

The CROWSNEST

Vol. 1 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

November, 1948





Editorial

The "Crownsnest" Magazine is produced primarily for the serving personnel of the Permanent and Reserve Navy. It is hoped, however, that it will prove of equal interest to those who served in the Navy and the Merchant Navy during the years of war.

The mechanics of production, and the amount of editing and co-ordination needed to publish a magazine of this nature, make it necessary for the control to be at Naval Headquarters. But for its life, the interest of its contents, and its value to the sailor, the "Crownsnest" must depend to a large extent on contributions from the sea-going navy, from Establishments at the Coasts, and from Divisions inland.

The success of this publication can only be assured to a real and lively extent by the willing and enthusiastic support in a practical way by those for whom it is intended.

This is our first issue, and you will readily understand that some contributions have had to be cut, some re-edited, and one or two re-written, in order to establish a pattern from which we can work. Such things always have to happen in an initial venture of this kind, and those whose space has been cut will, I hope, realise with understanding that it has been done for the ultimate good of the Magazine as a whole. I would like to thank personally all those who have given and are giving their time and energy in the supply of material to the working editors.

We are aiming for a magazine which will have something in it of interest to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories — fictional or fact; which, by sound editing, will have dignity and life; and which will help us to know our Service and each other better.

I commend the venture to every officer and man in the Naval Service, and to former naval personnel to whom it is available, and I ask your help in making it worthy in every way of the Fleet in which we serve.

(H.T. W. GRANT)
Vice-Admiral R.C.N.
Editor-in-Chief

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THANKS ARE DUE...

To... Hon. Brooke Claxton, Minister of National Defence, whose keen and sympathetic interest in the Naval Service has made possible the existence of this magazine.

To... Commander John S. Dalison, D.S.O., R.N., S.M.A. who has given generously of both time and talent in the design of the front cover of the "Crowsnest", and of the headings for the regular "departments" of the magazine. Commander Dalison is Executive Assistant to the Senior Naval Liaison Officer (United Kingdom) at Ottawa, and is an artist of international reputation.

To... Officers and Men who have contributed special articles, serious and light, on a variety of topics of interest to sailors. May their ranks be swelled, and their pens never run dry!

To... "Crowsnest" correspondents, afloat and ashore, on whose efforts the success of the magazine must depend.

★ ★ ★

KEEP A GOOD LOOK-OUT FOR "CROWSNEST" MATERIAL. SEE THAT YOUR CORRESPONDENT GETS IT. SEE THAT HE GETS IT TO...

The Editors



R.C.N. News Review

Plenty of Seetime

More than 30,000 nautical miles have been logged this fall by ships of the Royal Canadian Navy.

The biggest single chunk of that total was accounted for by the northern cruise. H.M.C. Destroyers "Nootka" and "Haida", first Canadian warships ever to penetrate Hudson Bay, steamed 5,000 miles in the 27 days they were away from their home base of Halifax. H.M.C.S. "Magnificent" covered 3,064 miles on her trip to Wakeham Bay and back.

October 11th saw the largest group of Canadian ships to put to sea in company since the war leave Esquimalt on a month-long cruise to Pearl

Harbor. In the group were H.M.C. Ships "Ontario" (Captain J. C. Hibbard, D.S.C. and Bar, R.C.N., senior officer), "Cayuga", "Athabaskan", "Crescent" and "Antigonish".

Earlier in the month, H.M.C.S. "St. Stephen" completed her annual refit and steamed off to resume her vigil on Weather Station "Baker".

"Magnificent" in October paid her first visit to several Canadian ports. Saint John, N.B., saw the carrier — every bit of her, from keel up — when she went there for her semi-annual docking. From Saint John the carrier returned to Halifax, then sailed for Quebec City, Seven Islands, Charlottetown and Sydney.

"Haida" visited Montreal early in October and played host during her stay to delegates to the annual convention of the Canadian Ordnance Association.

Oceanographic duties occupied H.M.C. Ships "New Liskeard", "Rockcliffe", "Ehkoli" and the newly-commissioned "Cedarwood".

Command Changes

Rear-Admiral E. R. Mainguy, O.B.E., R.C.N., hoisted his flag as Flag Officer Atlantic Coast on October 1st. He succeeded Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N., who hauled down his flag on the same day. Rear-Admiral Taylor has proceeded on retirement leave and will make his home at Chester, N.S.

Formerly Flag Officer Pacific Coast, Rear-Admiral Mainguy was succeeded in that post September 8th by Rear-Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N. Rear-Admiral DeWolf was promoted to that rank on the same day his new appointment became effective.

His former command, that of H.M.C.S. "Magnificent", was taken over by Commodore G. R. Miles, O.B.E., whose previous appointment had been that of Chief of Naval Personnel. His successor as C.N.P. was Commodore W. B. Creery, C.B.E., R.C.N. (See Officers and Men)

R.C.N.(R.) Conference

Every phase of the Naval reserve picture came in for thorough discussion at an early October conference attended by the commanding officers of all the naval divisions across Canada and held at Naval Headquarters under the chairmanship of Captain K. F. Adams, R.C.N., Director of Naval Reserves.

The conference, first of its kind ever held, was described by Captain Adams



Going ashore at Churchill, Manitoba, from H.M.C.S. "Haida" is Captain Benjamin Scott Custer, A.V.H., U.S.N., United States Naval Attache to Canada. Captain Custer and four other men subsequently were lost for 12 days when the aircraft in which they were flying from Churchill to The Pas made a forced landing in the bush. At the extreme right is Lt. Cdr. A. F. Pickard, OBE, R.C.N., commanding officer of "Haida."

as having been extremely profitable for all concerned. The exchange of ideas and the increased co-ordination of planning undoubtedly will be felt this winter in the divisions and be reflected in next summer's reserve training program.

Off to College

The newly introduced Naval University Training Program got under way this fall. Seventeen men from the "lower deck" enrolled at various Canadian universities and three at H.M.C.S. "Royal Roads." Their tuition fees are being paid by the naval service. (See Officers and Men)

Station becomes R.C.N.

Transfer of the Command of the air station at Dartmouth, N.S., from the R.C.A.F. to the R.C.N. has been approved. Since establishing Greenwood, N.S., as its principal Maritime air base, the R.C.A.F. has had a comparatively small commitment at Dartmouth. The R.C.N. Air Section, on the other hand, has been expanding steadily. Just how far it has advanced was well demonstrated this summer when the section staged Canada's first full-fledged naval air display.



Everything was on the top line when the five ships comprising an R.C.N. training force left Esquimalt October 11th on a cruise to Pearl Harbour. Here Ldg. Sea. Richard Eldridge (left) and Armourer i/c John Anslow carry out a maintenance routine on a "tin fish" on board H.M.C.S. "Crescent," in preparation for the voyage.

Glad Tidings

The biggest and best news story broke on September 23rd. Out of the north that evening came word that a party of five men, missing for 12 days, had been found alive and well. They had left Churchill, Man., September 12 in a U.S.-Navy Beechcraft, bound for The Pas. When the plane failed to arrive, the biggest air search in Canada's history was instituted.

There were no R.C.N. personnel in the party but two of its members had sailed with the northern task force to Churchill and had become close shipmates of the Canadians. They were Captain Sir Robert Stirling-Hamilton, Naval adviser to the British High Commissioner to Canada, and Captain Benjamin Scott Custer, U.S.N., United States naval attache to Canada. News that they had been found cheered the service in general and "Magnificent", "Nootka" and "Haida" in particular.

Soldier — Sailors

When H.M.C.S. "Portage" sailed on the Great Lakes this summer she carried more than fresh-water sailors from Ontario naval divisions. In Hamilton, fifteen N.C.O.'s and men of the Argyle and Sutherland Highlanders joined the algerine escort vessel for a 24-hour cruise. The Army private went through his paces on board just like a naval reservist and, as the report of proceedings has it, "Proved no different from other new entries except for his habit of applying Army terms to naval life, such as calling the First Lieutenant "two i/c" and the buffer, "sergeant."

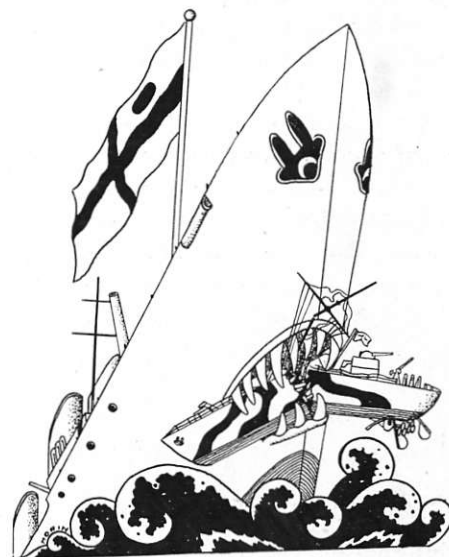
West Coast Postal Address . . .

All mail for personnel serving in West Coast ships and establishments, including the Canadian Services College, H.M.C.S. "Royal Roads," should be addressed to the GENERAL POST OFFICE, VICTORIA, B.C. As there is no Post Office at Esquimalt mail addressed to personnel serving in this area must be addressed to Victoria, otherwise it may be sent to the Dead Letter Office. Example:—

Able Seaman J. Smith, (Official No.),
H.M.C.S. "Athabaskan,"
c/o G.P.O., Victoria, B.C.

SLIPS IN THE NIGHT

(During the early hours of September 6th, 1948, H.M.C.S. "Antigonish" in company with the destroyers "Cayuga" and "Crescent" carried out a night shadowing exercise with H.M.S. "Sheffield" flying the flag of Vice-Admiral, Sir William George Tennant, K.C.B., C.B.E., M.V.O., Commander-in-Chief, America and West Indies Station. During one of the many twists and turns in the darkness, "Antigonish's" radar operator mistook "Sheffield" for "Cayuga" . . . with the result the frigate spent the entire night within constant gun range of the British cruiser and was sunk repeatedly.)



C-in-C

Put to sea

With nary a care or wish.

But under his wing

(Poor little thing)

Came the frigate, "Antigonish."

C-in-C

Said with glee,

"I've prepared a special dish . . .

This very night,

If the seasoning's right,

I'll eat the "Antigonish".

C-in-C

Prett-ily

Came through the darkness . . "swish".

And there in his track,

Through a radar "black",

Was the frigate, "Antigonish".

C-in-C

(Tickled was he)

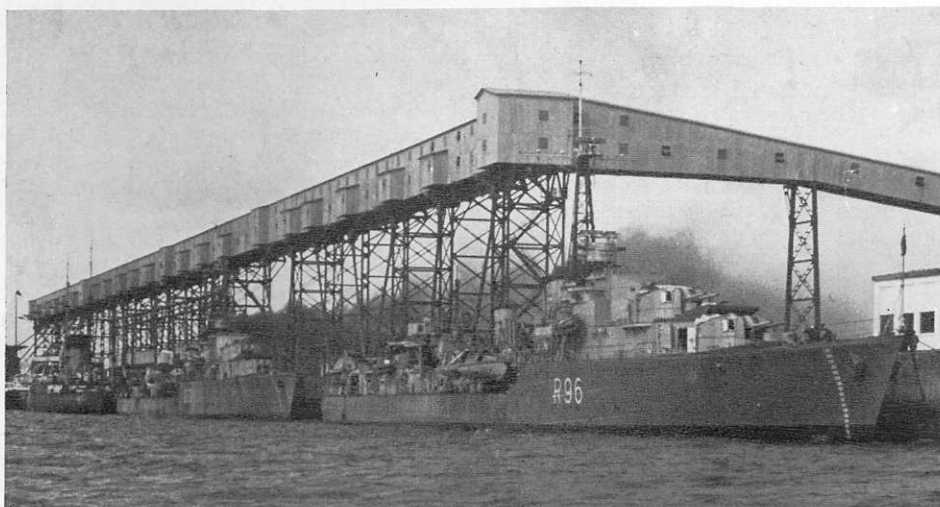
Sent for his favourite "Bish" . . .

"Oh, bless with your palm,

And sing us a psalm . . .

I've sunk the "Antigonish"!

C.T.



"Nootka" and "Haida" alongside the National Harbours Board pier at Churchill. Astern of "Haida" are the icebreaker "N.B. McLean" and, loading grain for the United Kingdom, the S.S. "Great City."

Cruise Story

IN HUDSON'S WAKE

When it was announced that the Royal Canadian Navy was to send the greater part of its Atlantic strength to the Hudson's Bay area, the world situation made it inevitable that in some non-naval quarters the operation should be credited with international significance. The facts of the matter, however, had been plainly pointed out. Canada's home waters were predominantly northern waters, and now that the R.C.N. was equipped with winterized ships, it was logical that it should equip its personnel with the training and familiarization that only the Sub-Arctic could provide.

"Magnificent" accompanied by "Nootka" and "Haida" steamed to the upper end of Hudson Strait and gained well-concentrated experience of the type she sought. At Wakeham Bay, her northern terminal, she was far beyond any point on the Canadian Atlantic coast previously touched by R.C.N. warcraft. To the Tribal destroyers "Nootka" and "Haida" fell the lot of sailing on into Hudson Bay itself, including a call on Southampton Island at the northern extremity of that vast sheet of water. They had logged 5,000 miles when they returned to Halifax and there had been no waste in the month they had required to do it.

From the operational point of view the cruise was a crisp success. E.T.A.'s were made in businesslike fashion. Weather conditions were good enough to allow prearranged exercises, and bad enough to provide sound practical experience. Scientific observations were carried out to schedule and new soundings added to the chart where they would be of most use. Planning and execution were well nigh perfect. Yet, perhaps equally important, 1,200 seamen came into first-hand contact with a section of the continent steeped in Canadian history and where the land and its inhabitants were less changed by the passing centuries than anywhere else in the Dominion.

On the morning of September 1, when the ships were due to leave Halifax, the wind was blowing 90 miles an hour on Sable Island. Sailing was delayed 24 hours, but the hurricane had swept the sea and sky clean ahead of it, and until the force was well up the Labrador coast flying conditions could scarcely have been improved upon. "Magnificent's" two squadrons, the Sea Furies of "803" and the Fireflies of "825", crowded in as much action as the servicing crews could sustain.

"Operation Grindstone", a double strike against one of the Magdelene

Islands, was the most ambitious single exercise. Flying crews were on deck at 0430 and it was past noon when the final flight of 11 aircraft returned, "beating up" the the ships of the task force in masterly fashion as they did so. After clearing the Straits of Belle Isle and heading along the Labrador coast, tracking and interception were made possible by courtesy of R.C.A.F. land-based aircraft.

The appearance of the first icebergs was followed by chill fog, and flying ceased. The beauty of radar became apparent as the searching beam reached out unerringly and spotted the massive bergs in the night or the fog. Never was there need to ease the 14 knot advance, not even when the destroyers sidled alongside "Magnificent" to refuel.

In the region of 62° North, just short of the turn into Hudson Bay, Wakeham Bay welcomed the force to the sub-Arctic mainland. A succession of desolate cliffs, opening out at daybreak, led the way to a fine anchorage among bare rock hills that rolled for fifty miles without a tree. There was no sign of life in the little cluster of huts and tents ashore until some time after the anchors dropped. Then the North came out to greet the ships—a number of magnificently handled kayaks carrying Eskimos who looked just like they do in the story books.

Father Schneider, the settlement's lone white man and the only one speaking English, never lacked for someone to talk to when the liberty boats were ashore. The latter, incidentally, didn't have everything their own way. There is no dock at Wakeham Bay and it is a rocky beach. The tide rises and falls with considerable speed. Crews and passengers of the first boats ashore got some brisk "familiarization" with a surf whose temperature was 34°F. when they climbed overboard to manhandle their suddenly grounded craft.

"Magnificent" then headed south from Wakeham Bay and the destroyers rounded Cape Wostenholme into the great, enclosed sea which Henry

Hudson, in his 70-ton cockleshell, explored in 1611. Skirting the barren, precipitous headland between snow squalls — and recalling that Hudson was ultimately set adrift in a small boat by his mutinous crew while in the Bay — the men in "Nootka" and "Haida" decided that making history in 1948 had its advantages. The atmosphere on the decks of the first Canadian warships ever to enter the Bay had its pioneering elements, but below decks the winterized ships were completely comfortable.

A brief stop at Erik Cove revealed a tenantless Hudson's Bay post, though a neatly kept graveyard told of men and women who had lived and died in the treeless valley that broke the wall of frowning mountains. Big flocks of Canada Geese that filled the air when "Haida" exercised her close-range armament shortly after leaving the cove, raised an interesting point of sportsmanship. It was the judgment of the gunnery officer, however, that 4-inch high angle wasn't playing cricket — even for geese.

To have steamed more than 2,000 miles into the wilderness and then to be confronted by a modern waterfront complete with grain elevator towering over 200 feet in the air, was an experience not to be forgotten. That was what happened at Churchill.

The arrival of the destroyers coincided with that of the Governor General, who was making an informal visit, and the five days in Churchill were crowded. A sports meet and social events that included all members of the ships' companies had been enthusiastically set up at the base and were participated in with equal enthusiasm. Visitors to the ships were numerous. The general remark as bows headed again into the strengthening swell of Hudson's Bay was, "That was tops — and, boy, won't it be something to get a full night's sleep now we're at sea again."

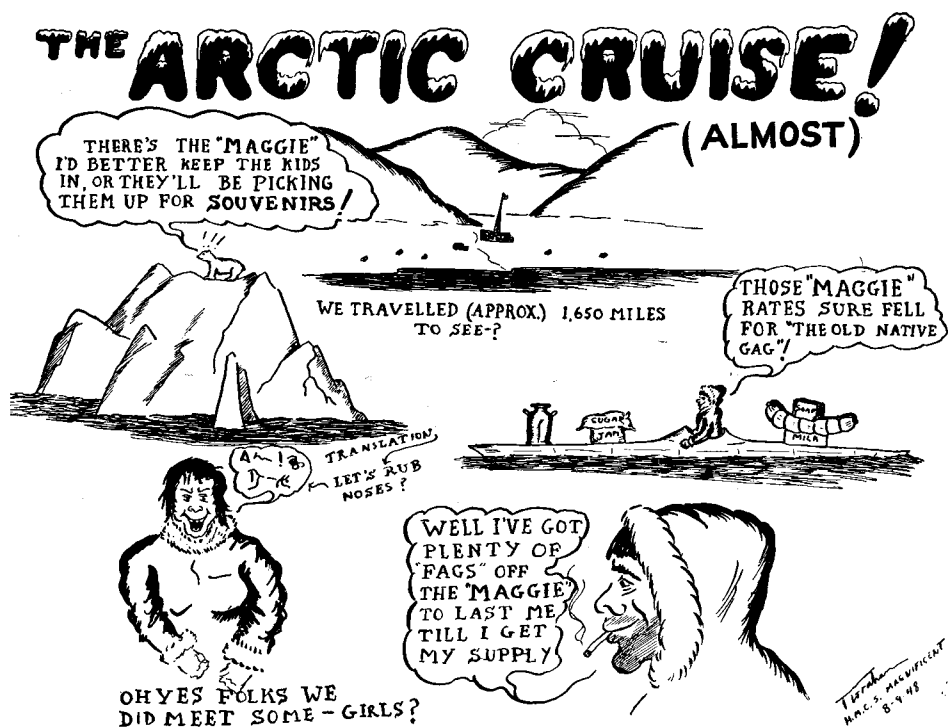
Coral Harbor, on Southampton Island, was tricky going for the navigators, but the charts were considerably improved by the time sounding parties had put in a couple of vigorous

days. There had been an air strip ten miles further along the island's low lying southern shore for several years, and the Coral Harbor Eskimos were the brightest and most civilized of any encountered on the cruise. This was the centre for walrus hunters, and the destroyers left heavily in ballast with ivory as souvenir collectors returned aboard laden with tusks and teeth. Guides and friends during the stay were Alan Scott, the Hudson's Bay Company manager, his wife, and Father Rio, the Roman Catholic missionary. These, with the Scotts' two young daughters, formed the white population.

Hudson Bay bade the ships a lusty farewell, playfully clubbing them with a half gale and snow squalls until they got around the corner into the Strait. At Port Burwell the naval tanker "Dundalk" was waiting with the fuel for the final 1,200 miles. Here, too, the sub-Arctic produced a perfect Indian Summer day to make amends for the sailor's farewell administered by the Bay. A group of amiable Eskimos occupied the buildings ashore which had been used by traders, missionaries and the Mounties before their abandonment several years ago. A stranded iceberg at the harbor entrance gave it an authentic northern appearance.

This being the last port of call, barter with the natives rose to a fever pitch as souvenir seekers outdid one another. One Eskimo went home in his bare feet from a call alongside one of the destroyers. This set in motion some exaggerated accounts of close trading. It was generally agreed that the Eskimos had a good sense of current values, however. Back of all this the serious work of the cruise continued with scientific and navigational data steadily accumulating.

From Port Burwell the ships headed on the final 1,200 mile leg of the long journey home. It had been a perfect cruise — with one heavily-shadowing exception. At Churchill the two senior observers, Captain Sir Robert Stirling Hamilton, and Captain Benjamin Scott Custer, had taken off for Winnipeg and their plane had vanished in the wilderness. Both had been extremely popular shipmates. For twelve days, with hope slowly draining away, no word came from the great aerial search that was staged. Then, as the destroyers were being given some brisk treatment in the seas off Labrador, came the payoff in the form of a wireless message. The lost had been found! There could have been no more fitting conclusion to an historic voyage.



The Bulletin Board

Income Tax Revision

Nearly 3,000 sea-going officers and men of the Royal Canadian Navy now benefit from a new method of computing the taxable incomes of naval personnel serving at sea.

The reduction in taxable income resulting from the plan has been computed at \$13.50 monthly for men, and approximately \$7.50 monthly for senior officers. Income tax will be paid, however, on the value of rations supplied. The revised scale is retroactive to January 1st, 1948.

Good News for Travelling Sailors

As of October first, members of the R.C.N. entitled to transportation of furniture and household effects will be fully reimbursed for the actual cost of packing, crating, cartage, transportation, unpacking and uncrating. These new regulations abolish the old "Transfer Allowance" and iron out earlier discrepancies which existed between the three services.

If you happen to have an automobile as well, any extra cost resulting from its inclusion in the shipment will have to be paid personally. The new ruling also applies to officers and men on special naval duty.

Qualifications on Re-entry

A man re-entering the Navy within five years of his release may now count former service qualifications in the R.C.N. or Active Service in the R.C.N. (Reserve), as equivalent to examinations of a similar standard and towards further advancement.

New Regulations

The recent amalgamation of the Torpedo and Anti-Submarine Branches, reorganization of the Ordnance Branch, and the forming of the Electrical Branch have caused the printing of amendments to Chapters

33, 34, 38 and 42 of K.R.C.N. The broad changes will cancel a number of Naval General Orders which have governed duties in these branches during the change-over period.

Standard Colour Scheme for R.C.N. Buildings

From now on, all Naval-owned buildings will be decorated inside and out with standard colours. Interiors of offices, schools, barracks and messes will have upper walls painted in water paint, a sky blue, with lower walls of a ready-mixed azure blue oil paint. Outside, wooden buildings will be painted light grey, with dark grey trim.

Uniform Note

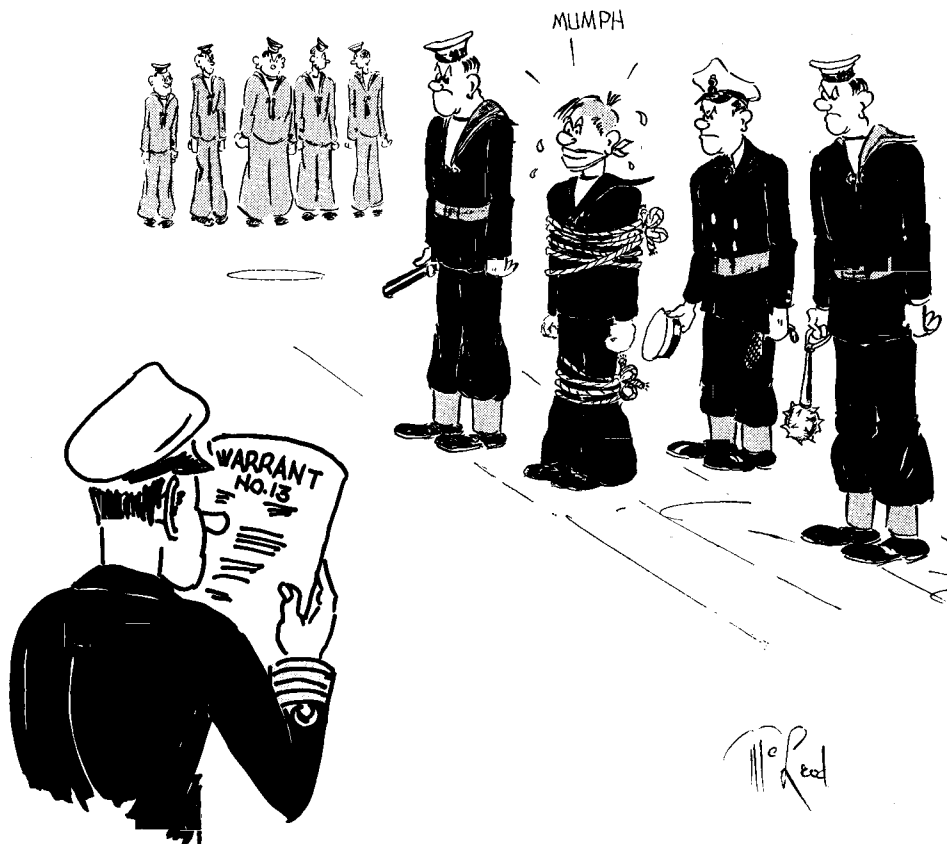
The Class III uniform—the one

worn by cooks, stewards, store assistants, writers, S.B.A.'s and electricians 5th class and above—has been abolished. Starting January 1st, 1949, all men below the rank of confirmed petty officer are to be dressed as seamen.

Men affected by this style change will be permitted, however, to continue to wear their Class III uniforms as working dress until such time as they wear out. Then they are to be replaced with Class II rig.

Men now entering the service who would formerly have been issued with Class III uniform are receiving Class II's.

These changes apply alike to the R.C.N. and R.C.N. (Reserve).



"-AND HE CALLING NO ONE ON HIS BEHALF-"

OPERATION SOLDIER

"There hasn't been one on this coast for nine years," said Commander (D).

"And it's a thing we really ought to know more about," said Staff (ND).

"It can't be very difficult," said Staff (G). "The infantry do it all the time."

So the Canadian destroyers decided to do a landing in force.

The Gunnery people loved it. They frothed about for days, issuing orders, mustering arms, having conferences and placating the Ordnance Officer who watched with resentful eyes the masses of his stores being spread all over the ship.

The Navigator swore that not one more chart of the place could they have. . . "Look what you did to the last flamer."

We had two sources of local knowledge, but they disagreed:

X.O. "Quite flat and woody as I remember."

T.A.S/O: "Oh no, old boy, quite rocky except for the swamp. . . and nearly all logged out."

There was a coolness between these two officers for days.

Early one dawn H.M.C. destroyers "Cayuga", "Athabaskan", and "Crescent" steamed into Naden harbour, on the north coast of the Queen Charlotte Islands. . . down rattled the "picks" and soon 150 men in battle rig steamed towards the beaches in motor cutters and whalers.

The tactical situation was this:

An enemy raider, before being destroyed off the coast had landed a small body of fifth columnists and saboteurs with an armed body of men to cover their activities.

A company was landed on either shore, each platoon equipped with a Type 58 for radiocommunication (these proved useless) and the plan was to strike along the two sides of the harbour with the two companies forming a junction at the head of the bay. The landing itself was "opposed" with some spirit — thunderflashes, blanks and tear gas adding to the realism.



Armed and in battle kit, seamen from H.M.C.S. Cayuga wade ashore during mock landings in Naden Harbour on the northern coast of Queen Charlotte Islands. The sailors were engaging in the exercise "Operation Soldier."

But a beachhead and then a bridgehead were established. All units started their advance.

The advance took six hours hard marching. It was found that no more than two miles per hour could be made through the bush, and it was necessary to stop every hour to adjust webbing. A compass is essential for every section. . . this was found out the hard way. One section struck off to traverse about seventy yards of bush, on a small peninsula, to hit the water on the far side. Five hours later they wound up six miles down the coast in the wrong direction!

The night camp was not an unqualified success. Water had to be obtained by motor cutter from a spot about a mile up the river which empties into the head of the harbour. The falling tide marooned the cutter. We had a water shortage!

The cooks proved themselves first class. . . Good hot meals, and plenty of it, was the order of the day.

At the camp a Command Post was set up and an FR 12 was installed in one of the tents giving us excellent radio communication with the ships. However the supply of tents was limited and many of us had to cultivate the bushman's art. Those who had no tents built lean-to's of bran-

ches. The wind was south-west so these were built with the openings facing north-east. Two hours of hard work and the lean-to's were completed, and the wind promptly backed to the north-east, and blew into them — force 4 — all night. Also it rained.

During the night in the bush two lessons were learned: (1) Fir lean-to's are *not* watertight no matter how many layers are packed on the roof. (2) The best place for a ground sheet — if the ground is initially dry — is *over* the body. . . *not* under.

Having exterminated the "enemy" we called a halt to "Operation Soldier" the next forenoon. . . but not before the Gunner (T) had given a noisy exhibition of demolition charges. Slightly bushed we returned to the ships.

Once aboard the post-mortems began. "That was good fun," one UNTD was heard to say . . . and then . . . "What was the object of it, I wonder?"

"Propaganda," his chum snorted. . . "Pure propaganda! They want to make sure we stay in the Navy by showing us what it's like in the Army . . . And me? I'M convinced."

H. E. T. L.

COME WEST YOUNG MEN!

While serving on the East Coast of Canada, I shared in the belief that, whereas we in the east lived in a fever of activity, the Navy on the West Coast remained in a state of complete placidity. On returning to B.C. I found this to be far from true. Admittedly, the climate is unsurpassed — sunshine in February, summer days in November (well, usually).

Increasingly, the citizens of Greater Victoria (and of the rest of the island) are becoming conscious of the meaning of the Navy and of the growing fleet based here. The Canadian Services College at Royal Roads — ten miles from the centre of Victoria — has become a centre of interest. Every Saturday and Sunday the Dockyard is visited by swarms of people, and Saturday Divisions always attracts a large crowd. The Naval Band has become a familiar and popu-

lar organization and attends virtually all charity affairs.

This is all secondary, of course, to the main activity at H.M.C.S. "Naden" — the training of Canadian naval personnel. Here are trained all new entries and members of the Supply and Secretariat branches, while training centres keep ships' companies up to the minute.

One might say that extra training has been forced upon us by the constant need to search out and dispose of mines, usually as a result of some vague report from a wandering fisherman or shore ranger. Great bustle is evident in the Ops. room as cruising ships in the vicinity are immediately notified and "units" of the energetic mine-disposal fleet, consisting of C.N.A.V. "Heatherton" and "Glendon," are dispatched with all haste. In many cases the Japanese Current — the searcher's curse — has sent the mines scurrying south to the U.S.

coast, thus passing the buck to our good neighbors.

The newspapers and the radio have told the story of the Fraser River flood, and of "Operation Overflow". But perhaps it would be of interest to know the story as it unfolded at CANFLAGPAC Headquarters.

When the situation began to appear really serious, H.M.C.S. "Discovery," the Vancouver Naval Division, was told to get in touch with civic authorities along the Fraser River Valley so that the Navy could form a clearer picture of what was happening and prepare accordingly. However, we were informed that the population was fully prepared.

Nothing more transpired until May 20th, when a Vancouver reporter telephoned to say that "Discovery" was sending two harbour craft, two whalers and two skiffs to Mission City. On contacting "Discovery" we were told that the orders had been given as a precautionary measure only. Later the same day we received a call from the District Engineer at Mission requesting landing craft. He said that the flood was really bad at Agassiz, and that help was urgently needed.

That evening at 1830 C.N.A.V. "Glendon" left for Mission City fully stored, with orders to contact the District Engineer.

At 0800 the next day the port was alive with activity. H.M.C.S. "Ontario," "Crescent," "Cayuga" and "Antigonish" returned from exercises and were put on immediate notice for steam; C.N.A.V. "Laymore" was loading motor cutters, motor boats and skiffs, and stowing provisions and first aid equipment; the dockyard had been working all night installing engines in the dormant L.C.A.'s (last used by H.M.C.S. "Prince David" at Piraeus, Greece.)

At 1000 "Cayuga" was ordered to sail for New Westminster, but when reports were received that the Fraser River was running at six to seven knots and that progress up the river was made hazardous by the tumbling and jostling of large trees floating downstream, the order was cancelled.



OVERFLOW

Looking down the Fraser river, flooded Mission City is in the foreground and Matsqui on the other side of the bridge.

The Man of the Month

(The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. It so happens that "Nootka" was invited to make the first choice. 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.)

In recognition of the important part played by communications, not only during the recent Northern Cruise, but throughout all phases of Naval activity, the "Man of the Month" elected by H.M.C.S. "Nootka" is a member of the communications branch.

The man chosen is Petty Officer Telegraphist (Visual) Albert Leo Bonner, B.E.M., R.C.N., whose service career started in the old R.C.N.V.R. Division at St. John, N.B.

On active service in August, 1939, as a signalman with the N.C.S.O. at Sydney, N.S., Bonner was shortly afterwards drafted to the corvette, H.M.C.S. "Chambly," where, in his own words, he "put in tons of sea-time." He was aboard "Chambly," when in company with "Moose Jaw," she sank the German submarine, U-501, in Denmark Strait, one of the earliest Canadian sea actions in which prisoners were taken. His "good services" at this time resulted in a "Mention in Despatches", the citation reading "throughout a considerable period of service at sea which has included action against enemy submarines in the North Atlantic, this rating has displayed the utmost zeal, cheerfulness and devotion to duty."

A period of six months ashore in H.M.C. Signal School, St. Hyacinthe, P.Q., was followed by a draft to the Royal Navy cruiser, H.M.S. "Belfast". On board the famous flagship, Bonner carried out the duties of a Chief Yeoman of Signals. He saw action against the German battleship "Scharnhorst," and in the Norwegian

Coastal strikes of March and April, 1944. He recalls with regret that he was drafted ashore two days before D-Day.

His next assignment was to stand by the R.C.N.'s first cruiser, H.M.C.S.



P.O. Tel. A. L. Bonner, B.E.M.

"Uganda," at that time refitting in Charleston, S.C., prior to being commissioned by the R.C.N. Here for a while he found opportunity to indulge in his hobby — knitting, at which he is an expert. In fact, if pressed, Bonner will admit winning a knitting competition in St. John in 1935, the rest of the contestants being rather shamefaced ladies.

After serving throughout the Pacific campaign in "Uganda" Bonner transferred to the permanent force, and, once again, found himself in the Signal School. His rating was changed to Telegraphist (V).

Later, while serving in "Nootka," he was invested with the British Empire Medal in a ceremony on the quarterdeck by the ship's commanding officer, Captain Hugh F. Pullen, O.B.E., R.C.N.

Petty Officer Telegraphist Bonner's citation stated that he "had joined

the Royal Canadian Naval Volunteer Reserve a year prior to the commencement of hostilities and had served at sea for over three years during the war, in the Battle of the Atlantic, and latterly in the Pacific Theatre in H.M.C.S. 'Uganda'".

In the performance of his duties Bonner had always "displayed keenness and integrity to a marked degree and at all times proved an inspiration to the junior ratings of his branch," the citation read.

Speaking of the recent Northern Cruise, Bonner says he really didn't feel the cold too much, and produced for inspection the famous "Blue Nose Certificate" originated on the Russian convoy routes. He won his in H.M.S. "Belfast" when, on the Murmansk run, she went several degrees north of the most northerly point touched on the recent Hudson Bay cruise.

Bonner's hobbies, apart from his knitting, include sports of all kinds. He's an excellent basketball and softball player and gives a good account of himself at the bridge table. A good deal of his interest, nevertheless, always remains with his job, which he finds more fascinating than ever now that the art of "bunting tossing" is merged with that of the "sparkers".

"It's a whole new field," says Bonner, "and I mean to learn it thoroughly."

(Editor's Note: The selection by his shipmates of PO Tel. Bonner as "Nootka's" "Man of the Month" proved to be particularly appropriate. Shortly after his biography was received by the Editors, Bonner's name appeared on a list of advancements issued by the Naval Personnel Branch. It was a pleasure to change his rate from L/Tel. to PO Tel. in the copy).



PACIFIC COAST

H.M.C.S. "Naden"

The West Coast training centre, H.M.C.S. "Naden", operated on an accelerated scale all summer. One notable interruption was Victoria's Navy Week celebration, a commitment involving every ship and establishment. During this week the visiting public — from Victoria, Esquimalt and many out of town points — gained a comprehensive picture of the Canadian sailor at work and at play.

"Naden" supplied guards of honour for Vice Admiral Sir William George Tennant K.C.B., C.B.E., M.V.O., Commander-in-Chief of the America and West Indies Station; precision squads for the sun-set ceremony; guides, program salesmen, side-boys, attendants — all the personnel necessary to make Navy Week a success.

After Navy Week the Canadian Red Cross Society held a two-day clinic for blood donations. The New Entry Division set a record of sorts when 95 percent of the class subscribed.

On August 21st a guard of honour for the visiting French Ambassador to Canada was made up solely of new entries.

"Naden", in co-operation with all ships and establishments of the Pacific Command, staged an eminently successful children's picnic on the lower playing field for all Navy Blue young 'uns in the vicinity.

Supply and Secretariat School

It has been a full and busy Summer for the men at the Supply and Secretariat School. After the flurried work of Navy Week, the school settled down to its fall activities and by mid-September five classes had come and gone.

Stewards' classes 16 and 18 left the school in August and most of the members headed home for annual leave. Cooks' class 26 left in August, class 27 the first week in September.

W-10 class graduated during the first week in September. Their volleyball team, finished with an undefeated record. Cooks' Class 26 won the school's softball.

H.M.C.S. "Ontario"

It was a hectic summer for the big "O". Until the ship went alongside for the first leave period, training cruises and fleet exercises kept everyone on the jump and accomplished a good deal in developing our efficiency.

An interesting exercise was carried out with H.M.S. "Sheffield" when the British cruiser endeavoured to slip undetected past units of the Pacific fleet. She failed, and in a battle lasting most of the night, was

"sunk" by "Crescent's" torpedoes.

The next morning the whole fleet sailed into Esquimalt and Navy Week was officially under way. "Ontario" was open to visitors every afternoon of the week. Besides being shown around the ship and introduced to the armament and equipment, the visitors saw two torpedoes fired each afternoon.

There were several other events in which men from the ship participated. "Ontario's" team, under C.P.O. Stoker Mechanic Ernest Clark won the swimming meet. Team members were Midshipman John Belcher, P.O. Stoker (M) Dennis Walker and E.R.A. 2/c Peter Jackson.

In an investiture held on board "Ontario", former L/Cpl. A. J. Kellerman, of the Canadian Scottish Regiment, was presented with the Military Medal by the Commanding Officer, Captain J. C. Hibbard. Kellerman is now a resident of Seattle, and the investiture took place during a visit by the ship to the U.S. port.

H.M.C.S. "Cayuga"

"Cayuga" entertained the populace of Prince Rupert's Port Day parade with a craft carrying men plastered with a vile mixture of boiled oil and cocoa, lipstick, bunting and bangles. In the bows of this noble galley a U.N.T.D. blew discordant fanfares on an ailing bugle. The slave master, P.O. James Ross, wielded his lash with professional zeal. The Queen Empress, AB Jim Barclay, relaxed languidly, all the while puffing on a big black cigar.

"Cayuga" managed without any trouble to win first prize (\$25), despite a malicious attack by "Crescent's" pirate crew.

H.M.C.S. "Athabaskan"

A ravishing Cleopatra (Tel. Andre Baribeau), with richly robed atten-



He missed his shore leave but Able Seaman George Gillingham found, when H.M.C.S. "Swansea" visited Bar Harbour, Maine, that being laid up in sick bay has its advantages. A. B. Gillingham, nursing an injured leg, was visited by Movie Actress Penny Edwards, who had come on board "Swansea" when the ship was opened to visitors.

dants and slaves in tow, represented "Athabaskan" in the Prince Rupert parade. The queen lounged in a seaman's hammock, slung between two uprights rigged in the ship's whaler.

The motor cutter, streamlined with canvas, supercharged with fuelling hose and loaded down with smoke-making apparatus, was to be a jet-propelled runabout. When the jets wouldn't propel, the Engineer Officer rent the air with some good old-fashioned engine room curses, deeply offending all executive personnel in the vicinity. However, the apparition finally spluttered into life and the parade got under way with no casualties.

H.M.C.S. "Crescent"

During the local Navy Week "Crescent" won the annual Pacific Command Regatta — a rare distinction — and the ship proudly wore the "Cock of the Fleet." Some of the canny coxswains who deserve a good share of credit for the win were L/Seaman Arthur Julius, LT 2/c Harry Brown and SA Arthur Chamberlain.

Earlier in the week, AB Richard Carter was third in the 100-yard free style at the swimming gala, while L/Sto. Mech. George Clarke, Tel. John Vassos, Sto. Mech. Archibald Langston and AB Reg McLuskie represented the ship in the track and field meet. Clarke accounted for 16 points by winning the high jump and placing 2nd in the broad jump and hop, step and jump.

H.M.C.S. "Antigonish"

Travelling about with destroyers and cruisers hasn't given this frigate an inferiority complex. As a matter of fact, except for one embarrassing incident during a night exercise with "Sheffield," we feel we've done pretty well in such fast company.

For example, in the CANDESDIV-PAC Regatta in Nootka Sound, "Antigonish" made a very creditable showing in taking second place.

The stork fulfilled his contract with Lieut. and Mrs. A. G. Kilpatrick on September 4th . . . Stoker Mech. E. Forester has taken himself a wife . . . The "Buffer," PO H. Silvester, is in

hospital and all wish him a speedy recovery.

H.M.C.S. "Rockcliffe"

Unlike those of the Big "O," the destroyers, and even the lowly "Swish," our accomplishments have not been lauded in the papers. Our ship's name has not become a household word. Indeed, civilians have stared with perplexity at our cap tallies and murmured, "Rockcliffe? Must be a new ship!"

But, we ask, who went through 17 days and nights of the Fraser Valley floods? Who looks after the West Coast reserve fleet? Who comes to the rescue when a ship is needed for some particular job and the "active" fleet is engaged elsewhere? Who indeed!

ATLANTIC COAST

H.M.C.S. "Iroquois"

Those unfamiliar with the duties of H.M.C.S. "Iroquois" apparently think that all she has to do is keep No. 1 jetty from floating away on

the first high tide and provide a substantial shoulder for "Huron" to lean against.

The fact is that her job is quite important. "Iroquois" is mother ship to that brood of ugly ducklings comprising the reserve fleet. She provides the maintenance necessary to keep those ships in a state of preservation, ready to commission and "go active" at a moment's notice.

"Iroquois" also is administrative authority for Algerines and frigates on the East Coast.

Nearly 50 per cent of the ship's company donated blood when the Red Cross recently held a clinic on board "Iroquois". Among those who lined up were the commanding officer, Lieut.-Cdr. B. P. Young; Lieut. Kenneth Stone, executive officer; Lieut.-Cdr. (S) George Geddes, supply officer; Lieut. (E) N. F. Lee, engineer officer, reserve fleet; Warrant Shipwright "Gus" Gilhen; Chief E.R.A.'s Brackett and Walford, Petty Officer



This summer the band of H.M.C.S. "Naden" toured 25 Western Canadian Cities and made a distinct hit wherever it performed. In the photo are:

Front Row (Left to Right) CPO E. Michaux; Lt. Cdr. (SB) H. G. Cuthbert, RCN, Director of Music; Commodore J. C. I. Edwards, OBE, RCN, Commodore, R.C.N. Barracks, Esquimalt; Commander M. A. Medland, R.C.N., Executive Officer, R.C.N. Barracks, Esquimalt; Mr. F. Freeman, Gunner, R.C.N.

Second Row L/Bandsman Griffiths; Bandsman Little; Bandsman McKay; PO Tucker; Bandsman Moncur; PO Jones; Bandsman Harbidge; Bandsman Paris; Bandsman Trim.

Third Row P/Bandsman Lett; Bandsman Scott; Bandsman Simmons; Bandsman Nelson; Bandsman D. Fisher; Bandsman Lothar; Bandsman Adolphe.

Fourth Row P/Bandsman McCarthy; P/Bandsman R. Fisher; Bandsman Tupper; P/Bandsman Drake; Bandsman Maas; L/Bandsman Delamont.

Fifth Row Bandsman Anslow; P/Bandsman Sauve; Bandsman Mundy; L/Bandsman Botten; Bandsman Pilon; P/Bandsman Kitzul; P/Bandsman Rolston.

Smith and P.O. Stoker Mechanic Faulkner.

H.M.C.S. "Swansea"

Anyone seeking advice as to the capabilities of a 1931 Ford car can get it from Leading Seaman Donald Worthington, of H.M.C.S. "Swansea". He should know the answers. This fall L/Sea. Worthington drove a newly-bought '31 Ford home to Port Colborne, Ontario, and back—3,400 miles—without experiencing any trouble, not even a flat.

L/Sea. Worthington bought the car when, with seven days' leave on his hands, he decided to go home. He drove there in 51 hours, and, after a thoroughly enjoyable leave, cut 10 hours off that time on the return journey.

"Swansea" has been a busy ship, since she was brought forward early this summer from the reserve fleet. She spent the summer providing sea training for reserves and is now engaged in giving practical training to R.C.N. men taking specialist courses.

The ship had quite a number of fair—very fair—visitors during her peregrinations this past summer. At Bar Harbor, Maine, a movie starlet graced the ship with her presence; at Charlottetown, a number of attractive young ladies came over the bow when "Swansea" held "open ship", and at the Lunenburg Fishermen's Festival, the newly-crowned Queen of the Sea and her princesses were guests on board.—R.H.

H.M.C.S. "St. Stephen"

Refit is over, leave is up and the doughty "St. Stephen" is back on the job again. Once more it's Station Baker, that rough, wind-swept patch of ocean up there between Greenland and Labrador.

There are many new faces in the messdecks and the wardroom and all are looking forward to getting to sea. Not a bit dismayed are they by the prospect of long tours of duty and frequent spells of dirty weather. It's a challenge they're eager to accept.

Quite a few of the hands were married during their leave periods. To RT 2/c Ross Parks, AB Keith

Patrick, L/Sea. Kenneth Thompson and L/Sto. Mech. Malcolm Greeley and Guy Mercier their shipmates offer congratulations and wish the best of luck. —T.P.H.

T. A/S School

Leading off the items of interest among the Subchasers is news of the addition to the family of Petty Officer John Jackson. The new baby, their first, is a boy who tipped the scales at a solid seven pounds. Congratulations, John!

Able Seaman Hackett, taking a course here, recently "tied the knot".

Among those who have recently qualified for higher rating is Able Seaman Smylie, who has passed professionally for Leading Seaman.

A new addition to the school and soon to be a loss to the Navy is Mr. Ronald Hockley, Gunner (T) (TAS), R.C.N., whose retirement from the Service will take place shortly.—R.E.D.



NAVAL DIVISIONS

H.M.C.S. "Donnacona"

(Montreal)

Citizens of Montreal are in for a

treat. The band of H.M.C.S. "Donnacona" is preparing something new in the musical line. The idea is to arrange classical numbers in march form. Instead of "Marching Through Georgia", "Donnacona's" crew expects to be "Tramping Down Sherbrooke Street in B. Flat Major".

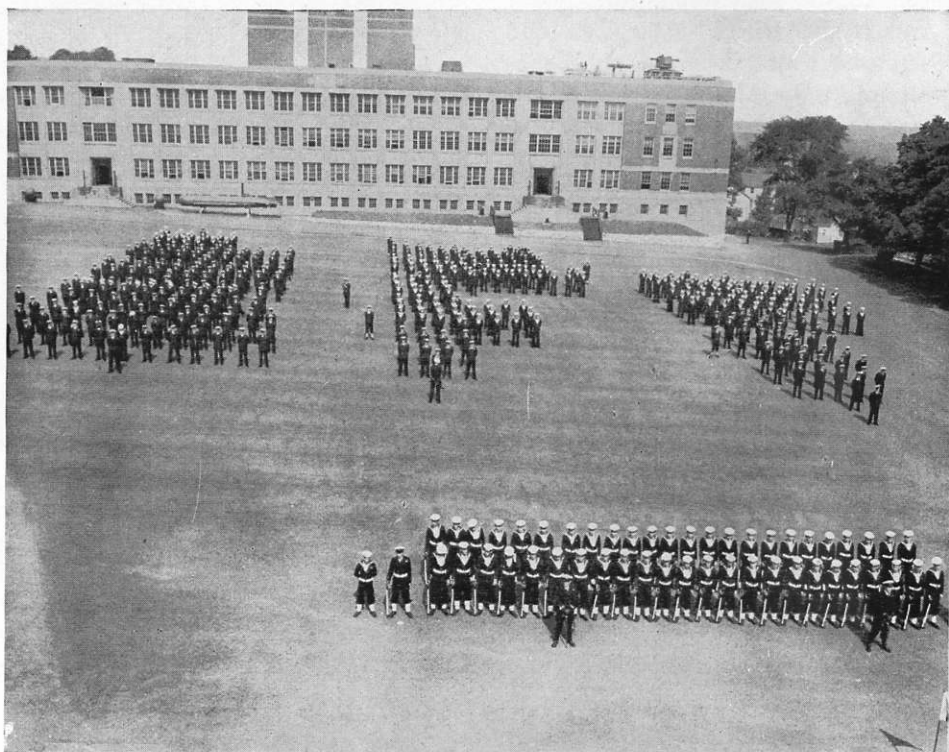
In the world of sports, Leading Seaman Eric Brimble and A/B Jimmy Simpson, R.C.N. (Reserve) are keeping the ship's name to the front, but the days of the Navy winning the Dominion football championship are at least temporarily past. Instead, "Donnacona" has turned to softball and hockey for her main sports.

H.M.C.S. "Star"

(Hamilton)

"Open House" was held for members of two U.S. Navy Minesweepers, "Seagull" and "Egret", when they visited H.M.C.S. "Star" on September 21st and 22nd. The visitors were pleased with several aspects of Canadian messes, as well as with the modern training equipment installed in the ship.

The summer was not without misfortune. A galley fire during a



Divisions at R.C.N. Barracks, Halifax, on the occasion of the visit of Vice-Admiral H. T. W. Grant, C.B.E., D.S.O., R.C.N., Chief of the Naval Staff. In the foreground is the guard of honor. The large building in the background houses the Torpedo-Anti-Submarine and Gunnery schools.



Probably no spot in Halifax was more popular this summer than the 90-foot swimming pool at the Royal Canadian Naval Barracks. Here young Halifax learned to swim — the right way — and had a splashing good time doing it. Throughout July and August, hundreds of holidaying school children attended classes conducted by trained instructors and held under the auspices of the R.C.N., the Civic Recreation Commission and the Canadian Red Cross. Special classes were given for children of Naval personnel. In the above photo Petty Officer J. R. Carisse is shown winning the confidence of Billy Bodin, six-year-old son of Mr. A.W. Bodin, Warrant Electrician, Halifax, before the boy learns how to duck his head under water.

July training cruise damaged M.L. 106. Quick action on the part of Reserve officers and crew prevented more serious damage and the ship made an Oakville jetty under her own power. Local firemen who were having their annual picnic near the jetty took time out to help put out the blaze.

H.M.C.S. "Tecumseh" (Calgary)

With the commencement of winter training a reserve recruiting campaign was launched to help fill the reserve quota at "Tecumseh". A particular effort has been made by Mr. R. Dalton, Warrant Bandmaster, to increase the strength of the band.

This winter, new recruits as well as oldtimers will have lots of opportunities to get in specialized training on radar, asdic, wireless telegraphy and other equipment, newly installed with the help of reserve members.

H.M.C.S. "Malahat" (Victoria)

Reserve training is once more well

under way following a close-down for the summer months to facilitate naval training and voluntary service. Training classes for both U.N.T.D.'s and new entries are receiving their initial training at "Naden", after which they will be transferred to division headquarters at "Malahat".

The Victoria College University Naval Training Division, a tender to "Malahat" and under Lieutenant W. Ostler, R.C.N. (R), acting commanding officer, held its first parade September 24.

H.M.C.S. "Hunter" (Windsor)

Regular divisional drill resumed at H.M.C.S. "Hunter" on September 27th. Prior to that, a refresher course for officers and chief petty officers was conducted by Lieut. Stuart Slade, R.C.N., staff officer, and Mr. Charles Rhodes, gunner, R.C.N.

Under the direction of Mr. E. T. Wood, bandmaster, H.M.C.S. "Hun-

ter's" band has made a number of public appearances in recent months. In the Ontario band festival and tattoo at Waterloo, the band placed third in the competition for military bands.

H.M.C.S. "Unicorn" (Saskatoon)

"Operation Hub", a combined scheme involving Navy, Army and Air Force, was carried out before some 5,000 persons — five times as many as had been expected — at Saskatoon Sunday, September 26th. "Unicorn" contributed a landing party and four boats to the attacking force and assisted in setting up and maintaining communications. Useful experience was gained by all those involved, while the public saw quite a realistic show.

Lieut. J. R. Strachan, R.C.N. (R) represented the Navy on the "command" staff, while Lieut. Wilfred McCorkell was in charge of naval planning.

Surprise! Surprise!

The sophisticated sailors of H.M.C.S. "Magnificent" will be talking for a long time about an Eskimo who lives at Wakeham Bay.

This particular Eskimo — a chap with a Clark Gable moustache — had been one of the recipients of a shower of fruit, cigarettes and other articles tossed down to a flotilla of kayaks that had come out to inspect the ships.

When the deluge stopped and he saw he was getting no more, this Eskimo reached into his newly-acquired hoard and produced a package of cigarettes.

"I wonder if he knows what they are?" queried a voice from G1 gun sponson.

The Eskimo deliberately removed the wrapper, took a cigarette and offered one to a companion.

The sailors gleefully waited to see what he would do. Maybe he'd eat it.

The Eskimo paused for a moment. Then, from some recess within his parka, he pulled out a shiny, new Ronson.



Hon. Brooke Claxton

CITIZENSHIP AND NATIONAL DEFENCE

♦An important broadcast of interest to every sailor, soldier and airman was made jointly by Rt. Hon. Louis St. Laurent, Acting Prime Minister, and Hon. Brooke Claxton, Minister of National Defence, on the Trans-Canada Network of the C.B.C. at 1930 on Sunday, 19th September.

This was the opening day of Army Week in Canada, as well as being Battle of Britain Sunday. The occasion was taken to draw the attention of the public to the importance of public support of all three services. As Mr. St. Laurent said: "We are asking all citizens to remember that the defence of the nation is a common responsibility, and that support of all the defence forces is, in very simple fact, support of Canada."

The full text of the broadcast is given below:—



Photo by Karsh

Rt. Hon. Louis St. Laurent

ANNOUNCER:

To the Armed Forces of Canada this has been a day of significance. Not only is it the first day of the first official Army Week held in Canada, but it is also Battle of Britain Sunday. The C.B.C. is privileged at this time to present two Canadians who will together say something of the importance of national defence, and its meaning to the citizens of Canada. They are the Acting Prime Minister, The Rt. Hon. Louis St. Laurent, and the Hon. Brooke Claxton, Minister of National Defence.

The first speaker will be the Hon. Brooke Claxton.

HON. BROOKE CLAXTON:

This is Army Week. Its purpose is to put before the people of Canada the work and the opportunities of service in the armed forces of Canada. Today and during this week, in practically every city and town across our country, there will be parades and exhibits. Today, in many of our churches, there have been services attended by men of the Canadian Army. In the churches, too, there have, this Sunday, been men of the Royal Canadian Air Force commemorating that great series of heroic combats known collectively as the Battle of Britain. At sea, men of the Royal Canadian Navy have held their services on the quarterdecks of their ships.

The three services are one in spirit, and one in purpose. Their men are engaged in training themselves, and in making ready to train those who join their ranks, in the performance of a citizen's duty — the defence of his country.

From day to day newspaper headlines reflect the tension and insecurity that make it necessary for us to look to our defences. The defence of our country is the business of every citizen in Canada. Because this is so important, I would like to call, now, on my very distinguished friend, the Rt. Hon. Louis St. Laurent, the Acting Prime Minister, to speak to you on this all-important subject.

RT. HON. LOUIS ST. LAURENT

It is a pleasure for me to talk to you, today, in your own homes. I shall not take very much of your time, but this fact will not detract in any way from importance of what I have to say.

There is, I think you will all agree, no prouder title in the world for a man or woman than the simple 'Canadian citizen'. Because our Canadian citizenship is something we already possess, we are sometimes inclined to take it for granted. But it is a good thing to remember that our fortunate position as citizens of Canada, which I believe to be the happiest country on the face of the earth, has been earned by hard work and preserved by high endeavour and great sacrifice. The present generation owes a great debt to those who built this nation and to those who, in two world wars, helped to preserve the freedom we enjoy. We can only repay that debt by showing our willingness to do what is necessary to maintain a heritage unexcelled in any land.

As Canada has grown into a nation through times of prosperity and peace, and through times of adversity and of war, our people have acquired responsibilities. The first of these responsibilities is to do what is necessary for the national security. We have learned that there is no security in isolation; security must be collective between nations because there is no other way in which we can prevent aggression and secure peace. The responsibility for security is also collective within the nation and every citizen should be ready to do his part.

As my colleague, the Minister of National Defence, has said, we are living in a world in which there is tension and insecurity. War, however, is not inevitable. We know that it is possible for men and nations to work and live together to gain a measure of security and prosperity never before attained. That is the goal towards which we wish all the nations were working. But, unfortunately, all the nations are not working for peace and welfare. In the face of the present attitude of certain nations dominated by Communism, every true Canadian must recognize the need of military forces to defend our country and to take their place in any arrangements for collective security that we may assume.

We Canadians cannot, nor would we wish to, maintain fighting services of a size large enough to threaten anyone. No Canadian even dreams of threatening other nations. But it is only common prudence to see to it that we have defence forces which will make plain to our neighbours as well as to those in more distant places our determination to stand on guard for those things that we hold dear. We must leave no doubt that our resolve is not a matter of words alone.

That is why we are today building defence forces stronger than ever before in the peacetime history of Canada. That is why young Canadian citizens — no matter what their race or creed — are being asked to come forward, not in any excited spirit of fear or frenzy — that is not our nature — but as responsible citizens conscious of the value both to themselves and their country of service in the Navy, the Army or the Air Force. That, too, is why on this first day of Army Week, we are asking all citizens to remember that the defence of the nation is a common responsibility, and that support of all the defence forces is, in very simple fact, support of Canada.

But it is more, very much more than that. Love of Canada, love of our country, is perhaps enough, but when we speak of love of our country and the defence of Canada we think not only of our country, its lakes and rivers and mountains, its fields of grain, its deep forests, its vast extent and resources, we think of lives of devotion, of great human qualities, of tolerance, self-respect, of freedom and Christianity. We have a faith as well as a country. We must be prepared to defend both our country and our faith.

May I leave the last word with the Minister of National Defence, who will finish our talk with you by telling you something of what the services can mean today to young Canadians.

HON. BROOKE CLAXTON:

During the time that I have been privileged to be Minister of National Defence I have taken every possible occasion to visit officers and men of the Canadian Navy, Army and Air Force. I have seen how they live, how they work and how they play. It has been a very impressive experience. I can imagine no group of men who by their example and their ready comradeship would have more to offer to those who join their ranks.

The permanent forces provide careers of service in which the prospects of advancement are excellent. Conditions of service generally are as good as those of any country and better than most. If a man cannot join the Active Navy, Army or Air Force, there is another way in which he can belong to the armed forces and contribute personally to our country's defence. He can join a Reserve Naval Division, an army reserve unit or the Air Force Auxiliary. Here is a means by which a Canadian can contribute to the security of the nation and at the same time carry out his normal civilian activities.

In both the Active and Reserve forces training is of the best, and the equipment is the most modern obtainable. There are trades to be learnt in the services, and these have a value for the future which is certainly not to be overlooked.

Alertness and the habit of teamwork, opportunity for many kinds of sports under first-class instructors, the chance to develop character and to build these many qualities whose sum total is "good citizenship" — all these are offered in addition to those tangible advantages which are becoming increasingly familiar.

This could, indeed, become a very long list. It may best be summed up by saying that men of good character, good physique and good education joining active or reserve services will find themselves at home amongst comrades of high calibre. They will add to their quality as citizens, the fact that they are able as well as willing to defend their country. They will become, with their comrades, "Citizens Plus".

One object of this army week and other activities of the Navy, Army and Air Force is to bring it home that just as sailors, soldiers and airmen, active and reserve, must be members of a team, so there must be no division between the armed forces and civilians; the good soldier must be a good citizen. We are all members of the team working for Canada.

Officers and Men



REAR ADMIRAL TAYLOR RETIRES

37 Years' Service . . .

The flag of Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N., Flag Officer Atlantic Coast, was struck at sunset on October 1. After 37 years' service, he proceeded on retirement leave as of that date.

The high esteem in which Rear Admiral Taylor is held, both by servicemen and civilians, was expressed in the following editorial in the Halifax Herald and Mail:

"Another of that famous group of officers who had their first training in the old Naval College in Halifax before the first World War is retiring from the service of his country. Rear-Admiral C. R. H. Taylor, C.B.E., who has been Flag Officer Atlantic Coast since 1945, is ending a career which saw him start as a cadet in this port in 1912.

"Throughout the First Great War, Rear-Admiral Taylor served with the Royal Navy, advancing from Midshipman to Lieutenant, and seeing much service in many waters. He remained with the Navy, making it his life's work, and he advanced steadily in rank and responsibility as his capacity for hard work and his knowledge of naval affairs was recognized.

"In 1940, he attained Captain's rank and commanded ships in active service here. He was abroad, commanding Canadian ships in the United Kingdom, and then returned to Halifax, not staying here long but going on to Newfoundland where again he was in command as Commodore first class. There, when Newfoundland was at the apex of the great sea defence triangle, he fulfilled in more than even measure the duties laid upon him.

"Now, after a command at Halifax, he is retiring with the respect and esteem of the Service and its best wishes, with which are joined the wishes of the many friends he has in civilian circles in this community."

Personal from Admiral Taylor

Message to former shipmates . . .

The following message, signed by Rear Admiral Taylor, was promulgated just prior to his retirement:

"On my flag being struck at sunset October 1 and proceeding to pension leave, I wish to thank each and every individual who ever served under my command anywhere and at any time for their loyalty and support. In particular, I wish again to congratulate those fine young men and some now not so young of the old Wavy Navy whose monumental efforts during the war years was a vital contribution to final victory over our enemies. To those still serving, good luck for the future and always remember, the smaller the service the more efficient it must be."

In a reply the Chief of the Naval Staff, said "Your message is much appreciated. After 37 years we are confident that your contribution to the Naval cause will continue in civilian life in proportion to your untiring effort while in uniform. Good luck and a happy leave."

LOWER DECK ADVANCEMENTS

16 on latest list . . .

The following men have been promoted to higher ratings in the Royal Canadian Navy recently: to Petty Officer, John P. Mason, 3639H; to Acting Petty Officer, George A. D. Steele, 3055H; to Acting Leading Seaman, John R. E. Buckland, 4517E, John J. Oster, 5198E, Edward C. Alexander, 5255E; to Acting Leading Stoker Mechanic, Ernest K. Luke-meyer, 22469E, Fernand Trottier, 22429H, William R. Montieth, 5047E; to Leading Writer, William E. Joy, 40957H, Herbert E. George, 50254E; to Leading Cook, (S), Frederick J. Scott, 51042H; to Acting Leading Photographer, James W. Ward, 4635H, Douglas S. Howes, 3775H; to Acting Petty Officer Air Mechanic (A), William E. Leaming, 22159E; to Acting Petty Officer Air Mechanic, Richard M. Dupchak, 5334E; to Air Artificer (AE) 1/c, Cyril F. Gilhen, 22122H.



Rear Admiral E. R. Mainguy, O.B.E., R.C.N., new Flag Officer Atlantic Coast, receives the best wishes of his predecessor, Rear Admiral C. R. H. Taylor, C.B.E., R.C.N. The change became effective October 1st when Rear Admiral Taylor proceeded on retirement leave.



Captain (S) R. A. Wright
To West Coast . . .

EXCHANGE APPOINTMENTS

Supply Officers Move . . .

Captain (S) R. A. Wright, O.B.E., R.C.N., became Command Supply Officer on the Staff of the Flag Officer Pacific Coast, and A/Captain (S) Murray A. Davidson, R.C.N., Director General of Fleet Accounting at Naval Headquarters, in an exchange of appointments between the two senior Supply Branch officers early in October.

Prior to his appointment as Director General of Fleet Accounting in February, 1946, Captain Wright was Director General Supply and Secretariat Branch for four years. He was awarded the O.B.E. in June,

1946, for his work in organizing the Supply and Secretariat Branch in the Navy during the war years.

Captain Davidson has held responsible posts in the Supply Branch on both coasts, and in Newfoundland. He served aboard the cruiser, H.M.C.S. "Ontario", before his appointment as Command Supply Officer, Pacific Command.

NEW FLAG OFFICER

Rear-Admiral DeWolf . . .

Promotion of Commodore H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., of Bedford, N.S., to the rank of Rear-Admiral was announced by Hon. Brooke Claxton, Minister of National Defence. Rear-Admiral DeWolf is the new Flag Officer Pacific Coast, succeeding Rear-Admiral E. R. Mainguy, O.B.E., R.C.N., who transferred to the Navy's Eastern Command as Flag Officer Atlantic Coast.

Rear-Admiral DeWolf was commanding officer of the Tribal Class destroyer H.M.C.S. "Haida" and the aircraft carriers, "Warrior" and "Magnificent". He was succeeded in command of "Magnificent" by Commodore G. R. Miles, O.B.E., R.C.N.



A/Ldg. Sto.-Mech. B. M. Watson
To University . . .

UNIVERSITY COURSES

20 Men Selected . . .

Twenty men of the Royal Canadian Navy will receive university education or courses at the Canadian Services College, H.M.C.S. "Royal Roads", under a new plan put into operation by the R.C.N. for the first time during the present academic year.

Tuition fees, costs of text books, etc., will be borne by the Navy, and on successful completion of their courses men will be granted commissions in appropriate branches of the R.C.N.

Those attending universities this year are: L.M. 1/c J. E. Elson, Wtr. G. W. Blackburn; Wtr. P. R. J. Savoie, A/Ldg. Sto. Mech. B. M. Watson, E. R. A. 1/c K. Fiddy, L/A.R.M. E. L. Klassen, Ord. Tel. D. L. Morrison, R.L. 3/c R. F. Dobberthien, L.T. 1/c C. G. L. Joudrey, L/A.R.M. M. R. Nickerson, El. 3/c G. A. Kastner, A.A. 1/c D. C. Di-Cenzo, A/Armourer 2/c G. T. Mainer, Tel. R. C. Eastman, R.T. 2/c W. R. Hewitt, A.R.M. R. L. Carr and A.R.M. W. C. Klassen. Those who will attend "Royal Roads" are Service Cadets R. D. Okros, W. L. Watt and P. D. Sivertsen.

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Rear Admiral (then Commodore) H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., (Left) extends best wishes to Commodore G. R. Miles, O.B.E., R.C.N., as the latter takes over command of the R.C.N.'s newest aircraft carrier, H.M.C.S. "Magnificent". Rear Admiral DeWolf left "Magnificent" to take up a shore appointment as Flag Officer Pacific Coast.

THE T.A.S. BRANCH IN OUR ANTI-SUBMARINE NAVY

Most of us agree that changes are essential for progress but we like to resist any change, if for no other reason than to make the reformers prove that their ideas will, in fact, mean progress and not confusion.

The Torpedo-men held out for a long time, so did the Pingers. There wasn't much change for twenty years, and while I'm not suggesting that our old friend the Low Power L.T.O. or his chum, the H.S.D., were suffering from dry rot it had been suggested that: "It's time those Torpedo-men got a shaking up." This suggestion usually came from a source not qualified to understand the need for peace, and especially quiet, in the pursuit of one's duties.

The day is here when the Seaman Torpedoman and the Submarine Detector have seen fit to join forces and become known as Torpedo-Detectors, the Branch as Torpedo Anti-Submarine.

There have been questions asked on both sides as to why this union was necessary; there have been a multitude of answers. Electricians and Oscilloscopes, Ordnance wallas and Influence fuses, have all received their fair share of discussion; but I feel that the proper answer lies in the history of the last war and the great Anti-Submarine battles in which the Canadians took so large a part.

On looking back, the first signs of this problem, and its solution, began appearing on the upper decks of our Destroyers in 1940. First, "Y" gun was whisked away and in its place went a couple of throwers and longer rails, — the magazine was filled with depth charges — and off we went to sea. A couple of years later "A" gun got the "axe" and that "anti-dive bombing device" — with the 24 spigots, took over. At the same time off came the Director, and our once proud 4.7 control system became a bow and arrow set-up.

Other changes were coming. I'll not forget the day when two of our very-

well-cared-for fish were hoisted ashore and in their places we got two articles, each weighing a big British ton. The book of words supplied with this young block buster said "Be sure you're going over 18 knots when you fire this one, the bang is king sized." Into the tubes they went, and off we went. I think that was the day when the Torpedomen and the Pingers felt that their engagement was imminent.

The changes in the appearance of the upper deck caused by these engines of destruction was to be blamed, not on the Lords of the Admiralty, or anyone else on our side, but on our worthy enemies, the Germans. Our Destroyers had been built to shoot down other destroyers; instead their opponents turned out to be the submarines, who were not much impressed by any assortment of cannon and musket.

The German U-Boats are now history, and also is the fact that they lost 992 U-Boats sunk and 30,000 submariners killed or captured out of a possible 38,000. But history has a habit of repeating itself, and we know that others, too, can build submarines and indeed are doing so: faster, better armed, and infinitely more dangerous than the U-Boat of the Second World War.

The submarine is our biggest menace at sea, and, moreover, threatens to become even more potent as new developments are perfected. Anti-Submarine measures must get ahead of the Submarine, and stay ahead.

Within our R.C.N. there is no doubt that our Admirals have had a real problem in deciding just what the fleet should consist of — and believe me there is an abundance of advice to help them decide — some of it bad. The airmen want 1000 foot flight decks and hundreds of mad pilots to fly screaming jets. The lads with the "G" stamp want ships with thick sides, guns and Radar aerials by the dozens and all the associated noise. Some of our signalmen would merely

communicate with others: the engineers swear that 1000 pound boiler pressure will make the boats do forty knots.

It has been decided that the Canadian Fleet will be an Anti-Submarine Fleet: This doesn't mean we'll find ourselves in a Corvette again, or that we'll scrap the "Magnificent". A/S Warfare is a complicated business. The modern submarine has high speed, a bellyful of torpedoes and an ever ready supply of cunning tricks. It can dive until there's 500 pounds of sea pressure on every square inch of its hull. Its hide is thick and tough. It need never fully surface, it runs as quietly as a good watch, and most dangerous of all, is manned almost always with a little band of experts. These "better" submarines call for bigger, faster and more Anti-Submarine ships to hunt them down — and get in the first blow. It means aircraft to patrol the sea and beat them up at every chance. It means having a gun to administer the coup-de-grace in the final chapter.

This dedicated purpose of the fleet is going to mean some changes in the upper decks of our now heavily gunned Destroyers; it's going to mean a lot of other things too. New ping sets to find, hold on and guide the new weapons to the target. There'll be torpedoes that are — intelligent. The ships that carry this gear need space for brain power and don't be surprised to see the old bridge team under cover eyeing P.P.I.'s well out of the salt spray. It's going to require more skill on the part of each one engaged in this business of catching submarines. The results of this program that I've outlined won't be long in taking shape. Before a year is out some of the ships will have had their faces lifted. There may be a few new ones building in our yards — and who knows, some of our T.A.S. stalwarts might even get promoted.

R.P.W.

Comrades in Arms



THE CANADIAN ARMY

Audience of 6,000,000

The Canadian Army held its first full scale "open house" from Sept. 20 to 26 this year to inaugurate the first "Army Week" in the peace-time history of the Dominion.

Approximately 50,000 troops, comprising Canadian Army Active and Reserve Forces went all out to acquaint the Canadian public with the function of the Army today and the activities of its full time and Reserve soldiers.

The purpose of Army Week was to put before the people the work and opportunities of service in the armed forces of Canada and help all Canadians to familiarize themselves with the soldier's constructive peace-time role.

Official estimates are that during Army Week 6,000,000 Canadians saw Army displays and functions held in cities and towns, camps and military establishments from Halifax, N.S. to Whitehorse, Y.T.

The Acting Prime Minister, Right Hon. L. S. St. Laurent, officially opened "Army Week" with a radio address over a national network Sunday, September 20. Mr. St. Laurent stated that Canadians must recognize the need for defence forces as all nations were not working for peace and welfare, and expressed the view that "we are living in a world in which there is tension and insecurity".

He proceeded in part:

"Every true Canadian must recognize the need of military forces to defend our country and to take their place in any arrangements for collective security that we may assume."

On the same broadcast, Hon. Brooke Claxton, Minister of National De-

fence, stated: "One object of this army week is to bring it home that just as sailors, soldiers and airmen, active and reserve, must be members of a team, so there must be no division between the armed forces and civilians; the good soldier must be a good citizen. We are all members of the team working for Canada."



The Royal Canadian Regiment Colour party leads the regiment in a march-past at Brockville, Ont. Shown taking the salute is Col. M. P. Bogert, DSO, OBE, Commander Eastern Ontario Area, who conducted the annual inspection of the troops. (Canadian Army Photo) 27-10-47.

In a press announcement concerning Army Week, Major-Gen. E. G. Weeks, CB, CBE, MC, MM, Adjutant General of the Canadian Army, had this to say: "Above all, we want the Canadian people to meet the men of the Canadian Army; to see how they live and work, and to understand some of the constructive jobs they perform in their peace-time role."

Some of the highlights of Army Week across the Dominion included: The United States Army Band — 90 strong — which arrived in Ottawa on the opening day of the celebrations. Concerts were given by this famous

Band in the Capital City and later in Montreal, Kingston and Hull.

In Toronto, Army Week got off to a start with a special band concert, seventeen massed bands playing in the new grandstand of the Canadian National Exhibition before an audience of 25,000.

In Montreal and Quebec, local citizens were treated to the colourful display of the trooping of the colour by crack troops of the Royal 22e Regiment.

Special mobile army exhibits displayed army equipments in many centres large and small throughout the country during Army Week.

The opening of Canada's famed Royal Military College at Kingston, Ont., on a tri-service basis, coincided with the opening of Army Week in that area and lent a colourful touch to the ceremonies as 100 picked students comprising the initial class, paraded before the Minister of National Defence.

Demonstrations of paratroop training by a team of qualified jumpers from the Joint Air Training School, Rivers, Man., highlighted Army Week activities in Winnipeg.

In Halifax, massed pipe and brass bands of army units in that area played "retreat" in a nightly ceremony for the people of that East Coast seaport.

Fireworks and searchlight demonstrations, equipment displays, band concerts, drill movements and special parades were featured by both Reserve and Active soldiers before enthusiastic crowds in army units, large and small, from Coast to Coast.

On the conclusion of Army Week, the Hon. Brooke Claxton, Minister of National Defence, summed up the Canadian Army's first "Open House" as follows:

"This highly successful week would not have been possible without the energy and generous support of all corporate bodies and individuals who co-operated in Army Week.

"From all sides I have heard nothing but praise. Many people have expressed to me their surprise and satisfaction at seeing the equipment and the kind of training carried on. Never before in peace-time has the country at large shown such interest in our Armed Forces. That interest is a reflection of the concern Canadians feel with regard to the present situation."

Army Week was held this year for the first time since the formation of the new Active Force in 1946. In future, it will be held as an annual event.

THE R.C.A.F.

Slow, Stop, Sideways and Handy

Today most people think of the modern aircraft as a machine that travels at or near the speed of sound. New records are being set at an ever increasing rate. However, one of the newer types of aircraft today that will never break any speed records is the Helicopter. Although lacking in speed — it seldom does more than 100 mph — it makes up for this short coming with its extreme maneuverability. The modern Helicopter employed by the RCAF is able to back up, fly sideways, hover over the ground and fly forward at speeds ranging from zero to a literally breath-taking 120 mph.

A practical example of the use of this strange aircraft was given recently when a helicopter, flown by F/O T. A. Causey, 103 Search and Rescue Squadron, Greenwood, N.S., located a missing woman in the dense bush near Halifax. Although she was hiding in the bush, the pilot spotted her from the slow flying machine, landed in a nearby clearing, and returned her to the safety of a Halifax hospital.

This is but one of the many uses of this remarkable machine. As more

helicopters become available the RCAF's Search and Rescue organization will use them in all phases of rescue work where a conventional aircraft would be of no assistance. The helicopter is also being employed in co-operation with the Canadian Navy, Army, RCMP, and other Government departments.

Tailless Trailbreaker Tested

One of the longest flights ever undertaken by an aircraft of its type was recently completed at Arnprior, Ontario, when the National Research Council's Tailless Glider, towed behind an RCAF Dakota aircraft, cast loose and glided in for graceful landing. This experimental aircraft, built by the NRC's Structures Laboratory, is another example of how the NRC and the RCAF have co-operated for the advancement of science in the field of aviation.

The tailless glider, actually a flying wing, looks not unlike an Australian boomerang. The aircraft, with a span of 46 feet, is approximately 18 feet in

length at the largest part of the wing. It has a crew of two, the pilot and observer being housed in separate cockpits. Having a tricycle undercarriage it is fitted with retractable skids for emergency landings.

The Arnprior arrival completed a three year testing program carried out at Namao (Edmonton), Alta., by the RCAF's Winter Experimental Flight. During the three seasons of operation, the glider flew approximately 100 hours, of which the first 30 were devoted to handling trials. F/L G. A. Lee, of Ottawa, and F/L C. F. Phripp, of Edmonton, were chief pilots during the tests carried out during 1948.

From such experimental models as the Tailless Glider, the RCAF and other government agencies, such as the National Research Council, hope to be able to unravel a lot of the mysteries that still exist about problems in design and engineering of future aircraft.



Friendly competition on the sports field is a feature of the three armed services, and it goes up to the very top. Shown above, with the Ottawa Inter Service Athletic Council's Golf Trophy, (left to right) are: Major General N. E. Rodger, Quartermaster General; Vice Admiral H. T. W. Grant, Chief of the Naval Staff, and Air Marshal W. A. Curtis, Chief of the Air Staff, prior to teeing off for the second annual competition for the cup. The Army team, captained by Major J. G. "Joe" Lamb, won the trophy for the second successive year. (RCAF Photo)

Looking Astern

Lest we Forget

Five years ago . . .

The approaching winter, with its gales, and cold, and long black nights . . . the knowledge that the enemy had, in the acoustic torpedo, a new and wicked weapon . . . the memory of the toll exacted by the U-boat in the same month the year before . . . these and other factors brought a general tightening of belts among our escort forces as November, 1943, appeared on calendars in messdecks and wardrooms.

It should have been a grim month.

Instead, not a single ship was torpedoed on the North Atlantic convoy routes. The only sinkings were of unescorted vessels in more remote parts of the South Atlantic and Indian oceans and of two tankers and some smaller craft in the Caribbean.

Ten U-Boats Sunk

On the other side of the ledger, Allied A/S vessels accounted for seven U-boats and our aircraft sank three more.

Hunter-killer groups — the “glamor boys” of A/S warfare — continued their successes of the previous months. The U.S. carrier “Card,” which had chalked up the remarkable record of seven kills and two probables in October, stood graciously aside when a destroyer from her group, U.S.S. “Borie,” picked up a nice fat contact on the first day of the month. “Borie” did not disappoint, and another victim was added to the list.

Five days later, the famous Second Escort Group sank two U-boats within 12 hours. This remarkable group demonstrated once again the value of teamwork. In the early morning, H.M.S. “Starling” directed H.M.S. “Woodcock” in a successful

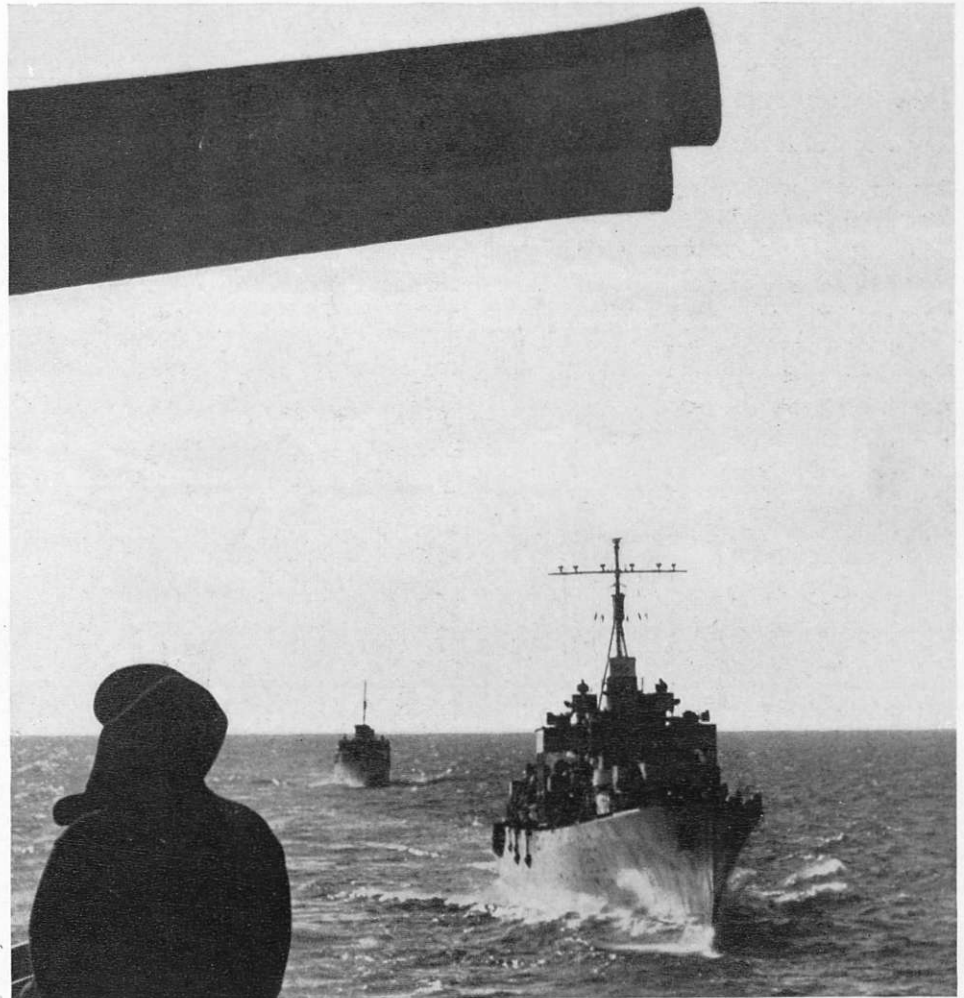
attack. In the afternoon, a U-boat that had broken W/T silence and been spotted by “Kite” was disposed of by “Wild Goose.” “Starling” again directed proceedings.

Canadians Share Kill

The Canadians were not out of the picture. On the 13th H.M.C.S. “Timmins” carried out six attacks on a target 300 miles SE of Cape Race and produced two sizeable oil slicks.

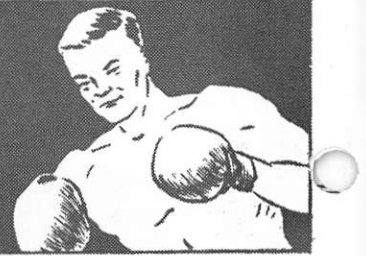
A week later, the Canadian Escort Group, EG 6, while escorting a convoy some 450 miles northeast of the Azores, flushed a U-boat with depth charges, then sank her with gunfire. “Nene,” “Snowberry” and “Calgary” shared in the success, which resulted in the taking of 17 prisoners.

(Continued on page 28)



Five years ago this month, H.M.C.S. “Snowberry” and H.M.C.S. “Calgary” teamed with H.M.S. “Nene” in destroying a U-boat some 450 miles north of the Azores. Here the two Corvettes, with “Snowberry” in the lead, are shown on their way into port after their engagement. The photo was taken from H.M.C.S. “Prince Robert”, auxiliary anti-aircraft cruiser. The convoy of which the Canadian ships had formed part of the escort had been attacked by both U-boats and long range aircraft.

The Navy Plays



ATLANTIC COAST

The Navy has been well represented in competitive sports in the Halifax district in recent months.

Coached by C.P.O. Bernie Gordon and managed by Lt. Cdr. Charles McDonald, the Navy softball team finished third in the Halifax Commercial Softball League. Not to be outdone, the Navy baseball team took second place in the Halifax People's Baseball League, under the guidance of P.O. Johnny Rowland.

With the coming of shorter days and cooler evenings, football and soccer take the spotlight. Coached by Padre Ivan Edwards and P.O. "Ginger" O'Brien, this year's Navy football team looks as if it will make

a strong bid to hold the city championship it won last year. The soccer team has won two, tied one and lost two of five exhibition games.

During August, more than 5,000 youngsters, many of them children of R.C.N. personnel, attended classes in the "Stadacona" swimming pool.

In competitive swimming, both the inter-part swimming and water polo titles were captured by Electrical School teams, captained by Electrician 5/c Fry.

Carrier athletes active

Organized sports on board "Magnificent" are also well under way, under the direction of Lieutenant (P & RT) Robert Greene. Topping the list is football and men from "Magnificent" are contributing their

share toward building another championship Navy team.

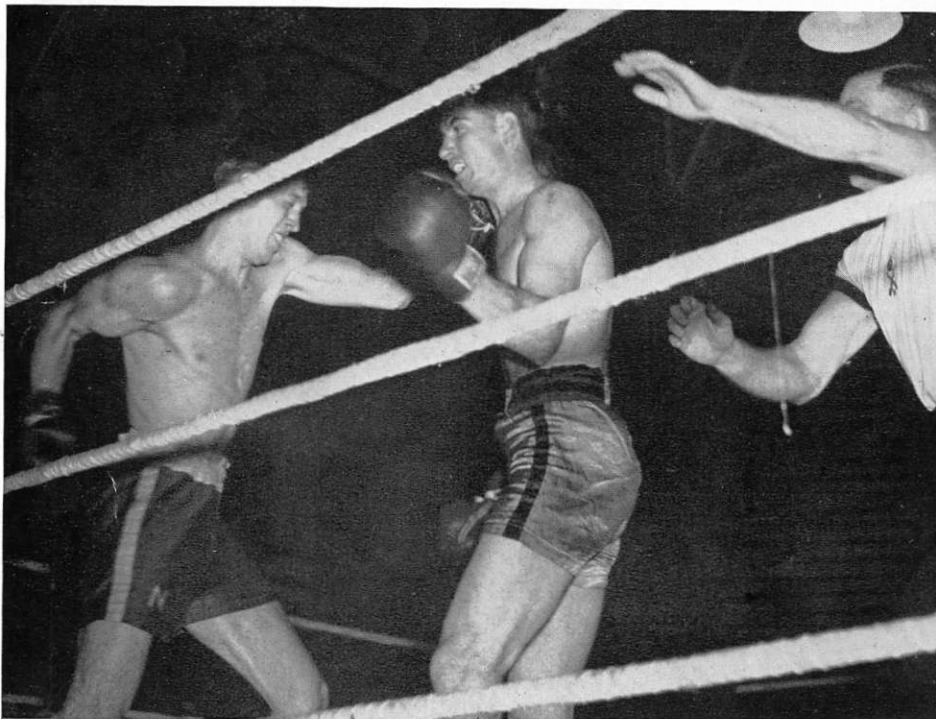
In the ring, men from "Maggie" participated in a series of boxing matches with teams from R.M.S. "Aquitania". Considerable interest has also been shown in soccer, while those attending body development classes may be seen doing weight lifting exercises on the cable deck each night.

Plan winter sports

H.M.C.S. "Iroquois" plans a winter sports program which will include bowling, swimming, basketball and badminton. During the past summer, "Iroquois" maintained an interpart softball team, despite constantly changing personnel. E.R.A. "Archie" Sims was ship's representative on the Navy Team in the Commercial league. On the "Aquitania" boxing card, A/B Clarence Skidmore represented "Iroquois".

Interpart Champions

Artisans defeated Electrical "B" in two straight games to win the Interpart Softball League championship trophy at R.C.N. Barracks, Halifax. Members of the winning team were Shipwright 1/c W. Semmick, first base, Plumber's Mate Ray Shedloski, second base, Shipwright 1/c B. Gordon, third base, Chief Plumber J. Spidell, short stop, Commissioned Shipwright R. Pitcher, pitcher, Plumber 1/c W. Conrad, catcher, Chief Shipwright Ray Weaver, Plumber 1/c E. McSweeney, Commissioned Shipwright H. Ivany, Plumber 1/c Ray Wildsmith, Commissioned Shipwright H. Williams, Chief Plumber W. Perrier, outfielders. The bat boy was Gerald Peters.



This action was caught by the camera during one of the popular Navy-"Aquitania" boxing cards at the "Stadacona" Gymnasium. Able Seaman John Hogan (left) won the bout by decision from his opponent T. Lloyd of R.M.S. "Aquitania". The referee was Mr. C. Evans, ex-Navy Warrant Officer.



Well ahead of the field, N. Nelson of the New Entry Division, R.C.N. Barracks, Esquimalt, breaks the tape to win the 440 yard race during the Pacific Command Track and Field Meet.

PACIFIC COAST

For sports enthusiasts on the west coast it was an action-filled summer, with the entry of teams from visiting British and American ships adding an international flavor to many events.

Honors went to H.M.S. "Sheffield" in three of the events in which she fielded teams. In an exhibition Association Football match at McDonald Park the visitors won the Naval Vets Trophy by defeating H.M.C.S.

"Naden" 7 to 1. The Cricket Field cup went to the expert "Sheffield" team in a low-scoring game won by a comfortable margin of 35 runs. The Water Polo match at the Crystal Gardens, held the night of the Swimming Gala was also won by "Sheffield", 6-1.

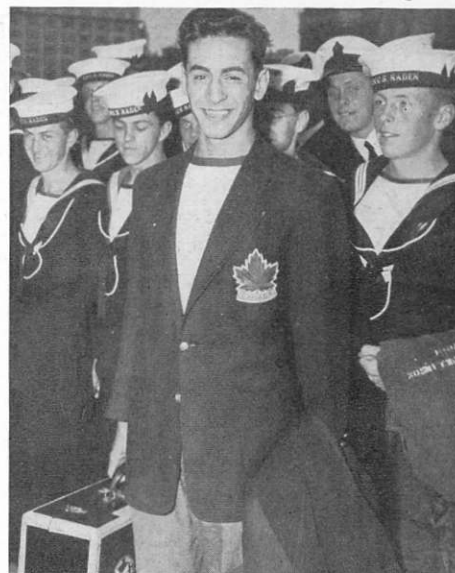
The other events at the Swimming Gala were well contested and "Ontario's" amphibians thrashed their way to a one-point lead over the "Naden" team. In the intermission between the races and the water polo, the P. and R.T. staff put on a thrilling trapeze display. The "Naden" Band was in attendance and contributed much to the evening's entertainment.

New Entries Victorious

The Pacific Naval Command Track and Field Meet was one of the sports highlights of the year. The enthusiastic New Entry Training Division team worked hard for a healthy win. The R.C.N.(R) team ran second, with the Destroyer Division in third place. Probationary Sick Berth Attendant (O.C.) Robinson, of Montreal, won four events to capture the Aggregate Cup.

The back breaking Tug-of-War was won by the New Entry Team who toppled the Royal Marine team from "Sheffield".

"Cock of the Fleet" honors went to H.M.C.S. "Crescent" in the two-



Supply Assistant Edward Haddad, R.C.N., of R.C.N. Barracks, Esquimalt, who represented Canada in the lightweight division at the 1948 Olympic Games, was roundly cheered by his shipmates when he returned to the west coast naval base. Haddad lost out in the quarter-finals by a hairline decision.

day Command Regatta. She nosed out "Ontario's" team by a slim three points. In all, 13 races were held. Teams from both "Sheffield" and the visiting U.S. Submarine "Remora" also took part. Of special interest was the hardfought "Battle of the Ages", a race for crews made up of men 35 or older. "Ontario's" vets, under Commander P. D. Budge, DSC, were the winners.

In the senior baseball finals, the Navy came through with a 6-3 win over Ben's Bombers of Victoria to capture the Rithets Cup.



Out to defend last year's hard won championship, the Navy is again fielding a strong team in the Halifax football league. Seven sturdy line-men with the Navy team are (left to right) Frank Hindle, Ed Harper, Ken Lewis, Graham Currie, Gordon Edwards, Andy Chartren and John Porteous. Coach of the team is Padre Ivan Edwards.

FROM TOP TO BOTTOM

Somewhere in the vicinity of 17° 20' N., 63° 10' W., and about forty miles northwest of St. Kitt's, lies the curious island of Saba. Rising stark and sheer out of the blue Caribbean for almost a thousand feet, so that its domelike top is often hidden in white misty-looking clouds, it is a familiar sight to many of us who have passed by there on one of the R.C.N. West Indies spring cruises. There is no record of any of H.M.C. Ships ever having visited Saba, which is hardly surprising as there is no such thing as a harbour. Indeed, in all the forbidding and sheer coastline, only at one point is there a beach—a few yards of rough shingle on which a hazardous landing may be effected providing the weather is fine, for even on the calmest days the ocean swell breaks into boiling surf on the white pebbles.

Except for a few scattered and tiny houses clinging precariously to the steep cliffs, a white building near the beach is the only sign of life. It flies the Dutch flag, for the island is a Netherlands possession. Saba boasts a population of some 1,200 souls.

But where, you will ask, are the people? Believe it or not, they live in a town nestling in a crater-like hollow on the very top of this amazing island—a typical Dutch village which is, rather absurdly, called Bottom.

The little houses are clean and tidy: there is a picturesque church; neat little gardens and well-swept streets. You may see the Mynheers at their windows, smoking their meerschaums; and their rosy-cheeked wives will wish you a cheery "good morning", for here is yet another paradox—the language of Saba is English!

There are but two means of access to this village in the clouds, one so steep and difficult that it is rarely if ever used. The other, known as the "Ladder" consists of some eight

hundred roughly-fashioned steps cut in a narrow, steeply-rising gully. Hard-going for the occasional visitor, though the inhabitants think nothing of them. Yet in spite of this immense natural obstacle, and the fact that not a single tree grows on the island, the principal industry of Saba is the building of boats! Every single plank and spar must be brought by sea, landed on the narrow beach, and carried up the "Ladder" to Bottom. Here they are cut and shaped and built into boats, and these are then lowered into the sea by means of davits projecting from the steep cliffs.

There are very few young men in this quaint island, for nearly all of them become sailors. Almost invariably, however, they come back eventually to settle down and enjoy the simple homely comforts of this little crater paradise in the Caribbean clouds.

The women and children are fair-haired and blue-eyed: the old men, wrinkled and grey, are still upright and strong. Perhaps one of the most

curious customs of all in this quaintest of island communities is that of keeping in their houses, often indeed in the living-rooms, their coffins ready for the day when they will be needed. This seems quite natural to them, and perhaps illustrates most clearly the tranquillity of mind which they, almost alone in this unhappy world of today, seem to have achieved.

Can you then wonder, when "Saguenay" passed by Saba in the Spring of 1939, that I should have dashed off this little rhyme one lovely blue and golden Caribbean afternoon?

When I leave the Navy, I'm going to
SABA,

An isle full of blondes and no sign of
a harbour.

It's a very odd thing, and you may
think I've "got 'em,"

But the principal town, right on top,
is called BOTTOM.

There's another strange fact and it
puzzles me much—

The people speak English though the
island is Dutch!

It's said that they fish when the
weather is fine,

But that only happens ten times out
of nine;

So I cannot help feeling the chances
are rare

For going out fishing—but what
should I care?

I've seen enough water to last me for
years—

And don't think I don't include
Halifax beers.

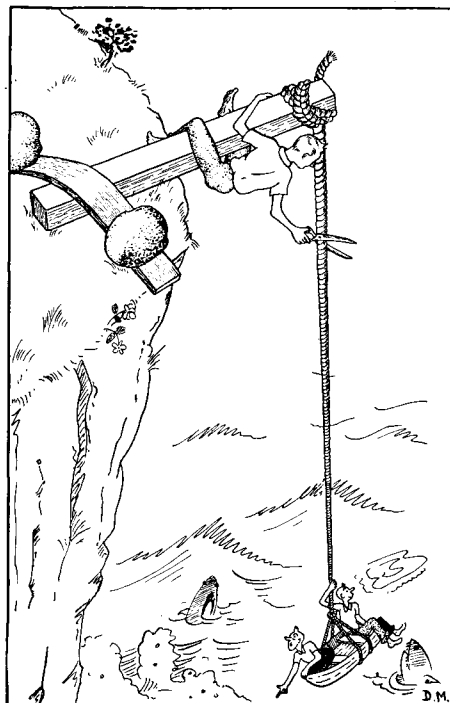
So when I retire, it's good-bye to the
sea,

And a soft life in Bottom is top-hole
for me.

Yes, you may think I'm nuts, but I
know I'll be fond

Of living in Bottom, alone with my
Blonde.

"Deadlight".



GOOD MEDICINE

When the Royal Canadian Navy announced the policy of Reserve training for medical students in the Royal Canadian Naval Hospital for the summer months, it was anticipated that both the students themselves and the staff of the hospital would receive a great deal of benefit from this arrangement.

As this was the first attempt at such a program, it was difficult to know how many students would volunteer for reserve training, but it was thought that about 16 or 18 would avail themselves of this opportunity.

On this basis 18 "internships" were found in the hospital in all departments and we eagerly awaited the arrival of the students.

They arrived, but not the 18 we expected. Before the summer was well advanced we had 45 who wished to be doctors — thirsting for medical knowledge — on our hands. Morning after morning they would arrive in two's and three's totally unexpectedly, would introduce themselves, tell us where they came from and what they wanted to do.

Every branch appeared to be represented — Executive, Electrical, Air, Supply and even the newly created Surgeon Sub. Lieutenant. We had an assortment ranging from the "newcomer" to the Naval Service who was classed as a P/S.B.A. to the Lieutenant Commander Executive.

They were in all stages of their medical training, from first year pre-medical students to ones who were within one year of graduation.

As one can see, rather ludicrous situations arose. The pre-med lieutenant who had only started in medicine would be "Sir'd" by the S.B.A., a comparative newcomer to the Service but possibly a lordly senior back in the old university classroom. It was

all very confusing at first, but was simplified by the expedient of putting all the officers in long white coats and calling them students, while the S.B.A.'s were placed in the rig of the day and given jobs suitable to their professional qualifications. The rights and privileges of the Service were thus upheld while the professional dignity of the medical student remained intact.



Surgeon Commander E. H. Lee, R.C.N., Atlantic Command Medical Officer and administrator of the medical student training programme.

In order to accommodate 45 students, it was necessary to expand our services rapidly in order that no one department should be overcrowded, and students find too much time on their hands.

The plan, in brief, was that all departments in the hospital should take two students, the head of each department being responsible for the clinical training. Thus surgery, medicine, skin, laboratory, sick bay, X-ray, ear, nose and throat, isolation, physiotherapy, records, etc., were each supplied, if possible, with two students. R.C.N.A.S. "Magnificent", "Nootka," "Haida" and "Swansea" also were supplied with students, so that our Lieutenant in the executive branch put to sea again, but this

time took his watch in the sick bay instead of on the bridge.

Every three weeks a rotation of students in the hospital services was made, and this made it possible for each student to rotate through three or four services in the summer.

Thus a student would get a fair knowledge of laboratory work, the handling of patients in the sick bay (which was a "must" service) and the handling of patients in either the surgical or medical wards.

In addition lectures and bedside clinics were conducted daily by the permanent force Medical Officers, and by those Reserve Medical Officers who came down for their own Reserve training and gave so generously of their time to train the students.

Lectures and demonstrations on techniques used in bedside nursing were given by one of the nurses — a very useful service to the students as this is a phase of training which is not on the curriculum of medical colleges.

Ward rounds were held once weekly at which time interesting cases were presented.

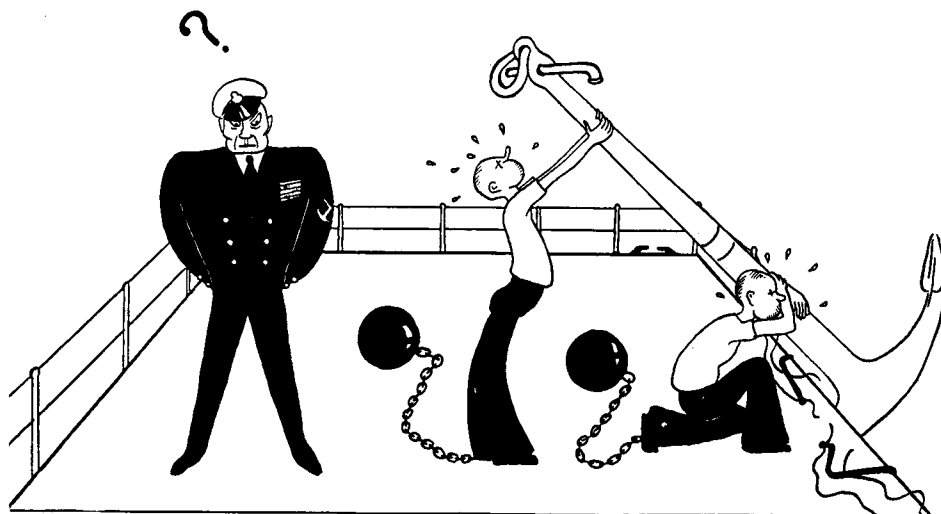
As part of their training the students presented papers on some particular aspect of the work in which they were engaged. Theoretical and practical work were so blended that the student actually found himself in the position of a junior intern in an active hospital.

It gave an added zest to the work of the permanent staff of the Hospital for it stimulated our teaching instincts and figuratively speaking kept us on our toes.

We are convinced it is an excellent scheme, for it worked. We hope it will be continued so that we can improve on it in the years to come.

—E.H.L.

STERN DEMANDS



During the period H.M.C.S. "New Liskeard" has been at the disposal of the Naval Research Establishment, she has been required by the members thereof to carry out many unorthodox and undignified evolutions. The ship's company has adapted itself to the situations which have arisen with mixed amazement, amusement and resignation.

On completion of some of the more difficult assignments, the First Lieut. would turn to our scientific friends for a word of praise. But no praise. Only, "That's nothing. Wait until you have to anchor by the stern." Never dreaming that such a thing would ever be required, No. 1 lapsed into a sense of false security.

For many weeks things proceeded blissfully. Then, one day, four of the above-mentioned gentlemen arrived on board.

"How long will it take you to anchor by the stern?" asked they.

"What the blazes do you think this is? The Dartmouth ferry?" replied No. 1 in what is commonly referred to as the vernacular.

As soon as the galley had obtained the information and distributed it to the proper parts of ship, O. S. Buggins was heard to give vent to the following profound statement: "—!"

With H.M.C. Diving Tender No. 1 in company, "New Liskeard" proceeded to sea, bent on the furtherance

of science. In static air, the kedge anchor was broken out and, to save the new coat of semtex on the deck, carried *bodily* aft. A half shackle of cable was secured to the anchor and in turn made fast to a four-inch wire towing hawser. The anchor was catted over the stern by means of the minesweeping davits and lowered to the bottom.

When the ship had her cable, all hands turned proudly to the scientists—to be informed that "due to the success of the evolution we will anchor by the stern every day until our present experiments are over."

At the same time as the anchoring problem was being solved, our scientific tormentors found that the

engines of our little consort were not suitable, in themselves, as a means of propulsion. She would not drift quickly enough.

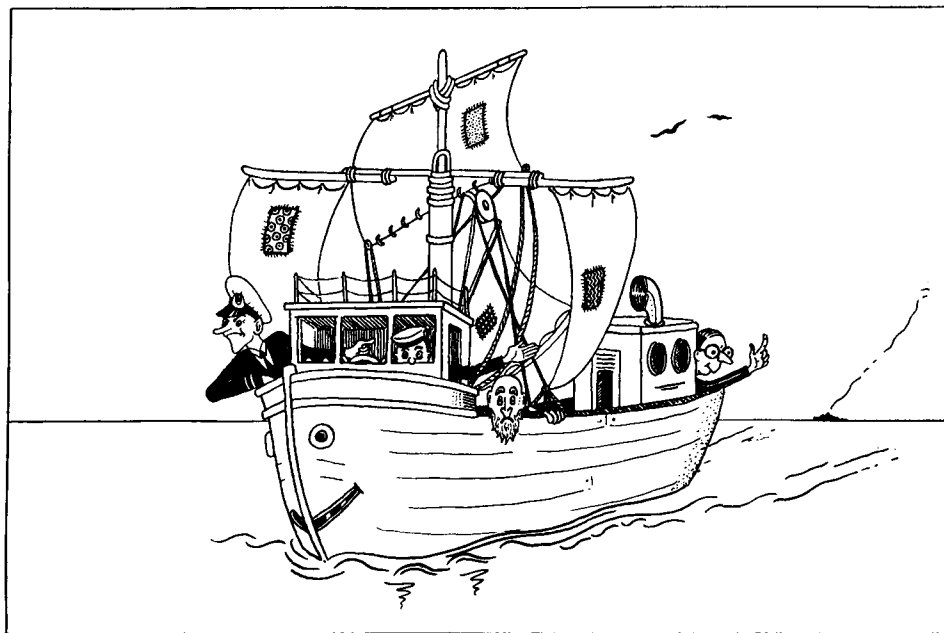
There was no other alternative but to bend on sail.

The honor of the engine room was shattered. The responsibility for the propulsion of Diving Tender No. 1 passed to the seaman branch.

All available whaler sails were broken out and bent on in every position that would hold a scrap of canvas. After many experiments, it was finally decided that the diving tender sailed and looked best:

Under mainsail (two whaler's storm sails lashed together and bent on to the top of the main boom); foresail, topsail (a whaler's mainsail bent on to a Dan buoy stave, which in turn was lashed to the top of the mainmast to act as main topmast), and, providing a most imposing effect, two whaler foresails bent on to the mainyard as studsails.

Her crew had to rush to their seamanship manuals for assistance. The tender, worthy certainly of the attentions of Mr. C. S. Forester, actually sailed. All of three knots. Already the members of her crew are known as "Hornblower", "Hardy" and "Bush". They will probably never live it down.





Book Note

"One Story of Radar"

by A. P. ROWE. (MacMillan, \$2.25)

In this short non-technical book, Mr. A. P. Rowe, who was the wartime superintendent of the Telecommunications Research Establishment (T.R.E.) in the United Kingdom, gives a readable account of the formation and growth of this famous organization. The author does not attempt to present a history of Radar but he does describe the evolution of some of the devices produced by T.R.E.

Many readers of this fascinating little book will learn, for the first time, the authentic story of the beginnings of Radar. They will learn that to name one man as being responsible for this powerful invention is an impossibility, and that the credit belongs to a team of men who worked for long hours under difficult conditions.

T.R.E. was first brought into being to meet the needs of the R.A.F. in providing adequate warning of the approach of enemy bombers which would enable fighter aircraft to be

sent to counter the attack. Work on the problem of "early warning" commenced in 1935, and by 1939 the British Isles were ringed by a chain of Radar stations capable of detecting high-flying bombers at distances in excess of 100 miles. G.C.I., or Ground Controlled Interception, was the next development, followed later by A.I. or Air Interception.

The development of these devices, and many others, is described in an interesting and intimate way by the author. The close liaison that existed between the scientists at T.R.E. and R.A.F. personnel of all ranks is believed by Mr. Rowe to have been one of the main factors contributing to the tremendous success of the establishment. Without this friendly attitude of co-operation, the scientists at T.R.E. would have been unable to grasp fully the "users'" needs.

The reader is introduced to the frequently stormy "Sunday Soviets", which were informal meetings where anyone who attended was privileged to say exactly what he thought. These meetings, whose value need

hardly be explained, were attended by T.R.E. scientists. The reader will learn something of the complicated chain of events that must take place between the birth of an idea and the realization of a usable piece of equipment.

Although the book deals chiefly with devices developed for the R.A.F., naval personnel will meet familiar equipment, only under different names. G.E.E. equipment is a case in point; it was known in the fleet as Q/H. The author is careful not to leave the impression that T.R.E. was the only establishment working in the field of Radar, and there is little danger that the reader who was associated with or has knowledge of the work done at other similar establishments will take the writer to task for stressing the importance of the achievements of T.R.E. This was his establishment, and he tells the story with modesty, humour and affection.

"One Story of Radar" is highly recommended reading.

B.E.M.

"NIPPERS"

Before the introduction of chain cable, ships rode at anchor to a cable of 12 to 14 inch manila rope. This was led aft from the hawse pipe along the main deck to a huge block (called the "voyal block") attached to the main mast, thence forward to the capstan. Although the capstan had pawls to stop it running backwards with the weight of the anchor and cable, there were no patent slips, as there are now, to hold it when the turns were taken off the capstan. The method employed was to nip it with strands of rope against the breechings and hauling-out tackles of the main deck guns. The cable would thus be held by the friction and grip of scores of strands hauled taut into the ring bolts at the order "NIP."

This duty was always performed by the Boys of the ship. Hence the Boys came to be called "Nippers" and young and agile folk, emulating the liveliness of boys, are called "nippy." This alertness being a characteristic of the female employees of Lyons restaurants in the U.K., they are known as "Nippies."—J. S. D.

COME WEST YOUNG MEN

(Continued from page 8)

"Antigonish," being more manoeuvrable and having heavier plating, was detailed instead to go to New Westminster as H.Q. ship.

Soon after 1300 the first wave sailed: the reliable C.N.A.V. Tug "Heatherton," Diving Tender No. 2, "Wildwood," "Antigonish" and "Laymore." The ships arrived at their destination that evening, and work began in earnest.

By 1100 the following day "Laymore" had arrived back at Esquimalt and no sooner had a second contingent of power boats and men been loaded than she set out again. In the meantime W/T was set up by Radio Vancouver, the navy station at Aldergrove, and naval craft established advance stations at Mission City and other key positions.

Back at Headquarters the Ops. Room was working at full swing. Extra officers were brought in to deal with demands for more men, boats and provisions. Much needed reports came in steadily from "Antigonish" and from "COMIOPFLOW" and endless calls were handled from volunteers with fishing boats, motor boats, and even canoes.

Before getting home, I went to see how Captain Davy, Commander "Jock" McGillivray and the dockyard workers were getting along with the L.C.A.'s. Soon after midnight the first one was ready, and by morning there were three. As soon as "Laymore" returned to harbour at 1130 Sunday they were loaded aboard, along with the men to man them.

This shuttle service continued well into the week, until all boats and landing craft had gone to the flood area. By June 5th we had 35 craft in operation, and "Laymore" travelled continually back and forth taking provisions and equipment.

Our next call was from the Army. On June 6 we transported Victoria's famous regiment, the 16th Scottish,

to the flood area, and then sailed from here to Nanaimo to collect more.

And here was another coincidence. We remembered that on such a night, four years ago to the day, the Navy had landed the 16th Scottish with the Allied troops on "Mike Red Beach" at Courseulles in Normandy.

Anyway, so it went on — more men, more provisions, more equipment. Before the floods had abated the organization was so smooth that the "rush" had died away. "Antigonish" returned to Esquimalt to carry on with R.C.N. (R) training, and "Rockcliffe" took her place. Yes, the West Coast is a great place, it is no more placid than the East Coast and activity here can be just as lively as anywhere else.

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OFFICERS AND MEN

(Continued from page 17)

FLY FROM ENGLAND

For College Courses . . .

Two Air Radio Mechanics, Richard L. Carr and William C. Klassen, were returned to Canada by air from the United Kingdom to enable them to attend universities under the new R.C.N. plan to qualify men educationally for commissioned rank. Taking training courses in England at the time of their selection under the new scheme, the two men were flown home in time to enroll in universities of their choice for courses in Electrical Engineering. Carr will attend university of New Brunswick and Klassen the University of Saskatchewan.

COMMANDER HILL TAKES OVER

New C.O. of "Cataraqui" . . .

Acting Commander Henry K. Hill, R.C.N. (R), has taken over command of H.M.C.S. "Cataraqui", naval division at Kingston, Ontario.

Commander Hill, a well known amateur yachtsman, went on active service with the R.C.N.V.R. during

the early stages of the Second World War. He served with the Royal Navy on loan and was in command of a trawler engaged in extremely hazardous duties in the Mediterranean.

He later was appointed in command of H.M.C.S. "Calgary" and was in her when the corvette shared a U-boat "kill" with H.M.S. "Nene" and H.M.C.S. "Snowberry". (See "Looking Astern").

From "Calgary", Commander Hill went to H.M.C.S. "Toronto", which he commissioned at Quebec City in the spring of 1944.

★ ★ ★

LOOKING ASTERN

(Continued from page 21)

The escort of this particular convoy had been having a hectic time of it. Both U-boats and long-range aircraft had subjected the convoy to a series of attacks. The submarines failed to penetrate the screen but the aircraft managed to score two hits on merchant ships with glider bombs. One ship was lost, the other succeeded in making port.

Nineteen Launchings

Sixteen ships — one destroyer ("Chaudiere"), four frigates, one Algerine, four corvettes and six Motor Launches — were commissioned by the R.C.N. during the month. There were 19 launchings — eight frigates, one Algerine, three corvettes, one wooden minesweeper and four M.L.'s.

There were several accidents. A merchant vessel was damaged by fire at Halifax. One of the trucks supporting H.M.C.S. "Nanaimo" on the marine railway at Lunenburg was derailed. H.M.C.S. "Cape Breton" and H.M.C.S. "Halifax" were involved in separate collisions.

Navy up to 78,682

On December 2, the total strength of the Royal Canadian Navy was 78,682. A breakdown shows 4,156 were R.C.N., 5,815 were R.C.N.R. and 64,288 were R.C.N.V.R., while the W.R.C.N.S. totalled 4,423.

*If you've seen Cape Flattery flashing,
If you've heard the Race Rocks bawl,
If you've glimpsed the short swell smashing
Sambro Lightship through a squall,
If you've stirred to fishes fighting
Where Bermuda's sea turns blue
You're the man for whom we're writing ---
Yes, this magazine's for you.*

*If you've heard arresters screaming
As the Furies pancake in,
Seen a Tribal's bow-wave creaming,
Pulled a whaler to a win,
If you've felt a turret fighting
As a single-hearted crew,
You're the man for whom we're writing ---
Yes, this magazine's for you.*

*If you've heard the beefers natter
And the brainy lads give tongue
When the messdeck stops to chatter
Just before the micks are slung,
If you've done your own reciting
Of what Naval Board should do,
You're the man for whom we're writing ---
Yes, this magazine's for you.*

*If you've learned and kept on learning
Since you joined the R.C.N.
That to keep the screws a'turning
It takes more than steel and men,
If you've felt a spirit biting
That no landsman ever knew,
You're the man for whom we're writing ---
Yes, this magazine's for you.*

F.B.W.

