The CROWSNEST

December, 1948

MESSAGE FROM THE MINISTER

We have had a year of progress. Much of last year's planning has now taken concrete form. Our ships have worked in the familiar waters of the Gulf, the Atlantic and the Pacific, and for the first time in our own Arctic regions. For the first time ships of the R.C.N. steamed over the waters of Hudson Bay.

At this time I congratulate and thank officers and men on the good work thay have done. Yours is a service in which every man must help to earn the right to be proud of yourselves and respected by others.

We are not going to stop where we are. Our plans provide for the steady development of the Royal Canadian Navy. In accordance with these plans there will be a good many changes next year.

We intend to be as efficient and as advanced, ship for ship and man for man, as any navy in the world. We mean to know how to use the best of today's or tomorrow's weapons—on the sea, in the air or on land. That does not mean that we are preparing for war. Our every effort is bent towards the prevention of war.

In a changing world we mean to take our place and do our share with those whose strength is used rightly. We work and plan with a good conscience; and when at this time of year we repeat the familiar Christian message of peace to all men of good will we do it honestly. To every one of you I extend the best of good wishes for a happy Christmas and a successful New Year.

(*Minister of National Defence*).

The CROWSNEST

Vol. 1 No. 2 **THE ROYAL CANADIAN NAVY'S MAGAZINE** **December, 1948**

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Cover Photo — Scenes similar to that shown on the cover will be re-enacted in the R.C.N.'s East and West Coast bases this year, as Naval personnel again play hosts to their children at Christmas parties, complete with all the trimmings—Santa Claus, Christmas trees and gifts for everyone. In the CROWSNEST'S picture little Alice Crossley, daughter of P.O. and Mrs. Sidney Crossley, of Halifax, converses earnestly with Santa during a Christmas party held at Esquimalt.

The "CROWSNEST" is a magazine of news and information. It has no editorial opinions, and consequently expresses none. It depends for its material on the practical interest of officers and men of the Naval Service and former naval personnel.

Contributed articles in this issue range in subject from a note on how to think to some pertinent comments on the problems of Anti-submarine warfare. Articles on any subject of interest and value to the Naval Service are both welcome and necessary to the life of the CROWSNEST. Opinions expressed in such articles are, of course, those of the authors alone. The CROWSNEST does not endorse opinions of its contributors. It merely operates as a means of conveying views which may serve to stimulate thought and perhaps provoke useful discussion on matters worth thinking and talking about. Officers and men are invited to contribute to the CROWSNEST by suggesting ideas, by submitting articles or verse, by producing cartoons and above all by supplying CROWSNEST correspondents with items likely to be of interest.

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

The Editors

Back in Blues

Back from Pearl Harbor and the most ambitious peacetime training operation ever undertaken by the R.C.N. are the five ships of Task Force 213.

Tanned, fit and full of tales of hospitable Hawaii are the more than 1,300 men comprising their companies.

For more than a month the ships engaged in an intensive series of exercises. It was, actually, a course on the grand scale — planned and carried out to precision. Every officer and man was involved and from it all hands benefited. Individually, they got to know more of their respective jobs and their respective weapons, instruments and machinery. Collectively, they developed to a highly satisfactory degree that teamwork which is essential to the efficient operation of the fleet.

Of tremendous value was the co-operation extended by the United States forces. They provided aircraft for tracking, air defence and high-angle firing exercises; submarines for pinging and torpedo evasion practice, targets for gunnery shoots, and numerous other facilities.

On those occasions when the Canadians went alongside for a breather, the U.S. Navy and the civilian residents of the island of Oahu swiftly stepped in to provide bountiful entertainment and recreation. The warmth and extent of their hospitality made a lasting impression on the visitors.

When H.M.C.S. "Magnificent" called at Quebec City early in October during a cruise up the St. Lawrence River, His Excellency The Governor General of Canada Field Marshal The Right Honourable The Viscount Alexander of Tunis, came on board and inspected the Royal guard. At the Governor General's right is Lieut. (G) W. P. Hayes, officer of the Guard, and directly behind is Captain E. C. Sherwood, Adc, R.C.N.

Carrier completes cruise

On the Atlantic Coast, there was a temporary lull in seagoing activity. H.M.C.S. "Magnificent" completed her cruise to Quebec City and the Gulf of St. Lawrence, returned to Halifax and, on the weekend of 30th October, was opened on two afternoons for public inspection. "Haida" and "Swansea" put into port for routine dockings. "Nootka" visited Saint John early in November to represent the R.C.N. during the visit of S.S. "Tacoma", which called in at the Fundy port with more than 100 Uruguayan Naval Cadets on board. The "Tacoma" came north on a training cruise.

H.M.C.S. "St. Stephen" completed her first tour of duty on weather station "Baker" since her refit and returned to Halifax for a well-earned stay in port. She is due to go out again 4th December, will spend Christmas on her sub-Arctic station and will head back for Halifax on New Year's Day.

Navy Week Great Success

Navy Week, sponsored by the Navy League of Canada and accorded the full co-operation of the Royal Canadian Navy, was observed across Canada 18th-23rd October. Between them, the Navy League and the R.C.N. drew the attention of the people of Canada to the importance and extent of contributions made by the Navy and Merchant Service to the welfare of the Dominion.

The naval program fell largely on the shoulders of the divisions, and they did an excellent job. All of them

held "open house" and the majority staged a number of other events which further helped to publicise the Service. For instance, H.M.C.S. "Hunter" had an aircraft tow a "Join the Navy" banner and "bombard" the city of Windsor with leaflets; "Carleton" put on a mock landing attack and "Scotian" arranged to have a submarine (U.S.S. "Raton"), and a destroyer (H.M.C.S. "Nootka"), opened to the public.

A marked increase in interest in the Naval Reserve was noted by the Divisions almost immediately and the feeling was that Navy Week was well worth the effort. Next year it will be bigger and better than ever.

Air Group Returns

The 18th Carrier Air Group returned to its Dartmouth base in mid-October after nine weeks of training in offensive support tactics at the Joint Air School, Rivers, Manitoba.

While at Rivers, the naval airmen learned the latest tactics in air coverage of ground troops, practised artillery "spotting" and studied the composition and operation of a modern army.

Band Plays at Capital

The Royal Canadian Navy band from R.C.N. Barracks, Halifax, led the composite service unit in the Remembrance Day parade at Ottawa and impressed the thousands who lined the streets with its smart appearance. The following evening the band played at a mess dinner held by the Naval Officers Club at H.M.C.S. "Carleton". Guest of honour was His Excellency the Governor General of Canada.

New Rating Structure

Details of the new substantive rating structure in the R.C.N. were promulgated in a recent Notice Board Issue of General Orders. This topic is dealt with in detail elsewhere in this issue. (*See page 14.*)

National Essay Contest

Ten young Canadians will be guests of the R.C.N. for one week next summer at Canada's two permanent naval bases, at Halifax and Esquimalt.

They will be the winners of 10 of the prizes being offered by the Navy League of Canada in a national essay contest now in progress and due to end 31st December. Subject of the essay is "Our Navy and Seaborne Trade in Our Daily Lives".

The contest is open to all residents of Canada between the ages of 10 and 18 and is divided into senior and junior sections. The authors of the essays judged to be the best in the senior section in each province and the author of the essay judged to be the best in the junior section in all of Canada will be awarded gold medals and expenses paid visits to the fleet.

Principals of the schools attended by these 10 prize-winners will be invited by the Navy League to accompany the students on the trip.

No date has been set but it is expected the visits will take place soon after school closes in 1949. Those from Winnipeg and west will go to Esquimalt, the remainder to Halifax.

Demonstration drills and displays of equipment were given by the fire-fighting services at the Navy's east and west coast bases during Fire Prevention Week, October 3–9. At right three firemen from the Esquimalt Fire Service carry out a dummy run on an aerial ladder. In the photo above, one of the fire tugs from HMC Dockyard, Halifax, cruises up the harbour, demonstrating the water output of its hoses.

At Esquimalt, approximately 2,000 naval and civilian personnel were lectured on fire prevention and given practical demonstrations of all types of first aid fire extinguishers. Evacuation drills were held on most of the buildings, with fire apparatus responding, laying hose lines and hoisting ladders. A similar program was carried out during the week at Halifax as the Navy joined in the nation-wide observation of Fire Prevention Week.

Cruise Note

ALOHA HAWAII

Silhouetted against the waters of the Straits of Juan de Fuca, friends and relatives watch the five ships of the R.C.N. task force steam past on their way to Pearl Harbour. The ships left Esquimalt 11th October and arrived back in mid-November. The force consisted of the cruiser, "Ontario," the destroyers, "Cayuga," "Athabaskan," and "Crescent," and the frigate "Antigonish."

This was the cruise for which the men of "Ontario," "Cayuga", "Athabaskan", "Crescent", and "Antigonish" had been waiting. When the ships steamed out of Esquimalt harbour on the morning of 11th October, there were grins on the faces of the seamen lining the decks of the five ships.

Slipping at 1030, H.M.C.S. "Ontario" — with the destroyer division forming battle screen on either bow — slipped past the city of Victoria, where hundreds of people could be seen watching and waving from the shoreline. Then the squadron altered course to seaward and settled down at once to a strenuous training programme.

Exercises commenced while steaming westward through the Straits of Juan de Fuca, communication drill and air direction schemes with R.C.A.F. aircraft leaving little time for watching the Canadian coastline slip by.

At sunset that night, sight of Canada drifted astern, the mountains of Vancouver Island growing smaller as twilight turned to darkness.

The next morning, 12th October, the R.C.A.F. linked up with the squadron, now more than a hundred miles out to sea. A Lancaster winged low over "Ontario" and the destroyer division, and with the cruiser conducting, another air direction scheme commenced. Meanwhile, other drills — radar inclination exercises, formation of screens and gunnery — kept everyone jumping. Ships darkened that night and in the plotting rooms radar scans glowed while the squadron carried out a surface plotting exercise.

Many of the men aboard "Ontario" and the destroyer division were making their first trip to sea. On board "Cayuga", "Athabaskan", "Crescent" and "Antigonish" were 42 men from Canadian Army regiments enjoying a sample of the seaman's life. The newcomers spent the first two days adjusting their insides to the Pacific swells, and for a while green faces were seen in the messdecks and the odd figure would totter to the rail.

Aboard "Ontario" the R.C.N. band from "Naden" filled positions in the T.S. and as first aid parties. They also held rehearsals in the cruiser's recreation space. With the long swell well on the beam, "Ontario" rolled easily for the ship, but not for the band . . . often a grand musical flourish from the 30 bandsmen would end in the wail of a trombone as the band ended in a sprawling heap. Nothing daunted, the bandsmen would pick themselves up and carry on from the last bar.

By the 14th, "Ontario" and her "covey" were well out on the great circle track to Kaiwi Channel, between the islands of Oahu and Molokai. There was a balmier touch to the air and the sea was taking on the deeper blue of the tropics.

On the 14th the destroyer and cruiser men were in the thick of day and night exercises. Surface plotting, enemy reporting, exercising steering breakdowns and fleet tactical work forming the day's pattern along with the regular ship's work.

Friday, the 15th, saw "Ontario" fuelling the three destroyers by the "abeam method." "Cayuga" was first to sheer in close alongside, followed by "Athabaskan" and "Crescent." Only one hitch marred the operation. While "Athabaskan" was fuelling, the connection broke aboard the destroyer, spraying fuel oil over the break of the forecastle and drenching Lieut. Eric Earnshaw, the Executive Officer. "Athabaskan's" No. 1, looking like a blackface comedian in a minstrel show, stuck to his post at the hand phone rigged between the two ships until another officer relieved him.

Sub-tropical weather blew in hotly on the weekend of the 16th and 17th, and rig of the day was blue trousers and white tropical shirts. On the Saturday the gunnery types made their noise with a sub calibre shoot and the firing of close range weapons. During the dark hours, night encounter exercises gave the five ships

healthy workouts, with plenty of starshell and manoeuvring keeping gunnery rates and radar plotting crews busy.

The squadron was beginning to "smell" the Islands by Monday, the 18th, and soft Hawaiian music came from the radios aboard the ships. It was full tropical rig now, and perspiring seamen running up and down the ladderways. In the messdecks and the wardrooms there was the usual "channel fever."

At midnight the first lights marking the entrance to Kaiwi Channel were picked up . . . a satisfying moment for "Ontario's" navigator. To-morrow would be aloha to Hawaii.

The ships' companies were up for dawn exercises on arrival morning. When the exercise was completed all eyes turned on the blue shape of the Island of Oahu with Diamond Head thrusting skyward on the starboard hand. In line astern, "Ontario" and the destroyer division steamed up to the Head and altered to port along Waikiki Beach for the entrance to Pearl Harbor.

The arrival at the U.S. base at Pearl Harbor will not be forgotten for some time. It was typically Hawaiian . . . a hula troop on the quay . . . the scent of leis . . . and music. Even before the ships were fully secured the sides were lined with sailors watching the graceful motions of the hula dancers.

During the 16-day stay at Pearl, daily exercises were carried out by the Canadian ships, both in harbour and at sea . . . In all, the force completed more than 300 exercises during the cruise.

On leave periods ashore, the 1,300 officers and men of the ships' companies enjoyed the traditionally abundant hospitality of the people of Hawaii and the United States service personnel stationed in the islands. Samoan dancing on the deck of the cruiser, drives around the island of Oahu, flights to other islands of the group, invitations to private homes and public dances were among the entertainment facilities extended to the visiting Canadians.

Few of them would have missed it for the world, this Hawaiian cruise of the Royal Canadian Navy.

—C. T. McN.

A pineapple "fresh from the garden" makes an acceptable gift to Stoker William Hargreaves, of Fernie, B.C., a member of the ship's company of H.M.C.S. "Ontario", during a tour of the island of Oahu in the Hawaiian group.

EXCHANGE MESSAGES

The following message was sent by the Hon. Brooke Claxton, Minister of National Defence, to the Hon. John L. Sullivan, Secretary of the United States Navy, on the occasion of U.S. Navy Day, 27th October.

"The occasion of U.S. Navy Day brings to mind the close co-operation between the navies of the United States and Canada as exemplified by the current visit of five ships of the Royal Canadian Navy to Pearl Harbor. The exercises carried out in concert with your ships have been of great value and officers and men of the R.C.N. have greatly enjoyed working with their opposite numbers in the U.S. fleet. Please accept my best wishes for the continued success of the U.S. Navy and warmest personal regards."

In replying to Mr. Claxton's message, Vice-Admiral E. C. Ewen, U.S. Navy Chief of Public Relations, stated on behalf of Mr. Sullivan:

"The Secretary, officers and men of the United States Navy sincerely appreciate your kind message on the occasion of Navy Day, 1948. The friendly relationships and mutual understanding of the Canadian people and those of the United States are most certainly cemented more firmly by such expressions of good will and neighborliness as your message conveyed."

U.S. Navy Week occurred while Task Force 213 was at Pearl Harbor and the Canadians joined in the observances held there. The R.C.N. band gave a concert in Ala Moana Park and played at an Army-Navy football game. On Navy Day the R.C.N. ships dressed overall and were opened to the public.

An American craft, the U.S. Submarine "Raton", assisted in the staging of the "Open House" program of H.M.C.S. "Scotian", at Halifax, during Canadian Navy Week, while at Windsor, the U.S. Naval Air Station, near Detroit, was represented officially at H.M.C.S. "Hunter's" "Open House."

No Donald Ducks

OFFICIAL BADGES FOR R.C.N.

For the first time in the history of the Royal Canadian Navy, all H.M.C. ships and establishments are going to have their own official badges. Those for the Naval Divisions were presented to the Commanding Officers by Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, at their October conference in Ottawa. The remaining 36 will be distributed shortly.

Badges first came into use in the 13th century, and were primarily a means of identification. Many of the most famous warriors of the day chose simple unwarlike symbols such as flowers, birds, a heart, even fish hooks. Early ships were richly ornamented, and often complete coats of arms were emblazoned on their mainsails, while shields along the ships' sides bore the arms or badges of the knights on board.

In more modern days naval vessels have used badges chiefly for the purpose of distinguishing their boats. They were originally unofficial and were usually very simple. During the First World War more complicated designs were developed, and many of these were quite unheraldic or downright frivolous. By the end of the war it was realized that ships' badges might be made to serve a useful purpose, and that they should therefore be simple and dignified. In 1919, when the first heraldically correct badges were issued to R.N. ships, the standard of design had improved considerably.

During the Second World War Canadian naval vessels exhibited all kinds of badges and crests, and their design was left as a rule to the discretion of the individual commanding officers. Although quite unofficial, they did their part in keeping up morale, and many a sailor today who may have forgotten incidents of his wartime career remembers with nostalgia the badge of the ship in which he served.

A Ships' Badge Committee was formed in the R.C.N. in 1942, and Lieutenant Commander A. B. Beddoe, O.B.E., R.C.N. (R) (now retired), was chosen to work out various designs. So that these should conform to the rules of heraldry and not conflict with devices already adopted by the R.N., his sketches were submitted to Sir Arthur W. Cochrane, K.C.V.O., Clarenceux King of Arms at the College of Heralds in London. Most were passed, a few required slight alterations, and some had to be re-designed.

H.M.C.S. "Naden"

The badge of H.M.C.S. "Naden" takes the form of West Coast Indian art, and depicts a black raven sitting on a green mound (suggestive of a shore establishment.) The Nadens were of the Raven Clan of the Haida Indians, and the symbol is therefore appropriate.

H.M.C.S. "Nootka"

The killer-whale has been chosen as the emblem for H.M.C.S. "Nootka", as the Nootka Indians were great whale hunters. They not only depended on the large mammal for their sustenance, but it became a part of their religious rites.

(continued on bottom of next page)

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. This month the choice has been made by H.M.C.S. "Haida." Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed — Editor.)

Chief Petty Officer Donald Francis "Dolly" Doyle, R.C.N., of Halifax, is H.M.C.S. "Haida's" favourite "buffer," a position he has held since 1st February, 1947. He is the possessor of a stentorian voice which has been known to frighten ordinary seamen almost to death. His bark, however, is far worse than his bite, for each blast is redeemed by the everpresent twinkle in his Irish eyes.

C.P.O. Doyle has completed more than 21 years of service, and expects to retire on pension in the near future. His shipmates will miss him.

On the morning of 17th October, 1927, D. F. Doyle, Boy Seaman, was the newest new entry in the Royal Canadian Navy. He had felt the urge that many young men feel for travel, adventure and romance.

After a short period in "Stadacona", he was sent overseas for training with the Royal Navy. Service in H.M.S. "Warspite," at Portsmouth, then aboard the cruiser "Champion," and gunnery training at H.M.S. "Excellent" filled the next year. He then returned to Canada, an ordinary seaman, to sail in H.M.C.S. "Festubert," a mine-sweeper.

The following year found him in "Stadacona" and at sea in the destroyers "Champlain," "Saguenay," and "Skeena." He was serving in "Skeena" as a Leading Seaman at the outbreak of war. He acquitted himself well during more than three years in this ship and was Mentioned in Despatches for his services during an

C.P.O. Donald F. Doyle, R.C.N.

encounter with German naval units at the time of the Normandy invasion.

In 1941, as a Petty Officer, Doyle went to H.M.C.S. "Prince David," sailing out of St. Lucia, B.W.I. During this period the British Admiralty was anxious to determine the reaction of natives to sea conditions and discipline, and to discover their qualifications and aptitudes. Thirty-five Negro leading seamen and ordinary seamen were drafted aboard to train under "Dolly's" benevolent tutelage. The experiment worked well, and these men later manned sloops in the Royal Navy's Western Patrol. It has been learned on good authority that to this day certain Negro leading rates are heard to give orders in an unusually loud voice and with an accent that sounds suspiciously Irish.

After the end of hostilities in Europe, Doyle was drafted to "Naden" and subsequently to the cruiser "Uganda." He was aboard the cruiser when she made the longest peacetime cruise in the R.C.N.'s history — from Esquimalt completely around South America and back.

His energy has produced a perpetually puzzling problem to his shipmates in "Haida." They say that it is impossible to trace his continual peregrinations about the ship on his rounds of duty, and that the only way to find him is to stand for a few minutes in any part of the ship and "trap" him as he rushes past.

Whenever men from the lower decks congregate, and the subject of Chief Petty Officers comes up, someone from "Haida" invariably says, in tones prideful and belligerent, "Well, anyway, we've got the best buffer in the whole Navy!"

Asked for a few words of advice to the young man just starting out on a career in the R.C.N., C.P.O. Doyle replied, in effect, "Keep your mouth shut and your ears open, play the game, do your job, look after yourself and the Navy will look after you." — R.E.B.

H.M.C.S. "Discovery"

It was found that none of the three ideas submitted for the badge of H.M.C.S. "Discovery" could be used, and it was finally Sir Arthur himself who suggested the present design. He has used one of the oldest forms of heraldic expression, the rebus, where the objects illustrated represent syllables of the word, thus "Discovery" is shown as DISC-OVER-Y.

H.M.C.S. "Ontario"

On her first commission H.M.C.S. "Ontario" carried a badge depicting a bear, a St. George's Cross, and three maple leaves. This was heraldically incorrect, however, and in January 1948 the new badge was approved by Clarenceux King of Arms. It shows the white trillium, one of the natural though not official emblems of the Province of Ontario.

Challenge Note

THE FAST SUBMARINE

On the Atlantic convoy routes and in British coastal waters practically all of Canada's wartime destroyers, corvettes and frigates brushed with enemy U-Boats. In the six years it took to beat the enemy down, far too many of the experiences went in favour of the submarines — although we did have our moments. I think that all the wartime Navy's submarine hunters, and that means about 90 per cent of the sea-going Navy, will agree that these encounters with the submarines were all too rare, in fact mysteriously so.

In most cases when a U-Boat attacked a convoy, the first sign that the escorts had was a dull thump, a red rocket, a flash of flame or even just one ship dropping slowly astern. This disaster had to be analysed at least for a few moments — and often in the windy blackness of an Atlantic night — before any action could be initiated. The escort's problem was then roughly, "Where was the submarine when he fired, and even if I know that, where is he now?" This was a guessing game — and I mean guessing, not estimating, appreciating or crystal gazing — just plain guessing. The submarine captain's best means of survival was to evade the escorting ships by making it as difficult as possible for us to guess his actions correctly.

The enemy captain, to be successful both in attack and in defence, depended to a great degree on the performance of his submarine, and the Germans had perhaps the best combat submarines in existence. They improved them by the end of the war to a point where they had completely outstripped the boats we knew and fought with a fast submarine whose existence still presents the real anti-submarine problem of today, and perhaps of tomorrow.

The wartime boats were well conceived and well built. The displacement of a typical German submarine was 900 tons. It carried 18 torpedoes, and it could carry them for 15,000 miles. Its range enabled it to stay at sea for as long as three months. The torpedoes were excellent. They were trackless and inclined to behave as intended. The German captain had a magnificent periscope and a highly efficient torpedo fire control set-up, and the results obtained showed that the crews knew how to use their gadgetry.

In defence, these U-Boats were unexcelled. Their defence against aircraft included the ability to go from the surface to fully submerged in 30 seconds. While submerged they could "Snort" with only a small amount of their air intake above water. This device rendered radar, our prime means of surface detection, almost useless. Against surface ships they had a fair underwater speed (9 knots), they could dive to 400 feet, could fire anti-escort homing torpedoes, and had both asdic and radar decoys. They had an instrument for detecting our radar transmissions. This gadget gave them the ability to duck before we picked them up. No wonder our encounters were so infrequent. The U-Boats intended that they should be.

At the end of the war we found that the Germans had a new U-Boat, one that was five years ahead of any other country's submarines. It was a masterful weapon and they called it the Type XXI. It was, and still is, known as the Fast Submarine. It can exceed 16 knots underwater. It need never surface, as its batteries can be charged using the "schnorkel."

The Fast Type XXI was no doubt a child of necessity for the Germans. Their losses of conventional boats were too high and the XXI was intended not only to stop these losses, but to increase the chances of killing our ships. If it had become operational during the war we would have been highly embarrassed. It has the necessary speed to stalk a convoy for a long period while completely submerged; it makes very little noise in so doing. Once within range it can fire a salvo of six torpedoes, reload in 5 minutes and fire six more; it can repeat this operation until its 20 torpedoes are expended. It can then go to 600 feet or more and retire at 16 knots if it wishes.

In 1945, the Germans had Type XXI on a mass production basis, and many fully equipped boats were taken over by all the Allies. The secrets, the techniques of construction became available to all the Allies and therefore every Allied country stepped some five years ahead in its submarine techniques. For this reason, the performance of Type XXI is of more than academic interest to us for we must still depend to an overwhelming extent on merchant ships for essential war-time transportation.

One may wonder what effect a fleet of enemy Type XXI U-Boats would have on a convoy. It might be interesting to study the effect of a Type XXI attacking a convoy, properly defended by the means available at the end of the second world war.

Let's assume we are taking our convoy perhaps across the trackless Atlantic. We know from recent misfortunes that the Type XXI's of the enemy are out looking for "tracks", complete with their highly efficient hydrophones.

Our convoy is making its 10 knots. This is unfortunate, as we have long known that an increase to say 15 knots would cut our losses considerably. But the speed of a convoy must be that of the slowest ship, and until we can build *all* our merchant ships to have higher speeds, low convoy speeds will have to be accepted.

Our own ship is zigging and zagging out in front, for we're here to block and tackle and protect the ships with their cargoes vital to winning the war.

We've got Able Seamen Joe Blow, our trusty Asdic operator pinging his heart out on the headphones. Joe and

his team have been doing this for over a week this trip and are suffering from a smack of boredom. But Joe is the man we depend on; he is our boy, and he knows it. He is our first human link with the enemy. If he misses fire our next connection will probably be metallic, and immediately explosive.

Unknown to us in our destroyer, and to our several patrolling aircraft, a U-Boat has us weighed off. His hydrophone heard our convoy 20 miles away — (this is not a guess) — and he has our course and speed correctly plotted — (also no guess). He now submerges to 20 feet, increases speed to 12 knots and places himself 10 miles directly ahead of the convoy.

He slows to three knots, dives to 500 feet, and turns bows on towards the convoy. From this position he knows the escort might miss him and once through the escort he is going to let the convoy over-run him; he is then going to turn and station himself at 100 feet under the merchantmen. From this almost undetectable position he is going to fire 24 torpedoes each with a thousand pounds of super explosive in its head, from a ridiculously close range and in less than 30 minutes. The last war submarines couldn't keep station under a convoy for long enough to be effective. They could only make 8-9 knots and took about half an hour to reload the torpedoes once. The Type XXI is different.

Having fired, the U-Boat will dive to 600 or more feet and retire at 16 knots while the results of his attack have the convoy and escort in confusion. This is his plan.

Our U-Boat is now a few thousand yards ahead of our ship. He is bows on, a small target, at a depth of 500 feet and is running silently at a few knots endeavouring to evade the searching asdic. The range is closing and although the U-Boat knows the situation, we may well be in a state of utter ignorance. Our aircraft are standing by to pounce should the U-boat break surface. They'll get him if he does—but will he?

Our operator, Joe, is on the job. He hears the magic twinge, he steadies his instrument on the bearing and there is the echo at 2000 yards. He tells the Captain. Vital seconds go flitting by as the contact is analysed. Should the submarine learn that he's been discovered, he will at once increase to full speed and make for his objective, hoping to get under the merchantmen before we can fire accurately. He approaches us at 16 knots, we are making for him at 15. For both parties the stakes are at their highest. At this closing speed of 31 knots we have only a few precious moments in which to decide the contact is a submarine, find its course, speed and depth, solve this highly complicated fire control problem, apply it to our weapon and fire to kill. (At 16 knots at 600 feet the fast submarine has more than 5 times the evasive power the old 9 knot boats had).

How smart must we be to stop this fellow before he gets his torpedoes off? This is a question that should be uppermost in the minds of those whose job it is to safeguard the oceans' traffic lanes.

A few things are certain, and within our power, in order that we may force the fast submarine to lead as limited a life as possible.

First, Joe Blow, our operator, must not on any account miss that first contact.

Second, Joe's equipment must be (as it will be) the best that our scientists can devise.

Third, Joe's officers must know what to do and how to do it quickly once he sets the machine rolling.

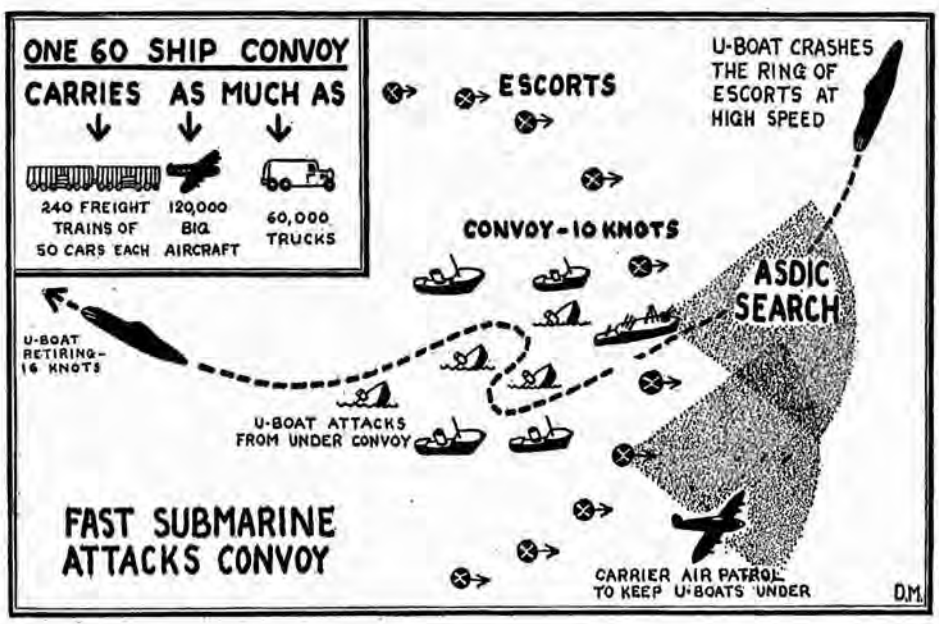
Fourth, there must be plenty of ships, of the right kind, spaced around our convoys so that the U-Boat cannot slide through an unguarded hole —or do an end run.

Unless these essentials can be carried out from the first, escorts will lose much of their value. Without enough escorts what will be needed are a few rescue vessels, and we can't keep that up, even with Henry Kaiser in action again.

It takes time to build a ship and to make the highly complicated equipment. It takes time to select and train our Joe Blows and it takes good captains to flash out with the right decisions. It takes money to build escort ships. It takes a lot more to rebuild a merchant fleet.

It is clear that the Type XXI is a problem.

It is equally clear that it is up to us, as professional anti-submarine sailors, to gain the know-how and alertness to beat it. It can be done because it must. — R.P.W.



"Maggie's" Mascot

'STANDEASY' IS SALTY SEADOG

A real sea-dog in all respects of the term is Stoker (Mascot) Standeasy, official number 12000-H.

Standeasy joined the Navy a year ago but his enlistment, at first, was of the Naval training and voluntary service sort — temporary like. You see, he was brought aboard "Warrior" by Stoker Mech. Cecil Turner, of North Sydney, who had been given the pup by Stoker Mech. Fred Singer, and who planned to take it home with him at Christmas as a present for his little daughter, Nina.

Well, after a couple of weeks had passed, young Standeasy began to take to Navy life and Turner's messmates in turn began to take to Standeasy. Just before Turner was due to go on Christmas leave, Standeasy disappeared — and wasn't brought out of the boiler room until Turner had given up the search and gone ashore.

When Stoker Mech. Turner returned after Christmas, he found Standeasy sporting a cast on a hind leg. It seems the pup had celebrated Yuletide a little too freely and had fallen off a locker. The boys had taken him to a veterinarian and brought him back in time to catch the ship before she sailed on her paying-off trip.

Standeasy developed on his first voyage into a real salt and, when it came time to leave "Warrior" and join "Magnificent" he went along with his buddies.

Upon arriving at Belfast the boys found they had about three weeks to put in ashore before the new carrier would be ready for them. Father R. M. Ward solved the problem of what to do with Standeasy by billeting him on a farm in Northern Ireland. When it came time for commissioning, Standeasy was on board, looking over the new messdecks and inspecting the layout of the ship in general.

Stoker (Mascot) Standeasy, R.C.N.
Four-legged sailor has yet to go adrift.

Although Sto. Standeasy has an official number and the Captain's permission to carry out the duties of Mascot, he does not draw any pay. However, his messmates look after him financially. Members of the Stokers' Mess have taken up three collections for Standeasy. The first amounted to $12.00 for expenses for treating the broken leg; the second time they collected $3.50 to have him "depopulated," and the last collection was for a new set of harness.

Standeasy got his name from the fact that he spends most of his time "flaked out" in the messdeck during working hours, or, in other words, takes one long standeasy while his messmates carry out their daily duties. But as soon as leave is piped at 1630 the mascot heads for the gangway and is off ashore. If the carrier is alongside in Halifax, Standeasy either goes with the men to the canteen or downtown.

Standeasy confines his loyalty and respect to the members of the Stokers' Mess. He delights in barking and snarling at gold braid during morning divisions, and has even made appearances at requestmen and defaulters to put in a few words on behalf of his mates.

The Stokers say that Standeasy has a girl in every port. They also say that he is the first one ashore when the ship arrives at a new port, but add that he always knows when to get the liberty boat back to the ship. He wears a "Magnificent" cap tally around his collar so that all landlubbers will make no mistake about the ship in which he serves. — B. J. G.

New Designations for Seagoing Units

Personnel in seagoing ships will now find their ships belonging to any one of nine Canadian Task Forces for organization purposes.

While all ships become units of the 21st Task Fleet, a ship or group of ships on the east coast carrying out a single mission or duty will usually be numbered as either Task Force 211 or 212. Under similar conditions, west coast ships will be numbered either Task Force 213 or 214.

When ships from both coasts are operating as a single force or group, however, they may belong to any one Task Force from 215 to 219.

Flag of the Senior Officer present

When two or more Canadian naval ships are together in a harbour, the ship of the Senior officer present serving afloat, if he is below the rank of Commodore, will fly a blue triangular flag with a white cross similar to a St. George's Cross. This flag is called the "Senior Officer's Pennant".

If the highest ranking Canadian officer in the ships is a Commodore or above, his ship will fly the pennant or flag indicating his particular rank.

Meal allowance for reserves on temporary duty

During week-end cruises and on similar occasions when meals are required during Divisional Drill periods, Reserve personnel may now be paid an allowance of 50¢ per meal when meals are unobtainable from service sources.

When uniform may be worn outside of Canada

Naval personnel travelling outside of Canada are to wear uniform only if on duty.

An officer or man going on leave outside of Canada and wishing to wear uniform on any occasion, must apply to his Commanding Officer who in turn must seek higher approval. Applications for this privilege should be made in time to allow for these approvals to be obtained.

Ships cruising away from Canadian ports are not affected by this new order and Senior Officers will continue to regulate dress.

Naval Air Stores Depot Established

Regulations have been issued to cover the operation of the Air Stores Depot at Dartmouth, N.S. The official abbreviation is AIRSTOREDEP.

The main job of the Air Stores Depot is the provision and supply of all stores for naval aviation purposes.

The officer in charge of the Depot is A/Lieutenant Commander (S) P. Cossette, R.C.N.

New Mailing Addresses

All previous instructions on mailing addresses are now cancelled. All personnel serving in ships and establishments of the West Coast Command, including H.M.C.S. "Royal Roads", are strongly advised to inform their correspondents that their correct mailing address is —

H.M.C.S.... (Name of Ship)...
H.M.C. Dockyard,
ESQUIMALT,
VICTORIA, B.C.

Unless other instructions are issued this address should also be used by personnel serving in West Coast ships which are cruising outside of Canadian waters.

Similarly the correct address for personnel serving in the East Coast Command is —

H.M.C.S.... (Name of Ship)...
H.M.C. Dockyard,
HALIFAX, N.S.

Discharge routine now possible at Naval Divisions

Any officer or man entitled to Rehabilitation Leave can now be finally discharged at the Naval Division nearest his home if he so desires.

Personnel wishing to take advantage of this provision need not return to one or other coast for final discharge following leave. Time and money are therefore saved.

Service off Palestine

Any personnel having served 28 days in ships patrolling or supporting landings on the Palestine Coast between 27th September, 1945, and 30th June, 1948, will be eligible for the award of the Naval General Service Medal with Palestine clasp. Application should be made through your Commanding Officer.

News on Rents

K.R.C.N. has been amended to permit married officers and men serving in ships (and in receipt of Separated Family Allowance) to claim for rent liability up to three months after they are reappointed or drafted from the area in which they have leased housing. Formerly, only officers and men serving ashore were entitled to make this claim.

Pension Act Provisions

The Pension Act which covers cases of disability, death and injury attributable to active service was amended at the last session of Parliament. Serving personnel may now claim benefits under the Act which previously applied only to those who had been discharged from the Forces or died while serving.

Since the Pension Act is administered by the Department of Veterans Affairs, applications should be made to any medical officer of D.V.A.

Looking Astern

Lest We Forget

Five years ago . . .

Transatlantic convoys lumbered back and forth virtually without molestation in December, 1943.

An average of 45 to 50 U-boats were on patrol in the Atlantic north of 35 degrees North, and most of them were deployed across the main convoy lines. But they did little shadowing and even less attacking. The U.S. destroyer "Leary", proceeding independently, was sunk; a straggler was torpedoed, but stayed afloat. These were the only casualties.

The U.S.S. "Schenk" celebrated Christmas Eve by sinking two U-boats; otherwise few attacks were carried out by Allied A/S vessels. The submarines were there but they were extremely shy.

"Scharnhorst" Sunk

A surface victory of signal importance was scored on Boxing Day. The German battleship "Scharnhorst", tempted into leaving the safety of her northern Norwegian fjord by the prospect of easy pickings, found the escort of a Murmansk-bound convoy to contain more sting than she had anticipated.

By dint of brilliant strategy on the part of their senior officer, Vice-Admiral R. L. Burnett, three British cruisers kept the "Scharnhorst" at bay. Then upon the scene came the battleship Duke of York — and that was all for the "Scharnhorst".

Two Canadian destroyers, "Haida" and "Iroquois", formed part of the close screen of that convoy. They did not get into the battle but had to remain with the merchant ships in case of submarine attack. However, they were closed up and prepared for any eventuality, particularly in the early stages, before the "Scharnhorst", in spite of her much heavier armament, showed her unwillingness to press home an attack.

A number of Canadian seamen were in the action. They were serving in the cruisers — "Sheffield", "Belfast" and "Norfolk" — and were at their stations for the more than 12 hours the engagement and subsequent pursuit lasted.

Allies Seize Initiative

A review of the year showed that in the early months a determined U-boat offensive threatened to raise the toll of shipping losses to the high figures of early 1942. But in May the tide turned.

Strengthened escort groups, long range aircraft and the introduction of support groups wrested from the enemy an initiative he was not to assert again.

Mid-September saw him open up a brief offensive with a new weapon — the acoustic torpedo. On it he had built high hopes but, apart from the successes scored in attacks on the ill-omened O.N.S. 18-O.N. 202 convoy these failed to materialize. Not a dozen merchant ships were sunk in transatlantic convoys in the latter half of 1943.

Nearly 80,000

The strength of the R.C.N. and reserve forces as at December 30, 1943, totalled 79,242. These included 4,158 in the permanent force, 70,631 in the Reserve and 4,453 in the W.R.C.N.S.

Four ships — two frigates, one corvette and one wooden minesweeper — were launched during the month. Five frigates and three corvettes were commissioned and H.M.C.S. "Prince David" was re-commissioned as an infantry landing ship.

H.M.C. Ships "Haida" and "Iroquois" are shown alongside a jetty at a British naval base shortly after returning from forming part of the close escort of a North Russian convoy that had been selected on Boxing Day, 1943, as a target by the German battle cruiser "Scharnhorst." The "Scharnhorst" was frustrated by three British cruisers and later in the day, when the battleship "Duke of York" joined in the engagement, was sunk. This was only the second time in more than three months that the two Canadian Tribals had been alongside.

Style Note

"NEW LOOK" FAILS TO IMPRESS

Has the "New Look" stolen past the guards, and entered the Royal Canadian Navy? — Will it stay?

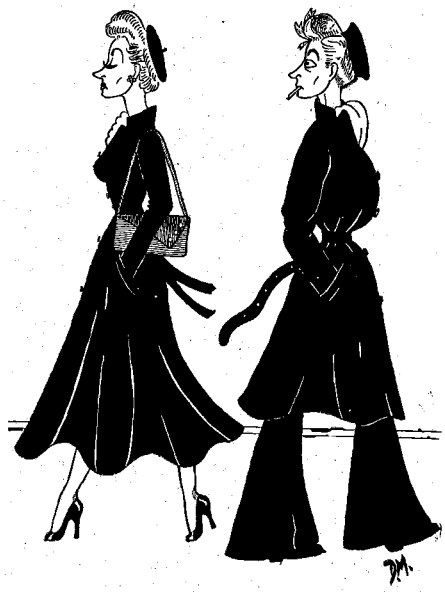
In answer to these questions, I can definitely say a type of "New Look" has arrived among certain of the newcomers to the R.C.N. I can also definitely say it won't last — except maybe over the dead body of the last R.P.O. in the Navy.

Nowadays when a New Entry buys his first set of number ones, no longer does he nip up to a local haberdashery and order a plain, tailor-made uniform with 32-inch bottoms, with maybe a zipper in the jumper to make for easy entry and exit. Bottoms now range anywhere from 30-inch to a size slightly smaller than "Ontario's" quarter-deck awning.

The "flap buttons" on the sides of the trousers have given way to a stylish pair of zippers. These two silver streaks give an added touch to trousers, especially when the jumper is rolled up for comfort on coffee shop stools.

Then of course there are the red and green linings on the jumper cuffs. I couldn't figure this one out at all, so I organized a small "gallop poll" of my own. A Petty Officer Stoker said maybe it was to make sure they didn't put their jumpers on backwards. Leading Seaman "Dusty" Miller thought it was to make certain that the words "Port and Starboard" would be used, instead of "Gee" and "Haw". Anyway, it looks quite nice, because in local dance halls, when the troops roll back their cuffs, it always reminds me of Christmas — and I love Christmas.

I ran into a "sport" the other day who had the underside of his jumper collar covered with Scotch plaid (I think it was Royal Stuart). Anyone walking astern of him in a high wind



will know that his Ma and Pa came from the land of the heather, without having to ask.

All I have to see now is a character galloping down the steet, shoulders rolling to the sway of the sidewalk, and having a maple leaf in each corner of his collar — then I'll let the man with the "net" catch me.

With every new fashion or fad adopted by us mortals there always come a whole set of new mannerisms and new usage of the English language.

I have read somewhere, and have been told by ancient mariners, that "a sailor can curse in any language." Admittedly, it sometimes helps to let off excess steam. However, busses, trains, cafes, and busy street corners are hardly the spots for telling your chum what you think of his ancestry. I know "mamma" is a few hundred miles away and can't wash "Little Jack's" mouth out with soap, but somebody else's mother, wife or sister may be nearby, and they're not interested.

If you hear of anyone intending to build a cafe near the training base, save him some expense by telling him to omit coat hooks and hat stands. Today a great many young navy men believe that every citizen has designs on their skimmers, or are afraid their hair isn't properly combed. Whatever it is, they love to keep their hats on — usually flat-aback — when eating in a restaurant. I know the brand-new tally looks nice staring back at you from the mirror — and oh, that lovely bowwave in front. Nevertheless, it looks 100 per cent better, and is much more civilized, to eat in a public place bare-headed. If you are afraid someone will swipe your hat — put your foot on it. With a size 12 pusser boot planted thereon, a bull-dozer couldn't budge it.

These coast ports may not be like a lot of the fellows' home towns, but a great many of us have set up our homes here. We think a lot of the local citizenry, and it helps if they think well of us. Remember, we're servants of our Country. The countries where servicemen were little tin gods fell with the axis. So we like to look up to the public and have them look up to us.—Ldg./Seaman J.H.B.

Unique Classroom

Children of R.C.N. and R.C.A.F. personnel serving at the R.C.N. Air Station, Dartmouth, N.S., attend school in a unique classroom. When it was found that the children could not be easily accommodated at nearby schools, due to overcrowding, a four-man board was formed to solve the problem. "A school of our own" was decided upon and was set up in a former officers' mess at the air base.

The school opened, under the principalship of J. R. Eadie, Antigonish, N.S. and 63 boys and girls became the nucleus of a school which is believed to be the first of its kind in Nova Scotia.

One of those who was particularly active in working out this solution to the educational problem which faced servicemen at R.C.N.A.S. was Chaplain G. A. Stone.

THE NEW ADVA

The new advancement ladder for the Royal Canadian Navy, which now parallels those of the Army and Air Force, has now been approved and will take effect early in 1949. The necessary clerical work, involving the re-rating of well over half of the men at present serving and pay adjustments to back-date this to 1st July, 1948, will take time. If you don't believe it, ask some of your Writer pals.

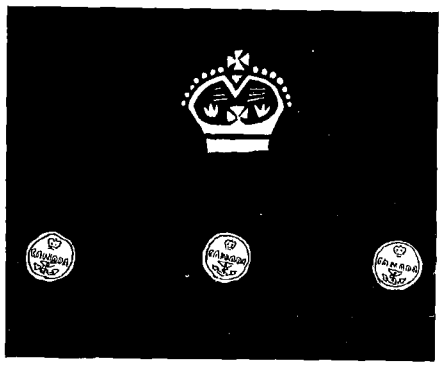
It is the result of a five-months' study of the relationship between Naval ratings and their pay, and their opposite numbers in the other Services. A special Committee on Advancement and Conditions of Service was authorised in February of this year by the Naval Board to carry out this work. It is headed by Captain A. F. Peers, who presided over a Board convened to look into pay matters in October, 1946, at Halifax, the other members of the Committee being Captain (S) R. A. Wright, Commander (E) J. B. Caldwell and A/Commander R. L. Hennessy, the present Assistant Chief of Naval Personnel.

History of Naval Pay

Prior to 1946, the Navy had pay scales of its own, differing for each branch, and a large number of continuous and non-continuous allowances payable for varying conditions of service. The pay scale was based on the rates of pay for Seamen, to which a branch differential was applied, but not separated as such. The Seaman could obtain additional pay for his non-substantive rate, and the general result was a fair degree of equality of pay among the various branches.

In October, 1946, following a year's study of the problem of Post-war pay and allowances for the Armed Forces by an Inter-Service Committee, a common pay scale for all three Services was adopted. This Committee was charged with the duty of drawing up a simplified pay scale that would give equality of pay in the three Services for like responsibilities and trade qualifications, and be justifiable in relation to civilian pay, having regard to conditions peculiar to military Service.

The pay scale recommended followed the general lines of the pay structure in force in the Army and R.C.A.F. It was made up of three components: pay of rank for responsibility, trades pay for trade qualifications, and special allowances to assist in the maintenance of a family and in lieu of quarters and rations when not provided by the Service. The total of these was designed to correspond to civilian rates of pay for similar occupations, due allowance being made for the in-kind part of the Service wage, represented by pensions, medical and dental services, etc.



Chief Petty Officer 1st Class

To the Navy, it represented a complete departure from the old methods of assessing pay. It had certain advantages but left room for improvement.

The new advancement ladder introduces improvements based on the experience subsequently gained.

Changes in Structure

The principal change that has been made is the paralleling of the Naval rating structure with that of the Army and Air Force, and entitlement to the same pay for equivalent ranks or ratings. The new Chief Petty Officers 1/C and 2/C correspond to the Warrant Officer I and II of the other Services; the Petty Officers 1/C and 2/C to those of the Staff or Flight Sergeant and Sergeant, and the new Leading Rating to the Corporal. Ratings and equivalent other ranks below this remain as before.

Men of all branches, who at the top levels carry similar degrees of responsibility, can now be advanced to Chief Petty Officer 1/C. The difference in pay between branches will, as in the case of the other Services, now be in trades pay.

Duties of New Ratings

The fitting of the new ratings into the Naval personnel structure and complements required careful consideration, as it meant a departure from the old established conceptions of the Leading Rating, Petty Officer and Chief Petty Officer. The corresponding new ratings are subdivided into five, Petty Officers and Chief Petty Officers each being subdivided into two classes.

The Chief Petty Officers of the Navy have always covered a wide range of responsibilities dependent upon where they were serving, and, in the case of the Seaman branches, the non-substantive rate held. Division of this rating has been made as a result of study of complements, and will be roughly in the ratio of one CPO 1/C to two CPO's 2/C.

The responsibilities of the new Petty Officer 1/C correspond to those for the present Petty Officer, and those of the new Petty Officer 2/C to those of the present senior Leading Rating. Those for the new Leading Rating correspond to the junior Leading Rating and senior Able Rating.

In the Seaman branch the distinction between P.O. 2/C and Leading Rating will be that the former requires a minimum of a second class

CEMENT LADDER

non-substantive rate, which adds responsibility to his duties.

Comparison with other navies

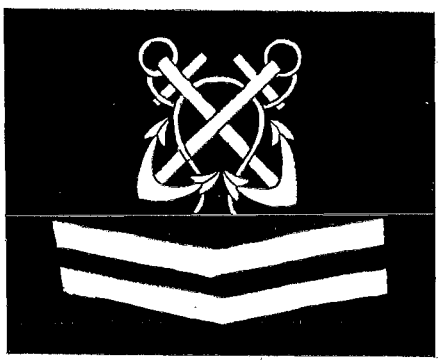
A visit was made to Washington to obtain information on the personnel structure of the United States Navy, and similar enquiries were made of the Admiralty. The U.S.N. had recently undergone a complete revision of its rating structure, and the R.N. had, in 1946, adopted a new pay scale in common with the other British Forces. A common pay scale for the Armed Services has been in force in the United States for over 25 years.

In the United States Navy, it was found that for corresponding pay scales, there was a much higher percentage of men in the three upper grades than in the other Services. Enquiries made of the Admiralty showed that very similar percentages of higher ratings, after making allowances for the different personnel structures, were present in the Royal Navy. The U.S.N. has four grades of Petty Officers, 3rd, 2nd, 1st and Chief, against the Leading, Petty Officer and Chief Petty Officer of the R.N.

Career opportunity

The effect of the new rating structure on career opportunities in the Navy will be considerable. Due to the increased percentages in the higher pay levels, there are more openings up there. With the increased number of pay steps, or "grades"—as they will now be called to get away from the old cumbersome method of referring to them by the rank that carries them—the time spent in each rating will be shortened. For the average man who decides to make a career of the Navy, and is willing to learn all that he can, these steps should come at 3 to 4 year intervals. If he is really bright, they can be made in less time; a certain minimum in each rating is necessary though, so that he can become efficient and spend the necessary time at sea, before he goes on to the next one. Whether a man gets ahead or not is entirely dependent upon himself—the opportunities are there, and it is up to him to make the most of them.

In the non-technical branches, the average man intending to stay in the Service should reach the new Leading rating at the 3rd or 4th year of his service. Upon signing on for his second "hitch", he can expect to become a Petty Officer 2/C not very long afterwards, on passing the necessary exams. At this stage in men's careers, the opportunity arises for entry into the technical branches.



Petty Officer 2nd Class

It has been decided as a matter of policy that, as far as possible, the technical branches are to be recruited from men already in the Service. Only in a few small or specialised branches like the Shipwright, for which there is no previous training, will men be recruited directly from shore as trained apprentices.

Armourers will be recruited from the Gunnery branches, and it is proposed to recruit the Radio Technicians from the "user" branches of Radar Control and Radar Plot. Stokers already have an avenue into the Engine-room Artificer branch at the present Leading Stoker (future Petty Officer 2/C) level, and except for special trades, it is hoped that this branch will all come from the stokers. Some alteration in the present courses to give men more running maintenance duties in the early stages will have to be made to enable this to be done.

Where branches have no technical outlets, the percentage of higher ratings has been adjusted as far as complement limitations will allow to provide for increased opportunities in them. For men who do not measure up to the standard required for the skilled technical branches, there is still the opportunity to rise to Chief Petty Officer in the non-technical branches.

The new badges will be for the Chief Petty Officer 1/C and the Petty Officer 2/C—a crown above the centre button of the sleeve for the former, and crossed anchors without the present Petty Officer's crown for the latter. The new Chief Petty Officer 2/C will wear the three buttons of the present Chief, and the Petty Officer 1/C the badge of the present Petty Officer. Leading ratings will retain the same badge.

The overall effect of the new rating structure and the pay grades it brings, will be to lessen the present wide discrepancy in pay between the technical and non-technical branches—much greater at the present time than it ever was pre-war, despite the advance in technical knowledge required by the latter branches. It gives increased opportunity for advancement to all branches, and lessens the time between successive pay increases. The new policy of recruiting technical branches from the non-technical branches also gives better opportunities to men in the latter.

The opportunities are there—it is up to the ambitious young men of the service to make the most of them. When the new structure goes into effect, there will be plenty of vacancies in higher ratings all along the line, due both to the new structure and the recently authorised increases in total numbers allowed in the Navy. So, to use a popular phrase—"Take it away—it's all yours!"

—*"DUGOUT"*

Officers and Men

NEW C.O. FOR "CRESCENT"

Lieut.-Cdr. D. W. Groos, D.S.C., R.C.N., of Victoria, became commanding officer of the destroyer "Crescent", a unit of the Pacific Coast fleet, 16th November. He succeeded Lieut.-Cdr. J. A. Charles, R.C.N. of Rouleau, Sask., who has been appointed to Headquarters.

Joining the R.C.N. as a Cadet in 1935, Lieut.-Cdr. Groos took early training overseas with the Royal Navy. His war service included appointments as commanding officer of the destroyer H.M.C.S. "Restigouche" and the Algerine escort "Border Cities." He was awarded the D.S.C. in January, 1945, for "gallantry and outstanding service in the face of the enemy . . ." and was twice Mentioned in Despatches.

LOWER DECK ADVANCEMENTS

The following men have recently been promoted to higher ratings in the Royal Canadian Navy:

To Chief Engine Room Artificer — Joseph A. Wildwood, 22085E.

To Chief Petty Officer Photographer — John M. Turner, 4329E.

To Acting Petty Officer — George A. Lauder, 3115H.

To Petty Officer Telegraphist (W) — Wilfred D. Henderson, 6190E; Warren S. Walker, 2965H; Douglas A. Potter, 3854H; Leonard W. Murray, 6086H.

To Acting Petty Officer Telegraphist (V) — Jerome L. Kay, 4271H; Bernard L. Roberge, 6488E.

To Acting Petty Officer Air Mechanic (E) — John E. B. Callard, 21944E.

To Acting Leading Seaman — Charles S. Smylie, 6135H; Samuel D. Clarke, 6009E; Thornton E. O'Laney, 6793H; Joseph Hornosty, 6276E; Evan D. Pollock, 6615H.

To Acting Leading Stoker Mechanic — Herbert E. Jones, 23196E; James R. Whyte, 22441E; Cathel J. McLeod, 9927E; Marcel A. Desaulniers, 22454E; William F. Lynch, 22310E.

To Acting Leading Telegraphist (W) — John L. Layton, 4692H; David D. McLeod, 5905H; Wilson F. Mouland, 3858H; William K. Carson, 6332H; Douglas L. Palmerston, 4531H; Gerald J. Dufour, 6417H; Wilburt M. Wright, 6311H; George A. Coghill, 6323E; Arthur S. Krause, 4691E.

To Leading Stores Assistant — Albert M.E.J.Roberge, 50177E, Clifford C. Cole, 51808H; Arthur R. Faulkner, 50656H; Onil J. L'Heureux, 50127E; Emerson L. Kelly, 50432H.

To Leading Writer — Frederick Lucky, 50499E; Hugh F. Dunn, 51491H; Frederick C. Randall, 50603H.

To Leading Cook (S) — Anthony A. Stipkula, 50395E.

To Leading Steward — George A. E. Hendle, 50760E.

Lieutenant-Commander P. F. X. Russell, of Halifax, is the new commanding officer of the Torpedo and Anti-Submarine School at R.C.N. Barracks, Halifax. Lt.-Cdr. Russell formerly was First Lieutenant of the aircraft carrier, H.M.C.S. "Warrior," and recently completed a course at the Royal Navy Tactical School in London.

AIR APPOINTMENTS

A number of changes in air appointments occurred during October and early November. They included the following:

A/Lieut.-Cdr. (O) R. I. W. Goddard, D.S.C., 18th Carrier Air Group, in command.

A/Lieut.-Cdr. (O) John I. Stokes, 825 Squadron, in command.

A/Lieut.-Cdr. (P) V. J. Wilgress, 803 Squadron, in command.

A/Lieut.-Cdr. (P) R. A. B. Creery, 883 Squadron, in command.

A/Lieut.-Cdr. (P) John W. Roberts, 826 Squadron, in command.

A/Lieut.-Cdr. (P) F. W. H. Bradley, Staff Officer (Organization), to Director of Naval Aviation, Naval Headquarters, Ottawa.

A/Lieut.-Cdr. (P) J. B. Fotheringham, Director of Air Personnel, Naval Headquarters.

A/Lieut.-Cdr. (P) R. H. Bartlett, staff officer to Director of Naval Aviation, Naval Headquarters.

A/Lieut.-Cdr. (P) W. E. Widdows, Staff Officer (Air) to Naval Member of Canadian Joint Staff, Washington.

A/Lieut.-Cdr. (P) C. G. Smith, 743 Squadron, in command.

A/Lieut.-Cdr. (P) A. J. Tanner, Lieutenant Commander (Flying) R.C.N. Air Station, Dartmouth.

EARNS COMMISSION

Leading Signalman H. W. Vondette, R.C.N., of Pembroke, Ont., has been promoted to the acting rank of sub-lieutenant.

The 24-year-old officer joined the R.C.N.V.R. in January, 1942, and transferred to the permanent force in September, 1944.

Among the ships in which he has served are the destroyers "Restigouche" and "Micmac" and the aircraft carrier, "Warrior." He is at present taking advanced courses with the Royal Navy.

A/W.S.O. Albert J. Thornton | A/W.S.O. Harry J. Stuart | A/W.S.O. Frank A. Bentley | A/W.W.O. Mark Preston | A/W.W.O. Geoffrey Fielding | A/W.W.O. D. A. J. Higgs

SIX PROMOTED TO W.O.

Three Chief Petty Officers and three Petty Officers have been promoted to the acting rank of Warrant Officer in the Supply and Secretariat Branch.

Chief Petty Officer Writers D. A. J. Higgs, of Victoria and Calgary, and G. H. Fielding, Victoria, and Petty Officer Writer Mark Preston, of Victoria and Regina, have been promoted to Acting Warrant Writer Officer, R.C.N. Stores Chief Petty Officer A. J. Thornton, of Edmonton and Victoria, and Stores Petty Officers F. A. Bentley, Saint John, N. B., and H. J. Stuart, of Victoria, have been promoted to Acting Warrant Stores Officer, R.C.N. Effective date of the promotions was 1st September.

AWARDS FOR LONG SERVICE

Four members of the ship's company of H.M.C.S. "Ontario" received Long Service and Good Conduct Medals in a ceremony aboard the cruiser shortly before the five-ship R.C.N. task force arrived at Pearl Harbor. Captain J. C. Hibbard, D.S.C. and Bar, R.C.N., commanding officer of "Ontario", presented the medals.

Those who received the awards were Chief Armourer George J. Corp, Hamilton, Ont.; Petty Officer Cecil R. Cockrill, Vancouver; Chief Petty Officer Steward Henry Rogers, Victoria, and Shipwright I/C Harold H. Booth, Winnipeg.

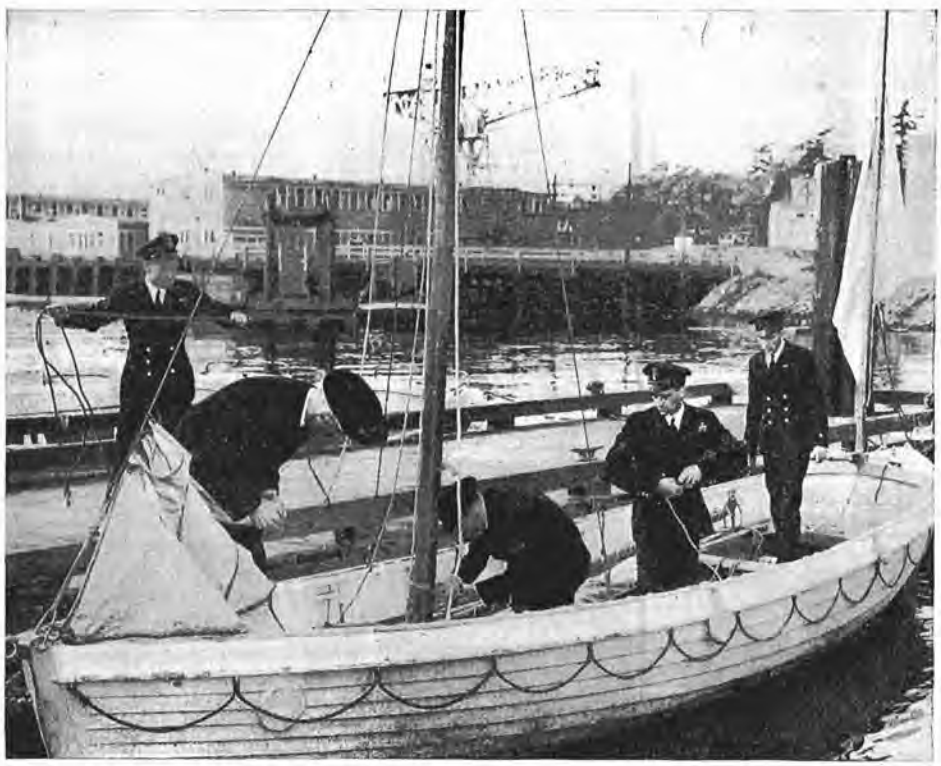
The following men also have been awarded Long Service and Good Conduct Medals recently: CPO Donald S. Calder, Vancouver (H.M.C.S, "Naden"); CPO Tel. Clifford J. Watt. Edmonton, (H.M.C.S. "Naden"); Acting Leading Stoker Walter L. Millington, R.C.N.(R), Victoria (H.M.C.S. "Naden") and CPO Stoker Mechanic John E. F. Parker, Red Deer, Alberta (H.M.C.S. "Nootka").

ADMIRAL HONOURED

Rear-Admiral C. R. H. Taylor, C.B.E., R.C.N. (Ret'd), former Flag Officer Atlantic Coast, has been presented with a life membership in the Navy League of Canada.

MEDAL FOR CADET

For his heroism in saving nine year-old Victor Neilson from drowning in the North West Arm at Halifax last summer, Sea Cadet Roy O'Connell, 15, was presented with the Award for Bravery medal of the Dominion Council, Navy League of Canada, by A. I. Lomas, president of the Nova Scotia Mainland Division of the Navy League of Canada. The ceremony took place at Nelson Sea Cadet Corps headquarters in Halifax.



Candidates for the rank of Warrant Officer are shown above rigging a service whaler for sailing during a Squadron Board held recently in H.M.C.S. "Naden". Mr. H. J. Andrews, Bos'n R.C.N., Commanding Officer, H.M.C. "M.L. 124," examined the men in their ability to handle a boat under sail. In the photograph, from left to right, are Petty Officer Jack K. Slater, Calgary; Petty Officer David W. Hurl, Winnipeg; Petty Officer Robert A. Smith, Calgary; Petty Officer Dawson B. Lawrence, Coleman, Alberta, and Chief Petty Officer Denis S. Colegrave, Camrose, Alberta.

The Navy Plays

PACIFIC COAST

October ushered in the rugger season and the New Entries supplied the material for representative teams in the first and second divisions of the Victoria Intermediate League.

Soccer has been taking a secondary place to rugger this fall. However, the former sport will come into its own early in November with the organization of the Interpart Soccer League. Ten teams have filed entries and keen competition is expected.

Under the competent coaching of Petty Officer Cook Stanley James of Victoria the New Entries have produced a team for the City Intermediate "B" Basketball League. The lads show a lot of enthusiasm and should give a good account of themselves.

The Interpart Bowling League is well under way, with the Gunnery School leading the other ten teams by a good margin.

Boxing appeared on the Sports Calendar again with the New Entry Inter-Divisional Boxing Finals. The "leather-pushers" of "Haida" Division punched their way to victory and gained the Boxing Trophy.

ATLANTIC COAST

With basketball, badminton, bowling and other indoor sports well under way, the gymnasium at R.C.N. Barracks, Halifax, is operating under a full head of steam in providing recreation for naval personnel, their families and friends.

The Interpart Basketball League schedule, which opened October 23, promises to produce close competition between the four teams. Electrical School is the defending champion, with challenges coming from the Communications and Torpedo Anti-Submarine Schools and the Mechanical Training Establishment.

Interpart rivalry is forgotten, however, when selected players from the four teams unite to carry the Navy's colours in the Halifax Intermediate Basketball League.

The Bowling league, with 23 teams, is bigger than ever and although there still is a long way to go before the playoffs, Artisans appear to have the strongest squad.

Elect Club Officers

The Atlantic Command Badminton Club is away to a successful start and has a number of competitions and matches with other clubs in the city planned for the winter months.

At an organization meeting, Commander (E) J. S. Horam was elected president, Sub-Lieut. (Nursing Service) Shirley MacIntosh, treasurer, and Lieut. V. J. Murphy, secretary.

In a brief presentation ceremony at the Wanderers Grounds in Halifax, Petty Officer "Ginger" O'Brien received the D. C. Purdy cup from Mr. Purdy on behalf of the Royal Canadian Navy football team, 1947 champions of the Halifax Canadian Football League. At Mr. Purdy's left is Lieut. Cdr. John McCormick, R.C.N. (R), past president of the league.

Since the new soda bar was set up, the "Stad" gym has become more popular than ever. The fountain is a favourite gathering place for couples after bowling, badminton or the movies and the dancing facilities — namely music and floor space — make it an ideal spot in which to top off an enjoyable evening.

Winning Streak Broken

Navy's unbeaten football record, extending back to 1946, was halted on October 20 when a hard-fighting Dalhousie team blanked the Tars 15–0. In its two previous contests, Navy had defeated Wanderers 22–0 and Dartmouth Air Station 29–0. But against the determined assaults and stonewall defence of the Collegians the sailors could get nowhere.

Even the Navy cheerleader, Ldg. Cook (S) Mike Bidnock, was thrown for a loss.

Dressed as a clown, Bidnock evoked a number of laughs with his antics, especially when he threw firecrackers among the four Dalhousie girl cheerleaders. The girls gave chase and one of them dropped him with a flying tackle, sat on his chest and gave his skull a good thumping. It is understood, however, that it has not cracked under the strain and Ldg. Cook Bidnock's culinary activities have not suffered.—L.R.

Varied Sports Program

There is a saying that "all work and no play makes Jack a dull boy". We of H.M.C.S. "Magnificent" believe this to be true and, consequently, no effort is spared in providing a program of sports which appeals to the athletic aspirations of the men.

The ship is fortunate in having two highly qualified men handling the affairs of its physical and recreational

training department — Mr. J. A. Arnott, Bos'n, an ex-P. and R.T. instructor, and Petty Officer (P. and R.T.I.) Johnny Rowland.

During the docking period in Saint John, quite an extensive sports program was arranged. On a boxing card staged by the Saint John Athletic Club, mittmen from the "Maggie" won two and drew one of five bouts. In an exhibition bout, Cook Penchoff won a decision from Cook Finnigan. This bout was refereed by Chief Cook Henri Pare, who is well known for his prowess as a boxer and trainer and more particularly as the man who in 1942 knocked out the leading contender for the Canadian featherweight title.

On the Allison Athletic Field the Saint John All-Stars defeated "Magnificent" 2–1 in a well-played soccer match.

During the visit to Quebec City, two basketball and two softball games were played with the Army. "Magnificent" won both basketball contests scores being 26–24 and 58–4; Army evened the score by winning the softball games, 14–8 and 16–11.

On board ship the most popular games are badminton and volleyball. Lieut. H. J. Wade and Lieut. D. Stevens defeated ERA's M. K. Larsen and J. F. Ferguson to win a recent badminton doubles tournament. — G.D.B.

★ ★ ★

HADDAD NAMED OUTSTANDING ATHLETE

Stores Assistant Edward Haddad, R.C.N., Canadian lightweight boxing champion, who is stationed at R.C.N. Barracks, Esquimalt, has been awarded the Norton H. Crowe Memorial Trophy, awarded annually to the outstanding amateur athlete in Canada.

Last month SA Haddad was presented by Mayor Percy George of Victoria with the Sid Thomas Memorial Trophy after being selected as the outstanding amateur athlete in the Victoria district.

Haddad has an outstanding ring record. After sweeping through tournaments on the West Coast, he went to Montreal, won the Dominion lightweight title and earned a place on the Canadian Olympic team. He lost his first bout in three years in the quarter-finals of the Olympics, by the narrowest of decisions.

Honours in the Interpart Softball League at R.C.N. Barracks, Halifax, were captured this year by Artisans (above). In the photo are: Rear row (left to right) Shipwright Mike Semenick, Chief Shipwright Ray Weaver, Plumber's Mate Ray Shedlowski, Chief Shipwright Bernie Gordon, Chief Plumber Ed McSweeney and Mr. Hedley Ivany, Commissioned Shipwright. Front row: Chief Plumber Ernie Wilde, Mr. H. Williams, Commissioned Shipwright; Chief Plumber Bill Perrier, Mr. R. Pitcher, Commissioned Shipwright, Plumber Bill Conrad (manager) and Gerald Peterson, bat boy and mascot.

CARRIER ORGANIZES RIFLE, PISTOL CLUB

The newly-organized Rifle and Pistol Club of H.M.C.S. "Magnificent" broke even in its first two matches. Competing against the South New Brunswick Scottish Regiment at Saint John, the carrier's marksmen scored 822 points as against 746. In a match with the Royal 22nd Regiment at Quebec, the "Van Doos" outshot the sailors 651 to 631.

Following are the club's officers:

Honorary president, Commodore G. R. Miles; honorary vice-president, Commander D. W. Piers; honorary secretary, Lieut. W. P. Hayes.

President, Ord. Commander N. F. Moodie; vice-president, Chief Shipwright Warrington Cope; secretary-treasurer, Mr. M. B. Young, Warrant Stores Officer.

Rifle Range Committee — Lieut.-Cdr. (O) A. S. Marshall, CPO Tel. Donald McGee, AB R. C. Duiven.

Miniature Range Committee — Shipwright J. C. Moore, Ord. Sea. W. G. Goodwin, Ord. Sea. P. H. Claxton.

Pistol Range Committee — CPO Cook Henri Pare; L/Cook (S) A. E. Ralston, Sto. Mech. Ronald Lowden. —G.D.B.

GOLF CHAMPION

Little doubt of the golfing prowess of Lt.-Cdr. G. E. "Ted" Fenwick remains in the minds of the club swinging fraternity of the Ottawa area. He followed up his success as low gross winner of the inter-service golf championships by taking the Ottawa and District title at the Ottawa Hunt Club and the Class "A" championship in the Naval Headquarters Match Play tourney. He defeated Cdr. D. G. King in the finals for the Naval Trophy.

Lt.-Cdr. D. M. MacDonald, commanding officer, H.M.C.S. "Bytown", won the Class "B" championship by his victory over Captain (E) C. I. Hinchcliffe.

ATLANTIC COAST

H.M.C.S. "Magnificent"

The city of Saint John, N.B., lived up to its reputation during the 10 days "Magnificent" was in drydock there. Much was provided in the way of entertainment, with the Main Brace Naval Veterans Association and our comrades in the Army particularly active in the role of hosts.

The ship was opened to visitors on two afternoons and more than 9,000 persons came on board.

After leaving drydock, "Magnificent" made a three-week cruise to Quebec, Seven Islands, Charlottetown and Sydney. While in Quebec, the ship was honoured with a visit by His Excellency the Governor General Field Marshall The Viscount Alexander of Tunis. The Governor General inspected a Royal guard and took the salute at a ceremonial march past.

Several bus tours to the shrine at Ste. Anne de Beaupre were arranged by the Chaplain. The Chief and Petty Officers were guests at a dinner and smoker in the sergeants' mess at Valcartier Camp and returned the hospitality by entertaining at a chicken dinner on board the following day.

Seven Islands and nearby Clark City outdid themselves in providing entertainment for the ship's company. A highlight was a visit to the pulp mill at Clark City. Charlottetown and Sydney were equally hospitable and all in all, it was a highly successful cruise.—G.D.B.

H.M.C.S. "Haida"

During a visit to Sydney on October 20, a number of men from "Haida" and "Magnificent" were taken on a tour of the steel mill of the Dominion Steel and Coal Company.

Following our veteran guide, "Pop" Mackenzie, we made our first stop at the pump house which supplies the huge blast furnaces and power plants. All told, these pumps supply 40,000 gallons of water a minute.

On our way to the blast furnaces "Pop" told us that the mill occupied 135 acres and employed 5,000 men working in three eight-hour shifts. The blast furnaces smelt down the pig iron and iron ore that are brought over from Wabana, Newfoundland. Intense heat is applied to the ore and when it becomes molten or liquid metal a type of scum forms on the top of the smoking, sparking heap in the vats. This scum, which is called slag, is poured off into large tubs and taken and dumped.

The molten ore is again put in a furnace but this time intense heat is applied for the alloys, which go to form the famous steel. Again the slag is taken off and dumped and the steel is poured into large moulds. When the steel is poured the molten metal illuminates all the surrounding furnaces and the men working near them and showers the whole place with sparks. It requires little imagination to picture oneself in the kingdom of Satan.

The days of the chipping hammer and scraper are on the way out in the Royal Canadian Navy. In the above photograph, Ordinary Seaman William Lord, of Taber, Alberta, wields an electric buffer on the forecastle of H.M.C.S. "Ontario".

On passing the shed containing the furnaces we all noticed that a very fine dust covered our clothes and our faces. "Pop" explained to us that it was called silicon and came from the pure steel. When we entered the DOSCO mills we followed a railroad rail from the time it was born to the time it was ready to be shipped. The rail started its life from a mould 12 ft. by 2 ft., and ended when it was stamped, buffed and ready to be shipped.

To top off the trip, a weight contest was held and the honors went to Petty Officer Writer George who tipped the scale at 225 pounds.—"Kip."

Communications School

One would not have to be overconfident to realize that the school, after several upheavals and shiftings, is now well on the way to smooth sailing. Like everybody else, we found ourselves in a different world after the war and had to set to work and re-orientate ourselves. The weeping and wailing, the "It can't be done" notwithstanding, the school weathered the aftermath of wartime routine and emerged quite matter-of-factly to take its place in the post war scheme of things. At the present time we are in part of the Electrical School in quarters of which, after considerable work, we can feel justly proud.

Although the school didn't equal Albro Lake's splendid show in the last

promotion list, two of our lads came in for honours. Tel. Leonard W. Murry was rated PO Tel., and A/Ldg. Tel. (V) Bernard L. Roberge was promoted to A/PO Tel. It is particularly gratifying to note that these two men passed for their higher rate without a course.

The Leap Year hex caught up with two members of the Communications School and consequently PO Tel. (V) Geoffrey Bate and Tel. Michael O'Sullivan have filed TD 1 forms.

CR 17 Class completed training recently. After the Northern Cruise Tels. Roy Dunlop and George Bell headed for the sunny side of the Rockies, while Tel. Michael O'Sullivan was drafted to "St. Stephen". The remainder of the class will be with us for a while.

Ex-CPO Tel. (V) William Saul joined the civilian staff of the school recently. Another familiar face was that of Ex-CPO Tel. (V) A. G. Smith, who passed through on pension routine.

Leaving the communications school shortly for posts in H.M.C.S."Haida" are PO Tels. Alex Chalmers and Leonard Murray. CPO Tel. (V) George Kitson, of "Haida", PO Tel. (W) Albert E. Young and A/PO Tel. A. L. Bonner, of "Nootka" will join the school. PO Tel. (V) Geoffrey Bate left the school for H.M.C.S. 'Swansea", while already with us are PO Tel. (V) John Page, from H.M.C.S. "York", Toronto, and PO Tel. (V) Reginald Thompson, formerly of H.M.C.S. "Cataraqui", in Kingston.

T. A/S. School

The annual rifle shooting match held recently produced an outstanding marksman in the person of PO "Ginger" Board, a member of the R.C.N. Atlantic Command Rifle Team. Although in his first year of competitive shooting, "Ginger" was hitting the bull with such regularity that he placed first at all ranges until he arrived at the last one, the 600-yd. range. The combination of wind and light made shooting difficult during this last event of the day and it was only inexperience in contending with the elements that knocked our hero out. He placed a very close fourth, however, and won himself a sum of money and the R.C.N. Shooting Medal.

Our latest addition to the "new father department" is CPO Anderson. Statistics:

Launched: 21 September, 1948.
Tonnage: 6 pounds, 6 ounces.
Class: Girl.
Christened: Gale Claudia.

Congratulations, Andy. — R.E.D.

H.M.C.S. "Iroquois"

In the last issue mention was made of those of low intelligence who claim that "Iroquois" cannot be moved without a miracle — or catastrophe. I don't know in which category to place it, but it's happened. With a loud groaning sound "Iroquois" parted from the jetty and was on her way to the Dartmouth slips.

New quarters have been obtained for the reserve fleet staff in the Motor Transport Building at the South Gate, and all personnel and equipment are now installed.

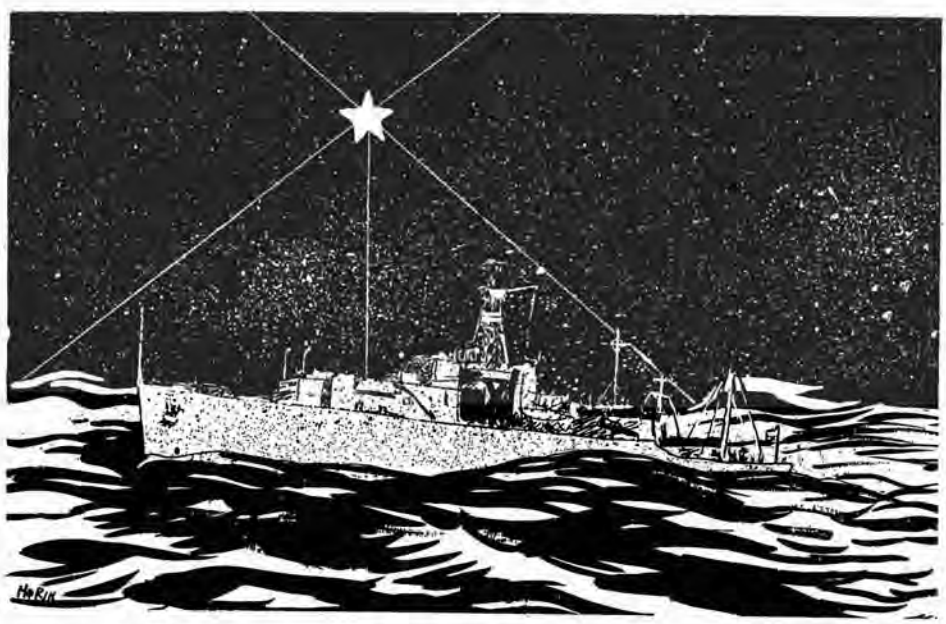
H.M.C.S. "Micmac" has been returned to the reserve fleet after having a new "sharp end" fitted.

Mr. James Walkey, Warrant Engineer, spent a pleasant week in H.M.C.S. "New Liskeard" relieving Mr. Keddy, Warrant Engineer, who took a week off to indulge his fondness for hunting "wild beef." He got one, too — a young buck that dressed at 165 pounds. Other successful nimrods have been Lieut. (E) N. F. Lee and PO Driscoll. Mr. William Brooking, "Micmac's" engineer officer, joined the august assembly in "Iroquois'" Wardroom on the return of his ship to the dockyard — J.N.W.

H.M.C.S. "Swansea"

Since her commissioning last April, H.M.C.S. "Swansea" has logged the rather surprising total of 12,000 miles in carrying out eleven reserve cruises, and has visited many Canadian and United States East Coast ports as well as Bermuda.

Another crew member about to take the plunge into the sea of matrimony is AB "Bugs" Hodgson, who, on that occasion, will answer to the name of Hugh Robert Patrick Grant Miller Hodgson. "Bugs'" long "handle" is not his only claim to fame. He is a composer of popular messdeck songs and also a versatile cartoonist.



H.M.C.S. "St. Stephen" will spend Christmas on the rough, cold seas that make her weather station, between Greenland and Labrador, one of the most uncomfortable spots on the North Atlantic. The Royal Canadian Navy frigate sails from Halifax 4th December and is due to leave Station Baker New Year's Day. So far as duties are concerned, Christmas Day for her crew will be just like any other, but there will be tinsel and holly strung up in the wardroom and messdecks and a Christmas dinner, with turkey and all the trimmings, for all hands.

His mother was one of the original Rockettes and his grandmother, Carolyn Hodgson, was a well-known authority on Guatemala and British Honduras, where she was a publisher and noted musician. His grandfather, Fred T. Hunt, managed the great Jim Corbett's acting career, when the famous boxer made personal appearances throughout the United States.

"Swansea's" candidate for strongest man in the R.C.N. is Shipwright Mike Poirier, who is said at one time to have picked up an anchor with one hand.

Congratulations are in order to new fathers Lieut. Jack Sutherland, R.C.N. and Ldg. Stwd. Bill Klingle.

Point Edward Naval Base
(Sydney, N.S.)

Although the heading on this column says "Point Edward Naval Base" most naval personnel will remember the Base as "Protector II".

A great many changes have taken place since the end of the war, but the most noticeable one is the lack of Naval uniforms.

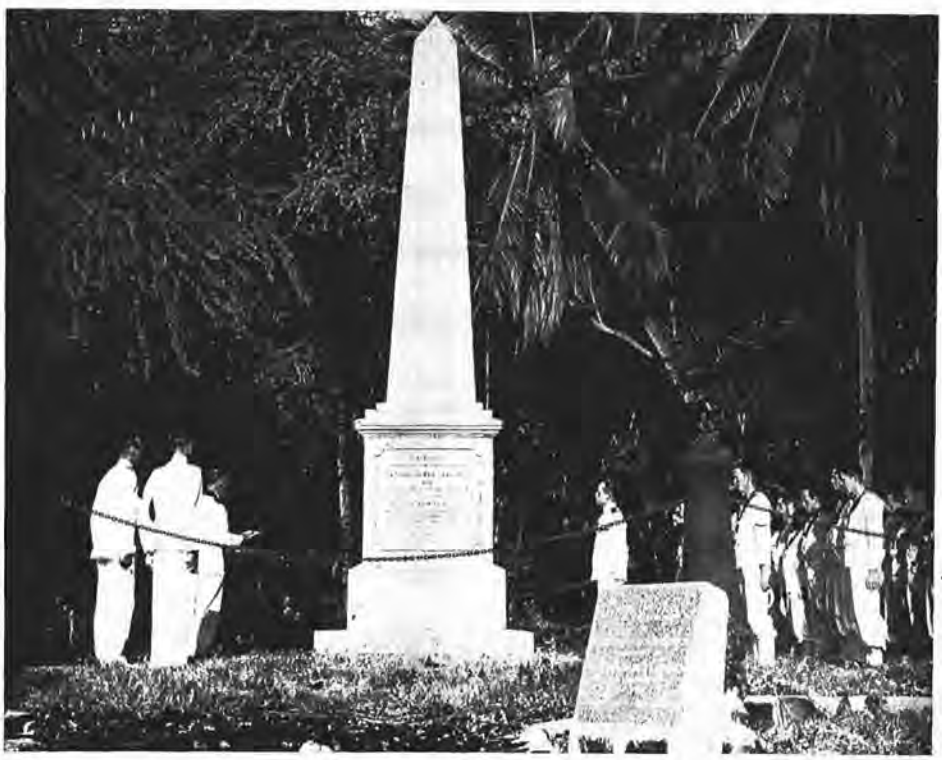
The Base has gone "civvy" and Navy, Army and Air Force veterans disguised in their civilian clothes carry on the work of preserving material and stores, and keeping everything on top line.

The Naval Hospital, used for a time by D.V.A., is now being furnished and will soon be opened as a Tubercular Hospital by the Province of Nova Scotia.

The Y.M.C.A. Building is now the Club Room of Westside Branch No. 126 of the Canadian Legion, B.E.S.L.

"Protector I," on the Sydney side of the harbour, is no more and the main building is now used by D.V.A. and the Mounties.

"Nootka", "Swansea", and "New Liskeard" visited Sydney on Training Cruises during the summer . . . Is it true that "Swansea" played a softball game with a Sydney girls team, and took a licking ? . . . "Magnificent" and "Haida" visited Sydney from October 19th to 22nd and really took the town by storm. A good time was had by all.



Services in tribute to the memory of Captain James Cook, discoverer of the Hawaiian Islands, were held by officers and men of H.M.C.S. "Crescent" during the recent cruise to Pearl Harbor. In the above photograph, Chaplain Lea Gillard, left, Protestant chaplain for the squadron, leads the service before the monument erected to the famous explorer at Kealakekua Bay, Hawaii. At right is a guard of honor from the destroyer.—(*U.S. Navy photo*).

PACIFIC COAST

H.M.C.S. "Naden"

With the wind-up of reserve training and preparations for the Pearl Harbor cruise occurring simultaneously, the pace at the Royal Canadian Navy's West Coast base in late September hit its highest pitch since the war.

With the departure of Task Force 213 for Hawaii and the last of the Reserves for their home divisions, H.M.C.S. "Naden" figuratively breathed a large sigh of relief and settled down once again to its principal commitment — the training of new entries.

In "Naden" the "Haida" Division of the New Entry Section scored the highest total of points in the all-round competition through its excellent standard of general behaviour and considerable prowess in sports . . . Negotiations were set moving to organize a Drum and Bugle Band manned exclusively by New Entry men. When equipment is obtained the band will certainly be a valuable addition to the musical section of the base . . . The Fifth Officers' Divisional Course — which puts officers through an even more rigorous routine of training than the New Entries take— was completed on the 25th of September.

One marriage and ten baptisms were performed by the Protestant Chaplain . . . The Canada Savings Loan (Series III) Drive started on the 1st October and subscriptions indicated that the Navy has healthy instincts for thrift . . . The Naval Fire Service gave the base an informative series of lectures on the use and purpose of their equipment during National Fire Prevention Week 3rd to 9th October.

NAVAL DIVISIONS

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

Sharply increased interest in the reserve followed Navy Week, held from 16th to 23rd October.

"Open House" was held Saturday, 23rd October, and many Calgary citizens took advantage of the opportunity to visit their local Naval Division. Keen interest was shown by the visitors in the equipment and facilities. Officers and Men of the ship were on hand to conduct their guests around the ship.

The twenty-fifth anniversary of the division also fell on 23rd October. Tribute was paid to those who had contributed to the growth of the establishment from a humble beginning in a fire hall in 1923 to its present position as one of the finest and best equipped Naval Divisions in Canada.

H.M.C.S. "Scotian"
(Halifax)

Some 1,500 persons thronged H.M.C. Dockyard when "Open House" was held on Saturday, 23rd October. Open for inspection were H.M.C.S. "Nootka", the United States submarine "Raton" and H.M.C.S. "Scotian", Halifax naval division. Visitors also saw showings of the film, "The Navy Flies". All in all, Navy Week was a great success and provided experience that will be valuable in planning next year's program.

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

More than 1,000 citizens of Saskatoon came aboard during "Open House" day, Saturday, October 23, and were conducted over the ship by the ship's officers. Operation and use of the equipment was fully explained to the visitors and souvenir programmes were distributed. Afternoon tea was served later by members of the Officers' Wives' Association.

Citizens of Saskatoon and district learn what is going on locally in the three services through a weekly half-hour radio program, the "Services Show", carried over Radio Station C.F.Q.C. Each service contributes to the program, with the naval representation coming from the Saskatoon division, H.M.C.S. "Unicorn". It is believed that the show has resulted in increased interest in the armed forces, and particularly in the reserves.

The Royal Canadian Navy Band from H.M.C.S. "Stadacona," Halifax, led the composite service unit representing Navy, Army and Air Force Headquarters in the Remembrance Day parade in Ottawa, November 11. In the photograph, left to right, are:

Front row — Bandsman Ernest Piffero, Windsor, Ont. (with trumpet); P.O. Victor Goodridge, St. Catharines, Ont.; P.O. Herbert A. Jeffrey, Toronto; Commissioned Technical Officer Stanley Sunderland, bandmaster, Halifax; C.P.O. Michael Nold, Yorkton, Sask., and Bandsman Larry McManus, Ottawa (with saxophone).

Second row — Bandsman Jack Cooper, Sudbury, Ont.; Leading Bandsman Hollis Coffill, Kentville, N.S.; Bandsman Walter Real, Montreal; Leading Bandsman Donald MacKay, Dunnville, Ont.; Leading Bandsman James Gilchrist, Windsor, Ont.; Bandsman F. O. Covey, Halifax.

In the group at the rear are, left to right: — Bandsman John Bingeman, Woodstock, Ont.; Bandsman Harry Osburn, Ottawa; Bandsman Henry Ladouceur, Ottawa; Leading Bandsman Jack McGuire, Halifax; Bandsman Douglas Bittorf, Elora, Ont.; Leading Bandsman William Stitt, Toronto; Bandsman Charles Moody, Chatham, Ont.; Bandsman Ronald MacKay, Dunnville, Ont.; Bandsman Roy Schaefer, St. Catharines, Ont.; Bandsman George Lincoln, Halifax, and Bandsman Alan C. Shaw, Winnipeg.

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

A frigate may soon be the headquarters for H.M.C.S. "Malahat." Members of the division were told by Commander R. Jackson, R.C.N.(R), Commanding Officer, that assignment of a frigate to the division had been approved, in principle, by both Naval Headquarters and by the Flag Officer Pacific Coast.

Commissioning of the vessel, the Victoria-built "Beacon Hill", now depends on getting sufficient permanent force personnel to maintain her. It is hoped this commitment can be met by the beginning of the year.

A number of members of the division have gone on Special Naval Duty, including Mr. F. H. Moist, Commissioned Bos'n R.C.N. (R), who has been appointed Executive Officer of H.M.C.S. "Cedarwood."

"Malahat's" "Open House" attracted well over 500 visitors for the various displays, which included one by the "Rainbow" division of the Royal Canadian Sea Cadets. Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, paid an official visit to "Malahat" for the occasion.

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

Navy Week was opened at H.M.C.S. "Hunter" on Monday evening, 18th October, when all personnel were asked to bring one or two friends they considered might be interested in joining the Naval Reserve. More than 60 prospective recruits were in attendance and they accompanied their friends through the periods of instruction. On completion, refreshments were served in the various messes.

On Tuesday evening the Sea Cadets held "Open House" to their friends and families and a great number of the younger generation were in attendance. On Wednesday evening a band concert was conducted at 8:30 p.m. and was attended by approximately 400 persons. On conclusion of the band concert, a reunion for ex-naval personnel was held.

On Saturday afternoon, 1,200 citizens of Windsor were escorted through the various phases of training and instructional equipment. An official ceremony inviting the public to the "Open House" was held, the speakers including his Worship Mayor Reaume of the city of Windsor and Mayor Van Antwerp of the city of Detroit. In addition, representatives were in attendance from the United States Naval Air Station. In the evening more than 1,600 persons attended a grand Recruiting Ball. In this regard, all naval personnel were permitted to submit a list of friends whom they wished to invite and invitations were mailed to these persons.

During Navy Week arrangements were made with the local Air Service Company to tow a banner, "Join the Navy", over the city. In addition the aircraft dropped leaflets advising citizens of Windsor of the Band Concert on Wednesday evening and the "Open House" on Saturday.

Badminton and basketball are well under way and it is intended also to enter a Navy team in the local intermediate basketball league.

The Naval Officers Association held their annual Trafalgar Ball on Friday evening, 29th October. This was attended by more than 300 couples and proved to be a highly successful affair.

Air Mechanics of the 18th Carrier Air Group (and one naval photographer) made their first flight in a glider while the group was at the Joint Air School, Rivers, Manitoba, this fall. Familiarization flights in naval aircraft are part of the air mechanics' training but going skyward in gliders was something new.

H.M.C.S. "Griffon"
(Port Arthur)

"Open House", a new Naval orchestra, and the second annual Trafalgar Day Ball made October a month both eventful and successful for H.M.C.S. "Griffon". Between the display and dance, the division played host to nearly 2,000 Lakehead citizens in two days.

Something new for the Division was an "on the spot" schedule of broadcasts from the "Open House". Starting with a broadcast by the newly organized H.M.C.S. "Griffon" Naval Orchestra and the opening of the barracks to the public, the local radio station, with their wire recording unit, ran on-the-hour broadcasts from the various displays. Many officers and men were interviewed concerning the Navy, and a number of civilians were interrogated during demonstrations.

Following the "Open House", was the "Trafalgar" Ball, held on Monday, 25th October. The H.M.C.S. "Griffon" Orchestra, under the direction of Mr. C. Stamp, Warrant Officer, (SB), RCN(R), won wide acclaim.

H.M.C.S. "Star"
(Hamilton)

Made up mainly of wives of "Star" personnel, the Naval Auxiliary of the Hamilton naval division is doing a notable service in providing extras for the "ship" and organizing social nights. Especially popular are the Sunday night movies, which are shown on the main deck.

As part of the program for publicising Navy Week, several members of the ship's company attended a quiz program on a local radio station. Three were called on to answer questions and two of them walked off with prize money.

The third missed the grand prize when he called a ghost a "spook." — It just ghost to show you gotta know witch is witch when you're spooken to, or you don't stand a ghost of a chance.

Comrades in Arms

THE CANADIAN ARMY

Pats Go Airborne

The famous Princess Patricia's Canadian Light Infantry, one of Canada's crack Active Force regiments, was selected recently to be the first airborne unit in the post-war Army.

One airborne combat team, comprising an entire Company made up of men who volunteered for training as paratroopers, moved to the Joint Air Training School, Rivers, Man., and commenced training on October 12.

A total of 10 weeks will be spent at the Joint Air Training School by the Company combat team which is to be the paratroop element of the battalion. They will learn all aspects of airborne operations. Each member of the team will do a minimum of seven actual jumps from assault aircraft.

This is the Parachute Jump Tower, Shilo, Man., which is used by PPCLI for parachute training. The tower is 256 feet high with four arms — three free and one controlled. On completion of training from the tower, paratroopers then jump from assault aircraft. A similar tower is under construction at the Joint Air Training School, Rivers, Man.

In addition, all will be trained in the loading of aircraft and gliders and airtransported operations.

The airtransported element of the battalion will learn the "know-how" of loading, lashing of equipment and supplies in transport aircraft and gliders. They will also be trained in airborne tactical moves.

On completion of their basic training, the whole of the Princess Pats can be airlifted and deployed as a unit.

The Princess Patricia's Canadian Light Infantry was organized in August 1914, immediately following Britain's declaration of war. The battalion of the Canadian Expeditionary Force was recruited from all Canada. It received its name after Princess Patricia of Connaught became its Colonel-in-Chief.

The PPCLI proceeded to France in December 1914, and was the first Canadian infantry unit to engage the enemy during World War 1.

During the Second World War, the unit was one of the first to go overseas and, on July 10, 1943, stormed the beaches of Pachino in the invasion of Sicily. Later they served with distinction during the campaign in Italy and Northwest Europe.

Mark 25th Anniversary

The Northwest Territories and Yukon Radio System, which comprises 29 radio stations in Canada's far-flung Northlands, recently observed its twenty-fifth anniversary. Just a quarter of a century ago the Canadian Army undertook the task of supplying land communications service to remote settlements in the north.

The first message was passed over the NWT & Y on October 20, 1923 between Cpl. Frank Heath at Dawson City and Sgt. (now Lieutenant-Colonel) Bill Lockhart at Mayo, Y.T.

Commemorating the anniversary of radio communications in NWT and Yukon, the Hon. Brooke Claxton, Minister of National Defence, signalled the officer commanding, NWT & Y Radio System, Major Frank J. McCauley, MBE, at Edmonton, Alta.

The message read: "I understand that Northwest Territories and Yukon Radio System today completes twenty-five years operations. My heartiest congratulations to all ranks under your command. You have played a most important role in the development of North West Canada and deserve great credit for so doing. Desire to extend my very best wishes for your continued success."

HATS OFF TO HOSTS

Much has been written about the Northern Cruise — where the ships went and what they did has been reported in detail. But we feel, before the occasion becomes part of the dim and distant past, that special mention should be made of the hospitality extended during the ships' stay at Churchill by the officers and men of the Canadian and U.S. armies stationed at the Hudson Bay port.

With the short summer season nearing its end and everyone in the port, soldiers and civilians alike, obviously busy, it was difficult to envisage any entertainment arrangements for the men of "Nootka" and "Haida." However, the Army provided a sports and social program that the sailors will long remember.

One of the events was a softball tournament, won by the American Army after a hard-fought game with "Nootka." These two teams had previously eliminated the Canadian Army and "Haida." In the mile run, "Haida" had a first and a third and

the same ship was victorious in the tug-of-war. The destroyers also showed their mettle with successes in the bowling, billiards and table tennis tournaments.

One of the most enjoyable incidents was a mess dinner given by the members of the sergeants' mess for the chief petty officers and petty officers of the two ships.

Transportation to and from the ships was provided throughout the stay on a regular schedule that more than met our needs, and in general, everything possible was done to make the visit an enjoyable one.

The outstanding feature was the spirit of comradeship which sprang up so quickly between the soldiers and sailors and which flourished the whole time the ships were at Churchill. The atmosphere of friendliness and co-operation which prevails at the Army base, was extended to embrace the Navy and made the Churchill visit the highlight of the cruise.

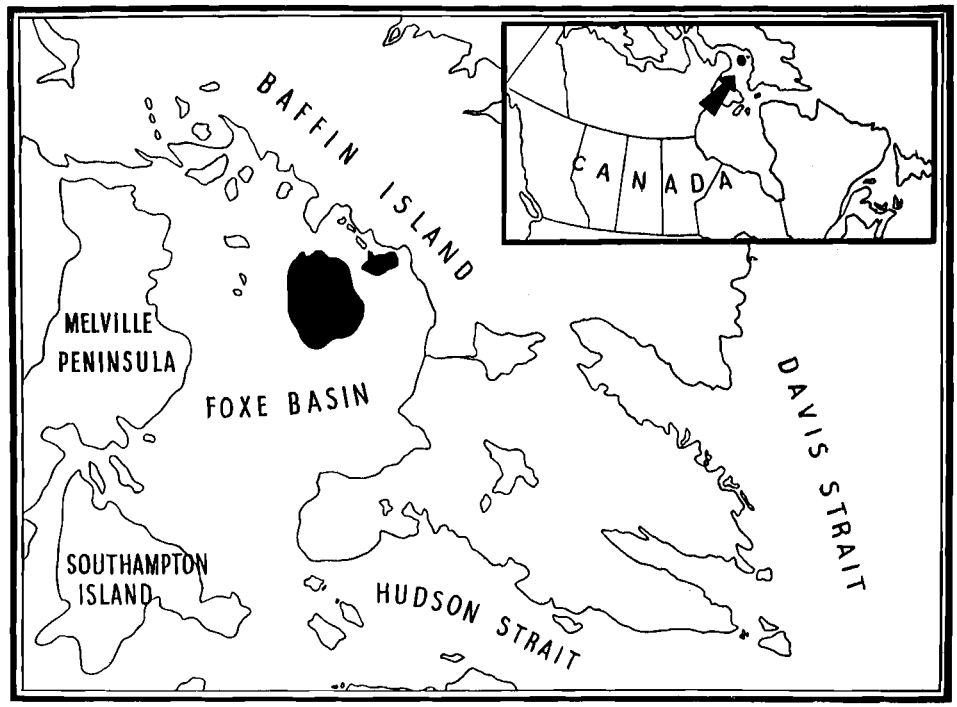
So it's hats off and a sincere salute to our comrades of the Army at Fort Churchill for having been such grand hosts.—D.M.H.

THE R.C.A.F.

Fliers Photograph Canada

Helping to roll back Canada's frontiers is one of the big peacetime jobs of the RCAF, for the aircraft of 22 Photo Wing, Rockcliffe, Ont., drone over the length and breadth of the Dominion each summer, carrying out the mammoth task of photographing Canada from the air. These aircraft now are back in their hangars after their greatest season in 27 years of photo operations.

The work of covering Canada by aerial photography began in 1921, when 280 square miles were covered. The work was gradually stepped up, as improved aircraft and equipment were brought into use, and last year saw RCAF aerial photo crews bring their aircraft back to Rockcliffe at the season's end with more than 400,000 square miles of Canada recorded photographically in aerial shots. This year's operations were amazing, even to senior Air Force officers, for the record of 1947 was more than doubled, 911,000 square miles being recorded before the season ended.



Two islands, the larger of which is between two and three times the size of Prince Edward Island, were discovered in Foxe Basin off the west coast of Baffin Island, north of Hudson Bay, by the crew of an Air Force Lancaster of 413 Photo Survey Squadron from Rockcliffe, engaged this summer in aerial photography at Baffin. The map shows the location of the two islands in relation to the rest of Canada. (R.C.A.F. Photo)

Using big silver Lancasters, specially adapted for aerial photo work, the RCAF for the first time carried out extensive photography of Canada's Arctic islands.

Two Lancasters of 413 Squadron, operating from Frobisher, completely covered Baffin Island, all of Labrador and much of the Ungava district of northern Quebec. In the West, photographic Dakotas of 414 Squadron covered large areas in the Northwest Territories and the Yukon. As an extracurricular activity, photo crews took time off to carry out the odd "mercy flight" and to assist in BC flood activities.

High spot of the season's operations from a spectacular point of view came when a Lancaster of 413 Squadron added more than 5,000 square miles to the map of Canada by discovery of two unmapped islands in Foxe Basin, north of Hudson Bay. The larger of the two islands was determined to be between two and three times the size of Prince Edward Island. The discovery came when Flying Officer A. E. Tomkinson, DFC, sighted land through a break in the clouds, while flying over Foxe Basin. According to his navigation water should have been below, and instead there was land. Thinking he had made a mistake in his calculations, F/O Tomkinson revised his expected arrival time at Frobisher, but when definite landmarks were picked up after crossing the coast of Baffin Island his earlier calculations were proved correct.

It was decided to fly back later and investigate the "land that should not have been there." Photographs were taken and the new land proved to be two uncharted islands.

Air Force photo crews are greatly dependent upon weather conditions, for the aerial pictures they take are useless for many purposes if snow or ice is on the ground. For some types of photos cloudless skies are necessary, and in some northern regions only a week or two of suitable photographic weather is normally encountered. To cover such regions the RCAF must be on the spot, ready to fly 15 hours a day if necessary.

THE SCIENTIFIC METHOD

The greatest value one derives from a period of organized study is not necessarily the subject matter; frequently it is the training experienced in conducting the study.

This is particularly true in the study of science (pure science as opposed to applied science) in which in order to succeed, one must train oneself to proceed in a straightforward, objective manner, known as the "scientific method".

The method is especially applicable to the pure science subjects, for example, mathematics and physics, but can also be utilized to excellent advantage in any study for discovery of truth, such as a research into evidence, historical records or documents, or the facts involved in any project or adventure.

To be successful in this undertaking the student must enter upon his work with complete honesty, unbiased and unaffected by any preconceived opinions he may have on the problem. To permit individual liking, or taste, or conviction to influence the research is disastrous and futile.

A student, for example, enters a physics laboratory not to prove Ohm's Law but to discover what happens when a specified electromotive force is applied to an electric circuit of a definite resistance. He proceeds carefully, governed by the laws of the universe as far as his equipment will permit, and lets the outcome take care of itself. For satisfactory results it is necessary for him to know the accuracy of his instruments and his readings so that the percentage of error may be calculated. It is not essential that the results be absolutely exact as long as the student is fully aware of the degree of inaccuracy.

Consider for a moment the unscientific type of student who enters the laboratory knowing in advance what the result or yield should be and adjusting his apparatus to produce that result. What possible value can be derived from that type of experimentation? *And yet that is precisely what every one of us does in many situations in life.* We consider the case with our minds made up and merely go through the formality of research and investigation. Man, in fact, has since the earliest days been taught to have convictions and opinions on subjects long before he could possibly acquire for himself any knowledge of these subjects.

Fortunately, there are some fields in which one reaches conclusions and forms convictions during, rather than before, the experiment. The modern, up-to-date farmer, for example, makes discoveries on his own farm if his methods are sound. There are also many things which he cannot help but learn if he has eyes to see and ears to hear. Every good farmer discovers for himself that he "reaps what he sows" and that "a good tree bringeth forth good fruit."

The atomic bomb research also provides an excellent example of scientific thinking. The method in this project could not of necessity be trial and error to any great extent: rather it was a cold calculation of physical and chemical laws leading to an outcome that had to be correct if the thinking and calculations at each and every stage of the process were correct.

Again, in the courts of justice the scientific method should be predominant. The judge or juror with any degree of integrity at all will weigh the evidence carefully, untainted or uncoloured by any personal opinions or prejudices he may have.

In any situation in which the truth must be discovered, the scientific method is the only sure one. In many cases truths are apparently stumbled upon, as if by accident; but the real truth is not recognized unless the mind of the searcher is ready to receive it. Hence, what appears on the surface to be accidental discovery is more likely to be the welling up of truth in

the mind that has been prepared, by sustained and diligent effort, extending in many cases over a period of years, or even a lifetime.

One wonders why certain individuals such as Newton, Pasteur, Faraday, etc., were more successful in gathering secrets from Mother Nature than others. What were their methods? If we could discover their methods it would be a vital step in solving our problems. In short, it is not so much their discoveries that are so vital, but how the experiments themselves "got that way".

While it is true that concrete apparatus and measuring instruments are not generally applicable to the study of records and documents, nevertheless the scientific method can be followed. Where two or more possibilities exist the student must follow all possibilities and in the light of subsequent events decide which possibility is the most likely. This is particularly true where the real message or teachings of a central figure (such as are contained in the New Testament) are to be determined from the records of a number of chroniclers written some years after the events occurred.

Psychology, sociology and the other social studies are not exact sciences like mathematics and physics, since one mind studies and observes the activities and behavior of another mind; but the scientific method can be applied in gathering data and analyzing information. Vital statistics can be studied carefully and definite conclusions arrived at even though the activities covered are not governed by definite laws.

Much of our difficulty arises from training received from parents and other adults in our early childhood. What we call "conscience" is usually well formed by the time we reach the age of six or seven. Throughout the rest of our lives we are influenced by convictions formed during childhood, a period of curiosity and questioning. Very few, if any, get away to a fresh start in later life unaffected by early concepts, many of which are entirely sound and helpful, others of which lead to inaccurate results, just as a faulty piece of reasoning in a mathematical proposition leads only to failure.

Modern psychologists are urging parents to assist children in reaching their own conclusions rather than hand them stock answers as of old. The unhappy world situation that we are in today is a direct outcome of prejudice, bigotry and unscientific methods of thinking.

The scientific method is not an easy one to apply. It calls for complete honesty, diligence and perseverence. It is too challenging for the mentally lazy, too straightforward for the crooked thinker, and too progressive for the conservative, traditional type. But for those who are willing to attempt it seriously and with complete honesty, it brings a permanent satisfaction of accomplishment not found in any other method. — L.B.S.

AIR-MINDED CADETS

The "Warrior" division of the Royal Canadian Sea Cadets has come up with something new in the annals of the organization. At its Edmonton headquarters, the division has formed an air branch that now boasts 25 members. Training has already commenced with instructional tours on the link trainer under the tutorship of Sub. Lt. C. C. Taylor.

HOLE-IN-ONE

Chaplain Harry R. Pike saw it. Caddie Allan Baker saw it. Nobody can deny it. Commander D. W. "Debby" Peers, Executive Officer, H.M.C.S. "Magnificent" scored a hole-in-one at the Ashburn Golf and Country Club, Halifax. It was the eighth hole, and he used a No. 8 iron on the 140-yard shot. His 18 hole score was 78.

IT'S A LONELY LIFE

Only white man at Wakeham Bay, tiny Eskimo settlement visited on the northern cruise, is Reverend Father Schmeider, O.M.I.

From Paris, Father Schmeider has been in the North for 10 years, the last three at Wakeham Bay. His mission, a neat frame building in marked contrast to the Eskimos' huts and tents, houses a small chapel and the priest's quarters.

The Eskimos speak neither French nor English and their prayer books are written in Eskimo. Of the 80 at the settlement, only 15 have been converted to Christianity. — R.M.W.

NAVY PERSONNEL START MUSEUM AT HALIFAX

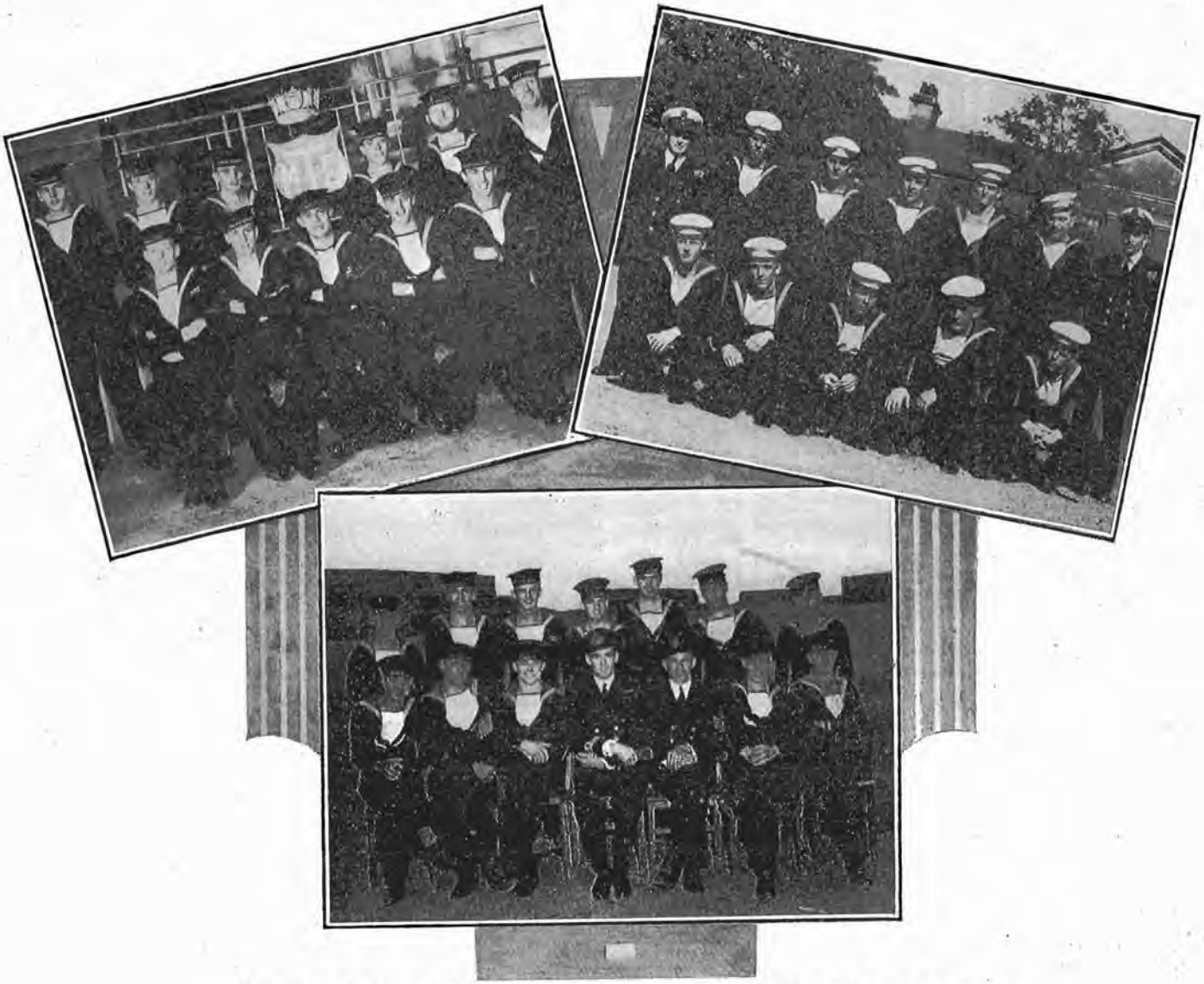
A Maritime Museum has been established at H.M.C. Dockyard, Halifax, by a group of interested naval and civilian personnel who are voluntarily giving their time and effort to the project.

The object of the Museum is to collect under one roof, place on public display and preserve for posterity, relics and documents pertaining to Canada's maritime history. It is felt that a collection of this sort will assist greatly in providing background for the Naval education of junior officers and men.

The name Maritime Museum has been chosen deliberately—in recognition of the fact that the Navy and the Merchant Service stemmed from the same source and down through history have been inextricably linked. Canada's first fighting ships were, in fact, trading vessels fitted out as privateersmen.

The organizing committee has utilized a former works building in the dockyard and has gathered, to date, a collection of pistols and muskets, an ancient Gatling Gun from the Armament Depot, German prizes of war, one of the Kaiser's battle flags, Hitler's bunting, uniforms, U-Boat equipment, photographs, ship models and numerous other items.

If this relatively small collection could be augmented by contributions, either directly or on loan, from Service and ex-Service personnel the Museum would grow rapidly and in time would assume a position of national importance. Not only by direct contributions of exhibits, but also by donations in cash, can this project be supported. Some of the articles obtained have been bought through the small subscription fund at the committee's disposal; not a few of these are expensive and donations, no matter how large or small, go a long way towards defraying these costs.



The men in the above three photos recently graduated from courses held at three of the Royal Canadian Navy's East Coast training schools. By qualifying either for duty in specialized fields or for higher professional rates, they are on their way up the Navy's ladder of advancement.

Top Right — Seamen in this group completed a Radar Plotters 3/c course at the Navigation Direction School at R.C.N. Barracks, Halifax.

Front Row (left to right) — A.B. Kenneth Porter, Montreal; Ord. Sea. Robert Curtiss, Stafford, Ont.; Ord. Sea. Andrew Reid, Oshawa; A.B. Jean Pelletier, Quebec, P.Q.; and A.B. Victor Madge, North Bay.

Rear Row, (left to right) — P.O. Cecil Ferguson (instructor), Calgary; Ord. Sea. Robert Marcus, Bothwell, Ont.; Air Mechanic 2/c Robert Roberts, Halifax; Ord. Sea. James Armstrong, Peterborough, Ont.; A. B. Edward Parise, Ste-Anne de Bellevue, P.Q.; Ldg. Sea. Guy Cross, Halifax; and P.O. Bevan Woodacre, Pictou, N.S. (instructor).

Top Left — This class of acting leading stokers finished a five month course at the Mechanical Training Establishment at R.C.N. Barracks, Halifax. Successful completion of the course qualified them for recommendation as confirmed leading stokers. They are:

Front Row, (left to right) — Acting Leading Stokers A. R. Harling, Victoria; J. R. Cameron, Victoria; A. R. Morash, Chester, N.S.; G. E. Payne, Peterborough, Ont.; R. A. Wentzell, Dartmouth, N.S.

Rear Row — Acting Leading Stokers N. G. Blace, Ottawa; G. V. Gregory, Toronto; Charles Humble, Halifax; D. V. Cockull, Kingston; G. M. Sutherland, Medicine Hat, Alberta; and Charles Ehler, Queensport, N.S.

Centre — Graduates of the first Aircraft Handlers course at the Royal Canadian Navy Air Station, Dartmouth, are shown with the officer-in-charge of the course and an instructor. The month-long course qualified the men in the rate of Aircraft Handler 3/c and fitted them for aircraft handling duties in H.M.C.S. "Magnificent".

Front Row, (left to right) — James G. Goade, Rockland East, Ont.; James R. Smith, New Westminster, B.C.; Kenneth D. McElroy, Montreal; Lieut. (P) Douglas D. Peacocke, R.C.N., Barons, Alberta; P.O. A. F. McGee, Eastern Passage, N.S. (instructor); Hector E. Greer, Simcoe, Ont.; and Norman R. Gibson, Niagara Falls, Ont.

Rear Row, (left to right) — Raymond G. Harkins, Hull, P.Q.; Russel J. Heise, Sault Ste. Marie; Gene B. Irwin, Jacksonville, Florida; Jack G. Leclerc, Ottawa; Maurice L. Poisson, Windsor, Ont.; Ralph H. Woodland, Perth, N.B.; and Vernon C. Hall, Cardinal, Ont.

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