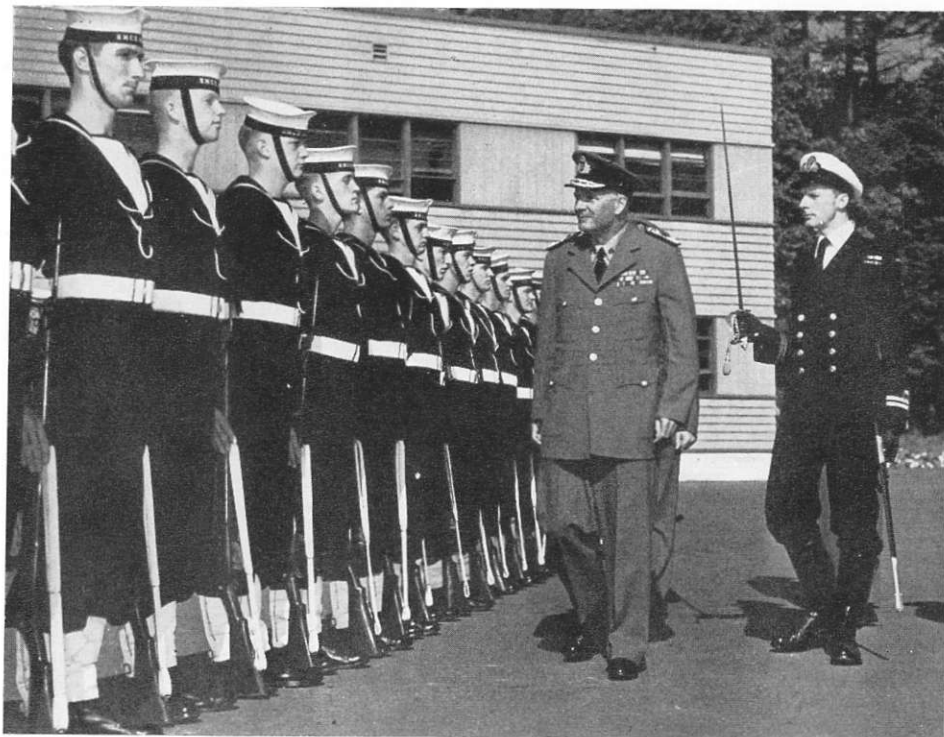
Cadet Vallevand was a naval storeman before being selected for Royal Roads. He joined the RCN in HMCS "Unicorn," Saskatoon, in January 1949, and has since served in "Naden" and in "Stadacona," Halifax. He was advanced to able seaman in April of this year.

Former "Nabobs" Hold Reunion at "Naden"

Officers and men who served aboard the Canadian-manned escort carrier HMS "Nabob" in 1944 held a reunion in the wardroom of HMCS "Naden" late in August.

HMS "Nabob" commissioned in Vancouver in December 1943, with a part Canadian, part Royal Navy complement. The carrier joined the British home fleet in the summer of 1944 and soon saw action in company with ships of the Royal Navy and the RCN, when air strikes were thrown against the German battleship "Tirpitz." It was during this operation that the "Nabob" was torpedoed and suffered heavy damage off North Cape, Norway. She was brought back to Scapa Flow in an outstanding feat of seamanship.

Among those present at the reunion were Commodore H. N. Lay, who commanded the carrier at the time of her action, and Captain Ronald Jackson, RCN(R), the ship's former executive officer. Movies taken during the "Nabob's" commission were shown.



An Honor Guard and Band were paraded at HMC Dockyard, Esquimalt, for the new Flag Officer Pacific Coast, Rear-Admiral W. B. Creery, who succeeded Rear-Admiral H. G. DeWolf on August 30. Rear-Admiral DeWolf is now Vice Chief of the Naval Staff, at Headquarters.

In addition to serving naval personnel, many former officers and men living in the Victoria area attended the reunion.

Gunnery School Graduates Anti-Aircraft Ratings

Among recent graduates from the Gunnery school at HMCS "Stadacona" were the following men who

qualified as Anti-Aircraft Ratings, third class: Ldg. Sea. William McAtier, Cornwall, Ont.; ABs Robert Keating, Charlottetown; Jack Maxwell, St. John, Ont.; and Paul Pelitier, Kirkland Lake, Ont., and Ord. Seamen Earl Wisher, Ottawa; Mike McCormack, O'Leary, P.E.I.; Lucien Theriault, Hawkesbury, Ont.; James McCullough, Bath, Ont.; Donald Mitchell, Amherst, N.S.; Christopher Isaacs, Montreal; Harry Chatham, Montreal; Jack Goodfellow, Trenton, Ont.; Fred Smith, Brockville, Ont.; William Doyle, Charlottetown; Oscar McDonald, Brockville, Bud Keys, Ottawa; Earl Black, Toronto; Ted Gooding, Toronto; Tom Stundon, Montreal; Keith Gilbert, Montreal, and Joseph McCullough, Bath.

Midshipmen Graduate From Royal Roads

Thirty-eight Senior Term Cadets graduated with the rank of Midshipman from the Canadian Services College, Royal Roads, at the annual graduation exercise and prize-giving. Thirty-one Junior Term Cadets graduated into Senior ranks.

Tropical white uniforms were worn at the ceremony for the first time and the young officers presented a smart picture. The Royal Canadian Navy Band from HMCS "Naden" was on hand to provide martial music for the occasion.



Shown above are members of the seventh Chief and Petty Officers' Leadership Course to be held in HMCS "Cornwallis."

Left to right, front row, are: CPO J. Tizard, CPO A. A. March, CPO M. B. Miller, Lieut. (S) F. Reade (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer in Charge), CPO J. T. Shea, CPO D. N. Inglis and CPO L. S. Parsons.

Centre Row: PO R. L. Johnson, CPO R. G. McIntyre, PO E. C. Percival, PO R. H. Barringer, CPO D. C. Moss, CPO C. J. McNeil, PO R. M. Bennett, CPO G. J. Malenfant, CPO H. C. Gardiner and CPO C. C. Hancock (Instructor).

Rear Row: PO T. E. Davies, PO L. V. Bird, PO W. F. Spencer, PO J. J. Purcell, PO A. G. Castle, PO L. G. MacArthur, PO J. G. Allen, PO M. T. Kanasevich, PO G. H. Rushton and PO W. P. Kingle.



A TOT FOR THE ADMIRAL

Naval history was made August 15, during a visit of HMCS "Ontario" to Seattle, Wash.

Honoring the birth of a daughter to HRH Princess Elizabeth, officers and men "spliced the main brace" in accordance with long-established custom. Rear-Admiral H. H. Good, USN, Commandant of the Thirteenth Naval District, and William F. Devin, mayor of Seattle, were visiting the ship at the time and were invited to take part in the ceremony. Here Admiral Good receives his tot while Mayor Devin stands by ready to drink the toast proposed by the "Ontario's" commanding officer, Captain H. F. Pullen, who can be seen just behind the Admiral.

This is believed to have been one of the few occasions when a senior American naval officer has spliced the main brace aboard a Canadian warship. For Admiral Good it was the first time he had participated in the ceremony in his 42 years of service with the USN.

Rear-Admiral H. G. DeWolf presented the four main prizes, three of which were won by Cadet Captain F. W. Crickard, of Vancouver. He also addressed the assembly briefly.

Cadet Captain Crickard won the National Defence Department Telescope, the King's Canadian Dirk and the Nixon Memorial Sword. The latter, however, went by reversion to the runner-up, Cadet J. M. Cumming, of Edmonton. Winner of the fourth award, the Stubbs Memorial Shield, was Cadet Paulle Kiar, of Shawinigan Falls, Ont.

Gunners Complete Anti-Aircraft Course

Following a course at the Gunnery School, HMCS "Stadacona," the following men qualified for the nonsubstantive rating of AA2: Ldg. Sea. Gilbert Shore, Magog, P.Q., and ABs William Moffat, Fredericton; Michael Caine, Halifax; Clifford Shillington, Bath, Ont.; Andrew Anderson, Montreal; Ronald McMillan, Mill Stream, N.B.; Roger Campbell, Kitchener, and Russel Stiles, Moncton, N.B.

Radar Plotters Earn First Class Rating

Eleven Radar Plotters recently completed a course at the Navigation Direction School, "Stadacona," which qualified graduates for first class ratings in their branch.

Those who completed the course were Petty Officers Ernest McNutt, Halifax; Lawrence Mandy, Ottawa; Arthur Freeman, Mission City, B.C.; Frank McKay, Calgary; Ronald Speed, Winnipeg; Norval Reed, Penticton, B.C.; William Plant, Victoria; John Bruce, Winnipeg; Leonard Paget, Winnipeg, and John Burrows, Kingston, and Ldg. Seaman Allan Doyle, Charlottetown.

CPO F. A. Jones Passes Fleet Selection Board

CPO F. A. Jones, of HMCS "Cedarwood", has been selected by a Fleet Selection Board as a candidate for promotion to commissioned rank as a Branch Officer. He will be leaving the "Cedarwood" in the near future and will be relieved by PO Dunc Wallace.

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.

ALLAN, Jack W.	P2SH3
BINGEHMAN, John M.	LSBD1
BISSETT, Alan K.	P1AW2
BLTYHE, Jeremiah	C2SM3
BUCK, Gordon H.	LSSM1
BUTLER, Wilfred E.	P2MA2
CANT, Eugene R.	P2AO2
CONWAY, Charles H.	C1ER4
CRAGG, Jeffrey D.	P2VS2
DUBINSKY, Fred	P2NS2
ELLARD, Merle	P2VS3
FOREMAN, William	LSPW1
FROST, George M.	P1RT4
GOULD, Donald V.	P2VS2
JANICKI, Henry J.	LSEM1(NQ)
KIMBER, Jack R.	C1SM3
KNOWK, William	LSCO1(NQ)
KOZAK, George	LSCN1(NQ)
KOZUB, Thomas	LSC02
McDOUGALL, Allen N.	LSSM1
MILLER, Edward E.	LSSM1
MITCHELL, Arthur K.	P2AW2
MOORE, John G.	C1SH4
MORRISON, Donald B.	LSMA1(NQ)
NORWOOD, Frederick	C1SM3
OLAFSON, Arthur G.	LSSM1
PARK, James A.	LSCO1
POOLE, Jack M.	C1ER4
POPP, Herbert H.	C2SM3
RAWLE, Bernard W.	C2SM3
REED, William A.	LSCM1
SHELLON, Murray	C2VS3
STEADMAN, William	P1TA3
TILIAPAUGH, Lyle M.	P2VS2
VAIL, Douglas D.	P2VS2
WALES, William D.	P1GA3
WASH, James E.	LSCS1
WILSON, Albert E.	C2ET4
WOOD, Charles W.	P2VS2
WOOD, James W.	LSCM1
WORTH, Ernest G.	C1SM3

Ten RP 3s Complete Course at Navschool

The following ten men recently completed a course at the Navigation Direction School, at "Stadacona," which qualified them for the nonsubstantive rating of Radar Plotter, third class: Able Seamen William Pool, New Glasgow, N.S., and Bill Joynt, Ottawa, and Ordinary Seamen Gerald Johnson, Middleton, N.S.; Leonard Wylie, Kitchener, Ont.; Tom Cullen, Peterborough, Ont.; Douglas Hesk, Goderich, Ont.; Malcolm English, Ormstown, P.Q.; Douglas Cox, Kingston, Ont.; Donald Breadman, Peterborough, and William Jackell, Haversville, Ont.

Weddings and Births

There were 16 new bridegrooms on board HMCS "Huron" when she left Halifax August 23 for the European cruise. The majority of the men took the step during the summer leave period which concluded just prior to the ship's departure with the Canadian Special Service Squadron.

"Huron" crew members also showed up in the "Births" column this month. One, not content with the usual "a son" or "a daughter" notice, reported twins, both girls.

The "Huron" newlyweds were:

Ldg. Sea. William Degen, to Miss Helen V. Hall, of Halifax.

Ldg. Sea. Albert Bell, to Miss Shirley Sadler, of Halifax.

Ldg. Sea. Francis Conway, to Miss Irma Anderson, Woodside, N.S.

AB Kenneth Davies, to Miss Mildred Demont, of Halifax.

AB Donald Davies, to Miss Connie Cove, of Medicine Hat, Alberta.

AB Oscar Nantais, to Miss Shirley Ann Renaud, of Windsor, Ont.

AB John Fisher, to Miss Rose Ness, of Glendon, Alberta.

AB Leonard Flanagan, to Miss Pearl Jennik, of Dartmouth, N.S.

AB Keith McCuaig, to Miss Marjorie Drysdale, of Halifax.

AB Ronald Jackson, to Miss Marion Lace, of Lunenburg, N.S.

AB Ray Orth, to Miss Alice Hershey, of Yarmouth, N.S.

AB Leroy Henderson, to Miss Mary Louise Williamson, of London, Ont.

AB Earl Exley, to Miss Lois Perry, of Duncan, B.C.

AB Erick Mason, to Miss Bernadette Sampson, of River Bourgeois, Cape Breton.

Ord. Sea. William Charlton, to Miss Betty Anderson, of Brockville, Ont.

Ord. Sea. Jack Golding, to Miss Gloria Goodie, of Halifax.

Other Weddings

Lieut.-Cdr. Edgar S. MacDermid, on staff of the Naval Member of the Canadian Joint Staff, Washington, D.C., to Miss Marion McDonald, of Regina.

Lieut. Donald C. Radford, HMCS "Niobe," to Miss Donna M. J. Wilson, of Toronto.

Ldg. Sea. Edward A. Kimber, HMCS "Micmac," to Miss Ruth V. McGrath, of Halifax.

AB Kenneth Morrow, HMCS "Micmac," to Miss Agnes V. Deveau, of Bras D'Or, Cape Breton, N.S.

AB Roland J. Laliberte, HMCS "Micmac," to Miss Elise Desaulniers, of Saint Louis de France, Montreal, P.Q.

AB Fernand J. Perrier, HMCS "Prevost," to Miss Jean Logan, of Halifax.

Births

To Lieut (S) George Woodford, Naval Headquarters, and Mrs. Woodford, a son.

To PO J. R. Paquet, HMCS "Huron", and Mrs. Paquet, a daughter.

To PO R. Johnston, HMCS "Cornwallis," and Mrs. Johnston, a daughter.

To Ldg. Sea. Gordon Wheatley, HMCS "Huron," and Mrs. Wheatley, a daughter.

To AB William Sproule, HMCS "Huron", and Mrs. Sproule, twin daughters.

To AB A. Pask, HMCS "Prevost," and Mrs. Pask, a daughter.

CHAPLAINS APPOINTED TO DESTROYER GROUP

Two well-known naval padres, Chaplain (P) Horatio Todd and Chaplain (RC) Richard Ward, last month joined the Canadian destroyer flotilla serving in Korean waters after having been flown to Japan by RCAF airlift.



PADRE TODD

FATHER WARD

Padre Todd entered the Navy in 1943, subsequently served in Esquimalt, Halifax and St. John's, Nfld., and spent a period at sea in the frigate "Antigonish." Demobilized in 1946, he re-entered the Service in June 1948. Before being appointed to the Far East, he was serving in "Stadacona," Halifax.

Father Ward entered the Navy in July 1944. He served on both coasts during the war and afterwards spent lengthy periods in the aircraft carriers "Warrior" and "Magnificent." He had just left the latter to take up an appointment at headquarters when re-assigned to the Korean theatre.

Children Learn Swimming In "Stadacona" Pool

As in past years, a swimming program for holidaying Halifax school children was held during the summer months in the Physical and Recreational Training School at HMCS "Stadacona", Halifax.

Periods were set aside for children of naval personnel and for youthful members of the YMCA, North End Recreation Association and Halifax Playgrounds Association.

For non-swimming children of naval personnel there were three two-hour instructional periods per week, while the other organizations conducted their own classes. The result was that a good many youngsters were well on their way to becoming accomplished swimmers by the time they returned to school.

Total attendance at the pool, averaging about 5,000 per month, was about evenly divided between swimmers and non-swimmers. During July, for instance, 2,329 showed up for recreational swimming, while 2,584 were given lessons.



"HE WAS SUPPOSED TO GET HIS TICKET YEARS AGO BUT SOMEBODY LOST HIS PAPERS."

They Won't Forget Her

Though She Was Often Rough and Tough,
"St. Stephen's" Crew Were Proud
Of Their Ship and Their Job

NEARLY three years, 67,000 miles and 16 appendicitis cases after commissioning, the Royal Canadian Navy weather ship HMCS "St. Stephen" was paid off August 31 and turned over to the Department of Transport to be manned by a civilian crew and patrol a Pacific weather station.

HMCS "St. Stephen" was first commissioned as a weather ship on Sept. 27, 1947, under the command of Lieut. (now Lieut.-Cdr.) E. M. Chadwick and with a crew consisting, except for a few key personnel, of men who had volunteered for the job.

Late in 1947 the converted frigate made her first patrol of Station "Baker", midway between the southern tip of Greenland and the coast of Labrador. It was a wild and stormy month, but the spirits of the men were not dampened in the slightest. Throughout the years that followed the same esprit-de-corps was demonstrated by all who served in the ship.

For the next two years Lieut.-Cdr. Chadwick took the "St. Stephen" north at regular intervals. Her schedule called for a month on patrol and a month in port, at Halifax, during which time the US Coast Guard manned the station.

On August 26, 1949, Lieut.-Cdr. G. H. Hayes was appointed in command of the "St. Stephen" and remained with her until she was paid off. He brought the ship from Halifax

to the west coast in a month-long cruise via the Panama Canal.

Throughout her commission, a total of 42 officers and 337 men served in the "St. Stephen". This works out to an average of almost a year for each officer and man.

Three men remained with the ship throughout her commission. They were the coxswain, Petty Officer Donald Hughes; a representative of the engine room department, Petty Officer William McCrimmon; and the officer-in-charge of the meteorological staff, Mr. Harry McPhail, of the Department of Transport.

The "St. Stephen's" principal responsibility was the provision of weather reports to be used in plotting the safest and most economical routes for trans-Atlantic aircraft. But she was also equipped and trained to carry out rescue work, if the occasion arose.

The frigate never had to go to the aid of any aircraft but in March 1948, while enroute from Halifax to Station "Baker", she effected a dramatic rescue of the Honduran freighter "Everagra", which had been trapped in the ice with a broken propeller some 40 miles northwest of Sable Island.

Ten miles south of the position at the time the "Everagra" broadcast her SOS, the "St. Stephen" altered course and soon picked up a radar echo. Contact was established shortly after 0100 and the freighter frantically signalled that her hull was breaking.

The "St. Stephen" tried forcing her way through the ice but the ominous grinding and heaving of the floes, some about 18 inches thick and occasional pieces up to six feet in thickness, compelled discretion in lieu of valor and the frigate withdrew to the edge of the ice to await the dawn. This move was not appreciated by "Everagra" and it was necessary to reassure him constantly that he was not being left to a cold, clammy death.

The work of preparing a tow commenced at 0400 and was completed at 0530. As dawn broke it was seen that the "Everagra" was squarely in the centre of a huge "V" of ice, with the closest open water about a half-mile away. During the morning, fortunately, the prevailing nor'westerly increased and wind pressure forced open



A simple ceremony marked the transfer of the weather ship HMCS "St. Stephen" from the Royal Canadian Navy to the Department of Transport at Esquimalt. Petty Officer Donald Hughes, coxswain of the frigate throughout her entire commission, was given the honor of lowering the White Ensign. Also present were, standing to the right of the Ensign staff, the "St. Stephen's" first commanding officer, Lieut.-Cdr. E. M. Chadwick; Captain James Cuthbert, Department of Transport, who will command the vessel on her Pacific weather station, and Lieut.-Cdr. G. H. Hayes, commanding officer for the past year. (E-12205)

an L-shaped lead to the stranded ship.

Steaming up the lead at 12 knots, the "St. Stephen" passed a line which later parted, passed another within a matter of seconds, and towed the "Everagra" clear, stern first. Once clear, the tow was transferred to the freighter's bow and course was set for Halifax. A tug subsequently took over the tow and the "St. Stephen" resumed her course to "Baker".

Boredom was perhaps the greatest factor to overcome while on station. This was alleviated by hobbies, books, study courses, contests, tournaments and in many other ways.

The long hours of work while on station were amply demonstrated by the numbers of observations completed. Between Nov. 23, 1947, and July 2, 1950, the "St. Stephen" made 3,406 surface weather observations (SYNOS), 712 balloon ascents with no wind observations (RAOBS) and 429 balloon ascents with wind observations (RAWINS).

The maximum height to which Rawin was traced was 52,493 feet on October 13, 1948, and February 18, 1950. On May 6, 1949, a RAOB was traced to a maximum height of 67,000 feet. Minimum pressure — 968.8 millibars — was recorded on January 24, 1948, while the minimum temperature of 7 degrees above zero was registered in February, 1950, during a Force 10 gale. On July 18, 1949, the maximum temperature of 67.8 degrees Fahrenheit was recorded.

January 25, 1948, saw the worst storm of the entire three years. For about 12 hours a Force 12 gale, with gusts up to 90 knots, beat and shook the ship from stem to stern.

No one job aboard the "St. Stephen" was tougher than any other. During cold, icy weather, the seamen were kept busy chopping ice off the superstructure, while the cooks were struggling to keep the dinner off the galley deck and the engine room personnel were trying to keep the ship warm.

It was a lonely, painstaking, sometimes frustrating task on Station "Baker", but one which all hands realized was vital in many ways, and one in which all who served in the "St. Stephen" took pardonable pride. They carried out their commission in the highest traditions of the Royal Canadian Navy, and the "Crowsnest" proudly salutes the officers and men who served in Canada's first weather ship, HMCS "St. Stephen".

UNITS OF THE GREAT LAKES "FLEET"



Shown above are three of the six Fairmile motor launches attached as training vessels to Great Lakes naval divisions. From top to bottom are: "PTC 706," HMCS "Star," Hamilton; "721," attached to "Cataraqui," Kingston, and "762," a recent addition to HMCS "Hunter," Windsor. All three photos were taken from the deck of HMCS "Portage" during exercises held on the Lakes this summer. The other three Fairmiles are based at "York," Toronto, Port Stanley for "Prevost," London, and "Griffon," Port Arthur. (P-290, 289, 270).

Afloat and Ashore

PACIFIC COAST

More than 2,000 children and parents crowded the lower playing field at HMCS "Naden" recently for the annual Pacific Command Children's Picnic.

Feature attractions included pony rides, rides on a miniature train, races, a magician's show, merry-go-round and a midway complete with games of chance. Also provided were soft drinks, ice cream and hot dogs, though not necessarily in that order.

Funds for the picnic were contributed by officers and men throughout the Command. Besides children of personnel serving in Esquimalt, the young celebrants included youngsters of officers and men in the three destroyers now serving in the Far East and children of former naval personnel.

Gunnery Training Centre

On looking over the figures for cadet training during the past summer, it has been estimated that the GTC in "Naden" trained approximately 700 cadets in the mysteries of gunnery and returned them to the Reserve Training Establishment with a good all-'round knowledge of "what happens when the trigger is squeezed." That the program was carried out with such good results is a tribute to the efficiency of the gunnery staffs at "Naden" and in the training ships of the West Coast fleet.

CPO H. M. Oliver, an instructor at the GTC, was a contestant at the recent Dominion of Canada Rifle Association meet in Ottawa. He is a member of the Pacific Coast Rifle Association.

Taking note of the newspaper reports, it has been observed that "Hit First, Hit Hard and Keep on Hitting"

has again proved itself and that the senior branch of the Senior Service is as efficient as ever in the destroyers "Cayuga," "Athabaskan" and "Sioux."

Well done, Master Gunners! Keep it up!

Mechanical Training Establishment

The MTE at "Naden" has settled down to a steady routine and classes are running smoothly through their syllabi.

Controversy among the men at the MTE over super-gardens (beans a foot long and cucumbers the size of watermelons) has given way in recent weeks to fish stories. Some of these fish can only be described as "tremendous."

The establishment copped first place in the "Naden" sports and is well on its way to winning the "Cock-o'-the-Barracks" Trophy for the summer sports schedule.

TAS Training Centre

In one of its busiest summers to date, the TAS Training Centre at "Naden" passed 375 RCN(R) cadets, 16 RCN(R) officers and five RCN(R) men through its portals, in addition to its normal training of RCN personnel.

Lieut. R. L. Ellis has left the TASTC to take up the appointment of commanding officer of HMCS "Bytown", Ottawa. Prior to his departure a farewell was held in his honor in the Chief Petty Officers' Mess.

Lieut. E. V. P. Sunderland has replaced Lieut. Ellis as Senior Instructional Officer.

On the sports scene, TASTC personnel combined with the Electrical Training Centre to gain top spot in the Naden Softball League.

During this period of softball supremacy, the P & RT staff had the audacity to challenge the "Ping Whoopers". After much organizing, the game was eventually held, complete with the attendance of ambulance, wheelchairs and the necessary medical assistants to tend the wounds of the challengers. In fact, one of the



The pony ride was one of the most popular features of the annual Pacific Command children's picnic. Here young Sandy McDowell, his identification ticket around his neck and his refreshment and entertainment tickets half gone, sits the saddle like a real cowboy. Ord. Sea. Dave Pilot, of Ottawa, handles the pony while Ldg. Sea. Art Carrington, of Victoria, is the gent with the nose. (E-12154).

opposing pitchers was forcibly ejected by means of a short ambulance ride. Following the game, the TAS and Electrical team played host at the Petty Officers' Mess. The score has never been made public.

ATLANTIC COAST

HMCS "Llewellyn"

The ship's third cruise out of Halifax started under the command of the regular commanding officer, Lieut. Cdr. Joseph Marston. On arrival at Mulgrave, N.S., the command was turned over to Captain W. E. S. Briggs, commanding officer of HMCS "Scotian," Halifax, to which the "Llewellyn" is a tender.

During a stopover in Amherst, in the Magdalen Islands, a softball game was arranged with a local team. The ship came out on the short end of a 27 to 6 score. Following the game, a dance was held for the ship's company at the home of Mr. Isaac Bourgois. Modern and square dancing took place in two separate "ball-rooms" of the 25-room house.

Next stop on the cruise was Charlottetown. Here the ship's company was entertained by the officers and men of HMCS "Queen Charlotte," the local naval division.

While in Charlottetown some of the crew indulged in a type of fishing known as "jigging." A prize was offered by the captain to the man who could bring in a fish before Lieut. Robert Boyce, the ship's executive



Two men from HMCS "Sioux", Ldg. Sea. R. F. Brown, left, of Vancouver, and AB E. G. Pritchard, Long Branch, Ont., shop for souvenirs at a post exchange at a base in South Japan. (CA-42).

officer and an old hand at jigging. The prize was won by CPO J. B. Burnett, the coxswain, with a six-pound ling cod.

At Summerside, P.E.I., the next port of call, the ship's company was royally entertained at the various RCAF messes there. In between stops the ship carried out a busy program of training for Reserves embarked for

the cruise.

CPO Robert Hutchings, of the engine room staff, has been drafted ashore for a diesel course in the United States and his place has been taken by CPO Arthur Hill.

Lieut. Boyce's "failure" at jigging has been forgotten. On the day of arrival in Halifax he became Lieut.-Cdr. Boyce. — J.B.B.

HMCS "Cornwallis"

HMC Yacht "Oriole IV," now a tender to "Cornwallis," has commenced a series of short cruises in nearby waters under the command of Lieut. P. A. G. Baldwin. These cruises are proving very popular with instructors and new entries alike. On one of her recent trips the "Oriole" took part in the annual Saint John-Digby Yacht Race and won handily.

"Joe the Crow" is dead. "Cornwallis'" famous bird damaged his port "main-plane" on a telephone wire, and, in spite of the best of medical care by the establishment's nautical ornithologists, passed away on August 8. Burial took place with all due ceremony.

"Joe" will be missed by both his friends and foes, if only for his morning "beat-up" of Divisions and the dozens of pencils and windshield wipers he "borrowed."

With recruiting increasing steadily, business is booming in "Cornwallis." For a while this summer the turnout for Divisions had become relatively



The "Right Brothers" ("Maggie" style), shown in the cockpit of a Sea Fury aboard HMCS "Magnificent," regard themselves as the Navy's newest anti-submarine weapon. Their tactics simply consist of peering through the submarine's periscope and frightening the crew to death. Could be. Behind the masks are PO Charles Cowie, of Toronto, right, and PO John LeClerc, of Ottawa. (Mag. 1880).

thin, but the way the new recruits are now rolling in it looks as though they may have to be double-banked. It looks like another busy winter of training ahead.

Extending its training facilities even further than usual, "Cornwallis" recently took on a division of Sea Cadets for a two-week period of instruction. The division, named "Skeena," was made up of cadets from all over Canada. Training was under the supervision of Lieut.-Cdr. K. E. Grant and Lieut. (SB) J. F. Jeffries.

HMCS "Swansea"

The "Swansea's" busy UNTD training program was enlivened this summer by a hunt for unidentified submarines. This search was carried out with "La Hullose" in the Bay of Fundy area but all that was sighted were numerous whales. These mammals of the deep did, however, add humor to the situation by being the basis for the design of a new flag. This "Defence of Fundy" flag consists of a yellow whale embossed on a red pendant. Both the "Swansea" and "La Hullose" proudly flew this flag on their return to Halifax.

On the sports side, the "Swansea" was victorious over "La Hullose" in a regatta held at Grand Manan Island. The ship's reward for this accomplishment was a silver cup and the right to

display a four-foot-high "Cock o' the Walk" at the top of her mast.

The ship's company recently bade farewell to Lieut.-Cdr. J. P. T. Dawson, former commanding officer, and extended a hearty welcome to the new captain, Lieut.-Cdr. J. E. Korning.

NAVAL DIVISIONS

HMCS "Star"

(Hamilton)

Despite preparations for the second annual Great Lakes Naval Regatta, held at "Star" over the Labor Day weekend, there was no slackening of training activities at the division during the summer. Each weekend, "Star's" Fairmile motor launch, the "PTC 706," has put in a training cruise to nearby ports. Recently the ship visited Port Dalhousie, Toronto and Youngstown and Rochester, New York.

In mid-August the "706" joined the minesweeper "Portage" and Fairmiles from the Toronto and Kingston divisions for fleet manoeuvres off Presqu'île.

The Great Lakes Naval Regatta provided a busy three days for members of the ship's company and almost every officer or man contributed in some way to make the occasion a success. Each mess in the establishment



When HMCS "Portage" was opened to visitors during her stay in Hamilton, one of her crew, Able Seaman Harold Picken, had the pleasure of showing his father, R. B. Picken, and his wife over the ship. (P-276).

appointed representatives to the various committees responsible for the regatta.

The presence of the "Portage" in Hamilton for a number of days provided opportunities for officers and men of the division to get in additional sea-time. — C.S.J.L.

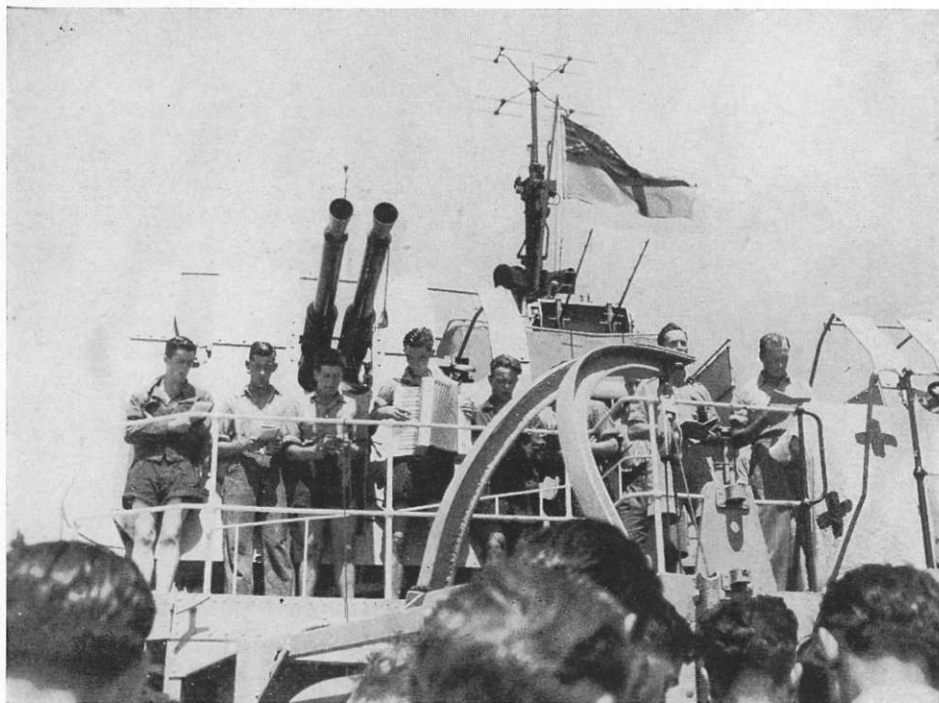
HMCS "Griffon"

(Port Arthur)

On the weekend of August 5-7 a number of the division's officers and men sailed "Griffon's" Fairmile, "PTC 711," to Duluth, Minn. During the visit to the "Air-Conditioned City" the Mayor presented the key to the city to the ship and it now adorns the Wardroom. The return trip was made in company with United States Navy craft.

Ten men from HMCS "Chippawa," Winnipeg, visited the Lakehead on August 19 to participate in a training cruise. Lake Superior gave them a rough reception and more than one made at least part of the trip "by rail."

CPO Ernest Calverley, coxswain of the division, is due for retirement. He will carry out his discharge routine on the West Coast, after which he plans to live in Nanaimo, B.C.



Divine Service is held on board HMCS "Athabaskan", one of the three Canadian destroyers fighting under the United Nations flag. Here the ship's company joins in a hymn led by the executive officer, Lieut.-Cdr. T. S. R. Peacock, second from right. At the far right is Cdr. R. P. Welland, the ship's commanding officer. (CA-16).



Cadet Gordon McConnell, well known Halifax athlete, has been awarded the trophy for the best all-round first year UNTD cadet training at HMCS "Stadacona" this past summer. Nominated for the award by his division, he was chosen over 200 other cadets. He is returning to Mount Allison University to continue his studies in commerce. (H.S. 12112)

Personnel from "Griffon" and the local Sea Cadet Corps took part in the Canadian Legion Decoration Day parade on August 17.

Flt. Lieut. R. Strouts, RCAF, visited HMCS "Griffon" recently to discuss liaison between the two services in rescue work on Lake Superior.

HMCS "Donnacona" (Montreal)

The Korea affair has had a tremendous effect on recruiting for both the permanent force and the reserve at HMCS "Donnacona". Since June applications for both forces have increased by 400 to 500 per cent, and although the barracks is at present undergoing "refit" an efficient job is being done in getting the men attested.

"Donnacona" and Montreal were honored during August by a visit from Vice-Admiral R. V. Symonds-Taylor, Commander-in-Chief of the Royal Navy's America and West Indies Squadron, in his flagship, HMS "Glasgow".

As the visit was classed as an operational one, official calls and entertainment were kept to a minimum. However, social and sports events were arranged for the ship's company and included soccer games, theatre

parties and entertainment in private homes.

One of the highlights of the cruiser's visit was a regatta. Entries were received from the "Glasgow," The Royal St. Lawrence Yacht Club and HMCS "Donnacona", with "Donnacona" carrying off the honors with a total of 22½ points. The Yacht Club was second with 22¼ points and the "Glasgow" third with 13 points.

On the Sunday afternoon prior to her departure, the "Glasgow" was opened to the public and it is estimated that approximately 4,500 persons went aboard the cruiser during the three-hour period. — R.F.D.S.

HMCS "Chippawa" (Winnipeg)

With the relocation of the gun battery now completed and the installation of new electrical equipment almost finished, "Chippawa" is ready to carry out its new role as an anti-aircraft gunnery training establishment during the coming fall and winter period. The first parade of the season was held September 11, when many of the ship's company had their first look at the remodelled drill deck with its full complement of AA weapons.

CPO T. Brakstad went on retirement leave in August and will retire from the service next month. A messmate, PO H. Kilvington, returned to duty after two months in hospital.

HMCS "Prevost" (London)

Lieut. L. J. C. Walker and Petty Officers J. Page, A. Shannon, G. Soucy and J. Hodge made up the crew of a 46-foot harbor craft which was sailed from Port Stanley to Montreal recently for subsequent transfer to HMCS "Cabot," the naval division at St. John's, Newfoundland.

Only untoward incident during the 12-day trip occurred in the Galop Canal when PO Hodge slipped off the catwalk and went for a short swim.

HMCS "Portage" was in Port Stanley from August 1 to 7. The ship was open for inspection and receptions were held on board for visiting dignitaries and civic officials. A party of the latter was taken for a short afternoon cruise on Lake Erie.

The division's Fairmile, "PTC 779," made another of her two-week cruises to ports in the Lake St. Clair and Georgian Bay districts. This cruise brought her total miles steamed on training cruises to the impressive total of approximately 3,000.

Now equipped with a full complement of instruments, the "Prevost" band is making plans for a busy fall and winter.

Two members of the ship's company, AB G. Matheson and Ldg. Sea. G. Southern, have been drafted to "Stadacona". CPO G. Short and AB Perrier are new additions to the staff.



Tropical whites were worn for the first time at graduation day ceremonies at the Canadian Services College, Royal Roads, in August. Here Rear-Admiral H. G. DeWolf inspects the cadets prior to the presentation of prizes and the traditional "Lanyard Ceremony." (E-12130).

MORE MEN, MORE SHIPS

*Minister, CNS Outline Canada's
Accelerated Naval Defence Program*

The following radio addresses were broadcast by Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, over a nation-wide hook-up on August 22:

MR. CLAXTON:

All of us today are thinking about the railway strike and what it means to the life and business of our country. Every one of us will be affected. As you can imagine, that is true also of our armed forces. Right across the country we have been moving large numbers of men every day from the recruiting depots to join their units and doing a thousand and one other things to accelerate the expanded defence programs.

Of course we shall be pressing on with the organization and training of the Canadian Army Special Force and of the other components of the Navy, Army and Air Force. However, we must not lose sight of our obligations in Korea where United Nations forces are opposing Communist aggression, as part of the fight to preserve our liberty and our way of life.

You will remember that two weeks ago I broadcast an appeal for men to join the special force. This was the

day following the Cabinet's decision to raise such a force particularly to assist in carrying out Canada's obligations under the United Nations charter and the North Atlantic Treaty.

The response to that appeal has been fine. We raised the force we wanted originally in eight days and now have recruited almost all the men we want for the force and about 100 per cent replacements as well.

Since the trouble in Korea started we have also been recruiting for the active Navy, Army and Air Force at the rate of about 1,500 a month. We want to maintain and even exceed that rate if that is possible.

Except in certain categories, particularly tradesmen, we shall only be recruiting a few more men to fill up all the ranks of the special force and provide a year's reinforcements as well.

Men wanting to join the armed forces, therefore, for whom there are no more vacancies in the special force we hope will join the active forces of the Navy, Army and Air Force.

During the last two or three weeks we have raised about 8,000 officers

and men for the armed forces of Canada. This has meant speeding up construction and winterization of quarters for them, expanding training schools, pressing on with additional orders for equipment. At the same time we have been pushing on with the program for the construction of more aircraft, more radar and wireless equipment, more arms and armament and more naval vessels, naval armament, naval equipment.

This program is already under way and I have asked Vice-Admiral Grant, the Chief of the Naval Staff, to sit with me at the microphone this evening and tell you something of the program itself and also of the type of man that we need in the Navy to make it work.

Let me first take just a moment to remind you that the Navy has an extremely important place in the whole defence plan.

A resolute enemy possessing large numbers of submarines and well-trained crews is a major threat to the life-lines of ships essential to support our friends in an emergency.

We hope that threat will never become active. It is certain that a program designed to meet it effectively will play its part in discouraging that possibility, or in countering it if necessary.

We have, of course, been working hard at this problem for a long time. We are commissioning ships now in reserve, building new ships, recruiting and training substantial numbers of men.

Submarine hunting is not the only business the Navy must do. We have already seen within the last few days that our three destroyers in Korean waters are giving a good account of themselves. Canadian naval guns have lent voice and weight to the United Nations.

The men behind those guns have struck a genuine blow in defence of freedom.

I know Admiral Grant will agree with me when I say that we expected nothing less.

The senior officer of the Naval Service is himself a veteran of notable actions at sea. It is perhaps fitting that he should come from the port of Halifax. He first went to sea in 1917. In 1943 he commanded one of two cruisers which fought a remarkable action against eleven German destroy-



In a Far East naval base, crewmen of HMCS "Cayuga" load four-inch shells and other ammunition from a lighter. Not long afterwards these same shells plastered targets in a North Korean-held port. (CA-65).

ers, sinking three, damaging several more and driving the rest back to port at top speed. His ship later led an assault force during the D-day landings and was a bombardment ship during those historic actions.

Admiral, perhaps you might begin by saying something of the type of men needed today in the Navy.

ADMIRAL GRANT:

The Navy's recruiting need is very simply stated. We want the best type of young Canadian we can get — stout-hearted lads with brains as well as brawn and who understand the value of teamwork.

We are anxious, however, that our new entries should appreciate at the outset that life at sea is not always comparable to life ashore. Hours of work are often prolonged and irregular, and a willingness to accept hardship when necessary, and accept it with a sense of humour, is essential. If this sounds a bit tough, let me point out that there are great compensations; for the professional sailor who knows his job acquires a self-respect and a deep sense of comradeship with his shipmates not excelled by any profession in the world.

We want young men who are out for a bit of adventure, who want to get around and see something of the world, and who can give a good account of themselves and their country wherever they may go.

In the past few months, our naval ships have been to Cuba and Mexico, to Greenland, Labrador and Baffin Island. They've called at New York City and Pearl Harbor. The whole fleet is following the news of our destroyers in the Far East with intense interest, and tomorrow (August 23) our aircraft carrier "Magnificent", with two more destroyers, "Micmac" and "Huron", leave for a training cruise which will take them initially to Northern Ireland, and later to ports in Scotland, Norway, Sweden, Denmark, The Netherlands, the United Kingdom, France, Belgium, Spain, Gibraltar and Bermuda.

So you see the old slogan "Join the Navy and See the World" still has some teeth in it. *These are not pleasure cruises.* On the contrary, they are training cruises and involve a lot of hard work for all concerned. Their primary purpose is to achieve the operational preparedness essential to an efficient allied fighting fleet. I think most people will agree that this policy has paid dividends.

The men we want are men who will accept the challenges of life at sea and be worthy representatives of Canada abroad. I would like to mention one other quality. With action reports from our ships in Korea, the ships' companies of "Cayuga," "Sioux" and "Athabaskan" immediately became the envy of the rest of the fleet. The type of man we want will share that envy.

Since the last war, as you all know, we have acquired an aircraft carrier. This is because it has been abundantly proven — greatly to our cost in the earlier days of the last war — that one answer to the submarine lies in a combination of surface ships and aircraft, working in the closest co-operation. That co-operation, of course, already exists between the Navy and the Air Force, and it will certainly be extended and developed as time goes on. But there are many circumstances in which naval aircraft, flying from the decks of carriers operating with fleets or on convoy duty, are of even greater value.

We are, at the present time, renewing the anti-submarine strength of our carrier air groups by the acquisition of Avenger aircraft from the United States, and by converting and equipping them with the best anti-submarine weapons and devices obtainable. We need naval aviation pilots to help build this essential arm of the naval service, and we need them immediately.

To the right men we can offer, at once, a seven-year engagement as commissioned officers. The age limits for naval aircrew under this scheme are 18 to 21, and the educational qualification is senior matriculation.

For some time past we have been steadily improving our destroyers, equipping them with the very latest anti-submarine gear, both in weapons for attack and destruction, and in detection devices. This program is now almost complete and will be brought to final completion at the earliest possible moment. We are rearming the destroyers, too, with new anti-aircraft guns.

The program calls, further, for a progressive activation of all destroyers now in reserve which will about double the existing destroyer strength. I need not mention that such ships cannot be worked up to operational efficiency overnight.

Some time ago it was announced that we had embarked on a building program. The most important of the

new ships — to be built in Canadian shipyards — are designed specifically as anti-submarine craft of high speed, and of an entirely new type. They will be splendid ships and will have the most modern equipment available. The building program for these ships is being pressed on and, of course, will be accelerated.

An important function of the Navy is that of providing defence for our ports. Among other things, this involves the vital job of minesweeping. This, too, means the building of special ships, and this part of the program has been both expanded and accelerated.

All this will require increased activity and facilities in many ways. The most important of these is the recruiting of both officers and men, and a definite expansion of training capacity. This is already under way, and we are ready, at this moment, to take in and train new entries at a rate of approximately 300 a month. I have not the slightest doubt that we shall get them.

Now, in conclusion, I'd like to say a very direct word to young men who are seriously considering the Navy as a career, and on whom we depend to make this program effective. First, the qualifications are simple. You must be not younger than 17 years of age and not older than 29. Second, you must be physically fit. Third, you must possess education up to grade eight. Fourth, you must be a Canadian citizen or other British subject. We need men, too, in large numbers for the Navy's Reserve.

The need for men in both the permanent and reserve forces of the Navy is real. To those who join us, I wish the very best of luck and good sailing.

MR. CLAXTON

Admiral Grant has told you something of what is being done in the Navy to contribute to that trained united strength which we all know now to be absolutely necessary if we are to halt aggression. I am as confident as he is that the Navy's recruiting effort, which is already meeting current requirements, will be successful. The response to the appeals that we have made has been splendid, and I know it will continue, *because it must.* Only by taking our proper part in building up that strength which alone can be the bulwark of freedom in the world can we hope to win through to a lasting peace. We know the dangers, and we know how they must be met. Let's get on with the job!



The Navy Plays



Cadet Team Captures Eight Track Medals

Five cadets from the Reserve Training Establishment at HMC Dockyard, Esquimalt, walked off with eight medals at the Seattle Highland Games this summer. Though they did not finish first in any event, the cadets succeeded in chalking up two seconds and three thirds.

The cadets, Paulle Kiar, Royal Military College; S. Coughlan, Carleton College, Ottawa; Peter Matson and J. Campbell, Victoria College, Victoria, and P. H. Plotkins, McGill University, Montreal, entered in five events and placed in all of them.

Campbell, Coughlin, Plotkins and Kiar took second place in the 880-yard relay; Kiar came third in the 100-yard dash and copped another third in the 220; Coughlin was third in the 440-yard run and Matson finished second in the half-mile.

Represented at the games were teams from Seattle, Yakima, Wenatchee, Vancouver and Victoria. Most of the medals that were not taken by the boys from the Reserve Training Establishment went to the Victoria YMCA and to Vancouver teams.

The team was trained by CPO Charles (Skippy) Bryan, of the Reserve Training establishment P. & R. T. staff and was under the charge

of Cadet R. Hickerty, of Saskatoon, representative for the RTE, and Ldg. Sea. Joseph LeBlanc, of the PT staff.

The cadets also entered the Command Track and Field Meet held at "Naden" and walked off with most of the honors and awards.

Naval Airman Scores in Pole Vault Event

Ordinary Seaman Gilbert Lundihn, a naval airman stationed at HMCS "Shearwater," soared to first place in the pole vault event at the annual Highland Games at Antigonish, N.S. Ord. Sea. Lundihn last year won the pole vault at the Maritime Track and Field Championships in Charlottetown.

The "Shearwater" sailor was a member of a Navy track and field team that finished fourth in the team standings at the Antigonish games.

Sports Trophies Presented Aboard HMCS "Magnificent"

Commodore K. F. Adams, commanding officer of HMCS "Magnificent," presented two sports trophies during divisions aboard the carrier while en route to Londonderry late in August.

Ldg. Sea. John R. Berry, of Montreal, captain of the Forecastle Division entry in the Inter-Divisional

sports league, received the IODE Inter-Divisional Trophy on behalf of his team. The forecastle men won out over 21 other teams in volleyball, deck hockey and rifle shooting competition. It was their second consecutive victory.

The Chief and Petty Officers' Volleyball Trophy, won by 7-H Mess, was received by CPO Harry James, of Halifax.

"Cornwallis" Sports Feature Variety

Despite their strenuous training program, personnel at HMCS "Cornwallis" still find time for a wide variety of sports. Included on the athletic roster are softball, soccer, swimming, track and field events and a monthly cross-country run.

In softball the "Cornwallis" team is believed to have set some kind of a scoring record when it trounced a Middleton nine 51-3. Other games saw the "Cornwallis" softballers defeat Bridgetown 13-6 and 6-4 and split with the RCAF Greenwood Flyers. "Cornwallis" won the first game 11-4 and lost the second 12-8.

A big factor in the team's success has been the smooth-working battery of CPO Reg Skinner, Sydney, N.S., pitcher, and Ord. Sea. Louis Lamoireaux, of Port Dover, Ont., catcher.

The establishment's soccer team did not fare so well at the hands of visiting Royal Navy men from the cruiser "Glasgow" and the sloop "Snipe." The first eleven from "Cornwallis" was beaten 3-0 by the "Snipe" in a game which proved to be one of the best seen in the area for some time. The Boys' team from the "Glasgow" took the measure of the New Entry squad from "Cornwallis" by a 3-2 score.

Sioux Division won the month's cross country run, a commendable feat as the division had been under training only a month. Ord. Sea. Taylor Gordon, of Melfort, Sask., was the individual winner for the third straight time.

The track and field meet was won by Huron Division, while a team from the Divisional and Leadership courses took top honors in the swimming gala.



What the well-dressed man-about-sport is wearing on the European cruise is styled by the men shown above on the "Magnificent's" flight deck. Left to right are Ldg. Sea. Robert Perry, Halifax, and AB Al Cooper, Sudbury (soccer); AB Arthur Fredette, St. Catharines, and AB Richard Sproxtton, Newmarket, Ont. (basketball); PO Joe Conrad, Elie, Man. (hockey); PO Walter Fall, Hamilton (track and field) and AB Leo Ouellette, Sudbury, and AB William Shephard, Ottawa (rugger). (Mag-1927)

'DONNACONA'S' RIVERMEN WIN ON THE LAKES

*Montreal Division Scores
Surprise Victory
In Regatta*

HMCS "Donnacona," the Montreal naval division, was victorious in the second annual Great Lakes Naval Regatta, staged at HMCS "Star," Hamilton, over the Labor Day weekend.

"Donnacona's" team compiled a total of 94 points in the various events, 13 better than the defending champions from HMCS "Hunter," Windsor.

The regatta was an outstanding success—well-attended, keenly contested and favored with good weather throughout.

The Montrealers won the Cock o' the Walk trophy on the strength of their all-around competence. They were particularly successful in the boat pulling races, winning the officers' event in a photo finish over "Portage" and finishing second to the training ship in the men's race. The "Donnaconas" also won the open whaler sailing race and the revolver shooting.

"Hunter," striving to retain the trophy, staged a garrison finish on the final day, taking first place in the rifle shooting and out-hauling all opposition in the tug-of-war, but failed to overtake the leaders.

"Portage" made a strong bid to take a major share of the silverware back to Halifax but had to be content with third place. The minesweeper's crew won two pulling races, was second in a third and got a second and a third in dinghy sailing.

"Catarqui," Kingston, edged "York," Toronto, in a battle for fourth place, largely through the efforts of the former's commanding officer, Cdr. H. K. (Hank) Hill. Cdr. Hill skippered his boats to first place in the officers' whaler and dinghy sailing and the open dinghy race. "Catarqui's" boat also won the men's whaler sailing, thus giving the Kingston division four firsts in the sailing events.

"Star," the host division, wound up back in seventh place but attributed his lack of success to the fact that all its efforts went into staging the regatta and none was left for the competitions.

In addition to the regular events, there were exhibition boxing matches



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, congratulates Lieut. Kenneth Carruthers, captain of the "Donnacona" entry in the Great Lakes Naval Regatta, after presenting him with the Cock o' the Walk trophy won by the team from the Montreal division.



Yo-Heave-Ho and a Great Big Grunt!

A team of weighty Windsorites digs in and hauls HMCS "Hunter" to victory over HMCS "Prevost," London, in the tug-of-war final at the Great Lakes Naval Regatta.

and baseball games and a wrestling show by two professional grapplers. In between the water races, exhibitions of sailing and rowing were given

by the Sea Cadets, Royal Hamilton Yacht Club and Leander Boat Club.

The presence of "Donnacona's" band was an added attraction that

proved highly popular.

On Saturday night a regatta dance was held on the drill deck in "Star." It was a highly successful affair, with the spacious decks and grounds of the division thronged to capacity and every mess thrown open to the visitors.

On Sunday morning, Divisions and Divine Service were held, following which there was a parade to the centre of the city.

At the conclusion of the events on Monday afternoon, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, presented the various winners with their prizes. Lieut. K. D. Carruthers, captain of "Donnacona's" team, proudly took possession of the Cock o' the Walk trophy on behalf of the Montreal division. — C.S.J.L.

Whaler Pulling (men) — 1, "Portage"; 2, "Donnacona".

Whaler Pulling (officers) — 1, "Donnacona"; 2, "Portage".

Whaler Pulling (open) — 1, "Portage"; 2, "Hunter".

Whaler Sailing (men) — 1, "Cataraqui"; 2, "Donnacona"; 3, "York".

Whaler Sailing (officers) — 1, "Cataraqui"; 2, "Donnacona".

Whaler Sailing (open) — 1, "Donnacona"; 2, "York"; 3, "Cataraqui".

Dinghy Sailing (men) — 1, "York"; 2, "Portage"; 3, "Star".

Dinghy Sailing (officers) — 1, "Cataraqui"; 2, "Hunter"; 3, "Donnacona".

Dinghy Sailing (open) — 1, "Cataraqui"; 2, "York"; 3, "Portage".

Tug-of-War — "Hunter". Runner-up, "Prevost".

FINAL STANDINGS

1. HMCS "Donnacona".....	Montreal	94
2. HMCS "Hunter".....	Windsor	81
3. HMCS "Portage".....		79
4. HMCS "Cataraqui".....	Kingston	77
5. HMCS "York".....	Toronto	49
6. HMCS "Prevost".....	London	32
7. HMCS "Star".....	Hamilton	21
8. HMCS "Carleton".....	Ottawa	4
9. HMCS "Griffon".....	Port Arthur	4

Animals Make News At Regatta

Two events in the animal world — one of them sad, the other happy — occurred during the Great Lakes Naval Regatta at Hamilton over the Labor Day weekend.

On the Saturday night of the regatta, HMCS "Prevost's" bulldog mascot, although leashed, jumped down the hatch of the division's Fairmile and was killed.

On Monday morning one of "Donnacona's" bandmen awoke to find that "Star's" cat had given birth to kittens on his bunk.

WEST COAST YACHTSMEN HOLD FIRST REGATTA

Esquimalt Harbor was the scene of much sailing activity recently when the Royal Canadian Navy Yacht Club (West Coast) played host to 28 non-service sailing craft at its first annual regatta. Entries from the Royal Vancouver Yacht Club and the Royal Victoria Yacht Club participated in the affair.

The two-day regatta was concluded by a buffet luncheon aboard HMCS "Ontario", by kind permission of the commanding officer, Captain H. F. Pullen, and the presentation of prizes by Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast.

Rear-Admiral DeWolf remarked on the close co-operation between the Royal Victoria Yacht Club and the RCNYC. The Commodore of the RVYC replied and noted the keen interest shown by members of the naval club and hoped greater numbers of entries would take part in future regattas.

The Navy was well represented at the winners' table, having obtained three firsts in the six races held. Prize winners were:

First Day

"C" Class Cruisers (HMCS "Naden" Wardroom Perpetual Trophy) — "White Swan", Lieut.-Cdr. E. M. Chadwick, skipper, and Lieut. J. G. Mills and Lieut. Michael Page, crew.

Snipe Class (HMCS "Naden" Perpetual Trophy) — "Frolic", Lieut.-

Cdr. J. C. Annesley, skipper, and Lieut. A. O. Grav, crew.

Lightning Class (Murdoch-Gerar Perpetual Trophy) — "Hardtak II", Rod Fraser, RVYC.

Second Day

"C" Class Cruisers — "Buccaneer III", H. Wallace, RVYC.

Snipe Class — "Kakawis", Sub-Lieut. J. D. Prentice, skipper, and Midshipman M. MacIntosh, crew.

Lightning Class — "Hawk", C. Watts, RVYC.

Prizes for the second day's racing were donated by D. M. Brown of Victoria.

Cdr. J. C. Reed, Commodore of the RCN Yacht Club, handled all arrangements for the regatta, assisted by the Fleet Captain, Lieut.-Cdr. Annesley, and the Secretary, Lieut. Walter S. Blandy, who also acted as judge and starter. — W. S. B.

"Micmac" Participates in Dartmouth Regatta

During the Dartmouth Bicentennial this summer, regatta crews from the destroyer HMCS "Micmac" took second place in the whaler sailing race and placed fourth in the finals of the boat pulling event.

In the East Coast Inter-ship Softball League, the "Micmac's" team finished in top place but lost out in the playoffs to a squad from the "Magnificent."

Staff Officer Wins "Unicorn" Golf Tourney

Lieut. R. B. Hayward, staff officer of HMCS "Unicorn", was winner of a golf tournament held for members of the division's permanent staff at the Riverside Golf and Country Club, Saskatoon. Lieut. Hayward defeated Petty Officer W. L. Wood in a final match that saw the lead change hands several times.

Able Seaman H. O. Deary set the pace in the qualifying round but was eliminated in a later match.



Snipes and Lightnings jockey for positions at the start of one of the races in the first annual regatta held in Esquimalt Harbor by the RCN Yacht Club (West Coast). In the foreground is Lieut.-Cdr. J. C. L. Annesley's "Frolic", winner of one of the events.

Blood For The Bank

Donors in the Pacific Command replenished the Red Cross Blood Bank to the tune of more than 600 pints of blood when that organization's mobile unit from Vancouver held a two-day clinic at HMCS "Naden" recently.

Contributions were well above the quota which the Red Cross had expected.

4,000 SEA CADETS AT SUMMER CAMPS

*Schoolboy Sailors Trained
Under Supervision
Of RCN*

August 26 marked the completion of a summer training program conducted for approximately 4,000 Royal Canadian Sea Cadets under the supervision of the RCN.

Drawn from 81 cities and towns across Canada, the Cadets attended a series of 14-day camps that began July 3. They were held at Camp Major, near Lunenburg, N.S.; Camp Ewing, at Choissy, P.Q.; Camp Princess Alice, on Georgian Bay; Camp Ruttan, near Kenora, Ont., and Camp Latona, on Gambier Island 25 miles north of Vancouver.

The scheme, an annual *undertaking, has been developed by the Navy League of Canada and the RCN. The former provides the camp sites and property and the Navy supplies transportation to and from the camps, instructional and other equipment, instructor staffs, meals, bedding, boats, etc.

In addition, two special courses were held for some 130 selected senior Sea Cadets at HMCS "Cornwallis" and about 85 Sea Cadet officers attended a two-week course conducted at HMCS "Chippawa." For those attending the "Cornwallis" courses, the highlight was a trip to Halifax and visits on board various ships of the RCN.



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, stops for a talk with Sea Cadet Patrick Doyle, of St. John's, Nfld., during the Admiral's inspection of Sea Cadet Camp Major, near Lunenburg, N.S. (HS-11673).



Some of the 63 Royal Canadian Sea Cadets from Ontario, the Prairies and British Columbia who spent two weeks at HMCS "Cornwallis" this summer are shown in Montreal's Windsor Station en route to the RCN's big training base at Cornwallis, N.S. This was the first time Sea Cadets had used the facilities of "Cornwallis." In the photo above, Petty Officer Pat Hollister, of Penticton, B.C., points out the sign at which the Cadets mustered, while Lieut.-Cdr. P. K. Wilton, of HMCS "Unicorn," Sea Cadet area commander for Saskatchewan, looks on.

(CPR Photo).



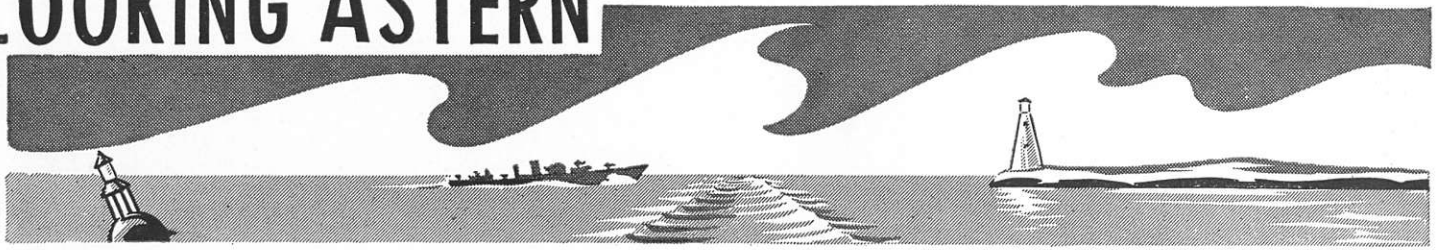
Sixty-odd Sea Cadets, hailing from Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, visited ships of the Royal Canadian Navy in Halifax August 8. Here a group is shown on the compass platform of HMCS "Magnificent" as Petty Officer Edwin Hill, of Collingwood, Ont., explains how an elevation and training sight works. Left to right are: Sea Cadet Leading Seaman Robert Cox, Red Deer, Alta.; Sea Cadet Petty Officer David Ankrom, Winnipeg; Sea Cadet Petty Officer Garry Wilson, Toronto; Sea Cadet Petty Officer Michael Whitehead, Victoria, and Sea Cadet Petty Officer Donald Storey, Regina. (HS-11967).

The cadets were shown around the training schools at "Stadacona," saw the repair shops and stores depots in the dockyard, were taken on tours of the destroyer "Micmac" and aircraft carrier "Magnificent," and had lunch on board the latter ship.

On the West Coast, Sea Cadets attending Camp Latona on a number

of occasions were embarked in training ships of the Pacific Command and taken to sea on one-day trips. The cruiser "Ontario," frigates "Antigonish" and "Beacon Hill" and the motor launch "PTC 724" all welcomed the youthful sailors at one time or another.

LOOKING ASTERN



RECRUITING, 1800 STYLE

Young Sandy was pressed from his Alice's side
As they strayed to converse in the dale,
And Sandy was wooing the maid as his bride,
When the Gang stopped his amorous tale.

The following is reprinted from the book "East Coast Port," by Major William Coates Corrett, of Halifax, by kind permission of the author. The illustration is by Robert Chambers, of the Halifax Mail-Star.

IN these days when our Navy is a service which young Canadians join of their own free will, it is hard to realize the methods of recruiting employed when the Old Town Clock was first erected in Halifax. The modern phrase, "Join the Navy and see the World," bears little resemblance to the language used by the recruiting officers one hundred-odd years ago.

His Majesty's Navy had several methods of obtaining crews for ships in the years gone by, the most objectionable being the employment of Press Gangs. At other times the captains would use different methods

such as placing most amazing advertisements in the Halifax newspapers — like the following inserted by two rival skippers in 1813:

Who are willing to serve His Majesty in that fast-sailing, excellent sea boat, the Canso of 12 guns, commanded by Lieutenant Croke, now fitting out for a short cruise, to protect the Trade of the British Provinces and pick up a few straggling American Bordeaux men, will meet with an honest, hearty welcome from a sailor's friend, by applying on board that vessel at the Navy Yard.

While King, Country and Fortune point to the ocean! — His Majesty's schooner Pictou of 12 guns, commanded by Lieutenant Stephens, as fine a vessel of her size as ever floated on salt water, wants a few jolly-spirited fellows to complete her complement for a short cruise, who may all fairly expect to dash in coaches on their return, as well as other folks. Apply on board at the Navy Yard.

Whenever persuasive advertisements such as these failed to get men

to join the Navy and see the world, of their own free will, the Admiral would apply to the Council of the government for a "Press Warrant," by which they could grab any seaman and put him into the Navy whether he wanted to go or not. It is recorded that on many occasions when warrants were refused, the press gangs wandered along Water Street, in Halifax, just the same and carried out their work, and many a fight and small riot took place in the streets. Conditions were at such a state in 1814 that citizens were alarmed at the actions of the Navy of that day.

A letter written on December 1, 1814, to the newspaper, The Acadian Recorder, gives a good picture of the feelings of the people. Some excerpts from the letter, addressed to Mr. Holland, the editor, follow:

Halifax, December 1, 1814

The merchants and inhabitants of this town have lately had most serious cause of complaint against the conduct of the officers of His Majesty's Navy, on the subject of impressment, which they have unjustly and imperiously enforced against inhabitants, masters and mates of merchant vessels, and their crews, outward bound, or at the very moment landing their inward cargoes; I, therefore, as one of many, determined to resist oppression, though ready and inclined to render every possible assistance to the King's service, to support every legal demand on our country, and feelings, cannot hesitate to state, thus publicly, certain facts relative to the mode pursued by officers on the impress service, with the hope that the grievances complained of may reach the eye of authority, both here and in our mother country, and at least be made known to those who have the power of redressing injuries long borne with patience, but now, from wanton insult and cruel tyranny, increased beyond the forbearance of men who value their birthrights, who feel as Englishmen and loyal subjects.

The peace of this town has been shamefully disturbed, and the lives of its loyal inhabitants endangered by officers of the navy, under the cloak of searching for deserters, or impressing seamen for His Majesty's service. It is but a few weeks ago that the mate of a brig called the Alexander, loading for the West Indies, and of which vessel he was left in sole charge,



was forcibly taken on board one of His Majesty's ships late at night, and carried to sea the next morning, without the privilege of informing his owners, or even the indulgence of sending for his clothes he had on shore; his being a native born Scotchman was sufficient plea for his impressment, though furnished, according to law, with a mate's certificate.

Nearly at the same time a most outrageous attempt was made on the Brig 'Hebe, belonging to Martinique; his whole crew were taken charge of by an officer and boatswaine of H. M. Ship Spence, the captain and mate also abused, insulted, and, but for the prompt interference of the magistrates, a military guard, and a number of respectable inhabitants, unquestionably would have been indulged with a cruise in that ship, contrary to law, and the very positive standing orders of the Rear Admiral commanding in the port . . .

Can we wonder that officers of the Navy meet with difficulty in the execution of what may be termed their duty, if conducted in the absolute defiance of our rights, and in contempt of those wise regulations under which we live? What will justify the breaking of windows and assaulting the persons or inhabitants, whose only fault was interfering to preserve the peace of the town? . . .

(SIGNED) PLAIN TRUTH

Throughout the early history of Halifax, there are recorded by the historians numerous protests of the population and appeals to the Governor, and a particularly vigorous protest was made as far back as 1781 when a number of Lunenburg fishermen were seized on the streets of Halifax.

Press gangs happily gradually disappeared from the streets of Halifax, about the end of the Napoleonic wars. But according to an English authority and extensive writer on naval affairs, they are still permitted by British Law, although the impressment of seamen has not been enforced since the first decades of the nineteenth century.

When the system came into being is not definitely known, although it dates from very early days and was practiced for many years.

In the early days of the press gangs, a man refusing service with the fleet could be summarily executed, but later this penalty was somewhat modified.

It is believed that the name of the press gangs was obtained from the fact that on enlistment, seamen received what was known as "Prest Money."

Owing to the fact that it was always a difficult job to get sufficient men to man his Majesty's Ships, the press gangs were very active, and even in later days, before they went out of existence, the conditions at sea were so hard that it took considerable persuasion to obtain men to volunteer for the Navy.

In the old days, recruiting was done

for individual ships more than for the Navy as a whole, and captains who were known for their humanity had less trouble in filling their complement but these gentlemen were few and far between.

The press gangs, empowered to find men for the Navy, became the terror of the waterfront. Merchant seamen were not immune from their activities and were often seized on the streets of Halifax and carried away to sea again, when they were looking forward to a brief rest ashore. In fact, it was so bad that at times great difficulty was experienced in getting seamen to bring supplies from the outports to Halifax, because of the press gang activity. Officially the press gangs had certain rules by which to abide and were frequently under the command of a naval officer, whose duty was to maintain discipline and only to act according to law, but it is feared that often the gangs took every advantage of the authority conferred upon them and terrorized the waterfront.

So great was the need for men on most occasions that they often did not only impress seamen but took in charge any men they came upon, whether they were seamen or not, and many ships' companies were composed of all types, even men taken from prison.

It is a remarkable fact that the British Navy, with such crews, achieved such a state of efficiency when called upon.

The press gang system was an expensive and extremely bad one, and senior officers continually protested to the Admiralty but were unable to make them realize it for many years, until finally so much evidence was put before them that the whole system was thoroughly investigated at last, and they were made to realize that they could no longer maintain that the press gangs should be continued.

It was not, however, until around the year 1852, previous to the Crimean War, that the voluntary system of enlistment was introduced into the Royal Navy and the press gangs then went out of existence, much to the relief of seamen everywhere.

The work of the press gang was an unenviable duty at any time, and apart from flooding the Fleet with characters both undesirable and unsuitable, caused much friction in Halifax.

How the authorities ever expected men with no experience of sea life, who were impressed along with

sailors, to make good seamen, is to be wondered at in the light of the present-day training that our young men receive before stepping aboard ship, and it is a remarkable fact that the officers could attain such results as the British Navy did with such crews.

An interesting contrast in our Navy to-day, as compared with the Navy of a hundred years ago, is the fact that during the late war every man in the Royal Canadian Navy was a volunteer.



Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, said his farewells to the ship's company of HMCS "Naden" at Saturday divisions on the parade ground of the west coast establishment. He also took the opportunity to present a Long Service and Good Conduct Medal to Chief Petty Officer G. Hold (above). In the background, left to right, are Lieut. Michael Page, Chaplain G. L. Gillard, Command Protestant Chaplain, and Surgeon-Cdr. G. W. Chapman, Command Medical Officer. (E-12195)



Petty Officer Donald Batten, an airframe mechanic with the 19th Carrier Air Group, receives the Long Service and Good Conduct Medal from Commodore K. F. Adams, commanding officer of HMCS "Magnificent," at Sunday Divisions on board the carrier while en route to Londonderry. (MAG-1970.)

HALF MILLION SEE CNE EXHIBIT

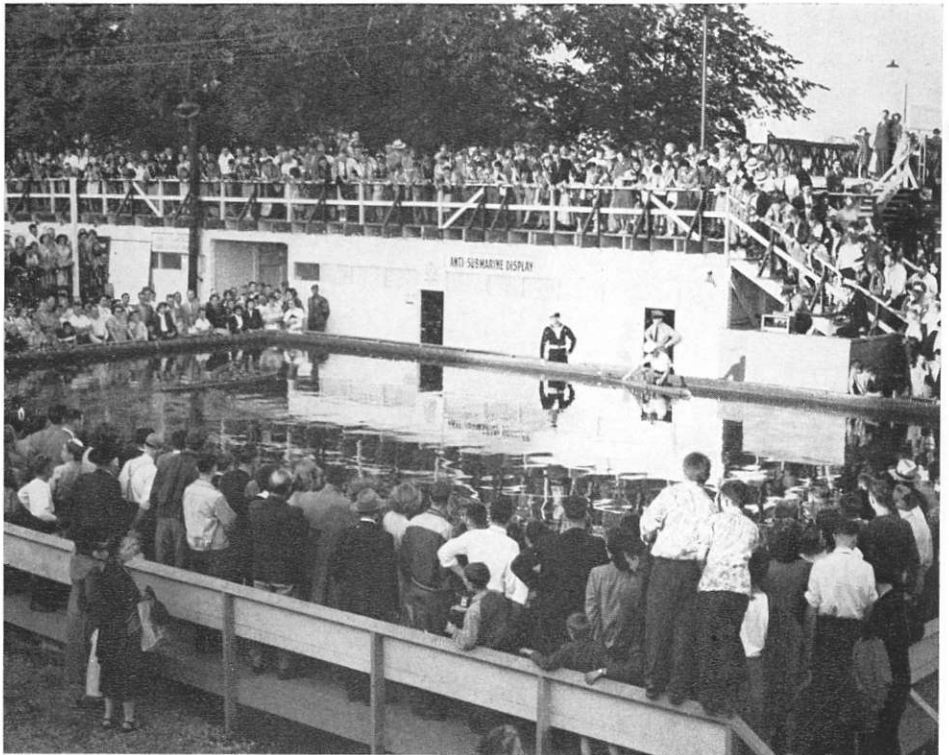
More than half a million persons visited the Armed Forces exhibit at the 1950 Canadian National Exhibition in Toronto from August 25 to September 9.

Featuring a variety of equipment, materials and pictorial displays, this year's Tri-Service exhibit was designed to give an outline of the defence requirements and broad defence organisation as well as to provide illustrations of equipment and service activities.

A specially-trained squad of 90 men — 30 from each service — staged a precision drill display daily during the grandstand performance. With a capacity crowd on hand for each show, it meant that approximately 350,000 people witnessed this phase of the Services' participation in the CNE.

Individually and collectively the Navy, Army and Air Force illustrated the part played by the three Services in national security. Exhibitions took place in the allotted area in the grounds, on the waterfront, in the grandstand show and in the air.

A feature of the Navy's exhibit was a demonstration of the basic principles of anti-submarine warfare, carried out by radio-controlled models



Typical of the large crowds which witnessed the tri-Service display at the Canadian National Exhibition is this one watching the Navy's anti-submarine demonstration. Lieut. A. R. McClung, seated, right, near steps, gives the narrative as the radio-controlled destroyer and submarine go into action.

of a destroyer and a submarine in a 45,000-gallon "ocean."

The Algerine minesweeper, "Portage," engaged in a reserve training cruise in the Great Lakes, was on hand to take guests of the CNE on

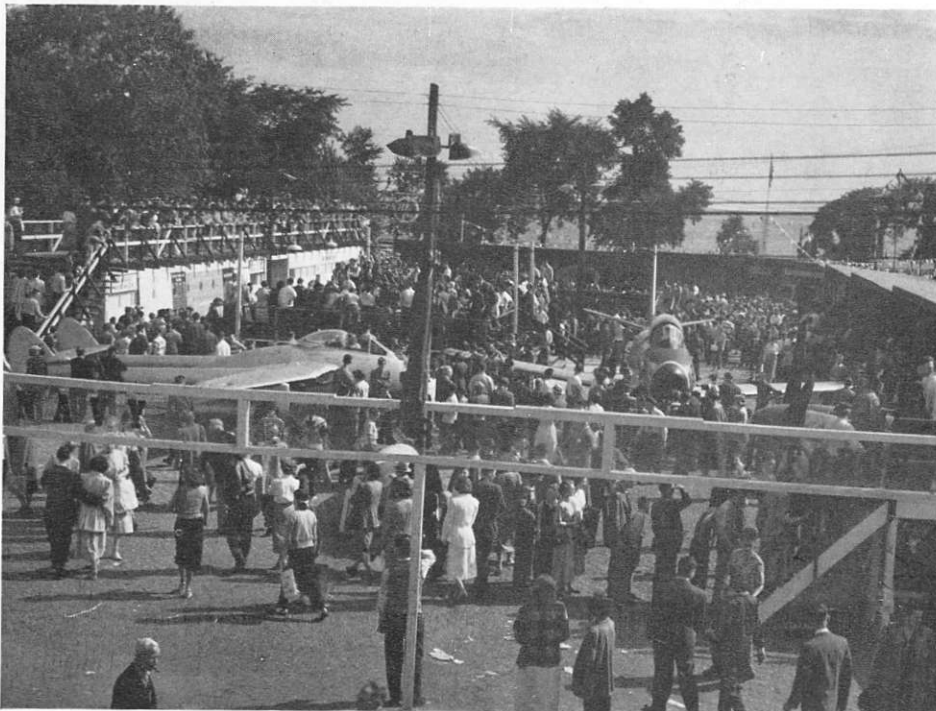
short cruises on Lake Ontario.

The Army display included an anti-aircraft unit operations room in the exhibit area; an "ack ack" battery of light and heavy guns on the waterfront, and a parachute jump tower similar to the one used for training paratroopers at the Joint Service Training Centre, Rivers, Manitoba.

Highlight of the RCAF's individual display was an air show with jet and propeller-driven aircraft taking part. Held over the waterfront, the demonstration included aerobatics and formation flying.

It is estimated that the main joint-service exhibit alone was visited by over half-a-million people, a high proportion leaving the exhibit with a somewhat increased understanding of what Canada's defence problems are, and what steps are being taken to meet them.

As a part of its performance during the grandstand show each evening the tri-service precision squad held a march past at which high-ranking officers of each service took the salute. Senior naval officers who took the salute of the squad were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, and Commodore J. C. Hibbard, Chief of Naval Personnel.



A section of the Armed Forces exhibit at the CNE, showing a Vampire, left, an F-86, right centre, and, at the far left, a crowd watching an Army Anti-Aircraft Operations Room display.

ONE-MAN BUREAU

*Naval Veteran David Gibson
Handles All Identification
In the Atlantic Command*

Since opening for business in September 1947, the Identification Bureau of the Atlantic Command in Halifax has issued almost 10,000 identity cards to naval and civil service personnel on the East Coast.

Responsible for this large output is David Gibson, MBE, the one-man staff of the Identification Bureau.

In a small office in the Command Headquarters building in HMC Dockyard, Mr. Gibson photographs, fingerprints and records the vital statistics of hundreds of persons every month and combines this data on the distinctive identification cards which all naval personnel and civil servants employed by the navy are required to carry at all times.

Mr. Gibson is a naval veteran whose period of service dates back to 1903. He joined the Royal Navy in that year as a boy seaman. In 1920 he was loaned to the RCN as a seamanship instructor. Later he served in the destroyer HMCS "Patrician."

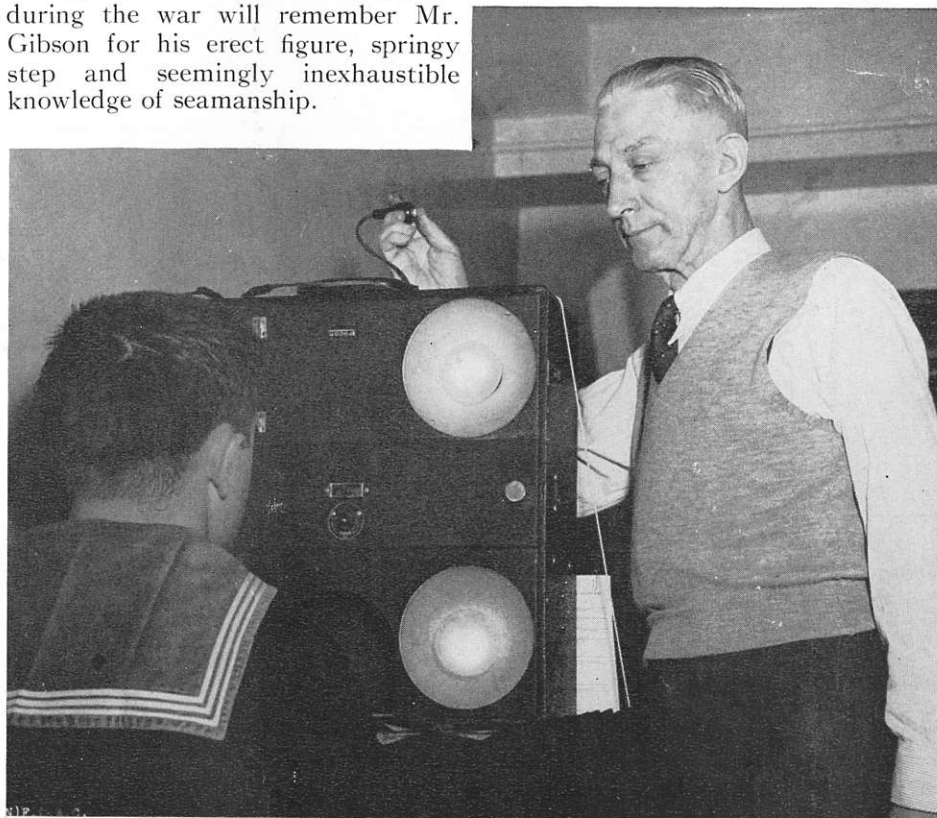
He retired on pension from the Royal Navy in 1927 but returned to active duty shortly after as a CPO instructor in the RCNVR.

Throughout most of the Second World War he served as an instructor in "Stadacona" and "Cornwallis," being promoted to the rank of boatswain in June 1942 and to commissioned boatswain in July 1944. At

present he holds the rank of lieutenant on the Retired List at HMCS "Scotian," the naval division at Halifax.

Thousands of Canadians who passed through "Stad" and "Cornwallis" during the war will remember Mr. Gibson for his erect figure, springy step and seemingly inexhaustible knowledge of seamanship.

Mr. Gibson was appointed an Additional Member of the Most Excellent Order of the British Empire in January 1943 for "utmost zeal, efficiency and devotion to duty."



The versatile Mr. Gibson has to be a photographer, too. Here he snaps the shutter on Ldg. Sea. Garth McEwen, of Montreal. (HS-11369).



Yvonne Jukes, of Halifax, eyes her blackened fingers with dismay after Mr. Gibson has taken an impression of her prints. Mr. Gibson records data on both naval personnel and civil servants employed with the Navy in the Atlantic Command. (HS-11371).

THE NAVY SAVES THE DAY !

As representatives of their Service and, on occasion, of their country, officers of HMC Ships are used to attending many and varied functions during visits to ports-of-call.

Few, however, have received an invitation comparable to the one received on board a minesweeper of the Royal Canadian Navy, shortly after she had berthed at a Nova Scotia south shore town.

The invitation — actually, it was presented more in the form of an appeal — said that a children's doll carriage parade was being held that afternoon, and would some of the ship's officers be so kind as to serve as Judges?

The commanding officer took a quick grip on himself and bravely replied that the ship would be delighted to oblige. With two other officers serving as his assistants, he officiated as judge of the doll buggies — and thereby saved a pleasant, peaceful town from a crisis of major proportions.

It seems that, after all other arrangements for the parade had been enthusiastically made, no one could be found who would serve as a judge. None of the locals was willing, apparently, to risk incurring the wrath of parents whose children's entries would miss the prize list.

So the Navy came to the rescue, the crisis was averted and peace and friendship were preserved.

ISLAND HOLIDAY

"Stadacona" Ships, Fund Sponsors
Summer Camp for Sailor on
Weekend Leave

A week-end on an island at the head of a beautiful Nova Scotian bay, far from the sound of the bosn's call... A week-end spent sailing, swimming, playing favorite sports, or just relaxing in the cool shadows of tall, sweet-scented pines... And everything absolutely free...

Not so long ago this would have been nothing more than a sailor's idle, wishful thinking. But now Camp Owen, HMCS "Stadacona's" new holiday camp at St. Margaret's Bay, has transformed the dream into reality. Every Friday evening during the summer 30 seamen boarded a bus at "Stadacona" and headed for scenic St. Margaret's Bay, some 30 miles down the coast from Halifax.

Camp Owen is spread over five acres of Crescent Island. The main building is a large wooden house with five bedroom-dormitories, a dining room, a spacious galley and modern plumbing. Until 1936 it was the summer home of the late Mr. David M. Owen, of Halifax. Mr. Owen willed it to the YMCA to be used as a recreational camp. This summer it was leased from the "Y" on a one-year basis by the "Stadacona" Ship's Fund and Welfare Committee.

The Camp Owen daily routine is very simple. Work is confined to the usual camp chores, which are equally divided among those present and, as a result, take up little time. Otherwise the hands do just about as they like — and there is lots to do.

For the fisherman, the bay offers plenty of sport, in scenic surroundings. On Sunday mornings, weather permitting, there is a deep sea fishing expedition on board the "DT3", a sturdy, wooden, Diesel-driven craft which comes to the camp from Halifax solely for that purpose. For those whose favorite pastime is sailing, there is the Camp Owen "fleet." Two RCN whalers and two sailing dinghies are in constant use all week-end; it is hoped that more dinghies will be available in the future.

The archery range appeals to some, while others spend the day near the water's edge, sun-bathing and swimming. Softball, horseshoes, volleyball

and water polo all find enthusiastic followers.

If it rains there is a whole list of indoor activities. They include table tennis, darts, checkers and other games; then there is a piano for sing songs, open fireplace for weiner roasts, a well-stocked library for the reader and a closed-in porch for the loafers.

On Saturday night, unless it rains, there is a weiner roast and sing-song on the point above the jetty. On Sunday morning church parties are organized.

Naval training is the furthest thing from the mind of anyone at the camp but they get some, all the same. Unconsciously, the holidayers add considerably to their fund of seaman-

ship lore as they sail the whalers and dinghies about the bay.

Lieut. A. K. MacDonald, of Summerside, P.E.I., is in charge of the camp. He sees that things run smoothly and that normal seamanlike precautions are taken when boats are away. The only other member of the staff, and an important man indeed, is Petty Officer Clarence Burril, of Yarmouth, N.S., the camp cook.

The person chiefly responsible for this popular project is Cdr. J. C. Littler, executive officer of "Stadacona." He knew that there was a large group of young, unmarried men at "Stadacona" who had no real place to go on week-ends. He brought the matter up before the "Stadacona" Ship's Fund and Welfare Committee, of which he is the president. It was decided to look for a camp that could be used for this purpose. Camp Owen fortunately became available and a one-year lease, with promise for next year, was arranged with officials of the YMCA.

Lieut. MacDonald was put in charge of the camp to get it started and to ensure its operating efficiency. One week after the Navy took over he had things all set for the first group of campers.

At a later meeting of the Welfare Committee it was decided to extend the camp facilities to convalescent patients from the RCN Hospital and to men on leave who wished to spend their holidays there. During the July visit to Halifax of the Royal Navy ships HMS "Glasgow" and HMS "Snipe", watchkeepers in heated compartments were invited to the camp for three two-day periods.

Commenting on the camp's activities, Cdr. Littler said: "I feel there is a great need for a place where those who are not enamored of city lights can go and enjoy themselves. Camp Owen is offering normal week-end Canadian life to those who have sacrificed it, to some degree, by their willingness to serve."

Camp Owen was founded with very definite purpose in mind. It has only been operating a comparatively short while but judging from the comments of all who have been there, it is fulfilling its purpose 100 per cent.

Ship's Funds Support Many Worthy Projects

The project described in this article is only one of many worthwhile efforts receiving the backing of the ship's fund committees in ships and establishments of the RCN.

These committees have as their members men elected by the various messes in the ship. Their principal job is to decide on the disposal of funds earned in the ship's canteen. When the ship's company is up in the thousands, as is the case in "Stadacona," this fund is of no small size.

These non-public funds are put to a variety of uses. Besides providing comforts and amenities for the "troops" they contribute to the Naval Benevolent Fund, the Community Chest, the Red Cross and other welfare organizations; they help support the Navy's Well Baby Clinics; they finance parties at Christmas for orphans and other less fortunate children; they give a hand to sailors who may be in distressed circumstances; they perform numerous other good works whose mention never goes beyond the minute sheets of the committee meetings.

In many cases the ship's fund and welfare committees are the same, it having been discovered that the men elected by their messmates to serve on the latter are almost invariably the same ones as chosen for the former.



CAMP OWEN

