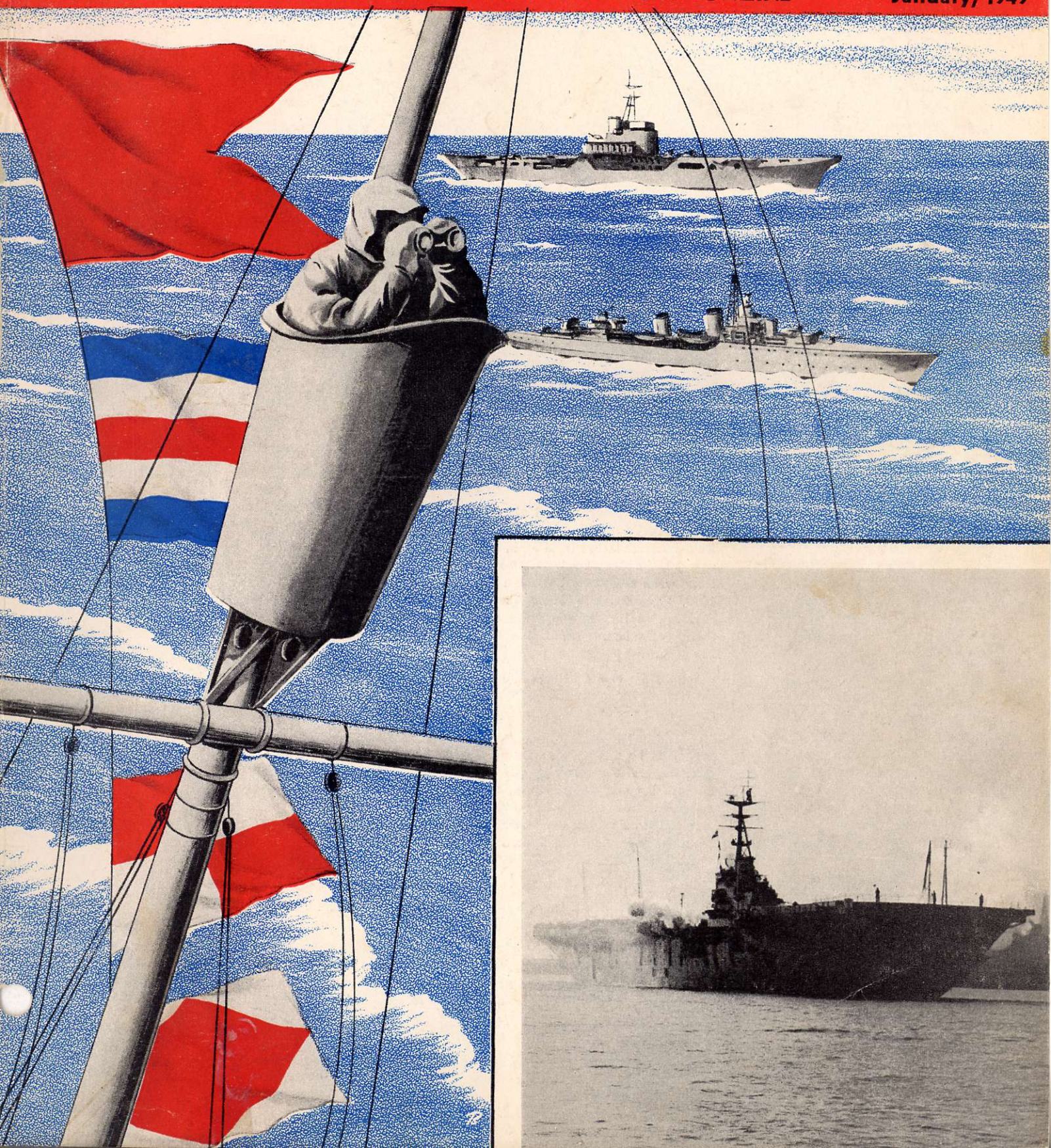


# *The* CROWSNEST

Vol. 1 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

January, 1949





# THE STRENGTH OF A CHAIN

by Engineer Rear-Admiral, G. L. Stephens, R.C.N. (Retired),  
President Canadian Naval Service Benevolent Trust Fund.

*From 1910 to 1948 is a short time in the history of a nation but it is a long time in the life of an individual and in the history of the Royal Canadian Navy. It has been my honour to have been connected with the Canadian Navy for that period, and from that lifetime association I feel privileged to recall its development, the changes that have taken place and its achievements through these years.*

*What a change in the types of ships—from the old "Rainbow" and "Niobe" to the "Magnificent" and "Ontario", the destroyers, and frigates! What development in equipment, what an increase in personnel, what changes in pay and allowances! In the early days there were no pensions, no transportation or travelling allowances of any kind for wives and dependents, no marriage allowance, no separated family allowance, no Canadian Naval Service Benevolent Trust Fund. What a record of achievement, sacrifice and devotion to duty throughout these years, particularly conspicuous during the Second World War!*

*I do not for one minute think there is no room for further development, improvement or change. I believe we are only at the real beginning of all these things.*

*Of one thing I am confident: that if the Royal Canadian Navy is ever again called upon to contribute its share in the defence of our country, it will again live up to the naval traditions of the centuries which were so enriched by our contemporaries in the last war. As a "has been" I am not one of those who thinks the Navy is going to the dogs because I have left it. On the contrary, as it is still my privilege to be in constant contact with the Navy, I am in a position to see for myself that such is not the case and I am thrilled with what I see. I am sure that the same devotion to duty and service exists among present personnel and that they are as fully competent as, if not*



**Engineer Rear Admiral George L. Stephens, C.B., C.B.E., R.C.N. Retired,** was born in Plympton, England. He started training in naval engineering at the age of 13 in H.M. Dockyard, Devonport, and eight years later, when the Royal Canadian Navy was established in 1910, he enlisted in the R.C.N. as an Engine Room Artificer. In 1912 he was promoted to warrant rank and three years later received a commission as Engineer Lieutenant.

During his career he served in a number of ships of the Royal Navy and Royal Canadian Navy and held responsible positions in the dockyards on both coasts and at Naval Headquarters.

In 1941 he was appointed Engineer-in-Chief, at Headquarters, and the following year became Chief of Naval Engineering and Construction, a post he held until his retirement from the service in September, 1946. He was promoted to Engineer Rear-Admiral in January, 1943. He is presently serving as a Special Advisor to the Minister of National Defence.

*more so than, the "has beens" to go on developing and building a Service second to none.*

*From my experience there is no organization or service that illustrates more clearly the old adage that "the strength of a chain is that of its weakest link". I do not know of any other organization in which there is such dependence on every single individual for the efficiency and safety of that organization as there is in a ship, and what is true about the personnel is true of all branches and services on which the Navy depends and functions.*

*The more I have to do with it the more fully I realize the value and necessity for the Canadian Naval Service Benevolent Trust Fund as one of those services essential for the social and moral welfare of the Service and as an important link in the Naval chain. The introduction of pension, marriage and separated family allowances in the Service and the improvements in social legislation are slowly but surely providing for the ordinary expenses of living and the necessities of old age, but neither the Service nor the State provides or will provide for many years to come, if ever, against the abnormal misfortunes of life. It is for this latter purpose the Canadian Naval Service Benevolent Trust Fund exists.*

*An appeal has just been made for greater financial support to the Canadian Naval Service Benevolent Trust Fund from Service (both permanent and reserve) personnel. We who are at present responsible for the administration of the Fund firmly believe that we should have your support. We do not look upon this Fund as a charitable organization but regard the financial resources of the Fund as a means of relieving distress due to misfortune, and we therefore feel that we are quite reasonably justified in asking you who may be the beneficiaries of this assistance to support it. "He gives twice who gives quickly".*

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*Cover Photo* — A Royal Salute of 21 guns was fired on Monday morning, November 15, by H.M.C.S. "Magnificent" in honour of the birth of a son to Princess Elizabeth. The carrier boomed out her salute in Halifax harbour, while on her way seaward for a week of exercises. The occasion was marked also by the hoisting of masthead flags by ships and establishments and a general signal from the Chief of Naval Staff to the fleet to "splice the main brace."

This is the first issue of the CROWSNEST magazine for 1949. The venture is only three months old. Whatever success the magazine has so far achieved can be attributed chiefly to the interest taken in it by officers and men who have contributed in one way or another to its pages. The future of the CROWSNEST must depend, more than anything else, upon the enlargement of the number of those voluntarily taking an active part in the work which gives it life.

There is no ship or establishment in the Navy which is not of interest to the rest of the service: there is no ship or establishment in the Navy which can not have its place in the pages of the CROWSNEST. Indeed, it is the intention that every ship and establishment should be properly represented, if possible in every issue of the magazine, in the year ahead. In wishing its readers the best of everything for 1949 the editors of the CROWSNEST have nothing more to say on this page than what has been said before namely:—

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

**The Editors**

*Page one*



### ***New Escort Planned***

Construction of a new type of anti-submarine vessel designed specifically to deal with the "fast" submarine is to be undertaken in Canadian shipyards. This was announced in late November, concurrently with a statement that the manning ceiling for the R.C.N. had been substantially raised.

The type of ship that would be built and equipped as an answer to the problem presented by the high-speed submarine was decided upon only after exhaustive experiments with various types of craft and consideration of all related problems and factors.

The exact specifications of the ship have not been made known; nor, for obvious reasons, will they be. However, that it will be fast and manoeuvrable, and that it will be "stiff" with the latest A/S gear and weapons, can be taken for granted.

### ***"Cornwallis" to Re-open***

The training establishment through which passed most of the 90,000 men who enlisted in the Royal Canadian Navy in the Second World War will be re-opened by the R.C.N. in May, 1949, as a New Entry training centre.

H.M.C.S. "Cornwallis", which had been declared surplus in January, 1946, was returned to the Navy last month. During the intervening period some of its buildings had been used as a hospital by the D.V.A., while the remainder had been in the hands of War Assets Corporation.

The principal purpose in re-opening "Cornwallis" is to provide a centre which will be devoted entirely to new entry training. H.M.C.S. "Naden", which is essentially a barracks and includes schools for advanced specialist training, did not answer all the requirements in this respect and it

was felt that a completely separate establishment was necessary to carry out the all-important new entry training program.

The facilities at "Cornwallis" will permit greater emphasis to be placed on physical training and sports and it is anticipated that these will figure more prominently than ever in the new entry training syllabus.

Only those buildings at the base which are necessary for training requirements will be used by the Navy. New entry seamen will continue to receive their sea training in H.M.C.S. "Ontario," based at Esquimalt.

### ***H.M.C.S. "Shearwater"***

The Royal Canadian Naval Air Station at Dartmouth, N.S., was commissioned Wednesday, December 1, as H.M.C.S. "Shearwater", with Acting Captain A. B. Fraser-Harris, D.S.C. and Bar, in command.

The following message was dispatched from Naval Headquarters to the air station: "On the occasion of commissioning of the first R.C.N. Air

Station the Chief of Naval Staff and the Naval Board extend, on behalf of the Royal Canadian Navy, best wishes for a happy commission and continued progress in naval aviation."

The station's name is derived from that of a bird which spends long periods at sea and makes for land only at nesting time. The name has further significance to the R.C.N. in that a Royal Navy sloop of that name was based at Esquimalt prior to the First World War and was paid off at the West Coast port.

### ***Home for Christmas***

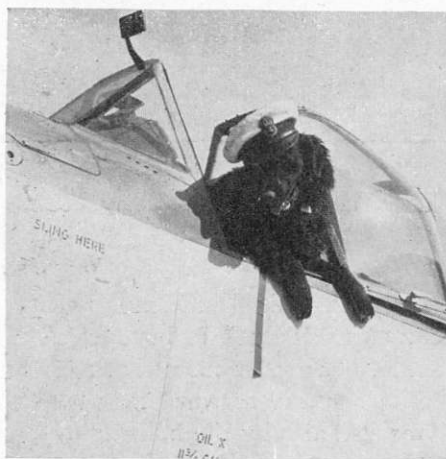
The approach of Christmas was the signal for a temporary slow-down in seagoing activity, several ships proceeding alongside to grant leave periods over the holiday season. These included H.M.C.S. "Magnificent," "Ontario," "Athabaskan," "Haida," "Crescent" and "Antigonish".

In mid-November "Magnificent," "Nootka," "Haida" and "Swansea," together with a squadron of Firefly aircraft from R.C.N.A.S. and three R.C.A.F. Lancasters from Greenwood, carried out a two-day exercise off Halifax with eight modern-type U.S. submarines. The submarines were on their way back to their bases after participating in U.S. Atlantic Fleet manoeuvres off Newfoundland.

Following these exercises the four R.C.N. ships put in six days of strenuous sea training. Among the evolutions practised was the transfer of personnel at sea and among those who made the journey from one ship to another by jackstay method was Commodore G. R. Miles, Commanding Officer of the "Magnificent" and senior officer of the force.

### ***Senior Officers Meet***

The annual conference of senior officers of the R.C.N. was held at Naval Headquarters, Ottawa, No-



Chief Petty Officer "Newfie," R.C.N., mascot of the 18th Carrier Air group, looks out the side of the cockpit to make sure all is well. The dog accompanied the Group when it went by airlift to and from the Joint Air School at Rivers, Manitoba, last year.



November 30 to December 3. Those attending were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Rear-Admiral F. L. Houghton, Vice-Chief of the Naval Staff; Commodore R. I. Agnew, Senior Canadian Naval Liaison Officer, London; Commodore G. R. Miles, Commanding Officer of H.M.C.S. "Magnificent" and Senior Canadian Officer Afloat; Commodore W. B. Creery, Chief of Naval Personnel; Commodore V. S. Godfrey, Naval Member of the Canadian Joint Staff, Washington; Commodore H. N. Lay, Assistant Chief of Naval Staff, and Commodore (E) J. G. Knowlton, Chief of Naval Technical Services.

### **New Rig**

Men of the supply and secretariat and artificer and artisan branches who formerly wore the Class III uniform, came out in a new rig on January 1. As announced earlier, the seaman's uniform became on that date the universal dress throughout the service for all men below the rank of confirmed petty officer.

### **U.S. Ships Visit Canada**

Ships from a United States Amphibious Force visited six ports on Canada's east coast during November. The carrier, U.S.S. "Palau," led a group of six into Halifax; nine others visited Sydney; five called at Charlottetown, four at North Sydney, two each at Bridgewater and Liverpool and one at Lunenburg. The ships represented practically all the types that go into the make-up of an amphibious force and its fleet train.

Earlier in the month the U.S. submarine "Baya" visited Esquimalt and was opened for public inspection on two successive days.

### **Divers Give Display**

One of the most popular exhibits at the Halifax Marine and Industrial Exhibition during Port of Halifax Week was that of the Royal Canadian Navy. The Navy set up a large tank in which divers from H.M.C. Dockyard demonstrated their equipment and duties. The original and interesting exhibit attracted large crowds of spectators, few of whom had ever seen divers in action before.

## **"GAD, SIR"**

Victoria City — "that little bit of old England" — has had something new added. Sturdy brogues, ancient tweeds and old flannel bags are passé these days. If you don't sport aloha shirts, grass skirts, leis and maybe a tablespoon of poi, you're simply not in the swim.

The blame for this amazing metamorphosis lies (or leis) directly on the shoulders of men of the R.C.N. who made the training cruise to Pearl Harbor in the Hawaiian Islands.

When the five ships of the squadron thrust their noses around the corner of Race Rocks, sniffing the aroma of crumpets and tea drifting seaward, strains of the Hawaiian War Chant were still echoing through the mess decks. The ships moved in on Victoria, the stamp of Oahu and Hawaii with them. The R.C.N. band on "Ontario's" quarterdeck struck up "Song of the Islands" as she came alongside . . . There was no doubt about it — Kealahou Bay, Pearl Harbor, Honolulu, Hilo, the Pali, Don the Beachcomber, and the Pago Pago had arrived.

Long used to returning naval ships, Victoria collectively gasped at this uniformed hula. Distinguished old Colonels (God bless them!) hurriedly sought sanctuary in their favourite clubs. Dear old ladies prepared to defend themselves with umbrellas, and many an old school tie turned pale. It was reliably reported that Queen Victoria, standing in regal sturdiness on the grounds of the Parliament Buildings, frowned, and a voice was heard to say: "We are not amused."

Victoria City gasped, yes . . . but she stood the shock; and if this story had a point (which it hasn't) it could well be . . . Let us go back to Hawaii sometime for another training cruise.

### **"MAGNIFICENT" CADET CORPS**

The newly-formed "Magnificent" Sea Cadet Corps, at Dartmouth, N.S., got off to a start in keeping with its name. More than 100 boys showed up for the first drill night and 134 on the second.



During a November visit to Halifax, the Prime Minister, the Right Honourable Louis St. Laurent, visited naval establishments and, at R.C.N. Barracks, inspected a naval guard of honour. It was the Prime Minister's first visit to Halifax since assuming office.



# The Bulletin Board

## Railway Transportation

Rising costs of transportation, among other items throughout the country, have resulted in the Department paying more for railway fares, approval having been given for an increase in first class rates from  $2\frac{1}{2}$  to 3 cents per mile, and in second class rates, from  $1\frac{2}{3}$  to  $2\frac{1}{6}$  cents per mile. An increase in the value of meal tickets to cover recent price increases in meals served in railway dining cars and on coast steamships has been authorized.

## Educational Requirements

Educational requirements for advancement, which have varied over the past three years due to the changing requirements of the Service, are now consolidated in a new Naval General Order. If in doubt about your educational qualifications, the information contained in this order will be of assistance to you. (N.G.O. Appendix X/1).

## Naval Air Station

The Royal Canadian Naval Air Station, Dartmouth, Nova Scotia, is now commissioned as an independent command, and known as H.M.C.S. "SHEARWATER". Correspondence, however, should continue to be addressed to "....., R.C.N. Air Station, Dartmouth, N.S."

## Retention of Regulation Kit

Certain articles of regulation kit may now be retained by a man of the R.C.N. (R) on his discharge from the Reserve or transfer to the Emergency List, instead of surrendering his entire kit, as was formerly the practice. Detailed information in this regard may be obtained by those concerned in their ships or establishments.

## Ordnance Officers

Regulations recently established provide for the promotion of Ordnance officers under conditions and requirements similar to those existing for officers of other branches.

## Federal Elections

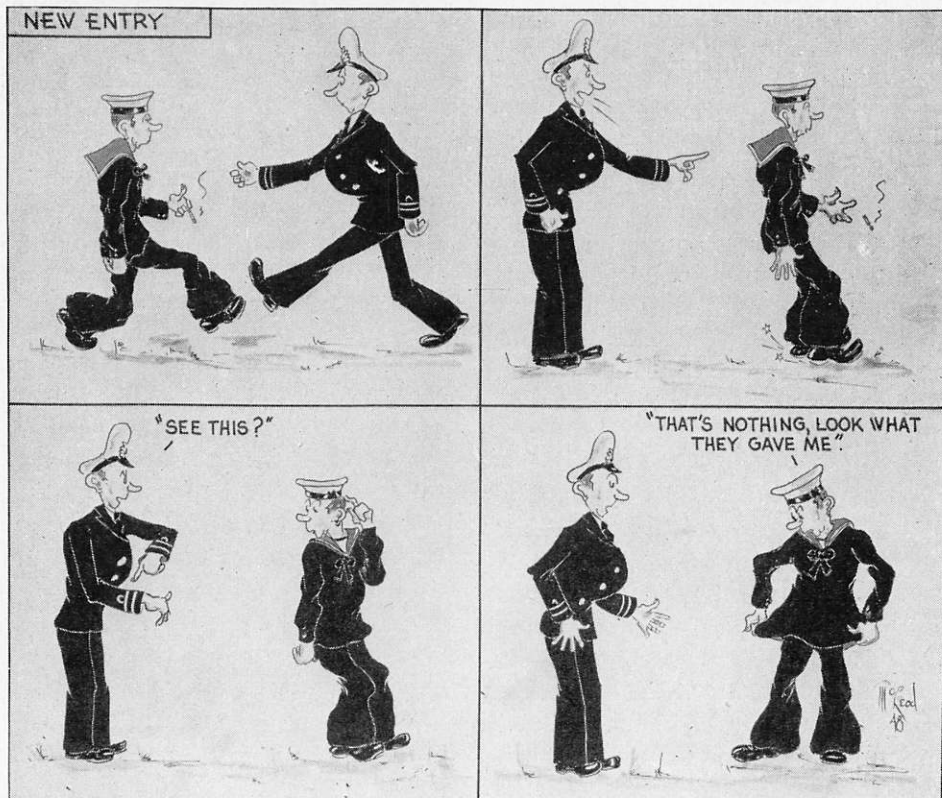
A recent amendment to the Dominion Elections Act provides regulations for the taking of votes of members of the permanent Armed Forces of Canada at federal elections and attribution of votes to the electoral district in which the voter's place of ordinary residence is situated. This procedure necessitates the rendering of a Statement of Ordinary Residence to Naval Headquarters by every person who was a member of the R.C.N. on 1st August, 1948, and detailed instructions in this regard are in course of issue.

## Warrant Officers

Following the recent incorporation of the ranks of Gunner (T) and Boatswain (A/S) into the rank of Gunner (TAS), a new rank has been instituted, that of Boatswain (Plotting and Radar) to provide an avenue of promotion to Warrant rank for men who specialize in that field. These officers will be known as Boatswains (PR).

## Messing, Cabins and Canteens

K.R.C.N. Chapter 46, which provides regulations and instructions regarding messing for officers and men, the allocation of officers' cabins and the operation and administration of canteens and Ship's Funds in ships and fleet establishments, has received final approval and will be promulgated shortly.





## FIRST MARRIED QUARTERS PROJECT COMPLETED

A naval housing project which was launched a year ago at North Dartmouth, N.S., is now completed and the 90 apartments contained in it have been allocated to married men of the R.C.N. serving in the Atlantic Command.

In addition to the naval married quarters at North Dartmouth, a second project comprising 100 houses is well underway at the Naval Air Station at Eastern Passage. Approximately 10 of these houses will be ready for occupancy within the next few weeks.

The North Dartmouth married quarters are located at Tuft's Cove, near the Naval Armament Depot. They consist of six building blocks, each of which contains six three-room apartments and nine four-room apartments. Each apartment is equipped with refrigerator and electric stove.

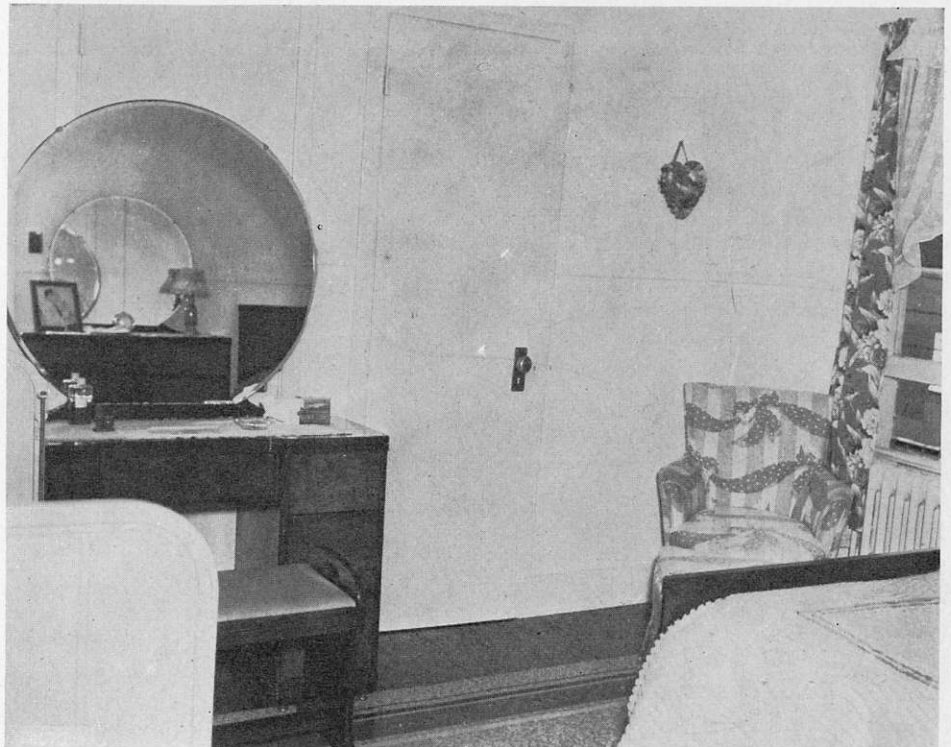
All applications for the apartments were reviewed and rated as to their priority by a committee on which sat a representative from each ship and establishment on the East Coast. In rating the applications the committee took into consideration such factors as length of service, existing housing accommodation and size of family. Prior to the committee reviewing applications, divisional officers interviewed men who had applied from their division and in some cases investigated claims of inadequate housing.

Some 37 of the apartments were allocated to chief petty officers and petty officers while others were assigned to leading rates and below. Men occupying the married quarters are serving either at R.C.N. Barracks in Halifax or in one of the following ships: "Magnificent," "Nootka," "Haida," "New Liskeard," "St. Stephen," "Portage," "Iroquois" and "Swansea."

The majority of those occupying the new apartments previously lived in quarters where as many as five and six families shared the same bath-

room and kitchen facilities. There were many compassionate cases where serious ill health had resulted from inadequate housing conditions. Others had been separated from their families because they were unable to find as

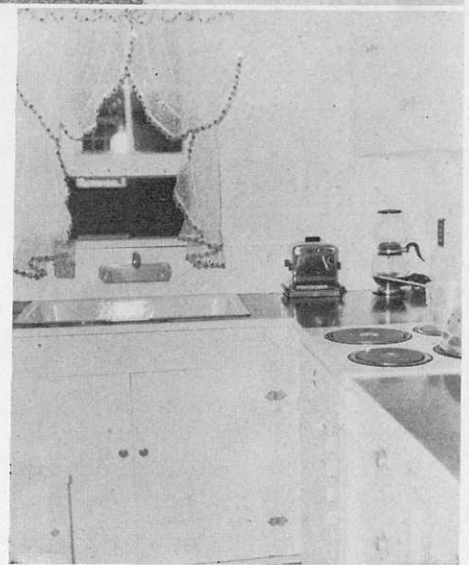
family due to lack of housing. Applicants for these houses must be stationed at the air base, be serving in the aircraft carrier H.M.C.S. "Magnificent," or be attached to one of the two carrier air groups.



much as a room in the crowded port.

In the new apartments the naval men are finding life much more amenable. Their housing problems of the past no longer exist. The problem of transportation back and forth across Halifax harbour has also been taken care of by the Navy. Harbour craft carry out regular daily schedules enabling the men to get to their work in time and home again in the evening.

The houses under construction at the naval air station are all two storey six-room houses. Allocation of these houses will be worked out on a basis of points for priority. Four points will be given for each year of service, 10 points for each child and a maximum of 12 points for either inadequate housing or separation from



The top photo shows a section of a typical bedroom in one of the apartments in the North Dartmouth naval married quarters. At the bottom is a portion of the kitchen in the same apartment.



## HUNTING THE "BISMARCK"

*(On May 22, 1941, an aircraft normally used for target towing on the Royal Naval Air Station, H.M.S. "Sparrowhawk", was pressed into service for a reconnaissance flight — and thereby won for herself a place of distinction in the annals of naval aviation.*

*From this plane sparked a signal which touched off one of the most dramatic episodes of the war — the pursuit and eventual destruction of the German battleship "Bismarck".*

*The story of the chase and sinking has been told many times. Little known, however, is the story of how the Royal Navy found out that the "Bismarck" had put to sea. It is told here by Captain (O) G. A. Rotherham, D.S.O., R.N., who was captain of the aircraft. Captain Rotherham served with the R.C.N. on loan from June, 1946, until December, 1948, when he proceeded on retirement leave. Since January, 1947, he had served as Director of Naval Aviation.)*

During April and May, 1941, there was great concern in the Admiralty over the movements of the "Bismarck". This battleship, the most powerful then afloat, was known to be completed and doing her final trials and it was anticipated that a break out into the Atlantic might be attempted. On May 21 she was sighted at anchor in a Norwegian fiord about five miles south of Bergen by the R.A.F. and this aircraft brought back most excellent photographs which allowed her exact position to be plotted. There were several auxiliary ships with her, and the "Prince Eugen," a cruiser, was anchored in a bay not far off.

Ever since the days of the invasion of Norway the Royal Naval Air Station at Hatston, in the Shetlands, had served as a stepping off ground for Naval dive bombers which harassed the Norwegian coast, and this tradition was not forgotten, though the bombers had carried out their last raid some months before.

There was at Hatston a torpedo squadron of Fairey Albacores which had just finished working up and it was decided that these should attack the "Bismarck" the next night, if she was still there. A night attack, however, needs very careful planning and it was decided that a further reconnaissance was necessary to get last minute information as to her exact berth, in case she had moved to confuse a possible attack, and to establish the exact position of any

vessels in her immediate vicinity. The original photograph had shown empty gun positions on the cliffs and we also wanted to know if they had been filled. It was known, too, that the Commander-in-Chief of the Home Fleet was worried that no further reconnaissance aircraft had got through, owing to bad weather.

The only aircraft available and suitable for this day reconnaissance over a notoriously dangerous coast was a Glen Martin Maryland, which was attached to the Target Towing Unit at Hatston and was used for high flying height finding runs. It was therefore decided to send this aircraft. The next problem was the selection of the crew.

Naming the pilot was easy, as the squadron commander of the target towing flight, a R.N.V.R. lieutenant-commander of some 40 summers, announced that he was going; two young Leading Naval Airmen volunteered as wireless operator and air gunner, and the executive officer of the station, a commander (O) who was the only remaining experienced observer on the station, completed the crew as captain of the aircraft.

The flight was carefully planned. The R.A.F. Coastal Command headquarters was rung up and consulted; they advised that the approach to the coast should be made very low so that as little warning as possible should be given, and that the stay should be as brief as possible, owing to there being a fighter field just north of Bergen. They also advised that no radio should be used until the aircraft was some 50 miles out to sea again, owing to the danger of enemy D/F.

This suited the crew as the aircraft was bereft of navigational aids, save the compasses, and it had been decided to cross the North Sea at low altitude, navigation being done by the observer estimating the direction and force of the wind from the state of the sea. This method had often been

practised in the past when the somewhat primitive windfinding instruments carried by early F.A.A. aircraft had failed.

It was decided that to shorten the sea passage to a minimum the aircraft should fly north to Fair Isle, between the Orkney and Shetland Isles, then strike east across the North Sea, flying at about 500 feet. Realizing that the chances of accurate navigation were doubtful, a point about 25 miles south of Bergen and some 200 miles from Fair Isle was aimed at. There was an island off the coast at this point which was well known to Hatston, and though reported to be a strong gun position it could readily be recognized, as the Hatston operations room was in possession of an excellent photograph of it taken on a previous raid.

An attempt to borrow the photograph failed, despite a promise to return it, as the operations officer gently explained that it was a valuable picture and he was not convinced that he would get it back.

The flight took off in good weather at about two o'clock in the afternoon and for some time all was well. Fair Isle was left astern and with a wind of some 15 knots it looked as though a good passage might be made. Soon, however, the weather got worse. Rainclouds appeared ahead and came lower and lower until the aircraft was flying just above the waves. Although the sea was becoming rough an attempt was made to continue at this level so that wind estimations could be made, but after a short time the pilot was forced to appeal, and reluctantly the observer gave permission for the aircraft to go up through the clouds to find clear sky above. By this time the wind had increased to about 35 knots.

They came out of the clouds at about 3,000 feet and into beautiful weather, but this was by no means reassuring. In this type of weather a change of wind might be expected at



any time and this could not be detected if the sea could not be seen. Also, there could be no guarantee that the wind at 3,000 feet was the same as that on the surface. With luck, however, and an adjustment for height, all would be well. But there was one other worry. They were already more than half way across and an approach to the coast at this height rendered them liable to location by radar while still well out from the shore.

After about 20 minutes the observer called for an attempt to get below the clouds and without comment the nose dipped and the pilot dived into the turbulence below. They were a long time in cloud and the altimeter was alarmingly low before they broke through low over the sea. It was no place to stay and after a quick wind estimation they went up again into the clear. All this time the most careful course was being steered and the least deviation called for comment from the navigator.

Soon after, in the hope that the weather had improved, another attempt was made, but this time only the observer, in the glass nose of the aircraft, saw the sea. A shout down the intercom was enough and up they went again; that had been too close for comfort. All that had been gained was the obvious fact that the wind was still some 35 knots; no estimation of its direction had been made.

The situation was becoming acute. They had to get down within the next ten minutes or so, as then they would be only some 20 miles off shore. Navigation could not be guaranteed and they might well break cloud into the steep cliffs of Norway. Fortune, however, at last rewarded their perseverance, and no great risks had to be taken, as the clouds below thinned and the sea could be seen. (They were the only aircraft to get through.)

This time there was no careful descent and very soon they were back at about 100 feet, only this time in clear weather. A few minutes later land was sighted and, to the observer's great joy and gratification, he recognized right ahead the island for which he was making, and he was only about

two minutes off schedule — the happy result of years of navigational experience at sea, excellent course and speed keeping by the pilot, and a considerable portion of good luck.

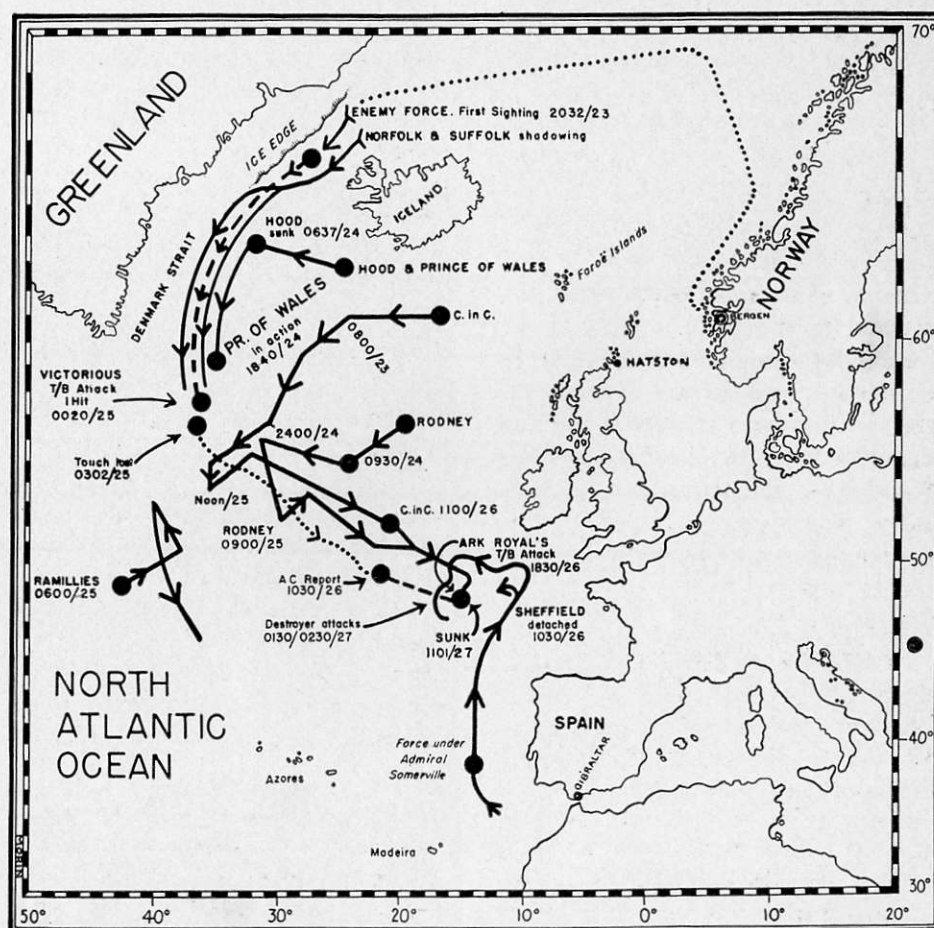
A detour was made to avoid the island and then the Norwegian fiords were entered and the aircraft climbed to some 2,000 feet, just below the clouds so that refuge could be taken in their now friendly depths should enemy fighters appear. They struck north toward Bergen, searching the fiords, and circling again before Bergen was reached. Each possible anchorage was searched, including the places where both warships had been lying. All were empty.

It was at about this time that the aircraft intercommunication set broke down and the crew could not talk to each other by the normal means. The observer had a press button indicator which showed in the pilot's cockpit

which way to turn, and there was a hole in the pilot's instrument panel through which notes could be passed. There was also, fortunately, an auxiliary voice-pipe, fitted by Hatston, between the pilot and the wireless operator which was to prove invaluable.

There was one more possibility — Bergen itself. (An anchorage to the north was not likely, which was fortunate, as that way led to the fighter airfield.) Course was therefore set for Bergen, direction being given to the pilot by the turn indicator fitted between observer and pilot, and it was hoped that the Maryland, being new to Norway, might be mistaken for a JU88. They had already passed quite close to one battery without being molested and they hoped that this good fortune might continue.

This, however, was not to be and as they came over the harbour the



The "cruise of the 'Bismarck,'" from the time the German battleship left the shelter of a Norwegian fiord until she was sunk by British forces while fleeing for Brest, is depicted above. The naval air station at Hatston, in the Shetland Isles, is the place from which was flown the aircraft that discovered, and reported, that the "Bismarck" had broken out into the Atlantic.

guns opened up. There were a lot of guns and a patrol vessel joined the chorus. The aircraft being at low altitude, the short range weapons constituted the greatest danger, and so the observer sang out, "Go up!", into the dead intercom, hoping to gain the shelter of the clouds just above. However, the pilot, who could not hear, opened up his engines, put the the nose down and they shot across Bergen harbour doing some 300 miles an hour with angry little red bullets flashing past, of which the observer had an excellent view from his vantage point in the nose of the aircraft.

However, a better view of the harbour could not have been obtained and there could be no doubt that the "Bismarck" was not there, which perhaps was just as well or her guns would have chimed in, too. During their swift passage the observer glanced up at those friendly clouds, only to observe the pattern of shells bursting just below the cloud base. It looked as though the Germans had anticipated that an aircraft in their position would climb for cover and had set their shells to burst at cloud base. Perhaps a dive at high speed was, after all, the best way out. Anyway, they were not doing so badly.

One or two bursts rocked the aircraft and the observer glanced back at the pilot through a hole in the instrument panel to see if he was alright. It was surprising how calm his face appeared as he looked over the side, estimating his height.

There was a chatter of fire from the bottom gun in the aircraft as one of the airmen got a bit of his own back as they swept low over the seaward side of the land locked harbour; later he claimed to have scattered a gun post. Soon they were clear of the guns, and very soon after were clear of the land, the bearer of priceless information.

A quick decision had to be made — should they try going north? The observer decided against it. There was great risk of meeting fighters after the commotion they had raised over Bergen and he considered his information too valuable to risk. However,

he did decide that it should be transmitted as soon as possible in case any fighters did appear.

After setting course for the Shetlands, where they were to meet the torpedo squadron, the observer scribbled out his message: "Battleship and Cruiser have left" — so worded that no recipient could mistake his meaning — and passed it back to his pilot through the hole in the instrument panel. The message was then passed by voice pipe to the air gunner who encoded it and called the shore radio station on its operational frequency. He could get no reply. Realizing that he might not be properly tuned, as he had never worked this frequency before, he shifted to the Hatston target towing wave and tried again. This time he had success and, to Hatston's surprise, they received, in the middle of an exercise, an enemy report. Without delay the fleet flagship was called by telephone and the vital news passed. The fleet, which was already at short notice for steam, prepared for sea.

Flying over the bad weather this time, they made for the Shetlands and landed at Sumburgh Head. Soon after, the observer was called to the telephone. It was the Chief of Staff to C.-in-C. Home Fleet. He wanted to hear exactly what had been done and then closed with the words, "Thank you very much, I must ring off now, we are about to slip".

The result is well known. The Commander-in-Chief in the "King George V", with the "Victorious" and other units, was just in time to overtake and sink the "Bismarck" and avenge the loss of the "Hood".

As an old captain of his said to the observer later on: "You know, you probably made the most important negative report that has ever been sent."

*(Editor's Note: For the skill and initiative shown by him in carrying out this valuable reconnaissance, Captain (then Commander) Rotherham was awarded the Distinguished Service Order. The pilot of the aircraft, Lieut.-Cdr. (A) N. E. Goddard, R.N.V.R., received the Distinguished Service Cross, and Leading Airman J. W. Armstrong the Distinguished Service Medal.)*



Wearing their new Canadian Service Cadet uniforms on parade for the first time, cadets at the Canadian Services College, H.M.C.S. "Royal Roads," are inspected by Captain H. S. Rayner, D.S.C. and Bar, R.C.N., Commandant of the college.



# 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. Invitations to ships or 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.)*

Since he was a young ordinary seaman walking aimlessly down Lake Road in Portsmouth, England, and sporting his first brand-new tattoo to show his shipmates in the newly commissioned H. M. C. S. "Assiniboine," "Ontario's" Man of the Month has had a varied and colourful career.

Petty Officer Harvey William O'Reilly — Irishman, gunner, sailor and at present instructor for ordinary seamen such as he himself was in that distant year — is an obvious choice for this distinction.

After working at various jobs in and around Ottawa and doing a three-year stint in the Reserve Army, O'Reilly betook himself to Halifax in April, 1939, signed five copies of C.N.S. Form No. 55 on the dotted line, and found himself kitted up as an Ordinary Seaman. After completing his new entry training in "Stadacona" and H.M.C.S. "Venture," Canada's sail training ship, O'Reilly embarked for the United Kingdom, his first tattoo, and the "Assiniboine."

After ten months with "The Bones," O'Reilly left for a job with D.E.M.S.

He was put in charge of the guns fitted aboard the Norwegian Motor Tanker "Polykarp," which was running high test aviation spirit between the United States and Gibraltar. Another short job with D.E.M.S. and O'Reilly went to the mecca of gunnery, Whale Island, where he was to qualify A.A. 3 with honours. Leaving those hallowed halls with a brand new non-sub badge on his right arm, he slung his hammock in H.M.C.S.

"Niagara" for six months, participating in that ship's escorting of an enemy U-boat, captured by the R.A.F., to Iceland.

After a short time ashore, he returned to sea in the "Saguenay." He had not been in her long when the ship was rammed by a 10,000-ton merchantman, with the net loss of the stern of the ship and, temporarily, O'Reilly's good humour.



PO HARVEY W. O'REILLY

A quick run through "Stadacona" and "Niobe" brought O'Reilly back to sea once more, this time in the "Saskatchewan," engaged in Operation "Tunnel" — operations against lightly protected enemy convoys in the English Channel between the Sept Isles and Brest. D-Day found O'Reilly in the "Saskatchewan" off the shores of France, supporting the landings on the beaches.

Back to Whale Island for an A.A. 2 course, (as a Leading Seaman passed for P.O.), thence to Belfast in early 1945 to join H.M.C.S. "Ontario," then completing at Messrs. Harland and Wolff.

O'Reilly went with the "Ontario" to Gibraltar, Alexandria, Suez, Port Said, Aden, Trincomalee, Singapore

and Hong Kong. It was at Hong Kong (which port, incidentally, he rates above all others) that O'Reilly went ashore as a security policeman following the Japanese surrender. Sailing from there, the "Big 'O'" and O'Reilly touched at Manila and Pearl Harbor, then headed for Esquimalt.

A year at "Naden" and the training establishment at Comox, B.C., occupied O'Reilly's time until, in the spring of 1947, a draft chit bearing his name rolled out of Sub-Depot and sent him back to the "Ontario."

On May 1, 1948, he was rated acting petty officer and immediately shifted to the gunnery staff as PO in charge of the close range weapons of the cruiser. With the establishment of the summer training programme, PO O'Reilly moved to the staff of the Training Commander, taking under his charge some 150 U.N.T.D.'s, Reserves and New Entry seamen during the course of the summer and early fall.

He thinks that the Navy of today is soft compared with the days when he was an ordinary seaman. "Used to get up at 0500 and pull a whaler five miles before breakfast in my day," he says.

O'Reilly looks like one of the fighting Irish of Notre Dame — square, stocky, with a dominant chin and the easy smile of the Son of Erin.

From the apprehensive boy who arrived at Halifax in 1939, to the petty officer and man of today, O'Reilly's record bears witness to the opportunities and results that a service such as ours can and does provide for those willing to partake of its benefits.

# Officers and Men

## COMPLETE COURSES

The first naval air mechanics to receive their training in Canada recently completed a seven-month course at the School of Naval Aircraft Maintenance, H.M.C.S. "Shearwater," Dartmouth, N.S.

Among those graduating were Air Mechanics (Airframes) Allan Darwin, Everett Jenkins, George McKay, MacDonald Beath, Robert Sheppard, George Morton and Bernard Clermont; and Air Mechanics (Engines) Allan Reage, Thomas Williamson, William Atton, Clayton McCollm and Hugh Kelly.

The Gunnery Training Centre, H.M.C.S. "Naden," turned out another Radar Control III class late in November. Graduates were Ord. Sea. S. Bergson, AB S. Tomlinson, Ord. Sea. B. Crispin, Ord. Sea. T. Frankensfield, Ord. Sea. G. McKinstry, Ord. Sea. R. McManus and Ord. Sea. G. Brook.

Seven Royal Canadian Navy petty officers recently completed a four-month course for armourers at the Mechanical Training Establishment, R.C.N. Barracks, Halifax. They were: Acting Armourers 2/c W. Currie, D. Wilkinson, G. Kilgour, R. Bacon, C. Sansone, C. Brodie and D. Wiggins.

## RECEIVE DECORATIONS

Eleven members of the Royal Canadian Navy and R.C.N. (Reserve) were honoured at an investiture held November 12 at Government House, Halifax. Honourable J. A. D. McCurdy, Lieutenant Governor of Nova Scotia, officiated.

Commodore G. M. Hibbard, C.B.E. R.C.N. Ret'd., was invested with the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. The Insignia of Officer in the Order went to Com-

mander D. C. Wallace, O.B.E., D.S.C., R.D., R.C.N. (R), and Commander F. D. Campbell, O.B.E., R.C.N. (R).

Lieut. (E) H. J. Brewer, M.B.E., R.C.N. Ret'd; Wardmaster Lieut. J. Tunnacliffe, M.B.E., R.C.N. Ret'd, and Mr. C. P. Evans, Bos'n, R.C.N. (Temp), were awarded the Insignia of Members (Military Division) of the Most Excellent Order of the British Empire.

Lieut.-Cdr. R. M. Meredith, D.S.C., R.C.N. (R), received the Distinguished Service Cross, while the Royal Red Cross, Second Class, was awarded to Lieut.-Cdr. (NS) F. L. Rutledge, A.R.R.C., R.C.N.; Sub-Lieut. (NS) M. C. Reid, A.R.R.C., R.C.N., and Sub-Lieut. (NS) O. B. Cameron, A.R.R.C., R.C.N.

The Distinguished Service Medal was awarded to Petty Officer Air Mechanic (O) R. W. T. Hogg, D.S.M., R.C.N.



1928

1948

L.T. 1/c W. C. COOPER

After 20 years of service in the Royal Canadian Navy, Electrical Technician First Class William C. Cooper, of Ottawa and Victoria, has retired to pension. He joined the R.C.N. as an Ordinary Seaman in 1928 at H.M.C.S. "Naden," took early training in the United Kingdom with the Royal Navy and then returned to Canada to serve in the destroyers H.M.C.S. "Skeena" and "St. Laurent." He also served in the anti-aircraft cruiser "Prince Robert." CPO Cooper specialized in torpedo duties during his service and attained the rating of Torpedo Gunner's Mate. On the re-organization of the Torpedo Branch following World War II he transferred to the Electrical Branch and qualified as an Electrical Technician first class.

## UP THE LADDER

The following men have been advanced recently to higher ratings in the Royal Canadian Navy.

To Acting Leading Seaman—James D. Bell, 5929E; Douglas E. Townson, 3423E; Roy E. Fitchett, 4928E.

To Acting Leading Stoker Mechanic—William E. Bayers, 22370E.

To Leading Writer—Robert N. Clarke, 50217E; Hugh R. McDonald, 50523H.

To Leading Cook (S)—Earl A. Jackson, 5194E; George A. Edwards, 40734H; Robert W. Layfield, 50059H.

To Leading Stores Assistant—Robert D. Crockatt, 50450E; Lloyd A. Brimmicombe, 51122H; Donald S. Fox, 51592H; Orest P. R. Michalkow, 6386H.

To Leading Steward—Edward S. England, 50634E.

To Leading Air Mechanic (O)—John J. Coughlan, 50163H.

To Leading Air Mechanic (E)—Robert Spicer, 50173H; George A. S. Barnshaw, 50189H.

To Leading Air Mechanic (A)—Kenneth A. Johns, 50130H; Roy A. Budesheim, 5241E.

To Leading Bandsman—Robert W. MacKay, 50925E.

## PASS SELECTION BOARD

Fourteen men of the University Naval Training Division at H.M.C.S. "Unicorn," Saskatoon, have passed officers' selection boards and have attained the rank of Cadet R.C.N. (R).

The successful candidates, all second year men, are J. King, J. Murphy, R. Sparkes, W. Tomaszewski, E. Campbell, M. Chernesky, G. Perdicaris, B. Wolff, R. Bartlett, T. Dolphin, W. Sachko, R. Strathers, H. Carmichael and J. Feehan.



## Change in Command

Commander M. A. Medland, R.C.N. of Toronto, has been appointed Commanding Officer of the Tribal class destroyer, H.M.C.S. "Athabaskan," succeeding Commander J. S. Davis, R.C.N., of Oakville, Ontario.

Prior to his latest appointment, Commander Medland was Executive Officer of H.M.C.S. "Naden". He joined the R.C.N. as a Cadet in 1930 and shortly afterwards proceeded overseas for training with the Royal Navy. On his return to Canada he served in the destroyers "Saguenay," "Ottawa" and "Assiniboine," and later as Commanding Officer of H.M.C.S. "St. Croix."

Subsequent appointments included those as officer-in-charge of H.M.C. Gunnery School, H.M.C.S. "Stadacona," Executive Officer of H.M.C.S. "Cornwallis" when it was first established at Halifax, Director General of Naval Ordnance and Assistant Chief of Naval Personnel at Naval Headquarters.

Commander (P) J. C. Reed, D.S.C., R.C.N., of Aylmer, P.Q., succeeded Commander Medland as Executive Officer of R.C.N. Barracks, Esquimalt. Commander Reed formerly was Commander (Air) in H.M.C.S. "Magnificent."

## RESERVISTS ON CRUISE

Nine Reservists who were on board H.M.C.S. "Cayuga" during the recent cruise to Pearl Harbor have returned to their Divisions across Canada to spin tales of the Hawaiian Islands to their envious shipmates and friends.

The men, who gained valuable experience during the month-long cruise, are Ord. Sea. Alex Bajkov, AB James Munro, Stoker Mechanic Alvin Eckstein and AB Lewis Cousins, all of H.M.C.S. "Chippawa," Winnipeg; Ord. Sea. Arthur Howard and Leading Stoker Mechanic John Hlady, of H.M.C.S. "Discovery," Vancouver; ERA 1/c Gordon Meston and ERA 2/c Walter Chownyk, of H.M.C.S. "Hunter," Windsor, and Leading Telegraphist Clifford Humford, of H.M.C.S. "Nonsuch," Edmonton.

## Investiture Held

Six officers of the Royal Canadian Navy and R.C.N. (Reserve) were honoured at an investiture held on December 1 at Government House, Ottawa. His Excellency, the Governor General of Canada, Field Marshal the Viscount Alexander of Tunis, officiated.

Rear Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., Flag Officer Pacific Coast, received the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. Commodore V. S. Godfrey, O.B.E., R.C.N., and Cap-

tain (E) A. C. M. Davy, O.B.E., R.C.N., were invested with the Insignia of Officers (Military Division) of the Most Excellent Order of the British Empire. The Insignia of Members (Military Division) of the Most Excellent Order of the British Empire was awarded to Commander (E) J. B. Caldwell, M.B.E., R.C.N., and Lieut. (E) John W. Fisher, M.B.E., R.C.N. (R) (Ret'd).

Lieut. (Matron Dietitian) Helen E. Murphy, A.R.R.C., R.C.N. (Temp.) received the Royal Red Cross, Second Class.



Rear Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., R.C.N., Flag Officer Pacific Coast, is congratulated by Vice-Admiral H. T. W. Grant, C.B.E., D.S.O., R.C.N., Chief of the Naval Staff, after being invested with the Insignia of Commander (Military Division) of the Most Excellent Order of the British Empire. His Excellency the Governor General of Canada, Field Marshal the Viscount Alexander of Tunis, officiated at the investiture, held at Government House, Ottawa, on December 1.

## MARRIAGES AND BIRTHS

### Married —

Able Seaman Charles F. Alliston, of H.M.C.S. "Athabaskan", to Miss Shirely Levitt, of Montreal.

Able Seaman Raymond H. Ruddick, of H.M.C.S. "Athabaskan," to Miss Violet Bell, of Victoria.

### Born —

A son, to Ldg. Sea. and Mrs. Edward Alexander.

A son, to Petty Officer Stoker and Mrs. Norman Pletch.

A daughter, to Lieut. R. W. Timbrell, D.S.C., R.C.N., and Mrs. Timbrell.

A son, to Able Seaman and Mrs. Amos Taylor.

A son, to Ldg. Stoker and Mrs. Robert Jacobson.

A daughter, to Ldg. Stoker and Mrs. Cecil Gilette.

A daughter, to R.T. 3/c and Mrs. Gordon Boyles.

A daughter, to Ldg. Sea. and Mrs. E. Parham.



## PACIFIC COAST

### H.M.C.S. "Naden"

With the return of the ships from the Pearl Harbor cruise, drafts again became the order of the day. Among those who took up sea-going duties once more were A/Ldg. Sto. Mech. James C. Moreton, Master-at-Arms Ronald Crawford, RPO S.K. "Sally" Hensen, and ERA 1/C William Allan. All went to H.M.C.S. "Ontario."

Radio Electricians 3/C William Bates and John A. Knight have been drafted to Sumas W/T Station and Ord. Tel. Edward Allan and PO Stoker Ernest Johnson are now serving in H.M.C.S. "Stadacona."

A spell ashore and courses awaited the following when the task force returned: SBA Harry Clark, ex-"Ontario"; Steward Michael Rayko, ex-"Cayuga"; and Chief Yeoman of Signals Alfred Andres and Ord. Sea. Howard Wynn, both from "Ontario."

### H.M.C.S. "Cayuga"

The morning was half over when "Cayuga" steamed alongside H.M.C.S. "Ontario" to refuel. All necessary preparations ran smoothly, despite the slight swell. The fuel hose was brought aboard and connected. Then it happened. Both ships rose on a swell, and listed apart. This added strain proved too much for the hose, which parted at the connection aboard "Cayuga".

One can imagine what Lieutenant L. B. Jenson, first lieutenant of "Cayuga," was mumbling under his breath when he saw the oil pouring over the side. This wouldn't have been too bad, but the wind caught the stuff and whipped it all over the superstructure, adding a new tint to the ship's paintwork.

It was only a matter of seconds before the engine-room department, led by Mr. L. M. Evans, Commissioned Engineer, was at the scene of the mishap — and getting properly plastered with oil for its efforts. The chief stoker evidently wanting to get a better feel of the oil, lay down on his back while the fuel poured over him.

The fuel line was repaired in a matter of minutes and fueling continued without any more mishaps. Still, the ship was covered with oil from the starboard break right aft. The seamen weren't on exceptionally good terms with the engine room branch for the next few days. — L.A.O.

### H.M.C.S. "Antigonish"

Her current refit will afford engine room personnel of "Antigonish" with an opportunity to take a well-deserved rest. The tireless efforts of the engine-room staff on the recent cruise to Pearl Harbor won them the admiration of the entire ship's company. —A.K.



On his return to Esquimalt, B. C. with the five ship R.C.N. Task Force which carried out a month-long training cruise to Pearl Harbor, Hawaii, Petty Officer R. James, H.M.C.S. "Crescent" was met on the jetty by his wife and small son Rickey. Rickey apparently is not too pleased with the activities of the Naval photographer.

### T.A/S. Training Centre

The first T.D. 2 class to be conducted on the West Coast is now well under way. Its members are Petty Officer J. Cariou and Leading Seamen Donald Scott, Norman Jones, J. Buckland and George Casswell.

A five man T.D. 1 class is in the first stages of a 32-week course. Those taking the course are Petty Officers James A. Wilson, A. Tassell, Dennis Mann, Edgar Carter and D. J. Thomson. The latter part of the course will be conducted in H.M.C.S. "Stadacona" and will finish in June, 1949.

The Mine Disposal Staff from H.M.C.S. "Naden" scored again, when, after receiving reports of a floating mine at Goose Island, Mr. D. Rigg, Gunner, R.C.N., of Victoria, went to the scene in C.N.A.V. "Heather-ton" and disposed of the thirty-seventh mine on this coast.

### H.M.C.S. "Crescent"

One interesting phase of the Pearl Harbor cruise was our visit to Kealahkekua Bay and Hilo, both on the Island of Hawaii. At Kealahkekua Bay, where Captain James Cook was killed by natives on February 14, 1779, a Guard of Honour was landed and Chaplain Lea Gillard, (H.M.C.S. "Ontario") conducted a short memorial service. Lieutenant Commander J. A. Charles, R.C.N., "Crescent's" commanding officer, placed a wreath on behalf of the R.C.N.

During the 24 hour stay at Hilo there were more hula dancers and Hawaiian music, as well as arranged dances and tours. "Crescent's" men spread over half the island, and even Muana Kea, a large extinct volcano, did not escape their curious eyes.



### H.M.C.S. "Athabaskan"

A regular feature of an extended training cruise, such as the one to Pearl Harbor, is the exercise known as General Drill. Two of these were carried out, one on the outward voyage and one on the homeward passage to Esquimalt.

"Athabaskan" was most successful, winning the first and placing second in the latter of these competitions. During the first drill the forecandle party drew special praise from C.T.F. 213 when they rigged sheerlegs and hoisted a weight in the remarkable time of one minute.

Probably the happiest man in the ship following the return from Pearl Harbor was Leading Seaman Edward Alexander of Prince George, B.C. Beating the stork by a few days, he was home in time to pass out cigars for a 7 lb. 15 oz. boy.

On behalf of the officers and ship's company we send our best regards to Commander J. S. Davis and hope for his very speedy recovery.

### H.M.C.S. "Ontario"

Following the return of the cruiser from Pearl Harbor, the ship's company enjoyed well-earned leave and a number of men who had served upwards of two years at sea were drafted ashore. Among the latter group were ERA's 1/c Edward T. Grant, Stan Waddington, James A. Wood, Sidney Fullerton, Harvey Day and Robert Sumner; ERA's 2/c Robert Williams and Fred Cummings. All were drafted to H.M.C.S. "Naden," for duty with the reserve fleet.

## ATLANTIC COAST

### H.M.C.S. "Magnificent"

While the ship was at Charlottetown, P.E.I., during the fall cruise, the shore-going moods of the men on board were tempered by bad weather and the fact that because of her tonnage the "Magnificent" had to be anchored nine miles from the city. However, many of the men did get ashore to enjoy the hospitality of the

province. No efforts were spared to entertain us, among other things arranged being dances and free movies.

During our stay in Sydney we were fortunate to be alongside in a berthing spot which many will remember as Protector I, the original naval base in Sydney during the last war. The Navy League of Canada, and particularly the Ladies' Auxiliary, played an important role in entertaining the ship's company. Three dances were arranged at the Navy League Centre on George Street. A number of the men also were guests of the Navy League on a trip to Louisburg.

The ship was open one afternoon for visitors and some 3,500 people took the opportunity of visiting us. The following afternoon several hundred scouts, cadets and personal friends came aboard.

Three dances have been held on board recently. How to decorate a ship is always a problem on such occasions but the men of the "Maggie" solved theirs by decorating the hangars in cabaret style and even had a pond with live ducks swimming in it. The first dance was for the officers and their guests, the second for the chiefs and petty officers and the third was the semi-annual ship's company dance. This dance was an outstanding success. Petty Officer Tel.

Jackson and ERA. "Lofty" Fraser did an excellent job of arranging and serving the refreshments. Chief Petty Officer Cook Henry Pare and his staff are to be congratulated for their efforts in preparing the buffet supper.

### H.M.C.S. "New Liskeard"

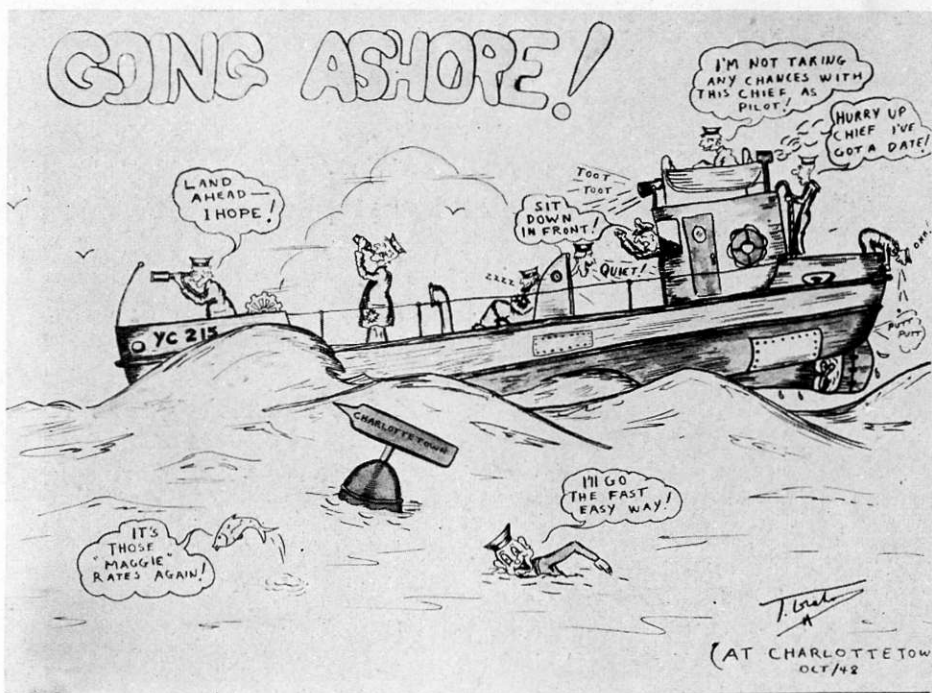
Telegraphist Larry Hartman's heart practically stopped beating when, just as a message tagged with an operational priority prefix started coming in on his receiver in the W/T office of H.M.C.S. "New Liskeard," the ship's power failed.

He got even more of a start when the supply was restored just in time for him to get the text of the message: "One submarine sighted in position 45 22N 59 19W."

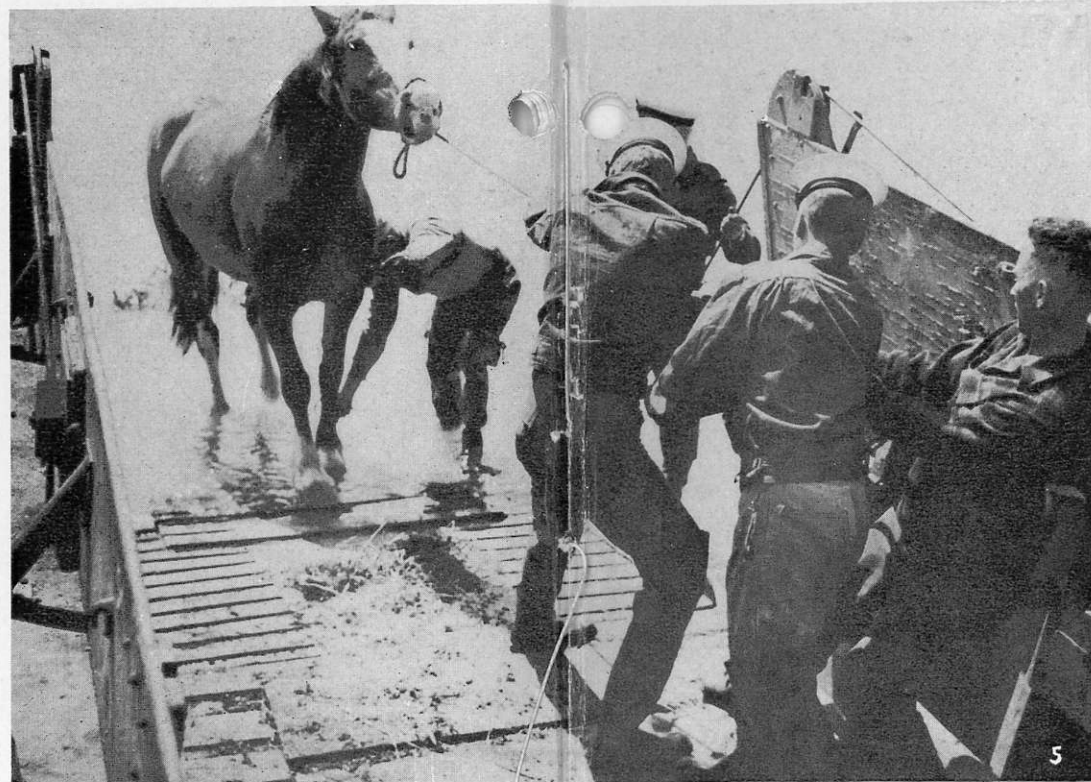
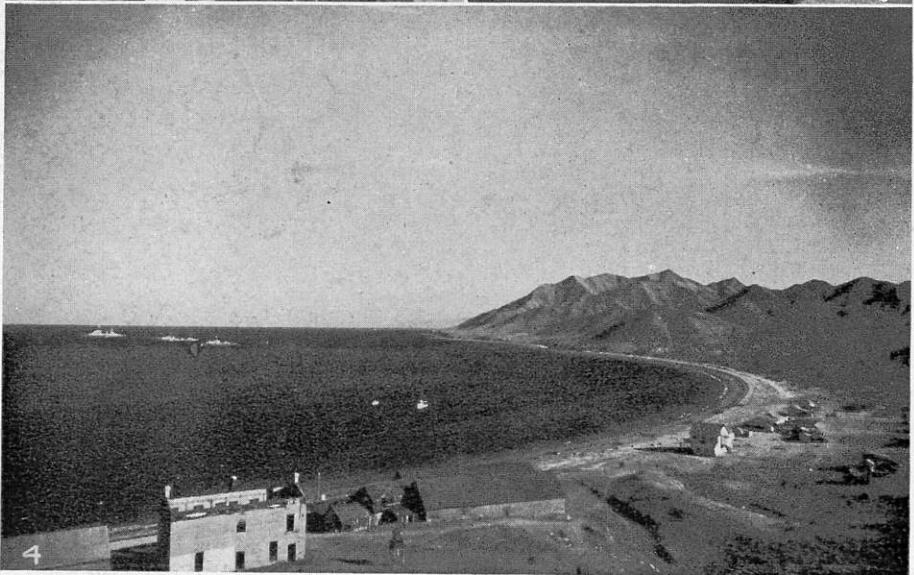
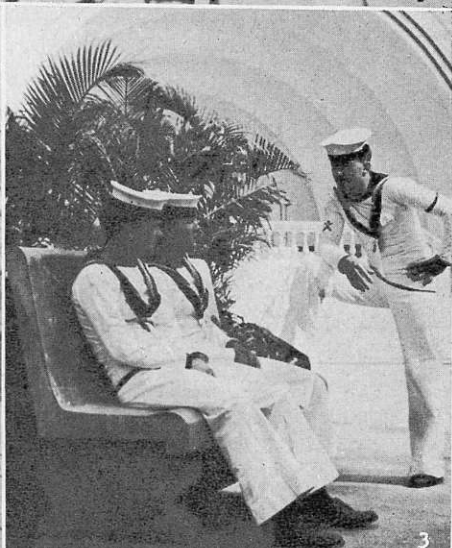
Tel. Hartman immediately tuned the transmitter for ship-shore working order and prepared to handle a string of emergency messages. But by this time a further message had been received from the same source and this one was qualified "FOR EXERCISE ONLY." Hartman realized then that he had picked up an exercise message but, when the power failed, had missed the section that had indicated it wasn't the real thing.

"For a while I was pretty excited," he admitted afterwards.

(Continued on page 16)

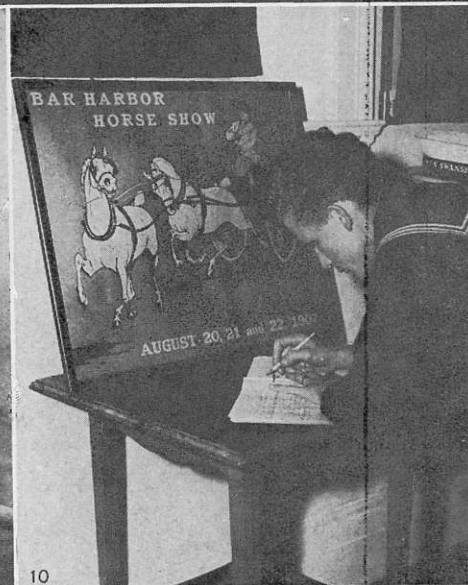
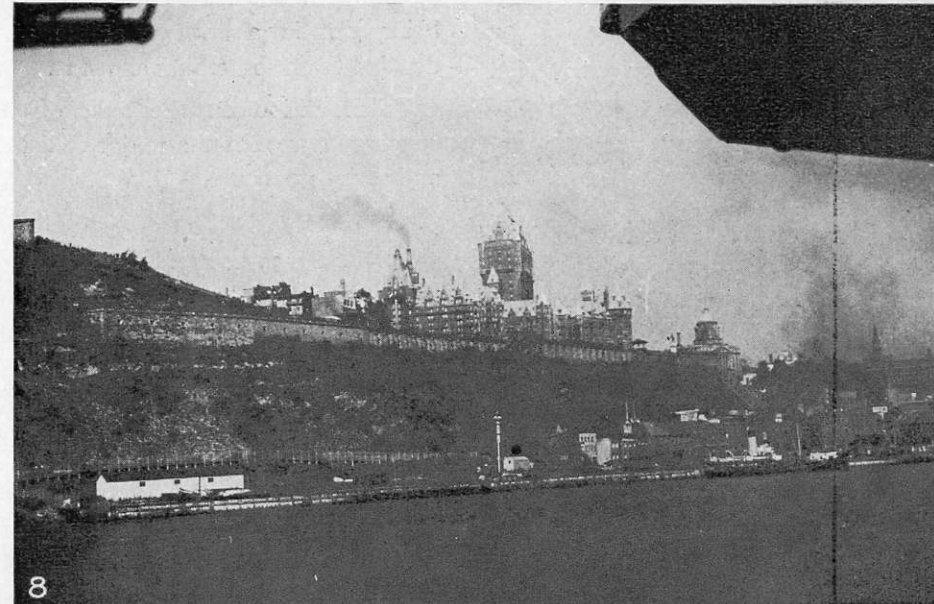
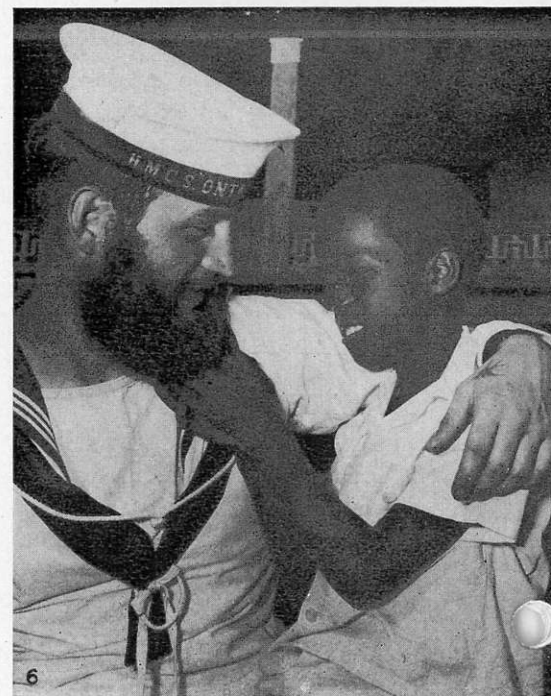






The Royal Canadian Navy did and saw a lot in 1948. Training was the keynote and in its accomplishment ships of the R.C.N. steamed many thousands of miles and visited many places. The Navy had occasion, too, to demonstrate in practical fashion how its resources can be of valuable peacetime service to the public. An example occurred when the Fraser river, in British Columbia, flooded its banks. All available craft were despatched to the flood area and remained there throughout the critical period, rescuing stranded inhabitants, ferrying food and first aid supplies, and providing strong and useful hands for a multitude of other jobs. The photos show:

1. Hawaii.
2. Tadoussac, Quebec.
3. Colon, Canal Zone.
4. "Ontario," "Crescent" and "Antigonish" at Magdalena Bay, Mexico.
5. "Operation Overflow," in the Fraser valley.
6. Panama.
7. Virgin Islands.
8. Quebec City, seen from the "Magnificent."
9. Bermuda.
10. Bar Harbor, Maine.
11. Coral Harbor, Southampton Island.





### **H.M.C.S. "Swansea"**

This month finds the "Swansea" enjoying a well-earned lay-over period and getting a face-lifting job after a busy summer and fall training programme.

The lay-over period almost became a major refit when "Swansea" decided she didn't like her assigned berth at jetty four and, taking matters into her own hands, headed for her old place at jetty five. The fact that this berth was already occupied by C.N. A.V.'s "Dundalk" and "Eastore" mattered not a bit. "Swansea" rudely pushed them aside and refused to be stopped until she had reached her accustomed berth at jetty five.

The official explanation of "Swansea's" rude behaviour was a failure in engine-room communications but it

almost seemed as if the ship resented being put in a strange stable and decided to do something about it.

Quick action on the part of all concerned prevented a major collision and serious damage.—G.W.S.

### **Damage Control School**

The highlight of the month in the estimation of all members of the school is the final approval for the erection of the fire-fighting section on McNab's Island. Wide grins of anticipation can be seen on the faces of the "fire bugs," Mr. J. Boyd, Warrant Engineer, of Edmonton, and Chief Stoker Mechanic Fred Evans of Halifax.

The fire school on McNab's Island will combine the best points of both

the Royal Navy and the United States Navy schools, with boiler room, foc'sle and flight deck "mock-ups" in addition to smaller facilities for teaching the use of first aid extinguishers.

The slogan of the Royal Navy Damage Control School is "Float and Fight"; that of the United States School is "Don't Give up the Ship." We of the Royal Canadian Navy have adopted the slogan, "Know your Ship," as its fulfilment is the basis of good damage control organisation.—A.C.C.

### **H.M.C.S. "Stadacona"**

The executive of the Chiefs' and Petty Officers' Mess, Halifax, sponsored a dance in their mess on October 29. This party, the first of its kind ever to be held in the base, proved to be a complete success.

During the evening Commodore A. M. Hope and Mrs. Hope were welcomed by the Mess President, Chief Petty Officer Fred Trottier. Other guests besides the Commanding Officer were Commander P. E. Haddon, Executive Officer of the barracks and honorary mess president, and Mrs. Haddon, and Commander (S) W. J. Marshall, honorary secretary treasurer, and Mrs. Marshall.

The entertainment committee responsible for the success of the evening included Chief Sto. Mech. Pat Patrick, CPO Writer Johnny Potvin, CPO Ritchie Gardiner, PO Radar Technician Bill Murray and Sick Berth PO Wally Wallace.

### **Point Edward Naval Base**

(Sydney, N.S.)

During the morning of November 15, early risers looking down Sydney Harbour saw a number of sleek naval vessels stealing along in the half light, and eventually concentrating on Point Edward Naval Base and Sydney.

Groups of "invaders" began to come ashore and had soon infiltrated the area to such an extent that all resistance was abandoned.

Aided by a strong "fifth column"



Writer William Foreman takes a direct hit from the main armament of Ldg. Sea. Gerald Halikowski, a physical training instructor at H.M.C.S. "Naden," during one of the elimination bouts held prior to the Pacific Naval Command Port Boxing Championships. Stores Assistant Eddie Haddad, Canadian lightweight boxing champion and the Dominion's top amateur athlete for 1948, was referee during the championship fights.

made up of members of the feminine sex, large groups of these established headquarters at Legion branches in Sydney and Point Edward.

Storekeepers in Sydney, probably under the impression that the occupation would be permanent, vied with one another in passing out merchandise, accepting in payment the strange currency circulated by these men and called "American dollars."

When the populace arose on the morning of November 17, it was to discover that the "invaders," probably recognizing that they could never permanently subdue the people of Cape Breton, had stolen away to sea, taking with them the hearts of some of the feminine collaborators but leaving behind some very pleasant memories of the "conquest" of Sydney by nine vessels of an American Amphibious Group under Rear Admiral Welchel, United States Navy.

## NAVAL DIVISIONS

### *H.M.C.S. "Donnacona"*

(Montreal)

A two-alarm fire of unknown origin swept the half-deck near the Stanley Street entrance of H.M.C.S. "Donnacona," early Saturday morning, November 13.

The first alarm was turned in at 0127. By the time the fire apparatus arrived, hoses were already being played on the flames by the vigilant R.C.N. staff on board. These were Petty Officer Stoker John Keenan, Able Seamen Donald Kelly and Lorne Vincent, Stoker Mech. Gerald Legault and Stoker Mech. Jack Wratten.

More than two and a half tons of water were poured into the building before the fire was put out.

The R.C.N. staff and reserves who turned out to help clear up the ship over the week-end had the building in shape by Monday. Reserve training was carried on as usual the following Wednesday.

The Naval Stores and Armament Depot at St. Hubert, under F. R.

Walsh and Kenneth Fell, gave a helping hand by taking naval stores and equipment from the flooded drill deck and basement.

The chiefs and petty officers' mess and the seamen's canteen were burned out, as were some sections of the roof. A re-allocation of space made it possible for the chiefs' and petty officers' mess and the seamen's canteen to be set up in other quarters.

The other departments affected were able to salvage most of their records and find temporary accommodation elsewhere in the building. Despite the cramped conditions, everyone is carrying on cheerfully, and it is hoped to see the "ship" repaired in the near future.



A soaking rainstorm failed to halt a scheduled Navy Week parade by personnel of H.M.C.S. "Donnacona," Montreal naval division. Nor did it dampen in the slightest the spirits of the participants, two of whom are shown above. They are Lieut. (SB) Norman Moulard, R.C.N. (R), bandmaster, and Bandsman Nelson Summerton.

### *H.M.C.S. "Star"*

(Hamilton)

The Sir Allan MacNab Chapter, I.O.D.E., presented colours to the ship at a ceremony on November 23. The presentation was made by Mrs. Richard Coles, Regent of the Chapter, to Commander S. F. Ross, R.C.N. (R), Commanding Officer of H.M.C.S. "Star." The colours will serve as a permanent reminder of the splendid work done by this chapter on behalf of naval personnel during the war years.

### *H.M.C.S. "Queen"*

(Regina)

Wartime shipmates were re-united when a crowd of about 250 persons, most of them ex-Naval personnel, gathered at a ship's company dance in "Queen's" flag-decked drill hall, Saturday, November 13. Signal flags and pendants hung over the long mess tables that skirted the dance floor. Between dances, groups of ex-service men gathered to spin yarns and renew old friendships.

In November, 1947, the reserve strength of the division stood at a total of 35. A year later 90 officers, petty officers and men were on strength.

### *H.M.C.S. "Prevost"*

(London)

Officers and men of the Division enjoyed an interesting trip of more than 100 miles when "Prevost's" two harbour craft were sailed from Port Stanley to Sarnia for winter storage. Commander W. A. Childs, R.C.N. (R), commanding officer of the Division, and Lieut. L. J. C. Walker, R.C.N., staff officer, were in command of the two vessels.

A Chiefs' and Petty Officers' Mess dance was held and attracted a large gathering of permanent and reserve personnel and civilian friends.

Stoker Mechanic Arthur M. Oliver, from H.M.C.S. "Stadacona," is a recent addition to the permanent staff of "Prevost." Among those drafted to the East Coast were ERA 1/c E. Eldridge, Stoker Mechanic Kenneth L. Taylor and AB Robert Mugridge.

### *H.M.C.S. "Brunswick"*

(Saint John)

Highlight of the month was the visit to Saint John of the S.S. "Tacoma," carrying 104 Cadets from the Uruguayan Naval College. The vessel, under the command of Capitan de Fragata Jose M. Alvarez, director of the college, arrived in Saint John on November 4 for a week's stay.

Official entertainment provided for the ship's company included a civic reception in the Admiral Beatty



Hotel, a reception and a dance in the wardroom of H.M.C.S. "Brunswicker" for officers, and a dance in the men's canteen at the division for the men of the visiting ship. Sightseeing and shopping trips ashore also were arranged.

### **H.M.C.S. "Discovery"**

(Vancouver)

Plans were laid to have 20 of the neediest children in Vancouver join the 90-odd children of Naval personnel attending "Discovery's" annual Christmas Party, December 19. Officers and men of the division raised a considerable fund to provide presents, refreshments and entertainment for the children.

A company from "Discovery", under Lieut. Andrew Ross, R.C.N. (R), took part in the Remembrance Day ceremonies at the Cenotaph and later led the services units in a march past. Commander W. R. Stacey, D.S.C., R.C.N. (R), commanding officer of the Vancouver Naval Division, was on the reviewing stand.

### **H.M.C.S. "Griffon"**

(Port Arthur)

Taking part in a large government-sponsored survey scheme, Harbor Craft 181 and her crew of Reservists from H.M.C.S. "Griffon" carried out a number of cruises and logged hundreds of miles during the summer and fall months.

The season's work afforded men of the Division an excellent opportunity to increase their knowledge of seamanship under the guidance of Lieutenant T. C. Luck, R.C.N. (R), training officer.

Those who made up the craft's crew on most trips were Lieut. Luck, Lieut. (S) A. C. Theobalds, R.C.N. (R), ERA 1/c Harry Gill, AB Rolf Tornblom, AB Thomas Gustafson, Stoker Mechanic John Mitchell, and Ordinary Seamen Jack Walczak, John Bryant and Robert Crowe.

### **H.M.C.S. "Malahat"**

(Victoria)

At a brief ceremony November 15, CPO E. R. Holt was presented with the Reserve Long Service and Good

Conduct Medal by Commander R. Jackson, R.C.N. (R), Commanding Officer of H.M.C.S. "Malahat".

CPO Holt joined the R.C.N.V.R. in Regina in 1930 and, with the exception of 1936-37, has served ever since in the Naval Reserve. During the war he served aboard H.M.C.S. "Prince Robert" and took part in the capture of the German ship "Weser". He commissioned H.M.C.S. "Huron" with Captain H. S. Rayner, now Commanding Officer of the Canadian Services College, H.M.C.S. "Royal Roads", took part in convoys to Russia and was in action in the English Channel.

### **H.M.C.S. "Chippawa"**

(Winnipeg)

New Entry Training at H.M.C.S. "Chippawa" is patterned after the system employed at H.M.C.S. "Cornwallis" during the war.

After serving a four weeks' probationary period, the recruits are classed in divisions, "Ajax," "Beatty" etc., and come under a divisional officer and a divisional petty officer who are responsible for their attendance, welfare and lectures.



Stores Assistant Edward Haddad, of H.M.C.S. "Naden," was awarded the Norton H. Crowe Memorial Trophy as the outstanding male amateur athlete in Canada in 1948. The 21-year-old Navy boxer earlier won the Sid Thomas Memorial Trophy, awarded annually to the top amateur athlete in the Victoria district. Haddad has an impressive ring record, having suffered only one loss — a very close decision in the 1948 Olympic Games — in more than 40 fights over a three year period. SA Haddad was born in Winnipeg and began his boxing career at the Winnipeg Y.M.C.A. He joined the Navy in June, 1946.

Lieut. D. McDiarmid, R.C.N. (R), New Entry Training Officer, draws up the lectures and organizes inter-divisional sports. A large number of the new entries are ex-Sea Cadets and their enthusiasm has boosted the morale at H.M.C.S. "Chippawa" to a new high.

Nine Q.R.III's have just been qualified at "Chippawa." Although still following courses laid down by the Training Manual, the Division is emphasizing Gunnery and Control Training in the specialized field.

### **H.M.C.S. "Hunter"**

(Windsor)

Winter activities are in full swing at H.M.C.S. "Hunter". The new training schedule is operating smoothly and, despite shift work, good attendance at divisions is being maintained.

Rear Admiral F. L. Houghton, C.B.E., Vice-Chief of Naval Staff, was an Armistice Day visitor to Windsor and was welcomed aboard Hunter with traditional ceremony. He inspected the ship during the afternoon and met officers, associate members of the wardroom mess and members of the Naval Officers' Association at an informal reception in the Wardroom. In the evening Rear Admiral Houghton was guest speaker at the annual Remembrance Day dinner of Branch 94, Canadian Legion B.E.S.L.

The possibility of launching a garrison sports program in Windsor was discussed at a meeting of the sports officers of the various army units in the city and a representative from "Hunter". Boxing, wrestling and basketball competitions between the units are being considered.

### **H.M.C.S. "Queen Charlotte"**

(Charlottetown)

A detachment from H. M. C. S. "Queen Charlotte," under the command of Lieut. Charles Graham, R.C.N. (R), took part in Remembrance Day ceremonies at Charlottetown. It was the first time since the end of the war that the Navy had been on parade here and many favourable comments were heard.

# Looking Astern



## *Lest We Forget*

January, 1944 . . .

The lull in U-boat activity continued into the New Year but escort duty on the North Atlantic was far from being any picnic. The weather did its level best to make up for the shyness displayed by Hitler's submarine fleet and during the month more ships were lost due to weather than by enemy action.

Two merchant ships foundered with all hands, a third broke up while proceeding in convoy and several others sustained storm damage. Three small Canadian craft trading to the Caribbean, the "Eleutherian," "Charlenest" and "Louis Hebert", were also storm victims but crews of all three were rescued.

Some idea of the extent to which the Allies now were able to dispose their anti-submarine forces may be gained from the fact that for one whole week a force consisting of three Canadian destroyers and two frigates, and assisted by aircraft of the R.C.A.F., was employed in searching for a single U-boat which had been operating in the vicinity of Flemish Cap, off Newfoundland. The U-boat was not found but it might well have been impressed by the size and vigour of the search.

Similar operations were carried out in other sectors of the North Atlantic. Some were successful; others, while producing no tangible results, undoubtedly gave U-boat commanders and crews cause to revise upwards their estimate of the dangers involved in their work.

## *Senior Appointments*

Vice-Admiral Percy Walker Nelles, C.B., R.C.N., Chief of the Naval Staff from 1934 to 1944, was appointed Senior Canadian Flag Officer Over-

seas and was succeeded as C.N.S. by Rear-Admiral (later Vice-Admiral) George C. Jones, C.B., A.D.C., R.C.N.

## *Fleet Still Growing*

Five naval craft were launched during the month, three on the Great Lakes and two at such widely-separated points as Nanaimo, B.C., and Weymouth, N.S.

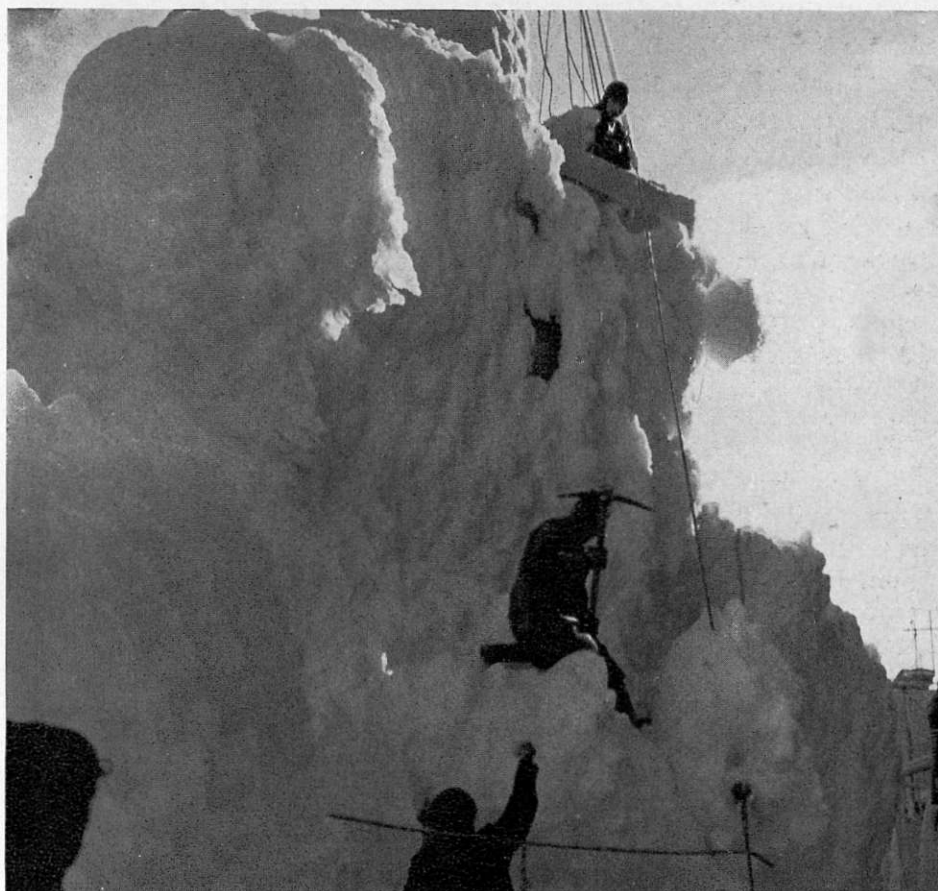
The following ships were commissioned: H.M.C.S. "Long Branch" (revised corvette); "New Waterford" (frigate); "Ettrick" (formerly H.M.S. "Ettrick") and "M.L. 120."

## *Strength*

On January 29, 1944, the full strength of the R.C.N. was 80,320, an increase of 1,638 over the previous month's figure. Of this total, 4,166 were R.C.N., 71,700 Reserves and 4,454 W.R.C.N.S.

## *Wrens go Overseas*

The third draft of Canadian Wrens departed for the United Kingdom during the month and quite a few others went to Washington, D.C., relieving British naval personnel there for sea duty.



This is not an Alpine glacier. It is an ice-sheathed destroyer which has found a berth in "an Eastern Canadian port" after battling its way through mountainous seas and freezing temperatures while carrying out its role as an ocean convoy escort. In months like January, 1944, weather on the North Atlantic proved to be an even uglier enemy than the U-boat to Canada's anti-submarine fleet.



## EQUATORIAL EDUCATION



The day before the equator was reached, Davy Jones came on board by way of the hawsepipe to inform the captain that Neptunus Rex would be a royal visitor the following day. This photograph of Davy's arrival was taken during the South American cruise of H.M.C.S. "Uganda" in 1946.

Today, from my boundless knowledge of the Naval Service, and matters pertaining thereto, I wish to draw the account of an initiation ceremony on my first journey across the line.

We were taking passage from San Francisco in an American Naval ship, the "Colussa," (later used in the Bikini Tests), bound for Sydney, Australia. We were the only "foreigners" on board. As a matter of fact, it took a few days to convince the crew that we were Canadians and not English; even then, they looked at us with distrust clearly written on their southern faces.

Crossing the line is a big event in the American Navy and something which is keenly anticipated by all, from deckhand to captain. The ancient and solemn rites are still observed and, although the once rough and murderous practices of

initiation were abolished and replaced by harmless, yet more degrading ones, all the regal splendor of King Neptune's Court still dominates the scene.

For the novice — or "polliwog," as he is called — the day is looked upon as one of horrible reckoning with the unknown, and sleepless nights are spent in miserable anticipation of the gory welcome awaiting. For the old salt, the many-timer — or "shell-back" to those in the know — it is a day of days; a day of fun, mirth and no work — a day when the tasks of the sailor are laid aside, whilst the affairs of His Majesty, King Neptune, are attended to.

Out of our crowd of thirteen Canadians, only two were "shell-backs" and the crew of the U.S. vessel looked gleefully forward to the day when all men are equal and we "polliwogs" would cross the boundary into for-

bidden territory. Manfully we shrugged off the jests of our more salty brethren but nevertheless we did not especially look forward to the day of reckoning.

However, one hot and sultry Friday afternoon the "polliwogs" were summoned unto the fo'c'stle and there were greeted by the arrival of Davy Jones, special envoy of King Neptune, who materialised (supposedly) out of the sea, arriving on board by way of the port hawsepipe. Hewas dressed in pirate's rig, wore a black patch over his eye, and carried an enormous and sinister-looking sword.

After chatting with the captain for a few minutes he turned to us. In reverence we cowered before him and were served, each one of us, by subpoena. These were "presented" to us by a bevy of Royal Cops, and ordered us to appear before the Royal Court on the following morning or incur the severe displeasure of Those Persons. Each subpoena specified the charge on which we were to be brought up. Mine read "For impersonating a Naval Officer."

Saturday dawned clear and calm, a beautiful day. No reprieve. We would have to go through with it. Having some faint idea of what we might suffer I donned a pair of swimming trunks; nothing else.

At 0830 the Royal Court assembled on the fo'c'stle and the "trial" commenced. We appeared, one by one, before the Tribunal to receive judgment and be punished accordingly. Had we not committed the blackest sin of all? — We had trespassed into the sacred realm of King Neptune without first being duly initiated into its mysteries.

By having us appear singly, the Court was able to direct all its attention to one culprit at a time. Most effective, too.

As I strode, quaking, toward the court, I was doused and bowled over by a strong jet of water from a pressure hose which was manned by two grinning "shell-backs," and then beaten mercilessly over the head, shoul-

ders, back and legs with canvas clubs, knotted shirts, bath towels and the Brooklyn Bridge.

I finally stumbled on to the hatch where Court was in session and pleaded guilty to my sins (woe betide the man who has the courage — foolhardiness is a better word — to denounce the Court and proclaim his innocence). My punishment followed swiftly. Satan stood by and prodded me now and then with a trident, the centre prong of which was charged electrically. Ever tried an electric shock when you're dripping with salt water? I carried souvenirs of this ordeal for three months on both sides of the southern extreme of what would be the line down my back if I was a skunk!

The Royal Dentist filled my mouth with evil potions and, when the Royal Doctor inspected me, I was forced to swallow some of the vilest concoctions ever created by man. The "priest," a "shell-back" with a large cross half hidden in his hands, heard my confessions and then, with an evil grin, revealed his cross to be a *double-cross*! Followed more proddings by friend Satan and I was lathered from head to waist with fuel oil. I was then somersaulted into a tank of water. After running a gauntlet of knotted towels and such play-things again I found that my initiation was over. I was now a full fledged "shell-back" and a member of the Royal Domain and very shortly joined my fellow "shell-backs" in inflicting torture upon the few "polliwogs" who still remained.

As long as there is a ship and a navy left in this rugged old world of ours — as long as there remains a seaman to sail her — the customs and traditions of crossing the equator will remain and be enforced, and "shell-backs" will still differ from "polliwogs" until the ship crosses the line and the "shell-backs'" ranks are swelled by the newly initiated. Long live Neptune Rex, Ruler of the Deep, and I hope I'm there when some of you "polliwogs" "cross over" for the first time! — "FLIP."

## US DONNACONAS—UGH

Donnacona was an Indian Chief who held sway at a little place the Indians ran up on their own by the St. Lawrence and called Stadacona. The reign of Donnacona and the excursion of that doughty tar of St. Malo, one Jacques Cartier, happened to coincide and that is how the two became associated with one another.

Cartier found Canada, on the whole, somewhat less than diverting, there being no silver and other precious metals within easy reach. Also, he was a bit nervy about scurvy. Feeling, however, that he had to justify his expidish to the French King, one Francis II, he decided that he would import to France a little Canadian wild life for that monarch's amusement. So he kidnapped Donnacona and a few other Indian braves. After fixing up things with the Redskins, the next day he shoved off from Stadacona and, having emitted the customary three blasts, made sail for France.

On reaching the old corral once again, he started talking about his Indians and didn't stop until he'd got them to Paris for the King to see. Gold and silver just didn't feature at all by now. Donnacona and the boys were eased into the presence of Francis deuce and given a big intro-

duce which included the title of King of Canada.

But now we come to the sadder bit of the story.

The Chief for a while had a real happy old pow-wow with Francis and was all the rage in Paris. However, we must bear it in mind that Donnacona and friends had come straight from the not-so-virgin forests of Canada and had retained one or two fairly primitive habits. The long and the short of it is that they were hastily dropped as a topic of conversation. Cartier was hauled on the mat and requested to restrict his imports (a policy which he later introduced in Canada and which remains to this day). Donnacona and his braves suffered terribly from neglect and eventually died ignominiously.

We don't know whether to pity Cartier or Donnacona more; but my personal pity is for Cartier. He must have been the one to suffer more for his case is recorded every time we write the name "Donnacona;" you know, that business of always putting H.M.C.S. alongside the name which, as any student of history knows, originated in those days we are describing and stands for, "He Made Cartier Suffer."

(NOTE: — As an extremely fine companion piece to this tale of adventure, a full size picture in natural colour is available upon request to the Division, of Donnacona with his bow and arrow shooting the rapids.)

— T.W.H.C.

### "Dog George!"

It must have looked strange, and possibly some of our civilian friends along the Halifax waterfront thought the Canadian Navy had a new addition to the fleet, as three ships steamed majestically up the harbour in perfect column — H.M.C.S. "Haida," the Dartmouth ferry and H.M.C.S. "Swansea."

Pulling out of her Halifax berth, the ferry began her run to Dartmouth just as "Haida" and "Swansea" steamed up harbour. Instead of passing between the two ships as expected, the ferry turned into "Haida's" wake and, keeping perfect station, chugged proudly along between the two warships.

Maybe her skipper is an ex-naval man and just couldn't resist the temptation. — G.W.S.

### "GRIFFON" BAND POPULAR

The ship's company of H.M.C.S. "Griffon" is proud of the new band. It was organized early last year when five young men, anxious to study music and play musical instruments, held their first get-together with the bandmaster, Mr. C. Stamp, Acting Warrant Officer (SB) R.C.N. (R).

This group was added to during the ensuing months and, with much practice and effort, developed into a first class dance orchestra. At its first appearance, the band was received warmly and helped make the Second Annual Trafalgar Day Ball an outstanding success.



## 300,000 BEAR HIS MARK

Few other men have made as lasting an impression on as many people as "Professor" V. A. Simmons, whose "laboratory" at 232 Argyle Street, in Halifax, is well known to sailors and former sailors of the R.C.N.

Since he started his unusual profession 42 years ago, "Sailor Joe," as he is more popularly known, estimates that he has tattooed more than 300,000 persons, most of them seafaring men.

"Joe" offers a variety of 4,781 designs, ranging from a broken heart at 25 cents to The Last Supper at \$100. He is himself a walking gallery of his particular form of art. He is tattooed virtually from head to toe and even has a tasteful design inside his mouth.

He started his career by serving a three-year apprenticeship with a Chinese artist in New York. Following this, he travelled along the Mexican border, then set up shop in various cities in the United States. He worked for six years for Robert L. Ripley, of "Believe it or Not" fame, then moved to Halifax. For the past 12 years he has been spending the summer months with the touring Barnum and Bailey circus and the winters in Halifax.

Tattooing was brought to this continent by the sailors of earlier days, who had picked up the practice in the South Sea islands and elsewhere. Originally it was used as a means of identification but in the passage of time came to be simply a fad, indulged in particularly by seafaring folk.

According to "Joe," it was rumored that King George V had a dragon tattooed on his leg when he was a Naval Cadet, while Franklin D. Roosevelt had the Masonic emblem on his left forearm and a former movie actress had a tattooed rose on her arm.

There is also a story going the rounds that when a certain naval type, who is alleged to have a plimsol mark

tattooed on that area of his hide which overlies his intestines, was hospitalized, the physician who examined him called for Lloyd's Underwriters before undertaking salvage operations.

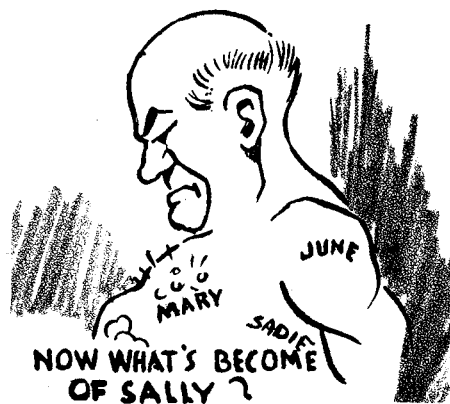
The latest fad is one adopted in England. It seems the "slick chicks" there have permanent lipstick tattooed on their lips and permanent darkening on their eyebrows.

Tattooing has not been forsaken entirely as a means of identification. Distinguishing marks today are tattooed on thoroughbred horses, prize dogs, silver foxes, and other valuable animals.

Up until the last war tattooing was done with electric needles, but because persons who were working on jobs essential to the war effort were suffering from sore and swollen arms for a day or so after being tattooed, the business was in danger of being outlawed. This was averted by the introduction of fibre brushes which, says "Joe," made the operation far less painful.

"Sailor Joe" is proud of his profession. He considers tattooing an art and takes pains to see that every job he does, no matter how small, pleases his own critical eye. He claims that you could go practically anywhere in the world and would stand a good chance of finding one of his creations. And he is probably right.

P.C.



## FUTURE RADIO TECHNICIANS

In the article, "The New Advancement Ladder," which appeared in the December issue of the "CROWS-NEST," it was stated that it was proposed to recruit Radio Technicians from the "user" branches of Radar Control and Radar Plot. Through an oversight, it was not mentioned that Radio Technicians would also be recruited from the Communications and Torpedo Anti-Submarine branches.

## SPARE-TIME STUDY

Indicating the amount of spare-time study being carried on by men serving in ships and establishments on the East Coast, the Central School library at H.M.C.S. "Stadacona" had 658 textbooks out on loan in November. Approximately half of these had been drawn by men serving elsewhere than in "Stadacona".

## NEW SUBSTANTIVE RATES

Nominal lists covering transfer to the new substantive rates which were announced last November have been prepared at Naval Headquarters and distributed throughout the Service for checking with service documents held in the various ships and establishments. Transfer of men who are qualified for new rates will take place on February 1 but, as previously stated, pay adjustments will be back-dated to July 1, 1948.

## Yea, Calgary!

Besides that provided by the train-load of fans who made the trip to Toronto for the Grey Cup football classic November 27, Calgary's victorious Stampeders enjoyed the full and ardent support of the people at home. Among the hundreds of messages which poured into Stampeder headquarters in Toronto after the game was the following from H.M.C.S. "Tecumseh":

CANAVHED FOR MINISTER OF NATIONAL DEFENCE. PASS TO CALGARY STAMPEDERS CONGRATULATIONS FROM CALGARY NAVY. WE WERE WITH YOU ALL THE WAY. "CARLETON" IS SECOND BEST.

## OFFICIAL BADGES - II

The illustrations show the newly designed badges of two of the R.C.N.'s ships and two of its shore establishments. Heraldic devices for all Canadian naval ships, bases and divisions have been distributed.

These new insignia have taken the place of the varied and frequently humorous crests and badges which were developed during the Second World War. The latter were at no time official, and in order that the new ones should comply with the rules of heraldry, and should not conflict with badges already in use in the Royal Navy, they were sent to England to be examined and approved by the Clarenceux King of Arms at the Royal College of Heraldry in London, Sir Arthur W. Cochrane, K.C.V.O.

### *H.M.C.S. "Stadacona"*

The design for the badge of H.M.C.S. "Stadacona" was suggested by the Commanding Officer of the base. A mailed forearm and fist are shown carrying the "lampe ancienne," symbol of learning and knowledge. The implication is that power is obtained through knowledge or study, which suits the case of the Halifax training establishment.



### *H.M.C.S. "Chatham"*

The badge of this west coast Division is derived from the crest in the Arms of Sir John Pitt, Second Earl of Chatham, who was First Lord



of the Admiralty from 1788 to 1794. At that time Captain George Vancouver was exploring the west coast of Canada, and the Division is named after one of his ships. The device shows a stork supporting in its right claw a fouled anchor.



### *H.M.C.S. "Haida"*

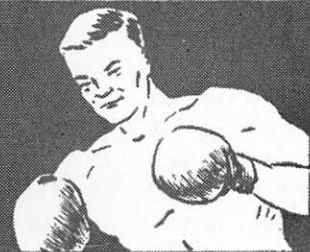
Among the many legends of the Haida Tribe of North American Indians is one concerning a fabulous creature known as the Thunder Bird. The Haidas believed that it was the bird flapping its wings which caused thunder, and that lightning flashed from its eyes. In specimens of Haida art, the Thunder Bird is invariably shown with two heads. In the badge designed for this Tribal Class destroyer, the Haida Thunder Bird is shown floating above the water. Its wings are unfolded as if they were flapping — the implication being that the guns of H.M.C.S. "Haida" thunder across the seas.

### *H.M.C.S. "Athabaskan"*

The badge of this ship is based on a design planned by the officers of the first "Athabaskan," which was sunk near Ile de Vierge while in action in company with H.M.C.S. "Haida" on April 29, 1944. The badge as first drawn up did not conform to the heraldic requirements of the present badges, but the motif of the original was incorporated in the new design. It shows an Indian, wearing the conventional feathered headdress, astride a pony, and carrying a bow and arrow pointing downward in the ready position. The suggestion here is a low target — perhaps a U-boat.



# The Navy Plays



## Navy Defeats Dal to Keep Grid Title

Navy retained the Halifax Canadian Football League championship by defeating Dalhousie University Tigers 15-6 at the Wanderers Grounds in Halifax on Saturday, November 20.

The sailors' victory in the all-important championship game rated as an upset, the Tigers having won both previous encounters between the two teams. In the final, however, the Navy was full value for its win.

A driving, hard-hitting line swung the scales in favour of the Tars. After Ed McSweeney had kicked two singletons for Navy in the first quarter, Andy Chartren and Frank Hindle blocked Dalhousie kicks to set up Navy touchdowns, scored by Bernie Gordon and T. D. Decker. McSweeney converted the first and the half-time score was 13-0.

McSweeney and Decker kicked for single points to make it 15-0 at the end of the third quarter. Dalhousie staged a determined drive in the last 15 minutes that netted one touchdown and a singleton, but the Navy defence refused to yield any more points.

Navy advanced into the final by winning a hard-fought 6-0 game from Dartmouth Naval Air Station November 17. A touchdown by Lofty Larson and a rouge accounted for the winners' points. The two playing coaches, Padre Ivan Edwards for Navy and PO Johnny Sawatzky for Air Station, played outstanding games.

The Navy lineup was as follows:

Edwards, Hindle, McSweeney, Porteous, Harper, Larson, Chartren, Prestanski, O'Brien, Murray, Carroll, Treleaven, Shephard, Decker, Currie, Gordon, McCaul, Greco, Stevenson, Dunphie, Agnew, McLeod, Scanlon, Turner.

## Marksmen Receive Trophies

Chief Stoker Mech. Robert Whalen, of H.M.C.S. "Naden," and Chief ERA Edward Soadey, H.M.C.S. "Rockcliffe," each walked away with an armful of awards following a presentation of shooting trophies and prizes by Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, at H.M.C.S. "Naden."

Chief Stoker Mech. Whalen received the Rear-Admiral Mainguy trophy and miniature, the Little and Taylor trophy and miniature, first prize in the King's Medal Practice (No. 1) and, as captain of a four-man team, the Manufacturers Life shield. Other members of the team were Chief ERA Soadey, CPO Tel. Donald Waring and Leading Seaman Rod Bolt.

Chief ERA Soadey received first prize for the Lieutenant-Governor's match (first stage), the Lieut.-Cdr. Cuthbert trophy, the Captain Collings trophy and first prize in the King's Medal Practice (No. 3).

CPO Denis Colegrave received the Rear-Admiral Mainguy match revolver for 1948. Five of these revolvers were recently presented by Rear-Admiral Mainguy for annual competition.

Other prize-winners were:

Mr. Jean Pinet, Commissioned Writer Officer, Founders trophy.

Chief Armourer Albert Sewell, first prize, Tyro Match.

ERA Thomas Bligh, second prize, King's Medal Practice (No. 1).

A/ERA 2/c Peter Jackson, second



Chief Stoker Mech. Robert Whalen, of H.M.C.S. "Naden", receives the Rear-Admiral Mainguy trophy and miniature from Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, at a presentation of shooting awards at the west coast base.

## PULPIT, DIAMOND AND GRIDIRON

prize, Lieutenant-Governor's Match (first stage).

CPO David Freeman, second prize, Little and Taylor Match.

During the same ceremony, Chief Shipwright Gordon Keddle was presented with the Long Service and Good Conduct Medal by Rear-Admiral DeWolf.

### **Competitions Spice Carrier Sports Program**

Inter-divisional competitions in volleyball, basketball, bowling, water polo, swimming and running still hold the spotlight in "Maggie's" sporting activities. In addition, tournaments in table tennis, badminton and squash are held monthly.

The Quarterdeck Division holds top place in the inter-divisional competitions. Commander D. W. Piers, D.S.C., R.C.N., Executive Officer, was among the top contenders in the squash tournaments while Electrician's Mate Jim Kitchin showed the way in table tennis. November winners in the badminton tournament were Mr. Peter Bates, Warrant Writer Officer, R.C.N., and Mr. J. A. Arnott, A/Bos'n, R.C.N.

### **Basketball, Hockey Start at 'Unicorn'**

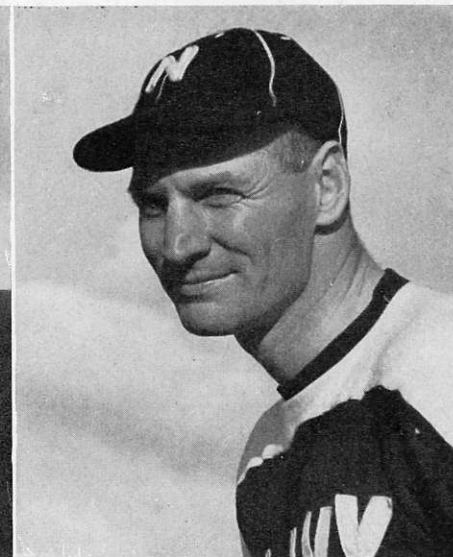
Two Navy basketball teams are making headlines in the sports pages these days. Recently the Intermediate Navy Blues stretched their undefeated string to three games, topping the Senior Navy Reds 42-33. Sloan and Watts paced their team to victory with 10 and 11 points, respectively.

Organization of the Navy hockey team under the controlling hand of RPO W. Serhyenko has been completed. A series of exhibition games with the R.C.A.F. got the boys in shape for the Commercial league schedule, which began December 5.

### **"Haida" Division Scores in Boxing Finals**

"Haida" Division once again displayed their keen team spirit by carrying off the honours in the New Entry boxing finals which were held October 12. Mr. E. Jones, Commissioned Gunner, R.C.N., was in charge of the silverware.

The Interpart Football League got



CHAPLAIN IVAN EDWARDS

One of the most active and popular figures in Halifax athletic circles is Chaplain Ivan Edwards, R.C.N., of Toronto, Protestant chaplain at H.M.C.S. "Stadacona."

Padre Edwards is an outstanding Canadian football player and for the past two years has been a mainstay of the Navy team. This year he took on the additional role of coach and led his squad to the Halifax league championship. He is also a top-notch softball player and held down a regular position on the Navy nine this past summer.

But it has been, most of all, his keen interest and untiring efforts in coaching and encouraging younger athletes that have earned him a place high in the esteem of both service personnel and civilians in the East Coast Command area.

As Sports Writer Joe Levison, of the Halifax Chronicle, put it: "Few men of the cloth have attained the athletic rating of the Padre and, conversely, few athletes have reached the pinnacle of spiritual well-being that is evident in him."

It was while attending the University of Toronto that Padre Edwards decided to enter the ministry. Accordingly, on graduation with a Bachelor of Arts degree in 1938, he entered Emmanuel College, also in Toronto, to study theology.

Prior to his university days, the Padre played in the Ontario Rugby Football Union as a member of the St. Catharines intermediate team, and on entering university he lost no time in becoming one of the Varsity Blues.

On graduation from Emmanuel College he was sent to a church in Hamilton and played with the Hamilton Tigers until the time of his enlistment in the Navy in 1942.

Asked if he intends to stay in the Navy, Padre Edwards will reply emphatically in the affirmative.

"As long as there is a job here to do and I can do it I want to stay in the service. I like the station and I think that we have a fine group of men here to work with."

Padre Edwards holds the philosophy that life can be compared to a football game. He explains it this way: "Just like a football game where a team aims for the goal line, so must we have an object in the bigger game of life. The principles of sportsmanship, clean living and fair play, applied in life as well as in sport, should be everyone's goal."

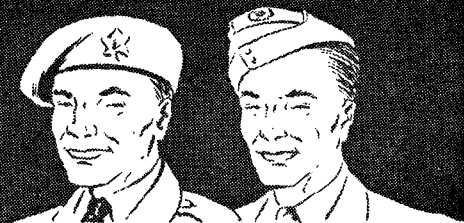
off to a good start when the Chiefs' and Petty Officers' team, last year's port champions, laid low the New Entry division team in the opening game. The Chiefs and P.O.'s, under C.P.O. Kennedy's guidance, are operating with confidence and skill and apparently intend to do the winning chore again this year. There are eight teams competing and the games will be played three times per week till

the end of the series.

The "Naden" basketball team has so far lost both league games in the local Intermediate circuit. However, they acquitted themselves ably in several exhibition matches and Petty Officer Cook Stan James, the team manager, is hoping to recruit some new material and to start intensive operations early in the New Year. The Interpart League started early in December.



# Comrades in Arms



## THE R.C.A.F.

### *Search and Rescue*

Evidence of the way in which Canada's armed forces are working closely together is shown in operations of Search and Rescue, the young and vigorous mercy organization co-ordinated and controlled by the R.C.A.F., but calling on occasion for assistance from Navy and Army.

The organization is the responsibility of the Air Force, and most operations have been carried out by the R.C.A.F. Many operations, however, have included the other Services, and among these have been several of its most spectacular missions. Foremost of these was Operation Canon, where Army and Air Force teamed up to pull off one of the most dramatic rescues in the history of the Canadian North. Joint planning by the two Services, the flying skill of the R.C.A.F., and the courage and trained efficiency of the Army jump-team were responsible together for rescuing Canon John Turner, wounded Church of England missionary, from his bleak home on northern Baffin Island.

R.C.N. and R.C.A.F. worked together on the East Coast to save the life of a 14-year-old girl dangerously ill at Harrington Harbour, on the north shore of the St. Lawrence. An Air Force Canso put down in the water under hazardous conditions, and the girl was taken aboard. As the Canso struggled to take off for Goose Bay and hospital facilities, a nursing sister and sick berth attendant of the Royal Canadian Navy worked to keep the spark of life flickering in the sick girl. The big amphibian reached Goose Bay with the girl alive, thanks to the medical care ministered aboard.

Although not strictly a Search and Rescue job, the British Columbia

floods last spring provided an opportunity for the three services to show how they are fitted to work together. Their efforts as a team did much to save lives and property.

Search and Rescue is carried out through five co-ordination centres, at Halifax, Trenton, Winnipeg, Edmonton, and Ft. Nelson, B.C.; Whitehorse, Y.T., and Vancouver. These aircraft are allowed to carry out certain other duties, but are never given tasks which would prevent them from being ready instantly for their first responsibility.

The list of primary facilities which the R.C.A.F. maintains for Search and Rescue operations includes a group of 21 carefully trained para-rescue jumpers, all specially selected R.C.A.F. volunteers who were given an intensive course in rescue work. The course, carried out near Jasper, Alberta, includes numerous parachute jumps into rugged country, woods-manship, mountaineering, first-aid and many other subjects. They even could, if the occasion arose, deliver a baby. They admit — with relief — that this emergency has so far not developed.

Also maintained for Search and Rescue are vessels and men of the R.C.A.F.'s Marine Section, units of which are stationed on both coasts.

In most cases, these facilities are able to handle tasks that Search and Rescue is called upon to carry out. If not, further facilities of the R.C.A.F., of the Navy and Army, and of other government departments, may be called upon.

A responsibility of Search and Rescue is to handle Canada's international commitments under the International Civil Aviation Organization, which state that the Dominion will maintain an organization capable

of rendering aid to aircraft in distress on the East and West Coasts. Search and Rescue has also been made responsible for helping distressed aircraft in inland areas, although this is purely a domestic responsibility.

In addition to assistance of this sort, Search and Rescue has many times been called upon to carry out mercy missions of other types. There is no directive stating that Search and Rescue is the chosen body to fly a wounded trapper to civilization, or to drop supplies to a village in the north which has been wiped out by flames. But where the job is a life and death matter, and where it can be handled by no existing agency, Search and Rescue stands ready 24 hours a day to lend aid. Many "mercy flights" fall into this category. Officials of Search and Rescue stress that in such cases the organization does not compete with existing agencies. If a mercy mission can be successfully carried out by a commercial air charter company, for instance, it may be turned over to them. But where it is a matter of life or death, and when Search and Rescue is requested to handle the job, it is ready.

Most recent full-scale operation of Search and Rescue was the successful hunt for the survivors of the U.S. Navy Beechcraft which was forced down in the wilderness while en route from Churchill to The Pas. Thirty-six aircraft took part in this search, including 13 United States military planes, and more than 1,140 flying hours were rolled up. The aircraft covered 171,000 miles.

The officers and men connected with Search and Rescue are proud of the record of saving life which it has established since it was set up as a peacetime organization.

## THE CANADIAN ARMY

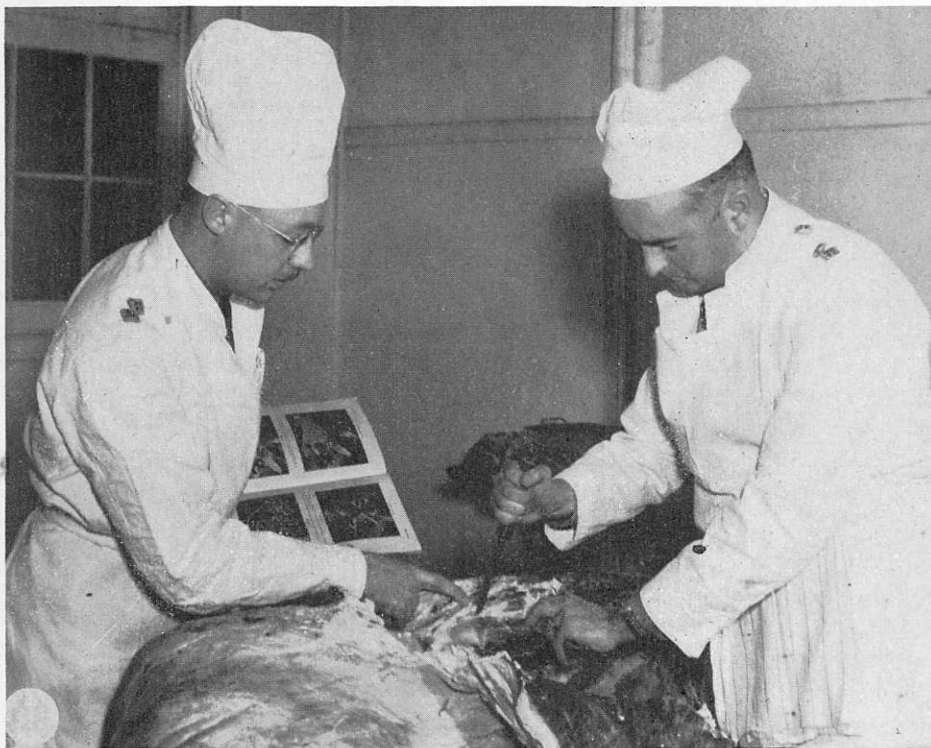
### *Course in Catering*

When officers serve the traditional Christmas dinner to the men under their command that's an old established custom. But when a group of officers takes over a cookhouse, lock, stock and potato peels, that's news.

That's exactly what happened during a vital stage of the Royal Canadian Army Service Corps' catering officers' course at Camp Borden, a course designed to turn out trained officers skilled in all phases of cooking, mess administration and organization.

Instructional roles were filled by the chief instructor from the RCASC School of Cookery, a staff captain (catering) and one officer and three enlisted men from the United States Army who instructed in the latest methods and procedures of U.S. Army cooking.

Designed with a minimum of lectures and a maximum of practical work under conditions familiar to any army cook, the course gave the officers a detailed insight into one of the most important phases of maintaining an army . . . feeding the troops.



"The book says you do it this way," Lieut. J. R. Pearson, of St. Thomas, Ontario (left), tells Captain S. C. May, of Winnipeg, as they carry out a little practical butchery during a course at Camp Borden in which a group of officers studied the problems of feeding the Canadian Army. The course included a one-week "stretch" in an army cookhouse, with the officers preparing, cooking and serving meals three times a day to 250 other ranks. (Canadian Army photo.)

The eight-week course is a new departure for the Canadian Army. In order that catering officers in each of the five commands should have practical experience and training in the work they were directing, it was decided that they should have a separate and concentrated course in addition to their regular training.

Thirteen officers, including four nursing sister dieticians from military hospitals and one staff sergeant, were selected to attend the first course.

A large range of food commodities, representing all foods found in the various army diets used throughout Canada, from remote signal stations in the Arctic to the normal diet of the recruit in a training camp, was supplied to the course. Mess administration, varied phases of catering duties and a thorough study of the needs of the inner man were incorporated. Visits to meat packing firms, bakeries, dairies, hotels and veterans' hospitals were included on the agenda.

Highlighting the course, as far as the students were concerned, was the one week during which they prepared, cooked and served all the meals for 200 other ranks from RCASC School and 23rd Brigade Company, RCASC, at Camp Borden.

Clad in cookhouse whites, the officers found themselves peeling mounds of potatoes, weeping over heaps of onions, adding a pinch of this and a pinch of that, carving great, bulky quarters of beef, and dishing up the steaming meals to long lines of grinning and hungry troops.

Attending the course were the following: Lt. C. L. Thurber, Halifax; Lt. L. F. Jones, Halifax; Lt. W. M. Therrien, Montreal; Lt. A. E. Tilley, Ottawa; Lt. J. R. W. Hider, London; Capt. S. C. Way, Winnipeg; Lt. J. R. Pearson, St. Thomas, Ont.; Capt. R. W. Lockwood, Calgary; Capt. E. B. Robertson, M.B.E., Edmonton, and Staff Sergeant F. Dann, Vancouver.

The four dieticians were: Lt. (NS) Janet E. Keay, St. Andrew's-by-the-Sea, N. B., employed at Montreal Military Hospital; Lt. (NS) E.E.S. Wright, Port Hope, Ont., employed at Toronto Military Hospital; Lt. (NS) Marjorie Willox, Calgary, employed at Shilo Military Hospital; and Lt. (NS) Constance E. Pirie, Ste. Anne de Bellevue, Que., employed at Calgary Military Hospital.

### **Proud Moment**

Old memories were revived for Commissionaire William Milson when the Nova Scotia Division of the Canadian Corps of Commissionaires held its annual inspection on board H.M.C.S. "Magnificent." Commissionaire Milson served, in 1897, in H.M.S. "Magnificent," an earlier ship of the name, and he admitted it was a proud moment when he went on board the new Canadian carrier. The division was inspected by Rear-Admiral E. R. Mainguy, who also presented a number of long service medals.



## DEATH of CAPTAIN J. E. OLAND

Captain J. Eric Oland, D.S.C., R.C.N. (Retired), died November 9 in St. Joseph's Hospital, Victoria, B.C., after a short illness. His death occurred four days after that of his wife, the former Denise Victoria Harris, of Victoria.

Captain Oland, the son of the late Mr. and Mrs. George W. C. Oland, was born at Dartmouth, N.S., February 27, 1895. He joined the Royal Canadian Naval College, at Halifax, as a cadet in 1911 and graduated with the first class of midshipmen.

He obtained his early training in ships and establishments of the Royal Navy and served throughout the First World War in the R.N. It was during this period that he was awarded the Distinguished Service Cross "for outstanding service."

Following the war he returned to Canada, to serve in various appointments in the R.C.N. These included command of the destroyer H.M.C.S. "Skeena" and of the west coast training establishment, H.M.C.S. "Naden", and the post of Director of Naval Reserves.

Captain Oland retired in 1938 but returned to the service at the outbreak of the Second World War. He was appointed Naval Officer in Charge and Naval Control Service Officer at Saint John, N.B., and was largely instrumental in setting up the naval control organization at that port.

In August, 1942, he was appointed Naval Officer in Charge, Montreal, and Commanding Officer of H.M.C.S. "Hochelaga II."

Captain Oland returned to retirement in October, 1944, and after living for a time at Rothesay, N.B., moved to Shawnigan Lake, Vancouver Island.

Captain Oland's brother, Captain Richard H. Oland, O.B.E., R.C.N., who as Naval Control Service Officer organized the convoy system out of Halifax at the start of the Second World War, died in 1941.

Surviving Captain Oland are a daughter, Mrs. John M. McAvity, of Rothesay; three brothers, Col. S. C. Oland, Halifax, and George and Geoffrey, Saint John; three sisters,

## It's a Dog's Life

Among the newer recruits to join H.M.C.S. "Unicorn," the Naval Division at Saskatoon, is one whose life on board has become the envy of all hands. While still a "new entry" he has broken every rule in the book and has yet to be brought up as a defaulter. He has a total disregard — even contempt — for all standing orders and obeys only those which add to his comfort or pleasure. His face is never shaved and his collar never changed from one month to the next. His hammock may be found slung on the maindeck at all times and often during working hours he may be found in it, sound asleep. However, with all his disciplinary faults it is hoped that "Unicorn's" English Bulldog mascot, "Admiral," will remain a member of the ship's company for a long time to come.

## COMMENCE LONG COURSE

Six men of the electrical branch recently began a 45-weeks course at the R.C.N. Electrical School, H.M.C.S. "Stadacona," Halifax.

The men, and the ships in which they formerly served, are Electrical Technicians 2/c Harry E. Brown, H.M.C.S. "Crescent;" E. J. Maple, H.M.C.S. "Naden;" and K. Leadley, J. C. Knox, M. Majorki and R. P. Baker, all of H.M.C.S. "Ontario."

## CLASSES OF UNIFORM

Two classes of uniform only are now authorized in the Service, Class I (men not dressed as seamen) for Chief Petty Officers and confirmed Petty Officers, and Class II (men dressed as seamen) for acting Petty Officers and below.

## PRESERVATION, REPAIRS AND DOCKING

Chapter 23 of K.R.C.N., entitled "Preservation, Repairs and Docking", is scheduled for publication in the near future and will be of interest to all personnel concerned with the maintenance, docking and repair of ships.

Mrs. Ernest Wilden, Berwick, N.S.; Mrs. Margaret Gilbert, Halifax, and Mrs. Helen E. Tummunds, Victoria, and three grandchildren.

Funeral services were held at Victoria and burial was in the Naval cemetery at Esquimalt.

## LETTERS TO THE EDITOR

P/O S. M. H. Moore,  
H.M.S. "TYNE",  
c/o F. M. O.,  
Harwich,  
Essex.

Dear Sir:

During the last war I had the honour and good fortune to serve for almost a year in two of your corvettes, namely, "Snowberry" and "Wetaskiwin". I have often wished since that I could renew those old acquaintances. I have been going to sea with the Royal Navy for more than 20 years and I can say in all truth that the happiest ships I have ever served in were the two Canadian ships I have mentioned. I am hoping that you may be able to get this letter published in your periodical so, in anticipation, I include the following names of some of my Canadian shipmates, in the hope that they may see this letter and get in touch with me. The following were in the "Snowberry"—P. O. Sto. Davy Bell, C/E.R.A. Keir, E.R.A. Leslie Drury, and P.O. Sto. "Red" Bolsh. Those in "Wetaskiwin" were C/E.R.A. Bob Renard, Stoker Harry Renard, Stoker Bert Wiltshire and S.B.A. Murray Hatt. Come on boys, how about an occasional letter to your old "Limey" pal?

P.O. Stoker "Pony" Moore, R. N.

Congratulations to the CROWS-NEST magazine. It has aroused more interest in the R.C.N. and R.C.N. (R) than any other magazine or publication to this date. We of the "Athabaskan" are proud and happy that such an interest is being taken on our behalf. With the co-operation of the officers and men aboard we hope to furnish the CROWSNEST with articles of interest to all shipmates both afloat and ashore.

Wishing you all the success in the world for the future.

Sincerely,

"Athabaskans"

## Saturday Rounds

*Flight Deck to Gallery,  
Hangar Deck to Main;  
Lower Deck to Platform,  
To Hold and back again.  
Up into the Island,  
'A', 'B', 'C';*

*Who'll come Saturday Rounds with me?*

*Hatches by the hundred,  
Ladders by the score,  
Upstairs, downstairs,  
Isn't it a bore?  
Peeping into corners,  
Sniffing out the dust,  
Rushing round the messdecks,  
Sweating fit to bust.  
Hopping over hatchways,  
Dodging round the doors,  
Popping into offices,  
Snooping round the stores.  
Sweating in the engine room,  
Freezing in the frig;  
Puffing like a grampus  
From climbing to the bridge.  
Smelling round for petrol,  
Tapping buoyant drums;  
Through the cafeteria,  
Looking out for crumbs.  
Finish in the Wardroom,  
Feeling like a wreck,  
Sensing ease and comfort—  
Need it, too, by heck!  
Weary, worn and speechless,  
Trembling, pale and wan,  
Drop into an easy chair,  
Sound the 'Carry On'.*

*Flight Deck to Gallery,  
Hangar Deck to Main;  
Lower Deck to Platform,  
To Hold and back again.  
Up into the Island,  
'A', 'B', 'C';*

*Who'll come Saturday Rounds with me?*

"DEADLIGHT"



