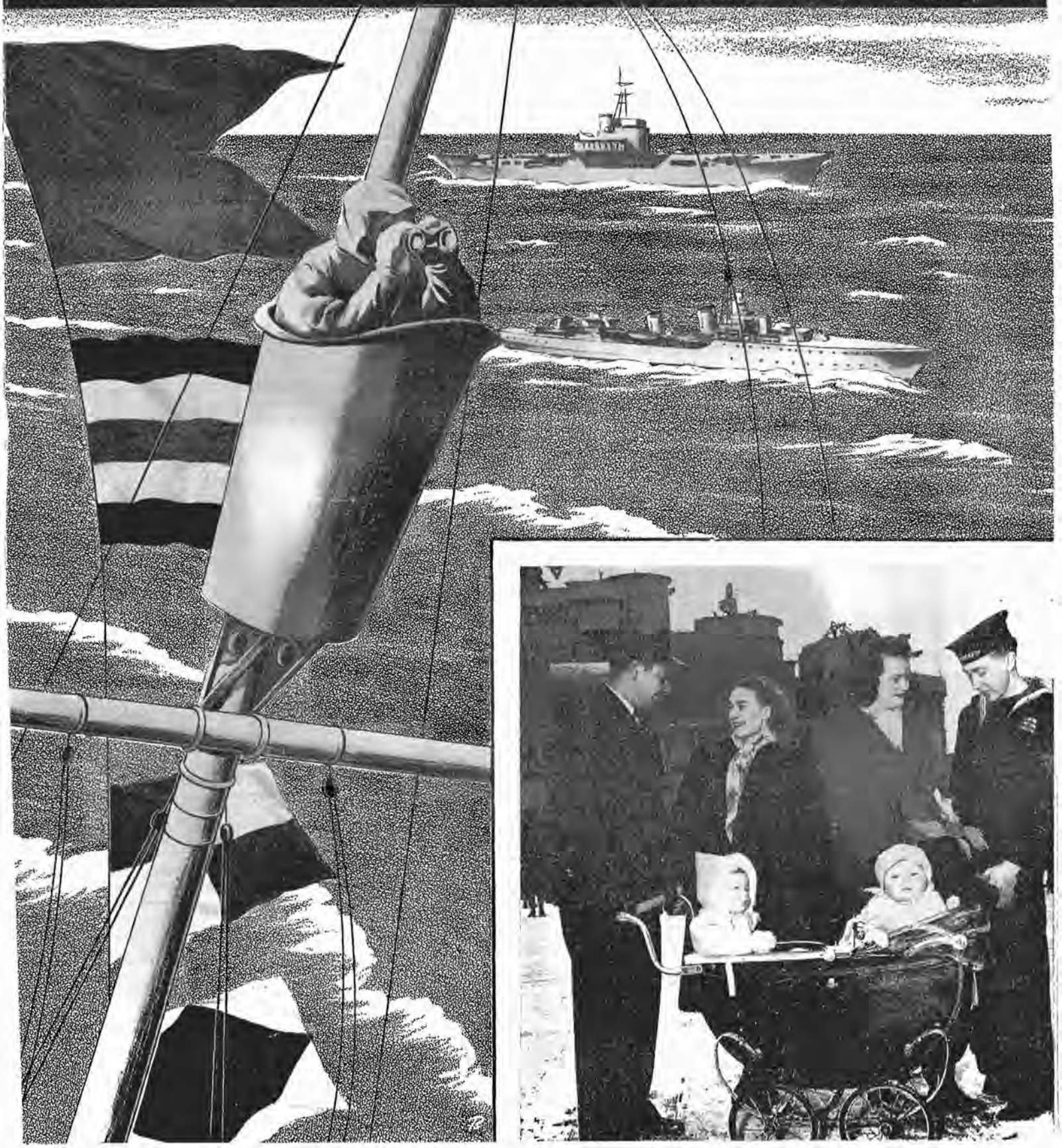
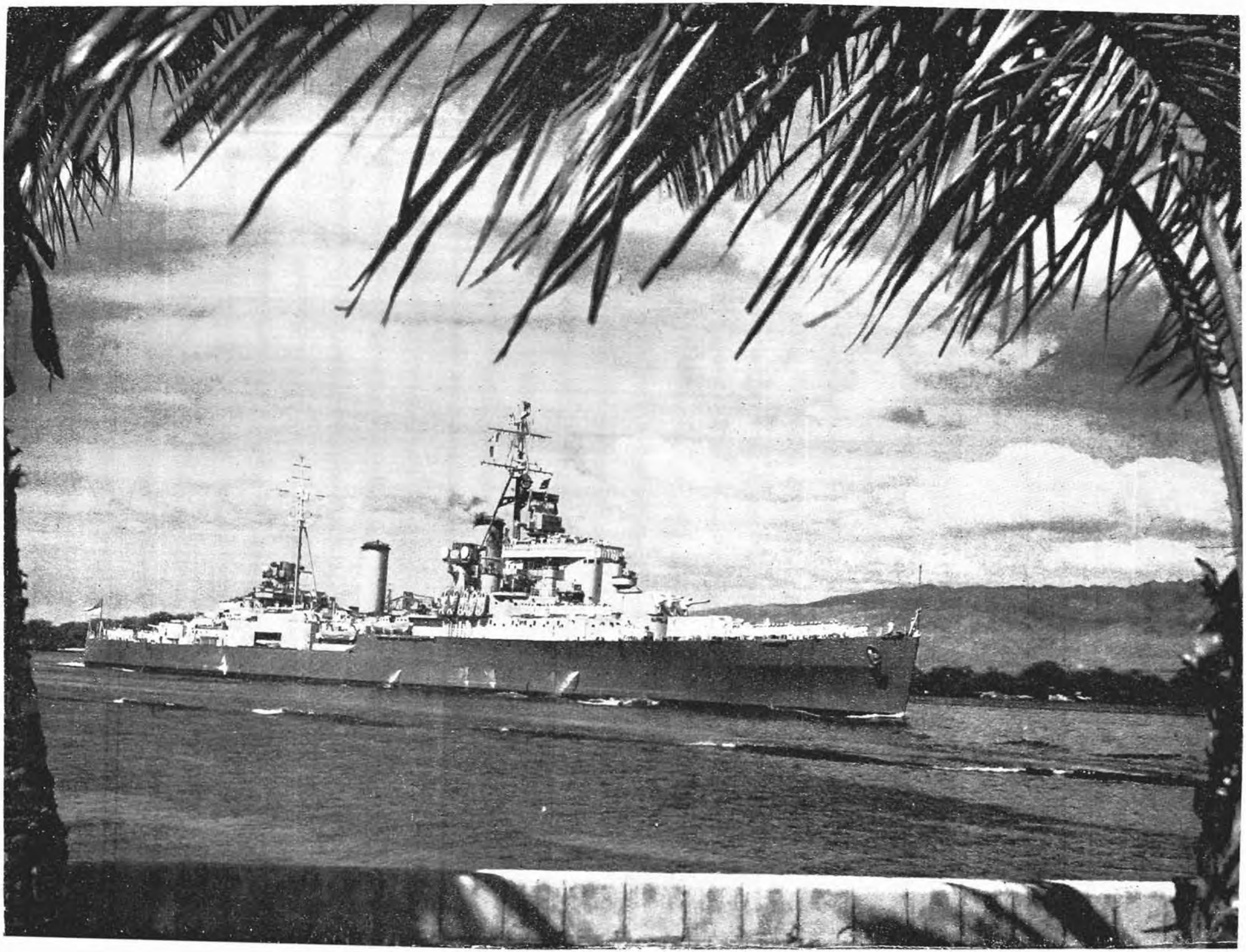
The CROWSNEST

Vol. 1 No. 5 THE ROYAL CANADIAN NAVY'S MAGAZINE March, 1949





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Vol. 1 No. 5 **THE ROYAL CANADIAN NAVY'S MAGAZINE** **March, 1949**

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Cover Photo — When H.M.C. Ships "Ontario," "Athabaskan" and "Antigonish" left Esquimalt for the annual spring cruise, families of many of the ships' officers and men were on the jetty to wish them bon voyage. In the group on the cover are Petty Officer Thomas Angus, of Calgary, Mrs. Angus, Mrs. Kitson and Electrician 3rd Class William Kitson, of Ladner, B.C. Looking up at her father is little Heather Kitson, while in the baby buggy, obviously more interested in the photographer's camera and flashbulb, are Brian Angus and Lyle Kitson.

Lady of the Month: Framed in a tropical setting, H.M.C.S. "ONTARIO" steams up-channel to the United States Naval base at Pearl Harbor.

★ ★ ★

This month's magazine contains an article (pp.14-15) on the R.C.N. Film Society, an organization about which there has been much misunderstanding and around which has swirled much controversy. The article tells us, plainly, that the Society is presently in a precarious position, then explains how it got that way and what is going to be done about it.

The reader perhaps may have what he thinks is a better scheme for putting the Society back on its feet than the one that is outlined in the article. If he has, those who are in charge of the Society's operations would be most pleased to hear about it.

Though their duties in connection with the Film Society are extra-curricular and bring them precious little thanks, they feel that it plays an important part in the sailor's life and are anxious to keep it in full commission. Any suggested alterations and additions that would restore the Society to full efficiency would be only too well received by them.

★ ★ ★

The response to last month's call for CROWSNEST contributions was most gratifying—a couple of bulkheads had to be knocked down to ease the congestion in the soft spot reserved for the "faithful". There have been others, though, who have become conspicuous through their silence. The gunnery people, for instance; there hasn't even been a half-charge fired from that direction.

And now next month is crowding upon us, and there will be the month after that, and the one after that . . .

So we cannot help but say once more:

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

The Editors

To Far East

Less than 12 hours before she was scheduled to leave Esquimalt January 28 with other Pacific Coast units for three months of spring fleet exercises, H.M.C.S. "Crescent" received new sailing orders. She was to proceed instead to the Far East. The destroyer left on February 2.

In making the announcement Mr. Brooke Claxton, Minister of National Defence, said that if an emergency arose out of disturbed conditions in the Far East, the "Crescent" would be available to assist in the evacuation of Canadian citizens.

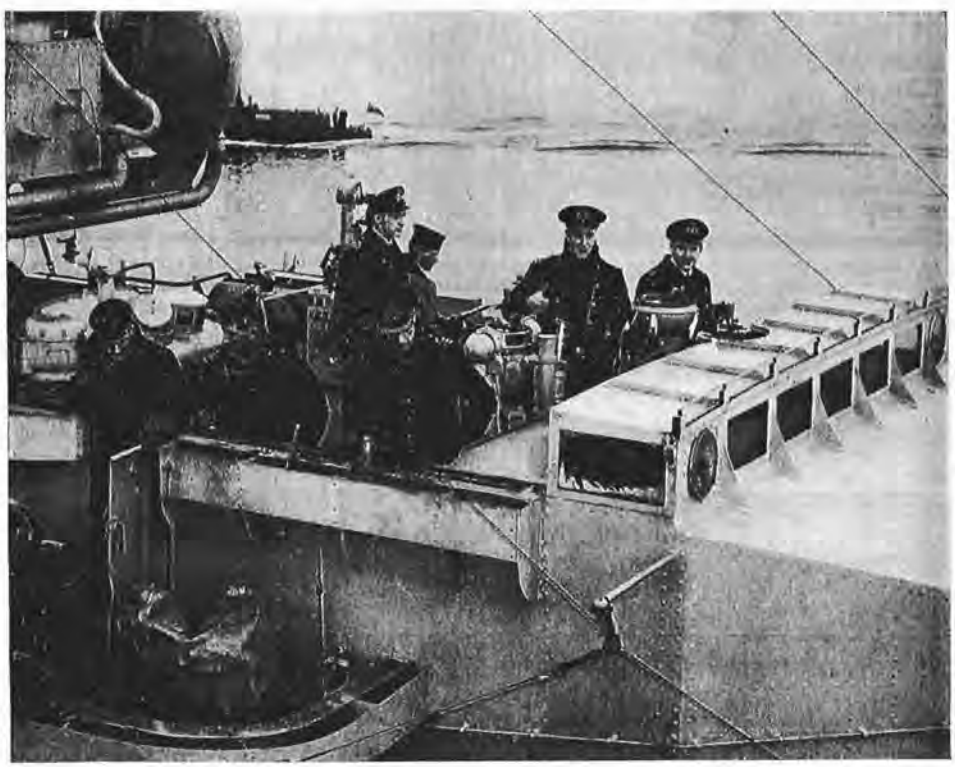
Refit for "Swansea"

H.M.C.S. "Swansea", hard-working frigate of the Atlantic Coast fleet, is now undergoing annual refit at Halifax. Since commissioning a year ago the "Swansea" has logged many thousands of miles on reserve and permanent force training cruises, has taken part in numerous exercises and visited ports from the Gulf of St. Lawrence to Key West, Florida. On reserve training alone the "Swansea" logged better than 12,000 miles last summer, more than any other vessel in the command.

On February 7, Lieut. (TAS) R. W. Timbrell, D.S.C., relinquished command of the frigate to Lieut. (TAS) J. P. T. Dawson. The former had commanded the "Swansea" since her re-commissioning.

Spring Cruise Starts

The cruiser "Ontario," the destroyer "Athabaskan", and the frigate "Antigonish" sailed from Esquimalt on January 28 on spring fleet exercises which will keep them away from their home base until late April. The squadron will exercise off Mexico and California throughout February and early March, then will pass through the Panama Canal to rendezvous with H.M.C.S. "Magnificent" and "Haida" of the Atlantic Command. After that the five Canadian ships will carry out exercises in the Caribbean with the Royal Navy's America and West Indies Squadron and units of the United States Navy.



Commander M. A. Medland is shown on the bridge of his destroyer, H.M.C.S. "Athabaskan", as he is about to take her from the jetty at Esquimalt for the spring training cruise. Commander Medland is also Senior Officer of the Canadian Destroyer Division on the Pacific Coast.

Unscheduled Evolution

The familiar evolution, rigging tow aft, took on added significance for the crew of H.M.C.S. "Antigonish" when on February 6 the ship was despatched to the aid of the disabled Canadian motor vessel "Seekonk", drifting in the Pacific 80 miles south by west from Magdalena Bay, Mexico. The "Antigonish" had been exercising in the bay with the "Ontario" and "Athabaskan" when the distress signal was received. The Senior Officer, Capt. J. C. Hibbard, in "Ontario," immediately sent her to the assistance of the freighter.

High winds made the task a tricky one and twice the tow line parted. However, the job was completed within 24 hours and much valuable experience was gained by the frigate's crew, most of whom were seamen under training.

Aircrews Take Course

A five weeks' anti-submarine course at the United States Naval Air Station at San Diego, California, is the present assignment of 12 R.C.N. pilots and observers, who, as aircrew of the Navy's Firefly aircraft, are specializing in anti-submarine operations. The course, which commenced on January 24, has been devoted largely to familiarization with anti-submarine equipment with which the

R.C.N.'s Firefly Mark V aircraft are to be fitted.

Concurrently with the San Diego course, another of three weeks' duration was conducted at the Royal Navy's Anti-submarine School at Londonderry, Northern Ireland, for pilots and observers of the R.C.N.'s 825 Squadron, who are to man the new Firefly V's.

Back to 'Baker'

H.M.C.S. "St. Stephen" sailed from Halifax on February 7 for another tour of duty on weather Station Baker. Since the ship's arrival in Halifax from her last patrol, her crew has been enjoying well-earned leave and effecting repairs to damage caused by the "longest continual seige" of bad weather yet experienced on the frigate's northern weather station.

Specialized Training

Fifteen of the 20 Naval Divisions across Canada will shortly commence a new training plan designed to produce fully qualified seamen specialists in gunnery, torpedo anti-submarine, navigation direction and other branches. Under the new plan, each division participating has been allocated responsibility for training in a certain branch or branches. It was stressed, however, that this undertaking will in no way affect the basic training given all new entries into the Reserve or the training available to men in other branches. Included in the specialized subjects are seaward defence and minesweeping, communications, gunnery radar, aviation, radar plotting and anti-aircraft gunnery.

Divisions will be fitted with the latest technical equipment and specialist officers and men will be provided for instructional duties.

As yet no specialty has been allocated to five divisions but it is anticipated that these eventually will take part in the program.

Lower Age Limit

Recent amendments to the regulations have reduced the age limit for entry into the Naval Forces from 17½ to 17 years. Recruits will now be accepted between the ages of 17 and 30 years.

There was one absentee when H.M.C.S. "Magnificent" left Halifax January 13 for the United Kingdom. It was Stoker (Mascot) Standeasy, a member of the ship's company since her commissioning and of H.M.C.S. "Warrior's" before that. However, the disgrace was short-lived. Soon after the ship had sailed the veteran sea-dog turned up at the Mechanical Training Establishment at H.M.C.S. "Stadacona," whither he had drafted himself for a Leading Stoker's course. Here he is shown getting some pointers from Cdr. J. S. Horam, officer-in-charge of the M.T.E., while Ldg. Sto. Mech. Gordon Boyd looks on. Standeasy hopes to have his "hook," and be ready to rejoin the ship when the "Magnificent" returns in February.

SHADES OF SIR HENRY

On frequent occasions, Surg. Lieut. E. L. Morgan, R.C.N. (R), of Toronto, was wont to express a deep-felt desire to leave his hospital post and go down to the sea in ships. Word of this got to the Medical Director General, who advised Lieut. Morgan as follows:

So, Morgan must go to sea in ships
To see what makes them tick!
He has no regard for the turbulent waves
Or the things which make one sick!

It's the call of the wild within his breast,
The scent of the days when the iron chest
Held jewels, and gold, and silks, and spice,
And treasures galore of countless price
Which the wicked had gained by murder and vice
But were readily lost by a throw of the dice;
"You pays yer money and takes yer ch'ice!"

Oh, sure it's the call of the buccaneer,
The privateer and the mutineer,
Which now returns after many a year
To stir the blood of a famous name,
Dating back to the days of dubious fame
When men roved the seas and the Spanish Main,
And cluttered the scuppers with blood and gore;
Had wealth to burn; but sought for more!

A word of warning I give to thee
Who insist on climbing a family tree.
You're apt to fall and bump yer norgin
If you follow the shades of Henry Morgan!

A.M.

JAMES THE FIRST - SUCCESS OR FAILURE?

No, men, not the bird who wrote the Bible; but James the First, colloquially known as Jimmy the One, that housekeeper cum fount of all knowledge cum father confessor who goes around disguised as a destroyer First Lieutenant — What is it that makes one successful and another a failure? (This will be, or should be, of particular interest to the 1st of Port, who lost their make-and-mend last Wednesday all because of a slight difference of opinion with one of the above-mentioned gentlemen as to when a job is or is not finished).

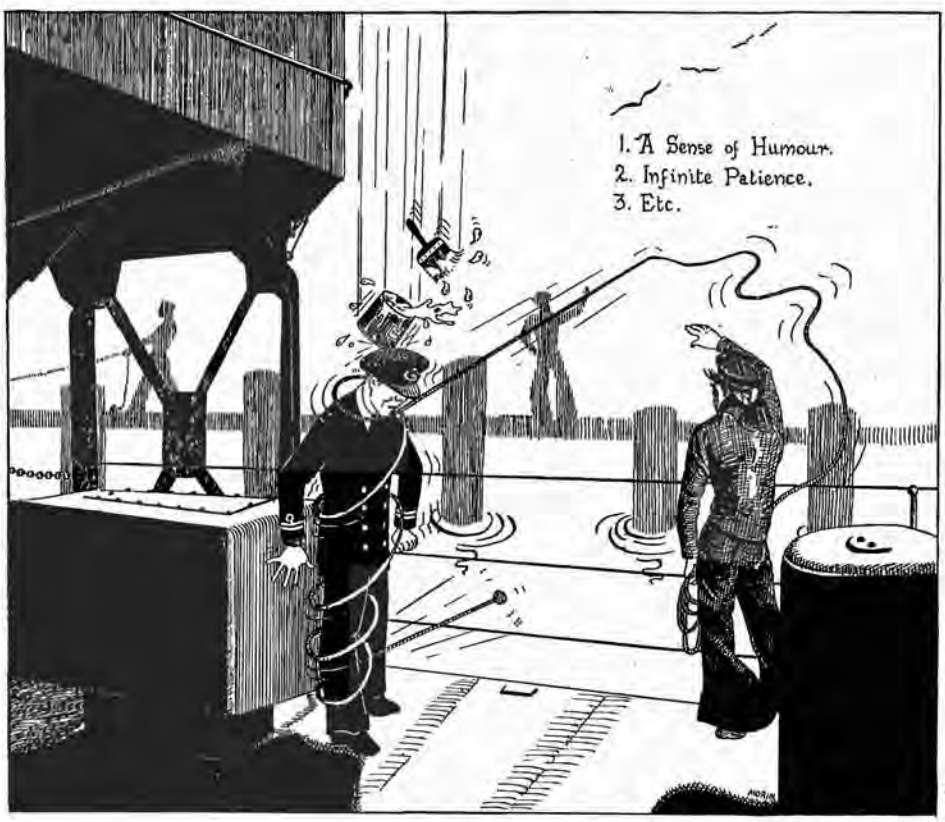
As the writer sees it, the successful destroyer X.O. must have the following prerequisites to be a success:

1. A sense of humour.
2. Infinite patience.
3. A good Cox'n.
4. A good "Chief Buffer."
5. A tolerant and understanding Captain.

Starting with these, almost any clot can make good, provided he is himself a good seaman. By this, I don't mean that he should necessarily be an expert in transferring the starboard hook, via the topmast, to the "Maggie" in a howling gale. I suppose it helps if he can perform that particular evolution, but I'm thinking of another form of seamanship, the art of living in a seagoing ship.

In addition to being an M.A. in this particular field of endeavour, he must be able to impart his knowledge to his officers and men. It is not easily acquired, nor easily imparted, because there is really only one sure way of gaining it — by a long series of painful experiences leaving scars on the more sensitive souls, and marking even the more rhinoceros-hided among us.

Some of you may be wondering by this time what on earth this character is babbling about, and why he's worrying so much about living in a ship. Nothing to it, sez you — done it for years. If you have done it for years, without bother, you have been blessed with a series of good X.O.'s (not forgetting the Cox'ns and the Buffers). For, if you put more than 200 sailors, most of them rugged individualists (or so they seem at times), into the few cubic feet of living space left in a destroyer after the bulgineers and the gunnery jacks have had their grab at it, your living organization, or daily routine, to give it a more familiar name, is what makes or breaks James the First. Not just the piece of paper on the Notice Board giving the times of Hands Fall In or Quarters Clean Guns, but the methods he employs to carry out the different kinds of work at different times; the thousands of little ways he likes things done; and the way he blows a fuse if they're not done that way — all go to make life in crowded and not overly comfortable quarters a little easier. Unless his men are happy in and with their living accommodation, the X.O. can never with any marked degree of success get on with the welding of the ship and men into an efficient fighting unit. To repeat what I've said before, this only comes with experience in living at sea and teaching others how to live.



Going back to our five prerequisites I would like to emphasize the need for a sense of humour. Given that, James can get by without one or two of the others. Without it he's a sure bet for incipient or active duodenal ulcers, probably the latter. To illustrate: What would be your reaction if, on the Admiral's inspection — the culmination of your efforts to produce the cleanest and most efficient Tribal in the fleet — your best whaler coxswain forgot to put the plug in? Remember, the Admiral won't raise his eyebrow at the coxswain or anyone else. The can is all yours. You don't think it's funny? Brother, you should take a look at the faces of your contemporaries on the Admiral's staff. You might as well laugh — internally, of course. No blast from you will make that coxswain feel any more wretched than he is, and there is no excuse you can make. Also, you will probably go through life with the nickname of "Pluggy."

Then, of course, there is the defaulters table, a place to try any sense of humour. For instance, your ship has been plagued with continual leave-breaking. Captain (D) has made some pointed remarks. Your Captain, tolerant though he may be, has indicated that he could do with a little less of it. So you have read the riot act, the Articles of War, pleaded with your men, given them the do-or-die for dear old Michilimachimac (pronounced MAW) pep talk. You get results. No leave breaking day after day. Proudly you report to your Old Man that you have fixed this festering sore for ever and a day. The very next day — you guessed it — AB Buggins, the steadiest man in the ship, comes off an hour and a half adrift. You approach the table breathing fire. Before you pass this ingrate, this . . . this thing . . . on to the Captain, you will personally pin his ears to the bulkhead.

"Well, Buggins?" you snarl.

"Sir," with a bland expression, "I set my alarm last night for the usual time, but it didn't go off. My small boy, aged five, woke up early, came into the room and shut it off so it wouldn't ring and disturb everybody".

What can you possibly do but laugh at that one?

As for prerequisite number 2, infinite patience. This, too, you must have or go to the Quack with tales of pains in the tummy before (or is it after?) meals. I can't remember. It's some years since I was a First Lieutenant. But I digress. Patience is our topic of conversation, and from the time you are called at 0545 by the Q. M., who informs you that it is not raining and hence you will be working early morning routine, until you finally turn in at 0230 the next morning after assisting the S.B.A. to patch up some red blooded youth who has tried to remove his thumb with his pusser's dirk, you will need patience — barrels of it.

The number of things occurring that "didn't oughter" during the course of a day can, on occasion, border on the fantastic. You may rest assured that the Dockyard will not send for your ailing motor boat until you are second ship in a bank of four with a strong wind blowing on the jetty, while all the tugs are, of course, towing the garbage scow or engaging in some other activity . . .

The day you finally talk the C.O. into Saturday Divisions so you can go to Chester on Sunday, the Supply Officer arrives on the jetty with five truckloads of stores just after you've piped Hands to Clean for Divisions . . .

At great cost to yourself, you finally swindle a tin of silverine out of the Yard. You smugly watch the first touches going on the funnel stays, then turn away to talk to some one, and BANG — SLOP — you don't need to look to know that Ordinary Seaman Joe "Boots" Blow has done it again, all over the maintop semtex, laid two days before as the result of another swindle. I could go on, but your hearts are probably aching for the poor benighted Jimmy already.

Then, of course, we have training. That is where the X.O. tries to do his welding job on ship and men. You remember: fighting efficiency. Lectures, individual drills, follow-the-pointer exercises, fire drill, damage control, general drills, and just plain drills, one after the other. And does the First Lieutenant see any results? Not on your tintype. Every mistake ever thought of in every school is made at one time or another, and a lot of others that have never been heard of. You never have a perfect drill or exercise.

Then, all of a sudden along comes your divisional full-calibre shoot — and what do you know, every man word perfect, all straddles. This after months of the most hamfisted drills that ever happened. In the back of your mind, you knew that patience and more and more drill would win out, but it was hard not to blow your top at times— particularly when they tested firing circuits with the tampions in "A" Gun.

Requirements 3, 4 and 5 are, I think, self-explanatory. If you have all three you are indeed a fortunate First Lieutenant. If two, or only one, you are still that much further ahead of the game.

Whether this has been of assistance to the 1st of Port in understanding why they lost that make-and-mend I don't know. I can only hazard a guess that with patience and a sense of true seamanship the First Lieutenant was striving to make the ship a little more efficient. So, before you damn him completely, give him another chance. He'll need it. — R.L.H.

"THE SECRET LAND"

A first-class documentary film of particular interest to naval personnel, "The Secret Land" had its first showing in Canadian theatres during the past month. It is the record, in technicolour, of the United States Navy's Antarctic expedition and from start to finish is a fascinating production.

The culmination of Rear-Admiral R. E. Byrd's long-nurtured dream, the expedition proved to be an undertaking of considerable magnitude. Actually it involved three closely-linked expeditions, one to East Antarctica via Balleny Island, one to the West via Peter Island, and one to central Antarctica via the Ross Sea and the Bay of Whales.

The main purpose of the operation was to photograph as great an area as possible, and close to 1,500,000 square miles were covered. In addition, valuable mineral deposits were discovered, species of wild life were obtained for zoological study and a quantity of equipment was tested under Antarctic conditions.

Nature was the expedition's adversary and a potent one it proved to be. Huge icefields, raging gales and bitter temperatures tested men and equipment to the limit. The most dramatic single incident in the film is the loss for 13 days of one of the six aircraft used in the photographic survey. When this plane is finally located, after a most intensive search, the relief felt by the members of the expedition is something the audience finds easy to share—R.A.B.

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. "Crescent." 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).

Slight of build and always cheery, Leading Seaman Roy Davis, 27, is H.M.C.S. "Crescent's" choice for "Man of the Month".

A native of Swift Current, Sask., Davis got his first glimpse of the Navy while on a summer vacation on the West Coast. There fate stepped in . . . and after a look or two at the old destroyer, H.M.C.S. "Vancouver", he made up his mind that the Navy was to be his career.

Davis arrived in "Naden" as a Boy Seaman in October, 1938. Six months were to elapse at the training establishment — six months of forming fours, sloping arms, boat pulling and learning the rudiments of seamanship — before his first sea draft came through. It was a proud day when he stepped aboard H.M.C.S. "Restigouche" to become a destroyer man.

At the outbreak of the Second World War, Davis was still in the "Rusty Guts". Now stationed on the East Coast, he was gaining experience in active warfare with the early Halifax convoys. It was during this time that he heard the lure of the pinging asdic, and decided to specialize.

In June, 1940, he went to "Stadacona" to qualify as a Submarine Detector. On completion of the course he made the first commission of H.M.C.S. "St. Clair", one of the "four-stackers" taken over by the R.C.N. from the U.S. Navy.

After a healthy slice of convoy duty between Iceland and Greenock, Scotland, Able Seaman Davis left the "St. Clair" in Glasgow in April, 1941, with a draft chit taking him to Plymouth and the shore base of "Niobe". During his four-month stay in the bomb-shattered city he was trained for defence purposes in case of invasion. He also served as fire guard during the heavy bombing attacks by the German Luftwaffe.

Returning to Halifax in July, 1941, aboard the corvette "Spikenard", Davis went back to the A/S School, this time to step up another rung and become an H.S.D. He was rapidly becoming a "ping" artist of the first magnitude.

LEADING SEAMAN ROY DAVIS

His next ship was another corvette, H.M.C.S. "Summerside", which he joined in December, 1941. There he spent two and a half years rolling and bucking about on the North Atlantic on the Newfie-Derry run. He was in the "Summerside" when she entered the Mediterranean — one of the first Canadian corvettes to do so. It was during his time in the "Summerside" that Davis was advanced to Leading Seaman.

A breather from sea duty found Davis taking a refresher course at H.M.C.S. "Cornwallis", and this was followed by duty in the Action Room in H.M.C.S. "Scotian". Here his experience with the small ships of the Royal Canadian Navy was utilized in training officers and men of the R.C.N.'s expanding fleet. Davis was still carrying out his instructional duties when the war in Europe ended.

Leading Seaman Davis went to the Reserve Fleet and was in H.M.C.S. "Huron" until April, 1946. Two months in H.M.C.S. Qu'Appelle and a similar period in H.M.C.S. "Iroquois" followed. Then, after seven years' absence, during which he had seen warfare both afloat and ashore, he returned to his home port on the Pacific Coast for service in H.M.C.S. "Givenchy", in the Naval Dockyard, Esquimalt.

It was back to Halifax in May of the next year, this time for a TAS conversion course. On completion of the course he headed west to become an instructor in the Torpedo Anti-Submarine Training Centre at "Naden".

They say you can't keep an old destroyer man down. Leading Seaman Davis is no exception. It was only natural that he should cast an eye on the modern successors to the old "Vancouver". In September, 1948, he joined the "Crescent", where his presence was soon felt among the newer seamen . . . . The destroyer man had come home.

SERVING IN 'CRESCENT'

Only Reserve officer to join H.M.C.S. "Crescent" for the Far East cruise was Lieut. W. K. L. Lore, R.C.N. (R) (Ret'd), of Montreal. Lieut. Lore was appointed to the destroyer as an interpreter. He has a fluent command of several Chinese dialects and has had experience as a naval officer in the Far East.

DIVISION'S BAND IN GREAT DEMAND

MONTREAL FINDS THEIR MUSIC GRAND

Because of its departure from the conventional type of band concert, the band of H.M.C.S. "Donnacona," Montreal naval division, has aroused considerable interest among musicians both in Canada and in the United States.

Emphasis is placed on music originally written for band by great composers of the past and present. Military marches are reserved for parades, and transcriptions of orchestral music are never given preference if band music of merit can be substituted.

As a result of this policy, eminent authorities on bands have become sufficiently interested to contribute valuable advice on musical arrangement and presentation. Dr. J. J. Gagnier, well known Canadian composer and conductor, has offered to attend rehearsals of some of his own compositions and Richard Franko Goldman, associate conductor of the world-famous Goldman band, has loaned music to the "Donnacona" band from the Goldman library.

The band, under the direction of Lieut. (SB) Norman Mouland, has been extremely active in recent months. After successfully completing its summer series of 10 outdoor concerts in Montreal parks, it took part in the Trafalgar Day parade, played for a Naval church service, and furnished music for the ceremonies marking the unveiling of the Westmount war memorial.

The band's performance at the latter function was enthusiastically praised by His Excellency, The Governor General of Canada, Field Marshal the Right Honourable The Viscount Alexander of Tunis, who was guest of honour at the unveiling.

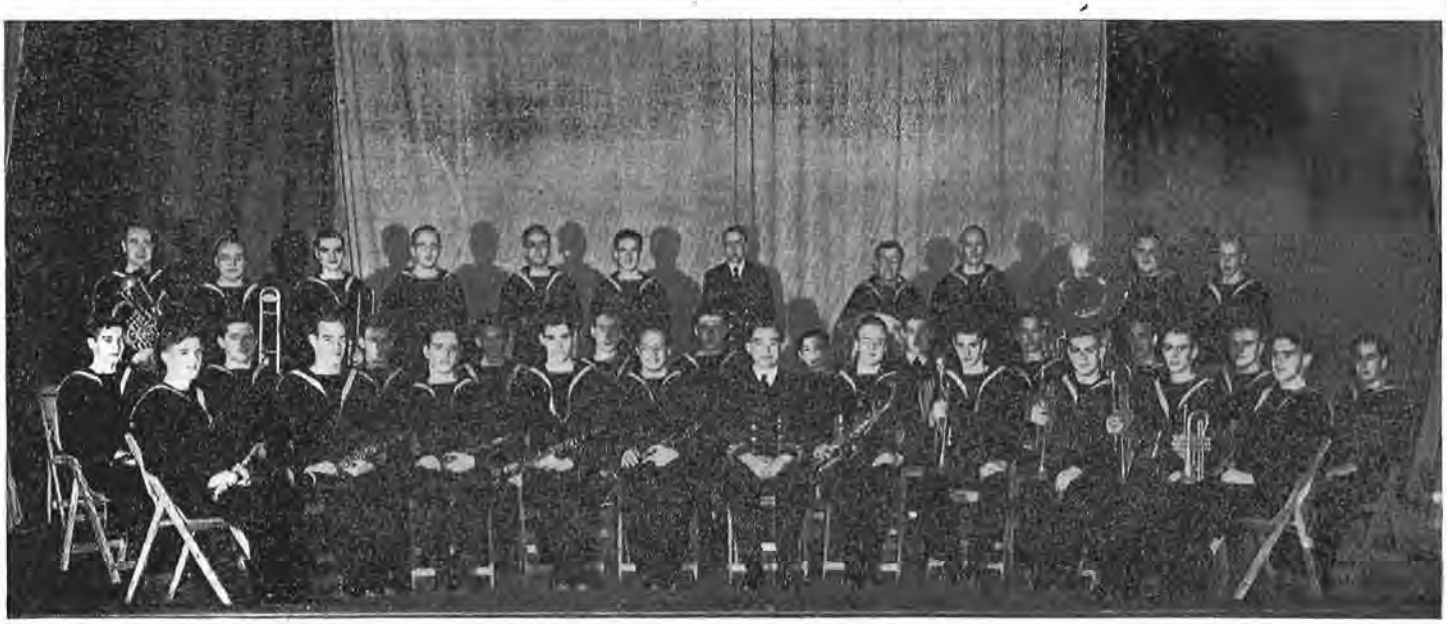
The band also presented concerts for patients at military hospitals at St. Anne de Bellevue and Montreal and for the annual children's Christmas party at the division.

The music on the hospital programs ranged from symphonic masterworks to songs from current Broadway shows. One of the highlights was the first Montreal performance of the second movement from the Symphony for Band by Hector Berlioz.

For the Christmas party the band prepared a concert of children's songs and other music appropriate to the Christmas season.

All these activities come, of course, in addition to the normal ones of playing for divisional inspections, march pasts and so on. For dances the band provides a nine-piece orchestra, "The Blue Serenaders," which has played at a number of functions and has won high praise.

Members of the "Blue Serenaders" are Bandsmen R. Sawyer, R. Pallen, C. Clements, R. Barber, P. Bedard, D. Wild, N. Parr, G. Hanson and C. Hicks.



The band of H.M.C.S. "Donnacona", Montreal naval division, is shown above. Its members are:

Front Row (left to right)—Bandsmen D. Taylor, R. Barber, P. Bedard, S. Schwartz, N. Fatacci, Lieut. (SB) Norman Mouland, bandmaster, Bandsmen D. Wild, N. Parr, I. Bookbinder, G. Hanson and R. Munroe.

Second row—Bandsmen F. Moller, S. Thomson, P. Goudreau, A. Reilly, A. Julius, J. Taylor, M. Quastel, PO A. Thompson, Bandsmen R. Sawyer, L. Calfat, L. D'Anjou and K. McEwan.

Third Row—L/Bandsman S. Jefferies, Bandsmen A. Mustill, C. Hicks, W. Caldwell, W. Turner, C. Clements, CPO H. Long, assistant bandmaster; Bandsmen E. Cannon, N. Summerton, H. Dunwoodie and R. Pallen. Five members are absent.

Members of the "Blue Serenaders", the dance orchestra drawn from the band, are Bandsmen Sawyer, Pallen, Clements, Barber, Bedard, Wild, Parr, Hanson and Hicks.

The Bulletin Board

New Standard Rating System — Nomenclature and Abbreviation

The difficulty experienced in the past by service personnel and civilians alike, in readily recognizing the ratings held by men serving in certain branches of the Naval Service, will be eliminated by a new system of personnel nomenclature and abbreviation which is being introduced in the R.C.N. simultaneously with the the new substantive rating structure.

Under this new system men are identified substantively and by branch or trade, as opposed to the various combinations of the two in use under the old system.

Substantive Designation:

Men are classified substantively in seven ratings irrespective of branch or trade:

Rating	*Abbreviation*
Chief Petty Officer First Class	C 1
Chief Petty Officer Second Class	C 2
Petty Officer First Class	P 1
Petty Officer Second Class	P 2
Leading Seaman	LS
Able Seaman	AB
Ordinary Seaman	OS

"Acting", "Probationary," "Provisional" and like ratings have been eliminated. In cases where a man is advanced or transferred to a rating for which he is not fully qualified through no fault of his own, the designation "(NQ)" will follow the substantive and branch or trade abbreviation; for example, an Ordinary Seaman Layer Rate Standard Group (OSLRS) who is advanced to Able Seaman but lacks, through no fault of his own, the normal seagoing service, shall be designated as "ABLRS (NQ)".

Chief Petty Officers First and Second Class will normally be addressed as "Chief Petty Officer". Petty Officers First and Second Class will normally be addressed as "Petty Officer". Men in the other substantive ratings will be addressed as "Leading Seaman", "Able Seaman" or "Ordinary Seaman" as appropriate, regardless of trade or branch.

Branch or Trade Designation:

Men are classified by branch or trade with a branch or trade name and trade group. As an example, a few of the branches or trades and their abbreviations are listed hereunder; also the trade groups and their abbreviations.

Branch or Trade	*Abbreviation*
Gunnery Instructor	GI
Quarters Rate	QR
Torpedo Detector	TD
Regulating Petty Officer	RG
Pharmacist	PM
Administrative Writer	AW

Trade Group	*Abbreviation*
Standard Trade Group	S
Trade Group I	1
Trade Group II	2
Trade Group III	3
Trade Group IV	4

How To Get Photos

Copies of any R.C.N. photographs appearing in The CROWSNEST may be obtained by sending an order to the Superintendent of Photography, Defence Headquarters, Ottawa.

All orders should describe the photograph required by giving the page and the issue of the magazine and the subject of the photo. A cheque or money order for the full amount, payable to the order of the Receiver General of Canada, must accompany all orders.

Sizes and finishes available, with prices, are as follows:

4x5 Glossy finish only	$.05 each
5x7 Glossy or Matte finish	.15 "
8x10 " " " "	.30 "
11x14 Matte finish only	.50 "
14x17 " " "	.80 "
16x20 " " "	1.20 "
20x24 " " "	1.60 "
30x40 " " "	3.00 "

Use of Abbreviation:

A man's full abbreviation consists of a group of five letters and figures, the first two representing his substantive status, the last three his trade group. This abbreviation is used in the heading of letters, in all personnel forms other than those which specifically state that the substantive rating shall be written out in full, and in pay records.

There is one exception to this rule. An Ordinary Seaman in the Seaman Branch without a non-substantive rate will be identified by substantive rating only and the abbreviation applicable is a two group abbreviation.

The period is not used when writing abbreviations.

Examples:

The following examples serve to illustrate the new system:

Example 1:

Robert M. Smith who is a Chief Petty Officer Second Class in the Engine Room Artificer Branch, will

(i) be addressed as Chief Petty Officer Smith,

(ii) be shown in a letter heading as C2ER4 Robert M. Smith, 2002-E, and

(iii) be referred to in the body of a letter as Chief Petty Officer Smith.

Example 2:

John C. Jones who is an Ordinary Seaman in the Seaman Branch not in possession of a non-substantive rate, will

(i) be addressed as Ordinary Seaman Jones,

(ii) be shown in a letter heading as OS John C. Jones, 5005-H, and

(iii) be referred to in the body of a letter as Ordinary Seaman Jones.

In order to be able to discern readily the class of non-substantive rate held from the trade group number

or letter of the abbreviation, personnel of the R.C.N. must familiarize themselves with the regulations governing entitlement to trades pay.

To avoid confusion, in all dealings with civilians the substantive rating only should be used.

Men of the R.C.N. (R), Uniform Clothing

When the entry of a man in the R.C.N. (R) (Active List) has been approved, he will, with the exception of bedding, be issued on loan a kit containing all items essential to the performance of his duties at Divisional Drills, during Naval Training, Voluntary Service or Special Naval Duty.

The issue will be made by the Supply Officer at the Naval Division to which the man is attached. In the case of a man entered in a rating requiring a trade test, the issue will not be made until after he has successfully completed the test.

The previous procedure of issuing certain items of kit to men on their arrival at a Training Establishment left much to be desired. On occasions, items of kit could not be supplied in the correct size or were not available at all. Now, every man will possess a complete kit at all times, containing items of uniform tailored to the correct size.

Addresses — Official Numbers

Personal mail continues to be incorrectly addressed to a considerable extent, causing difficulties and delay in reaching those for whom it is intended. This fact was particularly apparent over the last Christmas season.

Be sure your friends and relatives are fully aware of your full and correct postal address and, above all, be sure your Official Number is noted and noted correctly.

Medical Documentation

A revised system of medical documentation has been introduced into the Navy, bringing the procedure in line with the Army and Air Force. This fact makes it easier to admit a man into a Service Hospital operated by any one of the three services.

HIGH POWER, LOW POWER

An electrician's paradise and a layman's nightmare is the modern warship, with its masses of wiring, multitude of instruments and variety of power sources. Take, for example, the Tribal class destroyer, H.M.C.S. "Nootka."

The ship's electrical installations may be sub-divided roughly into four sections — high power, low power, electronics and miscellaneous. Each of these sub-divisions is related to the other to such an extent that it is impossible to draw a clear line of distinction between them.

The high power section concerns itself with the production of 220-volt direct current from dynamos with a total capacity of approximately 520 kilowatts. All the motors needed to run the ship's ventilating and lighting systems are the responsibility of the electricians detailed for high power duty.

The low power section is responsible for the 22-volt direct current required to operate the large assortment of bells and buzzers that go to make up the ship's fire control system. They also look after secondary batteries and emergency lighting.

To provide this 22-volt power there are two low power motor generators and two 350 ampere hour batteries fitted in a low power room. Also under the care of the low power hand are the 50-volt, 50-cycle and 120-volt 333-cycle motor alternators fitted to supply magslip units for passing information between positions and fire control gyros.

The electronics section is in charge of the maintenance of all wireless equipment, radar installations and the amplifiers required for action information and armament broadcast systems. These items make up a full time job for the radio technician and his hands.

Under the heading of miscellaneous are such things as the gyro compass, the A.R.L. course plotter, helm indicator, anti-submarine gear and metadyne control of gun mountings, all of which require skilled hands to keep them operating efficiently.

With the modern ship depending so much on electric power for its operation, the efficiency of the electrical party to no small extent determines the efficiency of the ship. With this responsibility in mind, the newest branch of the Navy is keeping right on its toes.

A highlight in the lives of a number of children from Halifax orphanages came during the annual Christmas party held for them in the gymnasium at R.C.N. Barracks, Halifax. With Bandmaster S. E. F. Sunderland, Commissioned Technical Officer, R.C.N., taking a back seat, the youthful "baton wielders" stepped up and took turns putting the Navy band through its paces.

Officers and Men

RECEIVE HONOURS

Naval and ex-naval personnel were honoured at an investiture held on January 12th, at Government House, Victoria. Honourable Charles A. Banks, Lieutenant Governor of British Columbia, officiated.

Captain C. D. Donald, O.B.E., R.C.N. Ret'd., and Chaplain Class IV A. B. Wood, O.B.E., R.C.N., Ret'd., were invested with the Insignia of Officer of the Most Excellent Order of the British Empire. Insignia of Member of the Order were presented to Chaplain Class IV I. G. L. Gillard, M.B.E., R.C.N., Lt.-Cdr. (SB) R. Roberts, M.B.E., R.C.N. (R), Ret'd., and Lieut. (L) J. B. Wadsworth, M.B.E., R.C.N.

Lt.-Cdr. (NS) E. M. Wolfenden, R.R.C., R.C.N., (Ret'd.,) and Lieut. (NS) O. O. Wilson, R.R.C., R.C.N. (Ret'd.), were invested with the Royal Red Cross, First Class, while the Royal Red Cross, Second Class, was awarded to Miss M. C. Waterman, a former Nursing Sister in the R.C.N.

TRAIN IN U.K.

Four officers and two men of the Electrical Department are at present undergoing a special course in air electrics and air instruments at the Fairey Aviation Company plant, Hayes, Middlesex, England.

The course will familiarize the group with the R.C.N.'s new Firefly Mark V aircraft and the equipment with which they are fitted. Instructional technique also is part of the course.

Those taking the course are Lieutenants (L) H. W. Isaac; L. R. Wagener and R. E. Fisher; Mr. S. E. Derbyshire, Cd. (L) Offr., and Air Artificers (L) J. Laverdure and W. McMillan.

Appointed D.N.A.

Captain Charles N. Lentaigne, D.S.O., R.N., has been loaned to the Royal Canadian Navy and appointed Director of Naval Aviation. He succeeds Captain Geoffrey A. Rotherham, D.S.O., O.B.E., R.N., who is now on retirement leave.

One of the early specialists in Naval Aviation, Captain Lentaigne gained his pilot's wings in 1925 and subsequently served in a number of Royal Navy aircraft carriers.

Among appointments he held during the Second World War were those of Commanding Officer of the auxiliary aircraft carrier H.M.S. "Dasher," and of the destroyer, H.M.S. "Gurkha," which was sunk early in 1942 while escorting a Malta convoy. He served also as Director of Air Equipment at Admiralty and as Senior British Liaison Officer to Fleet Admiral Chester W. Nimitz, Commander in Chief of the United States Pacific Fleet.

CAPTAIN C. N. LENTAIGNE

L.S. & G.C. MEDALS

ERA 1/c Percy Schurman, of H.M.C.S. "New Liskeard," was awarded the R.C.N. Long Service and Good Conduct Medal at a ceremony held on board the ship. Presentation was made by Commodore W. B. Creery, Chief of Naval Personnel, who was on a tour of inspection of East Coast ships and establishments at the time.

A native of Cumberland County, N.S., ERA Schurman joined the R.C.N. in September, 1933. During his service he sailed in the destroyers "Saguenay" and "St. Laurent," the minesweeper "Goderich," and the Algerine escort "Rockcliffe." He joined his present ship in April, 1948.

The R.C.N. (Reserve) Long Service and Good Conduct Medal has been awarded to Petty Officer Henry R. Briggs, R.C.N. (R), of H.M.C.S. "Star," Hamilton. The Commanding Officer of the Division, Commander S. F. Ross, R.C.N. (R), made the presentation.

COMPLETE TD 3 COURSE

Twelve seamen have completed a four months' course at the Torpedo Anti-Submarine Training Centre at H.M.C.S. "Naden", Esquimalt. They were given the non-substantive rating of Torpedo Detector 3rd Class. Class Instructor was Petty Officer Brian Brown.

Able Seamen Donald Weston, Melvin MacDonald, James Armit and Ordinary Seamen Hugo Shore, Donald McCrae, Paul Bernard and Diedrich Berg boarded the ships sailing from the Pacific Coast on the spring cruise. Able Seamen William Cull, Andrew Slobodzian, George Martinuk, Robert Coote and Eiruker Johnson of the same class have taken up duties in "Naden".

Chaplain Lea Gillard, R.C.N., Command Chaplain (P) on the staff of the Flag Officer Pacific Coast, is shown above shortly after being invested with the Insignia of Member of the Most Excellent Order of the British Empire, at an investiture at Government House, Victoria. The presentation was made by Lieutenant-Governor Charles A. Banks of British Columbia. The citation stressed Chaplain Gillard's faithful service, both afloat and ashore . . . "upholding the high traditions of the Church and the Chaplains Service of the Royal Canadian Navy in a marked degree". With Chaplain Gillard in the photograph are his daughter, Marie, and Mrs. Gillard.

WIDELY-KNOWN OFFICER DIES AT HALIFAX

A/Lieut.-Cdr. Charles McDonald, M.B.E., R.C.N., 44, the longest serving officer in the Physical and Recreational Training branch of the Royal Canadian Navy, died in R.C.N. Hospital, Halifax, February 12 after a short illness. At the time of his death Lieut.-Cdr. McDonald had been Officer-in-Charge of H.M.C. Physical and Recreational Training School, Halifax, a post he had held for more than three years.

"Charlie" McDonald came up through the "lower deck." Originally from London, England, he was living in Montreal when he joined the R.C.N. in October, 1923, as an Ordinary Seaman. He qualified as a Telegraphist but later switched to the P. and R.T. branch.

He served ashore and in H.M.C. Ships "Ypres" and "Vancouver" and in ships and establishments of the R.N. By 1937 he was a Chief Petty Officer and early in 1941 had attained Warrant rank. He was promoted to Commissioned Officer in 1943 and to Lieutenant a year later. In July, 1945, he was promoted to the acting rank of Lieutenant-Commander.

Throughout the Second World War, Lieut-Cdr. McDonald served as a physical training instructor first at H.M.C.S. "Stadacona," then at H.M.C.S. "Cornwallis," and became known to thousands of Canadians who passed through those establishments and did their "P.T." under his supervision.

In June, 1944, he was awarded the M.B.E. for a "wholehearted devotion to duty which has done much to improve the morale and spirit of the service."

In his younger years, Lieut.-Cdr. McDonald was an outstanding participant in a wide variety of sports. He specialized particularly in middle- and long-distance running and won a number of championship trophies, both within the fleet and as a representative of the Navy at track and field meets in the Maritimes and on the Pacific Coast.

Later, after his retirement from the competitive field, he continued to engage actively in several sports, and at athletic events of every kind could be counted on to be present either on the coaching bench, among the officials or as a spectator.

In recent years Lieut-Cdr. McDonald had made his home in Dartmouth, at 70 Victoria Road. His death has come as a shock to his many friends in and outside of the Service and their sincere sympathy is extended to his wife and their two children.

Lieut.-Cdr. McDonald was buried with full naval honours in the naval cemetery, Esquimalt.

"HAIDA" REUNION

A small group of men, some wearing the uniform of the R.C.N., others in civilian clothes, gathered together recently in the Chief Petty Officers' Mess in H.M.C.S. "Naden".

The occasion was a reunion of former members of the ship's company of one of Canada's famed Tribal class destroyers, H.M.C.S. "Haida". Of 22 members of the original crew now living in the Victoria-Esquimalt area, 19 were able to be present.

During the evening the conversation naturally centered around one topic, the exploits of their ship in the English Channel and in the North Sea during the war. The men recalled attacks on heavily escorted enemy convoys, successful engagements with larger Elbing and Narvik class destroyers, the destruction of a German submarine and their support of landing operations in Normandy on D-Day.

Guest of honour was "Haida's" former commanding officer, Rear Admiral H. G. DeWolf, now Flag Officer Pacific Coast. Others present were Lt.-Cdr. J. C. L. Annesley, formerly Executive Officer of the destroyer; Lieut. L. I. Jones; Mr. J. E. Insley, Warrant Electrical Officer; Bert Barker; CPO Tel (V) A. J. Andrews; H. Richards; CPO D. Abbott; CPO S. F. Mein; Mr. Rainsford; Mr. Pederson; SPO R. A. Caddell; CPO J. D. Owens; Mr. Moon; CPO S. P. Muzyka; Mr. St. Pierre; G. Findlay; Ldg. Tel (V) G. H. Mannix and Mr. Steele. Lieut. Turner, SPO Sadler and PO Simpson were unable to attend.

Petty Officer Air Mechanic R. W. T. Hogg, of H.M.C.S. "Shearwater", receives the Distinguished Service Medal from His Honour J. A. D. McCurdy, Lieutenant-Governor of Nova Scotia, at an investiture in Province House, Halifax. PO Hogg won the award at the Battle of Matapan, in February, 1941, while serving as an Air Gunner in a squadron operating from H.M.S. "Formidable". He took part in two striking attacks against Italian fleet units and intercepted and passed to his leader a signal betraying the position of an Italian battleship, which the "Formid's" aircraft attacked and damaged with torpedoes.

EX-RATINGS AT 'ROYAL ROADS'

Among the 33 Naval Cadets in the junior term at the Canadian Services College, "Royal Roads", are three men from the "lower deck", Richard Okros, William Watt and Per Sivertsen.

Cadet Richard (Dick) Okros, a native of Regina, joined the Royal Canadian Navy in Toronto in No-

CADET RICHARD OKROS

vember, 1946, as an Apprentice ERA 2/c. On completion of his new entry training in "Naden", he served in the cruisers "Uganda" and "Ontario", then was drafted to Halifax for a nine-month ERA apprentices' course in the Mechanical Training Establishment at H.M.C.S. "Stadacona". Cadet Okros stayed on the East Coast and served as an ERA 3/c in the frigate "Swansea" and the "Magnificent" until his entry into "Royal Roads" last September. Last summer, while on leave from the "Magnificent" and before joining "Royal Roads," Okros made a two-week hitch-hiking tour of the United States with a shipmate, ERA 3/c Pete Berakos. The pair must have had educated thumbs for they managed to visit New York, Washington, Tampa, Fla., Montgomery, Ala., San Antonio, Texas, Phoenix, Arizona, the Grand Canyon, Los Vegas, Nevada, Los Angeles and San Francisco. They even managed to hitch two 'plane rides.

It is Okros' ambition to rank high enough in the 1950 graduating class to proceed to the Royal Naval Engineering School at Keyham, England, where Canadian Midshipmen (E) receive their early specialized training.

Cadet William Watt served his apprenticeship for the Navy in the Royal Canadian Sea Cadet Corps in Port Arthur and attained the rank of Midshipman. He was attested as an Ordinary Seaman in H.M.C.S. "Griffon" and, after completing his new entry training, served in the "Ontario". By dint of hard work and study he qualified educationally to enter the 1948 class of Naval Cadets, and thereby realized a boyhood ambition.

CADET WILLIAM WATT

The third cadet from the Navy's lower-deck, 20-year-old Per Sivertsen, was born in Norway but now makes his home at Black's Harbour, N.B. Cadet Sivertsen was an Electrician's Mate 2/c when he left H.M.C.S. "Nootka" last September. After entering the service as an Ordinary Seaman in November, 1946, he qualified as an LM 2/c in February, 1947.

All three Cadets have been prominent in inter-flight sports, with Okros proficient at soccer, Watt catching the eye of the basketball coaches and the rugged play of Sivertsen a highlight of the inter-flight rugby games.

Training as Officer Cadets in the Canadian Services College at Royal Roads is one of the avenues by which young men in the R.C.N. may advance to commissioned rank.

Besides being recommended and having to pass an interviewing board, to qualify for the two-year Naval Cadet course candidates must be under 20 years of age on the year of entry, must have a minimum of 9 months' service in the R.C.N. and must have completed Junior Matriculation standing and at least five subjects in Senior Matriculation or Naval C.H.E.T., including English, Mathematics, Physics and two of Chemistry, History or a Language.

In the same way that Okros, Watt and Sivertsen were assisted to prepare for the qualifying examination and the interviewing board, all Instructor Officers in the Service are ready to help ratings to qualify educationally for "Royal Roads". It isn't easy, but the way is there. — G.L.A.

CADET PER SIVERTSEN

HAMMERS AND SAWS

While the sailor learns, in barracks and even more on board ship, to be a pretty handy person, building houses would hardly seem to be in his line. However, to look at the ever-changing faces of the municipalities of Esquimalt and Oak Bay, The Gorge, and even parts of Victoria City itself, one must conclude that many a Navy man has unquestioned talent as a carpenter, plasterer, plumber, gardener or all-round handyman.

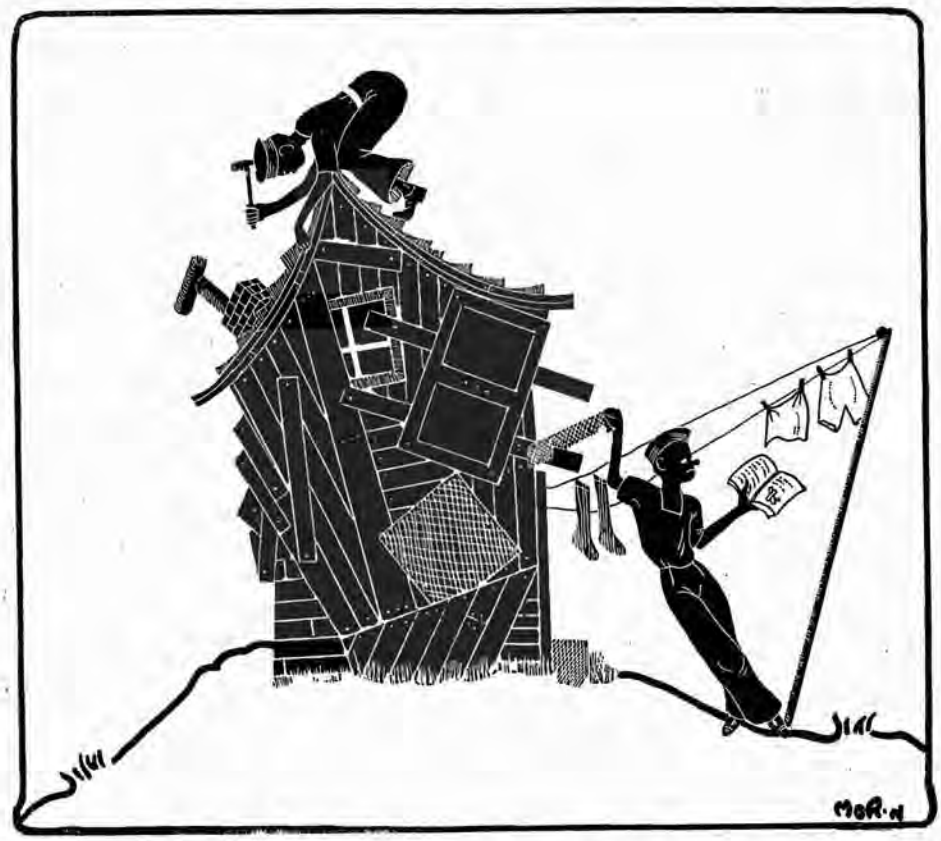
These spare-time builders do not fall within any particular category of rank or rating; they include officers and able seamen, chief telegraphists and stokers. Stand easy and mealtime periods they spend in deep discussions of plans, heating methods, types of wood, plumbing, roofing — and prices. When "Secure" sounds, they head homewards (unless on watch), don their overalls, pick up their tools and get to work.

It all started after the war.

While the war was on, many married officers and men were resigned to having makeshift quarters serve as their "homes"; either that or having their wives stay with their parents while they went to sea or abroad.

But once the show was over, they had one desire that topped all others — to have homes they could call their own.

Helped out by their gratuities, some of them bought, others contracted for houses, and a few started in on their own. Soon previously unopened divisions in the municipalities surrounding Victoria began to hum with activity. The ring of axes, the roar of bulldozers, the crackle of fire as slashings and trash were burned, all became familiar sounds. Basements were dug, forms erected and cement mixers swallowed yard upon yard of sand and gravel. Gradually, under the experienced hands of professional builders or the inexperienced hands of eager and quick to learn amateurs, houses began to take shape.



As prices soared and original estimates were scrapped, the ranks of those building for themselves increased. Men who had hired builders, unable to meet the rising costs, took on the jobs themselves.

Frequently, too, hardy families, to save rent money, moved into their new homes as soon as the basements had been completed. More than one half-erected shell has served as mute evidence that the owner was off to sea or on a course in Halifax or England.

In the various new neighbourhoods it was the custom for the men to help each other out, whether sailor, soldier, airman or civilian. Working against time, they kept at it often at night, by moonlight or under the glare of electric lights. At first, some just attempted the rough labour, but as costs mounted they started doing more specialized tasks — plastering, stuccoing, laying floors and roofing, installing window and door frames, even putting in the plumbing. Some went so far as to make their own furniture.

In spite of the work entailed and the amount of knowledge that had to be got by sheer, and sometimes bitter, experience, many have achieved their goal. They have bright, attractive homes, with neat lawns, flourishing flower-beds and vegetable plots. Each can sit contentedly back, look at his cosy surroundings and say with supreme satisfaction: "This is mine, all mine." — L.J.T.

ATTEND U.S. COURSE

Six medical officers of the R.C.N. (Reserve) attended a course in Medical Aspects of Special Weapons and Radioactive Isoltopes, held at the U.S. Naval Medical School, Bethesda, Maryland, February 14-19. A second group of 14 will attend a repetition of the same course April 25-30. The medical officers in the two groups have been drawn from 11 different Naval Divisions.

THE R.C.N. F

How Does it Work a

"The R.C.N. Film Society is organized to assist in securing the best entertainment Motion Picture films at the least cost for H.M.C. Ships and Establishments.

"It shall be operated as far as practicable on a non-profit basis, any profits which do accrue being utilized for the benefit of Naval Personnel."

Naval General Order 1.40/1 outlines the principles on which the Royal Canadian Naval Film Society endeavours to operate. For the past two years, however, the second paragraph quoted above has had no meaning, simply because during that period the Society has operated at a loss.

Matters now have reached the stage where these losses have eaten into the surplus left from wartime operations to such an extent that the Society's working capital has all but vanished. Unless something is done, and fairly quickly, the Society as it is at present constituted will go on the rocks.

Steps to prevent this from happening are now being taken. They are based on the conviction that the ships and establishments which derive considerable entertainment from the films have no desire to see the Society pass out of existence. Whether these steps prove successful will depend entirely on the co-operation of those same ships and establishments, which, in the final analysis, *are* the Society.

In the near future, the Society is going to introduce a policy of supplying films only to the ships which undertake to accept at least one film every week, whether alongside or at sea. If this policy results in a cutting down of losses, the Society will continue, as it has been doing in the past, to provide films for the "little fellow" as well as the "big fellow." If the losses cannot be reduced, the Society will be forced to try the alternative of supplying films only to those ships and establishments which are large enough to offer a reasonable guarantee of supporting the Society.

If the amount of rental the Society pays for a film were assessed according to attendance, or potential attendance, all would be fine. Unfortunately, there is a fixed weekly rate charged to the Society for each film that goes to the ships and smaller shore establishments and that rate bears no relationship to the numbers who see the movie. Five could see it, or 5,000, and the charge would be the same.

The Society's job is to try to "make up on the round-abouts what we loses on the swings." Therein lies the crux of the whole situation. If the Society is to remain in existence, someone has to pay this rental; and as it cannot be considered a government commitment, it remains for us of the Naval Forces to pay for it ourselves.

Early in the war, when the need for entertainment films was recognized, a group of enthusiastic supporters undertook to study ways and means of obtaining and showing them. As a result of their efforts, the creation of a self-supporting co-operative organization, known as the Royal Canadian Naval Film Society, was authorized by Order-in-Council in October, 1942, and was loaned $10,000 to get underway.

The principle under which the Society started operations was to lease films from the distributors at a flat rental charge and to sub-lease them to ships and establishments. Large ships and establishments provided sufficient rental to offset the loss entailed in supplying films to smaller ships or establishments, at a price less than cost, or to ships which would have to hold the film for lengthy periods. The charge to the units with larger complements, was no more in proportion, however, than was the charge to units with small complements. In both cases the charge was based on a certain amount per officer and man borne and so the revenue was considerably higher from the "big fellows". This same principle has governed the operations of the Society ever since.

The Society had its growing pains at first but as its worth was recognized and as the R.C.N. mushroomed in size, so did the Film Society prosper. Not only did it achieve its mission of supplying entertainment films to all ships which requested them, whether at a loss or at a profit, but it had accumulated, by the end of 1945, and after repayment of the $10,000 loan, a surplus of some $65,000.

At that time, hostilities had ceased and demobilization had been started. The wartime operations of the Society were concluded; but the R.C.N. ships would still be putting out to sea during peacetime and the personnel of the continuing Navy would still be in need of entertainment films. It was therefore decided to make a donation of $50,000 to the R.C.N. Benevolent Trust Fund, where the money would continue to benefit serving and ex-Naval personnel, and to set aside the remaining funds to finance a continuing Film Society on a much reduced scale to service the peacetime Navy.

The tried and proven principle of wartime operation — build up a profit on the large ships and establishments to offset the inescapable loss on the small ones — was continued. The large shore establishments, which were equipped with 35 mm. projectors and with theatres, were charged on a paid admission basis for their films. The ships and smaller establishments, equipped with 16 mm. projectors, have been charged at a rate of 25 cents per officer and 5 cents per man borne, with the total assessed charge based on the potential attendance at the screening. This means that a W/T Station with one officer and 12 men borne pays 85 cents for the same film for which a carrier pays $60.

The method by which funds are raised within the ship or establishment

ILM SOCIETY

nd is it Worthwhile?

to help meet the cost of the film is, of course, a matter for the ship's company to decide. It may be decided to charge an admission of 5 or 10 cents a head, or it may be decided to have free admission and pay for the film out of canteen profits. Some ships adopt a combination of both methods by charging the officers admission and showing the film without charge to the men. Whatever method of payment is adopted, the net result is the same — the man serving in a sea-going ship pays either in cash or from his canteen profits something like the price of a bottle of "coke" to see a movie which would cost him 50 cents and upwards to see ashore. The prices charged by the Film Society in the case of shore establishments have to be based on a somewhat higher scale because wherever civilians are permitted to attend, the element of unfair competition with commercial theatres must be avoided.

It may be asked why, in view of the substantial profits experienced during its wartime years of operation, the Society is now losing money. There are two main reasons. The first is that it costs the Society the same amount for a film, irrespective of how many people see it during a rental period. Comparing the strength of today's Navy with that of 1944 and 1945, it is apparent that the potential revenue during those war years from paid admissions was 10 times that available today.

The other main reason for loss under peacetime conditions is the vastly reduced numbers of sea-going units. When a film is supplied to one small ship, the charge made by the Society does not cover the cost of the film. When, however, there are many small ships, it is possible to show the same film in two or three different ships during the period for which the film is rented and even though the cost to the Society may not be entirely covered by the total revenue the loss is not so heavy. This is not often possible today.

The shore establishments now are not large enough to provide very much profit from film showings and there are not enough sea-going ships to be self-supporting. Similarly, the profit from showing films to units with large complements is not great enough to offset the loss from showing films to units with small complements.

Accordingly, it may be necessary to suspend the operations of the Film Society. This would be a pity because the assistance of a mutually co-operative organization is still necessary if the man in the small ship or establishment is to see films. The rental cost of a film is so high that only the larger shore establishments could afford to rent them without recourse to the Society. While ships with the complements of cruisers or carriers could afford to rent films independently when their movements were such that the films could be quickly returned to the distributors, even these ships when on extended cruises and unable to return the films, would have to pay more than they now pay the Society. Ships of destroyer complements and smaller would pay considerably more for films when they were alongside than they do now and the expense per man for them to take films on cruises would be prohibitive.

It may still be possible to continue the Film Society's operations if everyone co-operates. As it is now, most of the ships take films only when they are going to be away from home ports. This is understandable, because short leave is granted in home ports and there possibly are not the numbers of men off watch remaining on board during the evenings to warrant drawing films. At the same time it must be realized that under this set-up the Society loses money on films supplied to ships which cannot land them as soon as they are shown, and that the only opportunity for reducing these losses is when a ship is alongside and the film can be recovered quickly and shown to other ships or establishments during the rental period.

It has been decided, therefore, to initiate the policy of supplying films only to ships which undertake to accept at least one film every week, whether alongside or at sea.

The Film Society belongs to the officers and men of the R.C.N. and it is up to us to decide whether its work is worthwhile. Its operation and administration mean continuous hard work on the part of every one connected with it, and the full observance of rules and instructions. The work done on behalf of the Society is purely voluntary and is over and above the normal duties of the personnel concerned. They are happy to take on the extra work because they feel that their fellow officers and men now serving in the "little fellows" need the assistance of the Society. They themselves may be serving in the "little fellows" tomorrow.

The majority of the films rented by the Film Society are good. Some of the remainder are pictures you would not have bothered with if you had had a choice, but these lesser pictures are made and are all shown in commercial theatres. The volume of the Film Society activities means that it has to contract in advance for almost every film produced in Hollywood. They are all entertainment, however, and the cost of seeing them is less to each and every individual in the Naval Service than to anyone else in the country.

It all adds up to this: The Film Society belongs to you and it is for you to decide whether you want to keep it in operation.

If it goes out of business you can always find other things to do. For example, you can keep your dhobeying up to date! — S.A.C.

PACIFIC COAST

Supply and Secretariat School

Activity is brisk in the school and three classes recently qualified. The fourth Supply Officers' technical course, Writers' professional course number 11, and Stewards' professional course number 20 were completed.

The sports record of the school remains good. PO James Dutton and Mr. Don Wigmore, Warrant Writer Officer, contributed greatly to the winning of the Inter-Part Bowling League. However, this was only the first half of the season, and the team will have to keep up the fine efforts if the school is to retain the cup.

Separate courses have been introduced following the division of the Writers' and Stores' branches. Writers are now Pay or Captain's Office, Stores Assistants are Naval and Air Stores or Victualling. Writers (A) are now receiving instruction in Gregg shorthand. Writers and Stores Assistants must now reach speeds of 40 and 25 words per minute, respectively, in typing before they can qualify. It is felt that the institution of these courses will do much to broaden the scope of the individual branches and will benefit the secretarial and administrative departments of the service.

H.M.C.S. "Naden"

Snow blanketed Victoria for two or three days during January and "Naden" took on the appearance of a stately dowager. Gloves and greatcoats quickly came into prominence to combat the terrific cold wave; the lowest temperature recorded was 23 degrees above zero!

Drafting to and from "Naden" was hot and heavy during the month, with men coming off ships to take courses in the schools and their replacements humping their bags and hammocks on board in preparation for the spring cruise.

Among the drafts that have recently taken place from "Naden" are: AB George Berry, of Halifax, returning to his home port via 30 days leave; Stores Assistant Frank O'Leary, who has gone to "Royal Roads" for duty; CPO Donald Calder, of Esquimalt, to the Big "O", and Ord. Sea. George Matthews to "Stadacona" for a telegraphist course in the Communications School.

Recent arrivals include AB Robert Grosco, from "Stadacona"; PO Steward William Barclay, ex-"Antigonish", and LT 5/c Robert Aylward, ex-"Ontario". — J.B.

In response to an appeal from the Red Cross for blood donors, 130 officers and men of the R.C.N. lined up at the mobile blood clinic set up in the R.C.N. Hospital at Halifax recently. The naval donors came from R.C.N. Barracks, H.M.C.S. "Magnificent" and the staff of the Flag Officer Atlantic Coast. Among the donors was Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, who is shown above at the blood grouping table. It was his tenth donation, entitling him to a Red Cross donor shield.

H.M.C.S. "Cayuga"

Sixteen bells on New Year's Eve marked the end of the "Cayuga's" first commission. Although her operational period has been comparatively brief, the present refit will bring her completely up to date with the most modern equipment and will enable her to rejoin the other units of the fleet on their return from the Spring Training Cruise.

She was first commissioned in October, 1947, and following her acceptance trials, proceeded independently to the Pacific Coast. During the summer months she was engaged in reserve training cruises and fleet exercises. Her last miles were logged on the Pearl Harbour Cruise with the Pacific Task Force.

Since happiness and efficiency work hand in glove, perhaps it was a foregone conclusion that "Cayuga" should win the "Cock of the Fleet" shortly after her arrival on the West Coast.

As a fitting climax to the destroyer's commission, the promotion of her Commanding Officer, Commander O.C.S. Robertson, GM, RD, R.C.N., to the rank of Captain was made on New Year's day.

The officers and men of the first commission join together in wishing their successors as successful a commission as their predecessors had.

Reg. Office Ramblings

RPO John Strickland, of Victoria, has been shifted to Shore Patrol duties while RPO William (Dinger) Bell, of Lampson Street, Esquimalt, is now in the New Entries Regulating Office.

In from the Big "O" for a spell of "Stone Frigate" time is RPO James Sinclair, of Victoria.

H.M.C.S. "Antigonish"

The untidiness and confusion of a ship in refit failed to dampen the spirits of the crew. Of course the prospect of the spring cruise had a lot to do with it, and for that cruise the ship's company of the "Antigonish" was determined to have the "tiddliest" ship in the fleet. It meant much hard work, and will mean more of the same, but the competitive spirit and esprit-de-corp are there and should produce a clean, smart and happy ship.

This competitive spirit is also apparent in the beard growing contest which is now well under way. The average daily growth shows that it will be keenly contested by all participants with AB O'Malley, of Vancouver and Radio Electrician G. Hay, of Lacombe, Alberta, holding the upper hand at the moment.

The engine room personnel has been increased and the strain on that department should be eased somewhat during the trip.

Now that we have a piano, Steward Don Campbell will be in great demand while we are at sea and we anticipate many enjoyable sing-songs in our "Music Room". — A.K.

Petty Officers' Mess

This may well be the first and last report on or from the Petty Officers' Mess as such. With the pending changes in substantive structure it will be difficult to say just what the mess will be known as in the future. Should we call it the Petty Officers' First Class Mess or the Petty Officer First Classes Mess? Anyway you look at it, there is evidence that things will not be the same in the near future. Mess Manager Petty Officer Jerry Blythe will soon be looking at new faces. By the time this is in print many changes will likely have taken place, and large numbers of old friends will be taking their sustenance up on the hill in the Chiefs' Mess, or should we say in the Chief Petty Officers' First and Second Classes Messes — aw-w-w nuts.

One improvement to our Mess that will be a great help, especially on dance nights, is a public address system of our very own, now in the process of installation by Petty Officers Brian Brown and Eddie Bonsor, who, incidentally, will not be around to enjoy the benefits of it, since they are both slated for Chief 2/c.

Also slated for the Chiefs' Mess are the President, Petty Officer Bert Dodd, and the Secretary, Petty Officer "Red" Dutton.

PO R. J. McIntyre and Leading Seamen R. Eldrige, Jack O'Dowd, Lawrence Orton, William Hood and William Steadman taking the course.

Petty Officers, D. Wallace (ex-"Athabaskan"), D. R. Ingram (ex-"Nonsuch"), George Hornet (ex-"Ontario") and Dave Hurle, of "Naden", are off to Halifax for a TAS Instructors course at "Stadacona".

Stores are stores, no matter where a ship goes, and the three-months' supply that H.M.C.S. "Crescent" took aboard in preparation for the spring cruise will be just as useful on her new assignment to Far Eastern waters. Busily engaged in loading stores aboard the destroyer are (left to right) Ordinary Seaman Robert Olson and Able Seamen Les McIntyre, Wilf Thornhill and Richard Carter.

TAS Training Centre

Things have been humming at the TAS Training Centre recently, what with training, drafts and appointments. Appointments include: Lieut. (TAS) (T) Charles Smedley to Washington, D.C., for a Master Diver's course with the U.S. Navy and Mr. F. Lubin, Gunner (TAS) to H.M.C.S. "Discovery", Vancouver. Drafted: PO C. Buckley, of Sunny Vale, Sask., to the "Ontario" and PO D. Blenkinsopp, Colwood, B.C., to H.M.C.S. "Nonsuch" for instructor duties.

A TD 2 qualifying class has commenced at the Training Centre with

ATLANTIC COAST

Communications School

The Long "C" Officers' course, CR 23 class and the Petty Officers' qualifying course for Chief Petty Officer, all of which are underway at present, mean a busy time at H.M.C. Communications School.

A recent arrival from H.M.C.S. "Discovery", Vancouver, is CPO Tel. (W) G. Green, who will be one of the instructors for the CPO's Qualifying Course. Some of those taking this course are P.O. Tels. Roy Adams, R. Davies, W. Clements, F. Fenn, J. Meads and W. Moyes, all from the

West Coast, and PO Tels. W. Hughes and H. Tate, from the Albro Lake Radio Station.

Ord. Tel. D. Leader has been discharged from the Naval Hospital after a somewhat lengthy illness and has proceeded to his home in Kitchener, Ont., on sick leave. — D.M.

H.M.C.S. "Iroquois"

Lieut. John P. Howe, former First Lieutenant, who is taking the officers' long communications course in "Stadacona", was honoured recently at a buffet supper in the wardroom of H.M.C.S. "Iroquois".

Among those who gathered to congratulate Commander Breen P. Young, Commanding Officer, on his promotion, were Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Commodore A. M. Hope, Commodore G. R. Miles, and Captain (E) W. W. Porteous.

Lt. Cdr. (E) Harry Graham, formerly engineer officer of H.M.C.S. "Haida", has fallen heir to the trials and tribulations of the post of Engineer Officer, Ships in Reserve. He is now learning the diplomatic way of saying "No" to those from ships in commission who come looking for spares.

Duties of First Lieutenant have been taken over by Lieut. J. B. Young. Mr. George Verge, Wt. Ord. Offr., has succeeded Mr. Allan Turner, who has joined the "Magnificent".

"New Liskeard"

Due largely to the efforts of Lieut. (P) W. Rikely, a hobby shop has been organized on board. The new endeavour goes under the name of "Hobby Craft Pastime." The efforts of the sports officer, Lieut. E. A. Grant, R.C.N. (R), have resulted in a marked increase in sports activity, with the stokers particularly prominent.

Topic of the Month:

"What are you getting?"

"PO Second, I think".

"Naw, you haven't got the time. The way I see it you gotta . . . etc."

Yes, the new substantive rating structure is on every tongue at every available moment. It certainly looks promising to all of us, in spite of the pros and cons. We think that practically 99 44/100 per cent will gain by it in the near future and the remainder after a short time.

NAVAL DIVISIONS

H.M.C.S. "Discovery"
(Vancouver)

One of the most important and interesting events at H.M.C.S. "Discovery" recently was the annual ship's company Church Parade. In the absence of Chaplain (P) D. P. Watney, R.C.N. (R), services were conducted on board by Padre Bailey, a former member of the ship's company of "Discovery" and now a teacher at University of British Columbia Theological School. Roman Catholic services were held in Holy Rosary Cathedral.

Lieut.-Cdr. John R. Allen, D.S.C., R.C.N. (R), Executive Officer, inspected the ship's company in the absence of the commanding officer, Commander W. R. Stacey, D.S.C., R.C.N. (R).

Plans are under way at present to form a brass band in the establishment. Forty inquiries have been received to date from prospective bandsmen. — W.J.H.

Flown From U.K.

The following item appeared February 5 in the news columns of the Montreal Gazette:

"Seaman Claude Bricault arrived by air in Montreal yesterday on an emergency visit home from his service with the Royal Canadian Navy overseas to be at home at the bedside of his mother who is suffering from a dangerous heart ailment.

"Bricault is attached to the Canadian aircraft carrier "Magnificent" now based at Portsmouth, England, and under arrangements made by R.C.N. officers in Britain, he was on his way to Canada by air less than six hours after an emergency message about his mother's condition was received.

"Said Mrs. Bricault: 'I think it is simply wonderful to see him so soon; I do appreciate what the Navy has done'."

Ordinary Seaman Bricault joined the Royal Canadian Navy in Montreal on April 22, 1948, and was drafted to H.M.C.S. "Magnificent" on January 7, 1949, a week before she sailed for the United Kingdom.

At last report his mother's condition, although still serious, was much improved. This she attributed to the arrival of her son at her bedside.

An old adage says "to err is human," and apparently the men of H.M.C.S. "Prevost," the Naval Division at London, Ont., are no exceptions. Having acquired a one-eyed cat, the naval reservists promptly set it up as their ship's mascot, and with due ceremony bestowed upon it the name "Horatio." Shortly afterwards, however, the mascot went adrift and was not seen for several days. On its return the sailors gulped, held a hurried consultation, and announced they had re-christened the cat. The new name? "Lady Hamilton." (*London Free Press Printing Co. photo*).

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

The training plan put into operation last fall is now in full swing. Members of the ship's company receive a definite number of hours instruction in training periods that are well-balanced and in classes small enough to ensure individual attention to each student.

Besides training in professional subjects, the men are encouraged to take parts in sport of all kinds.

Three members of the Division are at present taking part in the spring fleet exercises in ships of the Pacific Fleet. Others are looking forward to the summer and training on Lake Superior in craft attached to the Lakehead division.

Among the courses now available at "Griffon" are gunnery, wireless telegraphy, basic radar, workshop technique, general seamanship and torpedo.

H.M.C.S. "Queen"
(Regina)

Training at H.M.C.S. "Queen" has been progressing favourably and despite severe weather attendance has been good. A guard has been formed and is paraded at Divisions and Evening Quarters.

Government, military and civic officials and friends of the Navy, numbering approximately 250, were greeted by officers of "Queen" and members of the Regina Branch of the Naval Officers' Association at the Division's traditional New Year's Day reception.

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

Since the New Year the entire establishment has been redecorated. Done by civilian contract, the painting and redecorating has added considerably to the appearance of the building. Another new addition, which has not only provided more nautical "atmosphere" but has proven extremely useful, is a fully rigged whaler set up on the main deck. It is used for instructional purposes for new entries and for passing out leading seamen's qualifying classes.

"LITTLE CANADA"

H.M.C.S. "Niobe" might quite well be called Little Canada Overseas. It is situated at 11 Hill Street, just off the famous Berkeley Square, and was the headquarters of General Eisenhower during the war years. It is very central, and within easy walking distance of such well known places as Piccadilly Circus, Buckingham Palace, Trafalgar Square, Marble Arch and Hyde Park.

Living conditions on the whole are quite tolerable, but the staff members find that to stay within their financial means they have to live in the suburbs. All commute and dwell anywhere from five to 40 miles from the office. Daily they mingle with the thousands of others who come into London to work, and who flock on the railway underground system, 'buses and trains.

There is no place quite like London. It provides for every taste. There are frequent displays of colourful pageantry associated with the Realm and most of the staff were fortunate enough to see the wedding procession of Princess Elizabeth and the Duke of Edinburgh, the Silver Wedding procession of the King and Queen, the opening of Parliament, and last, but by no means least, the displays which signalled the birth of Prince Charles.

For those who indulge in the theatre and similar entertainment, there are any number of first class productions. London is rich in art collections, and its museums and historical sites, such as the Tower of London, are a never-ending source of interest. Finally, there is the English pub and its social environment — a noble institution.

Sports and social activities have been well maintained departmentally between the branches of the other services in the United Kingdom and Canadians at Canada House. A club, known as the Canada House Association, has been formed and organizes and encourages competitions, games and social entertainment. Two successful dances were held in the India Hall of the Overseas League, and during the summer months softball and cricket were played.

In connection with the latter it is worthy of note that the star player for the Canadian team was Writer Morley Andrew Scott, who claims that he has never played cricket before. It is customary for the cricket batsman to wear leg pads, but Scott, after playing two balls, decided in his first time at bat that they were an encumbrance, and, with the full approval and applause of the crowd, he discarded his pads and made the highest score of his team.

In a recent basketball game the "Niobe" team lost by a 55–25 score to an American Navy team which was supported by a fifty-piece band and an organized cheering section.

Winter is now here and the outdoor games have given place to the indoor sports. "Niobe" has started a darts league, consisting of nine teams, including one each drawn from the Army, Air Force and Defence Research department, which are in the same building. At the time of writing, the Supply Branch of the Navy was leading, closely followed by the Air and Executive Departments.

The organization of sports activities and social functions is in the hands of Lieut. Cdr. E. T. G. Madgwick and PO Writer P. R. Bedard.

H.M.C.S. "Nonsuch"
(Edmonton)

Five Reservists from H.M.C.S. "Nonsuch" have joined units of the Pacific Fleet for the annual spring cruise. In the group are Able Seamen R. J. Small, N. G. Diffley and R. J. Wilson, Ordinary Seaman K. D. Watson and Electrician G. MacDonald.

THE SINKING OF 'U-744'

The reader is invited to cast his mind back five years to March, 1944, and then focus his attention on a small patch of the North Atlantic about 400 miles west of Ireland.

The action to be described was similar to many other anti-U-boat fights, though noteworthy inasmuch as it was one of the longest submarine hunts, that it was successful, that it was an instance of good co-operation between the British and Canadian Navies; and finally, it must be added that it was one of the more one-sided (in our favour) of naval actions.

Into the area came the opposing forces, each, in spite of all scientific aids and intelligence, completely unaware of the other's presence. From south-westward entered a large, heavily laden trade convoy, its close escort recently augmented by a Canadian support group (three destroyers, two corvettes and a frigate). The make-up of this "Canadian" group, now spread across the front of the convoy, was typical of the period, since one of the destroyers was British and the Senior Officer, who also commanded the frigate, was a Commander, R.N.

Fortunately, the commanding officers knew one another and had worked together. They were, in fact, in the fourth and last week of this particular operation of supporting convoys north of the Azores. The group had already steamed about 5,000 miles and this was the fifth convoy to which it had temporarily attached itself.

A few days previously a sudden dearth of shipping in the area had prevented refuelling at sea. Instead, it had been necessary for the group to proceed to Horta, in the Azores, where in addition to filling fuel tanks, many crates of pineapples, bananas and other forgotten luxuries were embarked.

To return to the day in question. A remark on everyone's lips was, "This must be the first day of spring". True, there was a heavy swell, but hardly a breath of wind ruffled it; and in mid-morning the pallid March sunshine easily penetrated the few wisps of cloud. On the bridges, at the forward guns and at the depth charge rails more and more duffel coats were being peeled off.

Intelligence reports placed quite a number of U-boats in the NE Atlantic but none in the immediate vicinity. The HF/DF operators had nothing to report.

Nevertheless, the enemy was, in fact, close at hand, for the "U-744" now arriving from eastwards, was remaining submerged owing to fear of air attack. This also seemed to her a safe and logical policy, because there were no convoys sufficiently close to be overtaken before nightfall — or so she thought. Thus when her hydrophones picked up the throb of many propellers and one of the destroyers obtained a promising asdic contact, the surprise was mutual. The group's first depth charge pattern and the U-boat's first torpedo also had something in common — they both missed.

Contact was not lost, however, and the battle was on. The Senior Officer of the close escort detached the whole of the support group from his convoy, plus one of his own ships, a brand new Castle Class corvette.

The fifth year of that endless Battle of the Atlantic had found things going pretty much in our favour. The surface escorts were becoming increasingly skilled and there were plenty of them. North Atlantic air patrol coverage was now complete. As many submarines as merchant ships were being sunk. But the U-boat still had two nasty habits: He could fire acoustic torpedoes and he could dive very deep. When it came to firing these homing torpedoes (so Grand Admiral Doenitz decreed) the escort vessels, rather than the freighters, were to receive preferential treatment. And so escort captains had to heed the latest counter-attack doctrines and handle their prey with caution.

A deep submarine could never hurt anyone; it was just that he was so difficult to attack. When more than 500 feet down he always seemed to be able to hear you coming and have time to take avoiding action.

During the afternoon the hunt continued. Attack followed attack with no apparent result. This U-boat captain was evidently an ace — he stayed deep and kept on the move. He avoided damage but he could not escape completely; for the group S.O. was also an expert, one of the most experienced anti-submarine officers in the Royal Navy. It was going to be a long, drawn-out affair, but even so, seven escorts seemed excessive for the job. The destroyers were therefore detached, one to return to base with defects and the other to rejoin the convoy.

The Castle Class corvette was given an opportunity to use a new anti-submarine weapon that never before had been fired at an enemy. Its first use brought disappointment. Poor maintenance and bad drill resulted in a complete failure of the equipment, and this ship, too, was ordered to return to her convoy.

Through the hours of darkness the remaining two corvettes and one frigate held their target with remarkable skill. Hour after hour the U-boat twisted and turned and tried every trick. He could not evade the relentless asdic beams even though he still

kept clear of exploding charges. There was nothing for it but a hunt to exhaustion, and more ships were needed. A sudden asdic failure in one of the hunters and the enemy might escape. Also, the ammunition supply was getting low. Shortly before dawn the two destroyers were ordered to rejoin their Senior Officer. In retrospect, it would seem that in this action the employment of the hunting ships erred first on one extreme and then on the other, of the principles of "Concentration" and "Economy of Force".

In the forenoon, with the extra ships available, a then new technique was employed. More accurate attacks with less warning to the enemy were the result and the U-boat suffered minor damage — lights extinguished and small leaks. And then, for no apparent reason contact was lost. Gloom descended. Surely they were not going to be cheated of their prize after a whole day's steady pursuit! A search was organized and after half an hour's despondency, that firm and unmistakable metallic echo was again heard on the asdic loudspeakers. The five ships, all in contact, followed their quarry. Nearly 30 hours had now elasped since the first interception; the submarine must be near the end of his tether. But the hunting ships' crews were tired, too, and if the U-boat could last out till darkness, might he not escape on the surface?

The end came sooner than expected. At 1600 appeared the sight that every convoy sailor longed to see. Battered and leaking, "U-744" was brought to the surface by her exhausted crew and was met by a fusillade of gunfire. The torpedo the Germans claimed to have fired as a final shot was not seen by the ships.

A rapid surrender followed and boarding boats were lowered. The U-boat, surrounded by five stopped ships, presented a strange sight — rather like a wild animal at bay. Just when they wanted calm weather, a wind got up and rapidly became a gale. This made boatwork difficult, particularly for inexperienced boats' crews. Two whalers capsized as they crashed against the U-boat's hull, and had not one of the ships sent her motor boat to the rescue, tragedy might have occurred. Although it may not always be the case, in the weather then prevailing a motor boat was a handier and a more seaworthy craft.

Twenty-odd prisoners, some valuable papers and many useful photographs of enemy equipment were the haul and, boats hoisted, the group was ready to proceed. But the U-boat still floated! Could she have been salvaged? No one will ever know for certain, though it can be said that "U-744" was slightly damaged (scuttling charges had failed to fire) and could not have been taken in tow until the weather moderated. It was decided to sink her and this was duly done, but not without misgiving. There will always linger in some of the victors' minds the possibility of a failure to exploit an unexpected opportunity.

* * *

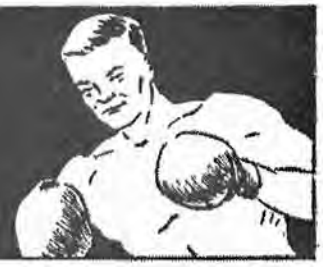
So ended a prolonged, and in general, completely successful action without a single casualty on our side. Some of the lessons learned have already been alluded to. Perhaps the most important point to bear in mind is the comparative complexity of such a relatively minor action as the disposal of one enemy submarine, and the degree of endurance, co-operation and training required. Also worthy of note are the problems which must be faced by Senior and Commanding officers when events do not turn out as expected.

Our prisoners' outward facade of nonchalance and superiority was shattered by two things: Firstly, none of us seemed to take anything seriously; how could we ever get anything done when everyone was always laughing? And then there were those Azores bananas and pineapples. Did we always have food like this?

"Why of course," we replied. "On this trip it's really not quite as good as usual!" — C.P.N.

A Canadian seaman helps an exhausted German prisoner from the "U-744" up a scramble net lowered from H.M.C.S. "St. Catharines." The U-boat was surfaced and abandoned by its crew after an action lasting nearly 30 hours. Besides the "St. Catharines," ships involved were H.M.C.S. "Gatineau," "Chaudiere," "Chilliwack" and "Fennel" and H.M. Ships "Icarus" and "Kenilworth Castle."

The Navy Plays



Football, Soccer Champs Receive Trophies

The Navy football and soccer teams, winners in their respective leagues in the Halifax area during the 1948 season, were honoured recently at a dinner held in the Chiefs' and Petty Officers' Mess at H.M.C.S. "Stadacona".

During the evening the D. C. Purdy Trophy was presented to Petty Officer Lawrence (Ginger) O'Brien, captain of the Navy football team, which won top honours in the Halifax Senior Canadian Football League, and the John Cox Shield was accepted by Able Seaman John Pike, captain, on behalf of the soccer eleven which headed the Halifax District Soccer League.

The third presentation during the evening was made to Chaplain Ivan Edwards, R.C.N., Protestant Chaplain at H.M.C.S. "Stadacona" and playing coach of the football team. He was presented by his teammates with a mounted regulation size football on which had been inscribed the names of some 30 members of the team. In making the award, Petty Officer O'Brien stated that it was in recognition of Padre Edwards' outstanding sportsmanship and ability.

TAS Teams Challenge All Comers at All Sports

In the light of a recent basketball victory which the TAS Training Centre team won by a 27 to 5 score at the expense of the "Naden" P. and R.T. Staff, the TAS team herewith issues a challenge to all comers in any sport, including chess.

The TAS softball team once won the "Naden" Inter-Part Softball Trophy, although they claim they have not yet seen the cup.

Chaplain Ivan Edwards, left, playing coach of the Halifax Navy football team, is presented by PO "Ginger" O'Brien, team captain, with a football autographed by his teammates, in recognition of his "outstanding sportsmanship."

New Entry Divisions Divide Boxing Honors

The New Entry Division strutted its stuff in another final boxing night for the New Entry Inter-Divisional Trophy at H.M.C.S. "Naden".

The Divisions broke even, three bouts going to each. LM 2/c F. Murphy won the trophy awarded to the "Best Boxer". The other winners were Sto. A. Davis, "Algonquin" Division, of Galt, Ont.; AM 2/c J. Hazen, "Iroquois", of Owen Sound, Ont.; Sto. D. Kinsan, "Haida", of Halifax; Sto. W. Kindy, "Iroquois", of Niagara Falls, Ont.; A/Cook V. O'Grady, "Algonquin", of Halifax; O/Tel A. Griffith, "Algonquin", of Branton, Ont.; Ord. Sea. F. Cook, "Huron", of Arcola, Sask.; P/Wtr. B. Paquette, "Haida", of Ottawa; LM 2/c A. McRae, "Huron", of Wishart, Sask.; P/SA M. Cooper, "Iroquois", of Montreal; and P/Steward W. Holloway, "Haida", of Ottawa.

The Navy is also taking an active interest in the Vancouver Island Golden Gloves Tourney which is now being planned. Naval men will be permitted to enter, providing participation does not interfere with their duties. — H.E.T.

"Unicorn" Hockey Team Travels For Games

The Navy hockey team from H.M.C.S. "Unicorn", Saskatoon, has made a number of out-of-town trips during the past few months. Included in the towns visited by the team are the nearby centres of Biggar and Vonda. The team travels in uniform and has done much to publicize the Navy in communities in the Saskatoon area. The "Unicorn" team started its season very well, winning four and tieing two of its first seven games.

Club-swingers Make Hit With Horse Act

During December the P. and R.T. Staff at H.M.C.S. "Naden" used its dogwatch time to produce some costumes for the "Naden" children's Christmas party. Waste-paper baskets, burlap bags, brown paper and bits of this and that from here and there were manufactured into two comic horse outfits with the skill of Adrien of Paris.

The fortunate members of the department became clown jockeys, appropriately attired; the unlucky ones assumed head and tail stations inside the burlap steeds and learned how to dance to "The Old Gray Mare".

The youngsters enjoyed and encored the act and the team was called upon to perform a second time when the destroyers held their children's party.

Montreal Division May Enter Grid League

H.M.C.S. "Donnacona," the Naval Division at Montreal, has applied to enter a team in the intermediate division of the Quebec Rugby Football Union for the 1949 campaign.

"Donnacona's" application had yet to be approved by the league at press time, but Q.R.F.U. President Myer Insky said he felt "the Navy would bring added prestige" to the circuit.

A "Donnacona" — "St. Hyacinthe" Navy team won the Grey Cup in 1944.

Cadets' Rugger Team Wins 8 out of 10 Matches

English rugby was the principal team sport played at the Canadian Services College, "Royal Roads", during the fall term. Despite the fact that most of the new Cadets were accustomed to the Canadian game, the First XV, coached by Lieut.-Cdr. Fred Frewer and Lieut. Reg. Mylrea, scored eight victories as against two defeats in the Victoria Rugby League (Second Division) and exhibition games.

The outstanding game resulted in a 17–0 victory over the Fifth Regiment before a large Armistice Day crowd at McDonald Park for the coveted Army and Navy Trophy. A hard hitting scrum and fleet three-quarter line showed up admirably here. The members of the team are:

Cadets R. E. Lewis (Calgary) captain; F. Trebel (Picton, Ont.), B. A. Howard (Toronto), N. Lyon (Ottawa), R. Longmuir (Havelock, Ont.), F. A. Moore (Trail, B.C.), H. J. Tamowski (Kitchener, Ont.), D. I. Knight (Vancouver), D. G. Loomis (Sorel, Que.), R. S. Peacock (Hamilton), R. D. C. Sweeney (Vancouver), F. W. Crickard (Vancouver), R. D. Macdonald (Regina), A. D. Wallis (Victoria) and M. D. Wilson (Sarnia).

S. and S. School Sets Bowling Pace

The first half of the schedule in the H.M.C.S. "Naden" Inter-Part Bowling League was topped by the Supply and Secretariat School, with "Naden's" Supply Staff a good second. Hot competition is promised for the second half with 10 teams on the lists.

"Iroquois'" Hockey Team Has Its Difficulties

The Drafting Office, rather than opposing teams, is providing the hockey team of H.M.C.S. "Iroquois" with its toughest opposition. In spite of these troubles, however, the team is managing to maintain a fairly good record. Regular members are Sto. Mech. "Pee Wee" Lacroix, Sto. Mech. Alfred Stevenson, Ldg. Sea. Fernand LePage, AB Donald Lavern, PO Moore, Sto. Mech. Allan King, Sto. Mech. Albert Ethleston, LT 2/c Norman Sellers, Cook (S) Robert Layfield, Sto. Mech. Agnew, Sto. Mech. Humphries and Sto. Mech. "Moose" Lacroix.

Basketball is another sport enjoyed by the men of the "Iroquois". In their first game the destroyer team defeated the "New Liskeard" 48 - 22. Those turning out for basketball include Ldg. Sea. F. Lepage, Sto. Mech. Howard Dench, Sto. Mech. A. Ethleston, Sto. Mech. Gordon Mustard and AB Paul Pelletier.

A cribbage tournament was recently inaugurated and a number of experts were unearthed. — R. M.

The Navy hockey team which has been enjoying a successful season in the Halifax Inter-Service Hockey League is shown above. Front row left to right are: AB Ray Shedlowski, Tel. Robert Patry, Tel. Andy Baribeau, Radio Technician Mel. Davis, AB H. H. Bird and ERA Joe Conrad. Centre row: Chief Plumber Ed. McSweeney, Sto. Mech. John Stewart, Cook Charles Garfield, PO "Ginger" O'Brien, ERA Bill Rudling, Chief Plumber John Spidell, RPO Cecil O'Hearn and Chief Shipwright Bernie Gordon. Back row: Chief Sto. Mech. Harry Patrick, team coach, Sto. Mech. PO Albert Carroll, trainer, Ldg. Medical Assistant Robert Belson, assistant trainer, and the late Lieut.-Cdr. Charles McDonald.

Sports Flashes From H.M.C.S. "Shearwater"

H.M.C.S. "Shearwater" has had three hockey teams in operation this winter, one in the Halifax Inter-Service Hockey League and two in the "Stadacona" Inter-Part League.

The newly-formed Badminton Club got away to a fine start recently with about 30 members and their friends turning out for play. Four courts are available on Wednesday evenings and Sunday afternoons.

Honorary president of the club is Commander Eric Boak, Executive Officer of the base. Lieut. Howard Clark is president.

Twenty teams make up the Inter-Part Bowling League at "Shearwater". Alleys are available at the nearby Clarke Ruse plant. Among the competing teams are the Rummies, Trappers, Teetotalers, Sharks and Scivers.

A team is entered in the Halifax Basketball League and is meeting with stiff competition.

Lieut. R. M. Greene, R.C.N., P. & R.T. Officer of the base, is doing an excellent job of organizing the sporting activities of "Shearwater" personnel. — A. J. C.

Retirements

Chief Petty Officer Cyril Henry Mills

Age: 36
Address: 375 Obed Avenue, Victoria
Joined: January, 1929. As a Boy Seaman.
Served in: H.M.S. "Victory", "Warspite", "Vernon"; H.M.C.S. "Skeena", "Armentieres", "Prince Henry", "Crusader", "Rockcliffe", "Crescent", "Naden", "Vancouver", "Ottawa", "Stadacona", "Cornwallis", "Peregrine", "Niobe" and "Givenchy".
Retired: January 28, 1949.

* * *

Chief Petty Officer 1/c George Henry Charles Pearce

Age: 43
Address: 1410 Myrtle Street, Victoria.
Joined: October, 1929. As an Able Seaman (transferred from Royal Navy).
Served in: H.M.S. "Victory", "Warspite", "Vernon"; H.M.C.S. "Champlain", "Vancouver", "Saguenay", "Skeena", "St. Laurent", "Armentieres", "St. Francis", "Naden", "Stadacona", "Carleton", "Hochelaga II", "Peregrine" and "Royal Roads".
Retired: February 10, 1949.

* * *

Chief Petty Officer 2/c Owen R. C. Clover

Age: 39
Address: 100 Burnside Road, Victoria.
Joined: January, 1929. As an Ordinary Seaman.
Served in: H.M.S. "Victory", "Excellent", "Warspite"; H.M.C.S. "Skeena", "Ottawa", "Restigouche", "St. Laurent", "Fraser", "Margaree"; "Prince Henry", "Uganda", "Naden", "Vancouver", "Stadacona", "Givenchy", "Cornwallis", "Burrard" and "Unicorn".
Retired: January 20, 1949.

* * *

Chief Petty Officer James E. Cropp

Age: 39
Address: 43 Logan Avenue, Victoria.
Joined: March, 1929. As a Boy Seaman.
Served in: H.M.S. "Victory", "Warspite", "Vernon", "Iron Duke", "Hood"; H.M.C.S. "Skeena", "St. Laurent", "Assiniboine"; "Saskatchewan", "Avalon", "St. Stephen", "Ontario", "Athabaskan", "Naden", "Vancouver", "Stadacona", "Niobe", "Halifax", "Cornwallis" and "Chippawa".
Retired: February 28, 1949.

* * *

Chief Petty Officer Telegraphist (W) R. J. F. Fincham

Age: 37
Address: Abbotsford, B.C.
Joined: January, 1929. As a Boy Seaman.
Served in: H.M.S. "Victory", "Warspite", "Pembroke"; H.M.C.S. "Armentieres", "Skeena", "St. Laurent"; "Nootka", "Assiniboine", "Avalon", "St. Hyacinthe", "Algonquin", "Naden", "Vancouver", "Stadacona", "Niobe", "Burrard", "Bytown", "Givenchy" and the Naval Radio Station, Aldergrove, B.C.
Retired: January 1, 1949.

* * *

Chief Petty Officer Cook (O) Gordon S. Caithness

Age: 44
Address: 55 Chestnut Street, Halifax.
Joined: February, 1928. As an Assistant Cook.
Served in: H.M.C.S. "Festubert", "Champlain", "Saguenay", "Skeena", "Assiniboine", "Algonquin", "Stadacona", "Cornwallis", "St. Hyacinthe", "Shelburne" and "Peregrine".
Retired: February 1, 1949.

A newcomer to the sports roster at H.M.C.S. "Naden," Esquimalt, is team bayonet fencing. Popular with ships' companies before the war, the sport has been revived with considerable success, and will become an annual competitive feature at "Naden" in future. The action depicted above (left) took place during the recent Pacific Naval Command team tournament, and shows Writer Probationer W. Mitchell, of the Supply and Secretariat School team, mixing it up with Stoker R. Kaye, of the New Entries. "Naden's" ship's company entered the third team in the tournament which was won by the S. and S. School. At right, Able Seaman K. Strycker, captain of the S. and S. School team, receives the Bayonet Fencing Trophy from Commodore J. C. I. Edwards, Commodore, R.C.N. Barracks, Esquimalt.

SHIP'S BADGES - IV

Represented this month are four more of the official badges which have been adopted by R.C.N. ships and establishments to replace the less formal crests and insignia which they carried during the Second World War.

All the present badges are heraldically correct, having been submitted to Sir Arthur W. Cochrane, Clarenceux King of Arms at the College of Heralds in London. In most cases the designs were developed by Lt.-Cdr. A. B. Beddoe, O.B.E., R.C.N. (R) (Ret'd), but a few were suggested by Sir Arthur Cochrane or by officers of the ships concerned.

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

The Naval Division at Charlottetown is called after a corvette which was built in 1809 at Amherstburg for service with the Provincial Marine on Lake Erie. This vessel in turn was named in honour of Queen Charlotte, the wife of King George III of England. Queen Charlotte was the daughter of Charles Louis, Duke of Mechlinburg, and it was thought appropriate that the badge for H.M.C.S. "Queen Charlotte" should represent some device from the Arms of Mechlinburg. Accordingly, the bull's head with the ducal crown was chosen. The badge is a striking one, carried out in vivid colours.

H.M.C.S. "Carleton"

H.M.C.S. "Carleton," the Ottawa Naval Division, derives its name ultimately from Sir Guy Carleton, who is credited with having saved Canada for the British in the defeat of Arnold and Montgomery at Quebec in 1774. The crest from the Arms of Sir Guy Carleton (Baron Dorchester) provides the design for the badge of this Division. It has been placed upon heraldic water to show its connection with the sea.

H.M.C.S. "Antigonish"

The name of this frigate is a Micmac Indian word meaning "broken branches". It is said that beech trees used to grow in abundance in Antigonish county in Nova Scotia and that bears frequented the locality to procure beech-nuts from the branches which they broke down. In the badge of H.M.C.S. "Antigonish," this act is shown in conventionalized form.

H.M.C.S. "Swansea"

Like that of H.M.C.S. "Discovery" (CROWSNEST December 1948), the

badge device of the frigate H.M.C.S. "Swansea" is a rebus — pictured objects describing the syllables of a word. Thus: SWAN-SEA. The bird is holding a maple leaf in its beak to show the association with Canada.

RECORD RECRUITING MONTH

More men joined the Royal Canadian Navy during January, 1949, than in any other month since the end of the Second World War. During the period 258 men were attested and 47 discharged, making a total increase for the month of 211 men. Total increase in officer complement during January was seven. Overall strength of the R.C.N. at January 31, 1949, was 7,753.

Comrades in Arms

THE CANADIAN ARMY

A Unique Outfit

They perform no drill or other routine duties, receive no pay and wear no uniforms, but the Canadian Rangers nevertheless occupy an integral an highly important place in the Dominion's defence organization.

The Rangers, in the strict sense, are not a component of the Canadian Army, but have the status of organized militia.

They are made up of trappers, woodsmen, miners, farmers and others who live in the sparsely settled parts of Canada. They render services which cannot be performed by either the Active or Reserve forces.

Lt.-Gen. Guy Granville Simonds, C.B., C.B.E., D.S.O., (above) in August will take command of the National Defence College and the Canadian Army Staff College at Kingston, Ont. Gen. Simonds is the former commander of the 2nd Canadian Corps in Northwest Europe and, after VE Day, of the Canadian Forces in the Netherlands. His most recent appointment was that of Army instructor at the Imperial Defence College at Camberley, England.

In areas which could be manned by regular troops only at a prohibitive cost — throughout the thinly-inhabited stretches of Canada, and particularly across the northland and along the Pacific and Atlantic coasts — the Rangers keep alert for any activity of a suspicious nature, provide a fund of valuable background and current information and act as guides for manoeuvres. In search and rescue work they are invaluable, assisting as they do in the locating and saving of personnel and equipment.

The Rangers have an authorized strength of 5,000, organized mostly into companies, platoons and sections, with their own officers and non-coms. A platoon consists of not more than 30 men. Brassards are their only distinguishing marks, though they are equipped with rifles, bayonets and ammunition issued by the army.

They are recruited mostly from men who would not be available in a mobilization because of age or other circumstances. In peacetime, however, a certain proportion of younger man are enlisted into the ranks of the Rangers.

Northern Radio Station

Radio station CFHR, newest of the Canadian Army's six radio broadcasting stations in the far north, is now in operation at Hay River, Northwest Territories.

Licensed as a 100-watt station, CFHR takes its place with four other stations of the Royal Canadian Corps of Signals' Northwest Territories and Yukon Radio System in presenting entertainment for military personnel and civilians in isolated northern regions.

Already in successful operation are stations at Whitehorse, Dawson City, Aklavik and Norman Wells. Another station at Fort Churchill, although serving the north, is not actually part of the system.

The new station operates on a frequency of 1,230 kilocycles and has an effective range of 200 miles. On the air during the leisure hours of service personnel in the area, CFHR thus far is confining its efforts to the broadcasting of recorded programs. These include classical and popular music, drama and comedy shows.

Amphibious Training

More than 100 Canadian troops have been undergoing amphibious training at Little Creek, near Norfolk,

Col. William Wallace Lockhart (above) has taken over the post of Director of Signals at Army Headquarters. Col. Lockhart enlisted in the ranks of the R.C.C.S. in 1922 and during the next three years was in charge of the wireless station at Mayo, Yukon. Commissioned in 1929, he served in various posts until 1940, when he went overseas. He subsequently commanded the 3rd Canadian Divisional Signals, was secretary of 21 Army Group Joint Signal Board, and, finally, was signals officer at Field Marshal Montgomery's tactical headquarters. He served most recently as Command Signals Officer at Western Command Headquarters, Edmonton.

Virginia, and at Camp Lejune, North Carolina, during the past few months.

The three infantry platoons, two from the Royal Canadian Regiment and one from the Royal 22e Regiment, are taking part in U.S. amphibious exercises in the Caribbean before returning to Canada in March.

The course is designed to qualify soldiers in the tactics and techniques of amphibious operations. It is part of a scheme whereby officers and men and training facilities are exchanged between the two countries. American troops are given training under cold weather conditions at Fort Churchill.

THE R.C.A.F.

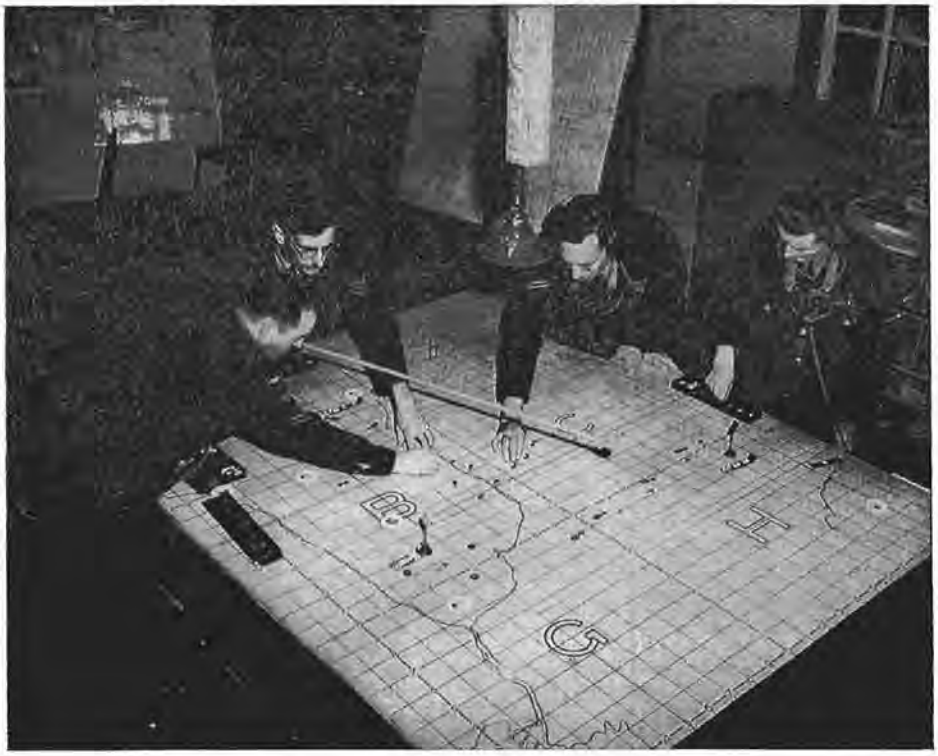
Radar, Signal Training

The station they talked about in whispers during the war is still in the radar business. It's R.C.A.F. Station Clinton, located 50 miles north of London, Ont., which housed some of the war's top secrets in the field of radar.

The training of Air Force personnel in the intricacies of radar and communications is the responsibility of Station Clinton under the R.C.A.F.'s peacetime organization. Undergoing instruction there are future radar operators, the men who manipulate the knobs and screens to scan Canada's skies, together with radar technicians, whose responsibility is to install, maintain and repair the complex equipment.

Another group taking training at Clinton are the communication operators and technicians, the men who will take their place on graduation with the R.C.A.F. specialists responsible for the Air Force's vast signals network. At Clinton these men are taught how to operate and maintain every type of communication equipment used by the R.C.A.F., and how to use it fast and efficiently.

Still another course is that for specialist signals officers. Throughout a year of intensive instruction these officers fit themselves to supervise radar and communications activities on any R.C.A.F. station. Potential signals officers must master fundamentals of administration and direction of a signals unit, in addition to the mass of technical data required.



An important part of all R.C.A.F. radar and radio communication technician training is learning how to act as plotters in a Filter room. In this Filter room all information received by the scanning radar of the movement of friendly and enemy aircraft are plotted. Shown above during a mock raid are (left to right): Cpl. M. F. Gould, Fredericton, N.B.; Sgt. C. A. Mason, St. Andrews, N.B., (controller), Cpl. R. F. Buck, Saint John, N.B., and LAC E. H. Andrew, Hunter River, PEI. *(RCAF Photo).*

Clinton also handles the training of radio officers, one of the postwar aircrew trades. Already the first courses of these radio officers have been graduated and have had the new double wings pinned on their tunics. Radio officer trainees are for the most part young lads fresh from high school beginning their careers as commissioned officers in the R.C.A.F. Known as flight cadets during their basic training period, they receive their wings at the end of the Clinton course, and shortly afterward, on completing the air armament course at Trenton, they don the uniform of a flying officer in the regular R.C.A.F.

Training for these embryo radio officers includes ground instruction in all basic radio subjects, together with operation of airborne communication and radar equipment. Recent aids to their training are the new "flying classrooms", Dakota aircraft fitted with a multitude of radar and signals gear, to allow practical instruction in the air. Comfortable and well soundproofed, these planes allow airborne instruction to be given to eight students at a time, accompanied by three instructors.

You might hear Clinton referred to by Air Force men as a "gen palace", the Serviceman's way of saying it's tops in its field. Radar and communications are vital in any aerial defence, and Clinton turns out no second-raters. The man trained at Clinton is good — he has to be, or he wouldn't even get in.

P.T.I.'S. GET RE-SCRUB

The following physical training instructors have completed a requalifying course at the P. and R.T. School, R.C.N. Barracks, Halifax: Petty Officers Fred Potts, Joseph Carisse, Melvin Lumley and Andy Chartren, and Leading Seaman Gordon Grayston.

LETTERS TO THE EDITOR

White Ensign (Naval) Branch, #129
Canadian Legion
Halifax, N.S.

The Editor,
The CROWSNEST,
Naval Headquarters,
Ottawa.
Sir:—

At the last regular meeting of our Branch, several members brought to the attention of those present the publishing of the CROWSNEST, and I have been requested to inform, through the medium of the CROWSNEST, serving and ex-Naval personnel of the forming of our new Naval Branch of the Canadian Legion.

On October 1, 1948, the old White Ensign Association, which was organized as such in November, 1937, became the White Ensign (Naval) Branch, No. 129, Canadian Legion. Membership is open to all Naval and ex-Naval personnel who have been on active service, regardless of whether they are still serving or are now in civilian life.

The new Branch has been reorganized and we now have approximately 50 members in the Halifax area and a few in other parts of Canada.

Vice-Admiral H. T. W. Grant, Chief of Naval Staff, is one of our charter members. Rear Admiral C. R. H. Taylor, R.C.N. (Retired), formerly Flag Officer Atlantic Coast, is also a member.

The president for 1949 is Mr. V. L. Brett, 25 Beech St., Halifax. Serving personnel or naval veterans in the Halifax district can obtain information by contacting the Secretary of the Branch at 1572 Barrington St., Halifax.

To my knowledge, this is the first and only Naval Branch on the East Coast, and since we are restricting membership to Naval and ex-Naval personnel, the members thought that the CROWSNEST might include a note in its future publications.

Yours truly,
W. V. MIELSOM,
Secretary-Treasurer,
1572 Barrington St.,
Halifax, N.S.

T.A.S. Training Centre
Esquimalt, B.C.

The Editor,
The CROWSNEST.
Sir:—

Your page "Looking Astern" in the December issue of your interesting magazine carries an item on the sinking of the German battle cruiser "Scharnhorst" in December, 1943.

You state that two Canadian destroyers, "Haida" and "Iroquois", were attached to the convoy.

I would like to call to your attention the fact that H.M.C.S. "Huron" under command of (now) Capt. H. S. Rayner, D.S.C., was also present on this occasion, it being one of the six runs to North Russia made by this ship.

I call this to your attention on behalf of the many officers and men who served in the "Huron" and who feel quite strongly on this subject.

With kind regards and very sincere wishes for the continued success of your magazine.

I am, Sir,
Respectfully yours,
C. S. SMEDLEY,
Lieutenant, R.C.N.

All men below the rating of Petty Officer 1st Class now wear the Class II uniform of the seaman. Above, Writer M. Lalonde, Fitzroy Harbour, Ont., wears the traditional seaman's jumper, square collar and bell bottomed trousers while at work at his desk in the ship's office of H.M.C.S. "Bytown," Ottawa. Previously, Writers, as well as men in several other branches wore a peaked cap and double breasted jacket similar to the Petty Officer's rig.

Obsolete? — When?

"There seems to be an impression that the usefulness and reason for existence of a certain type of vessel or aircraft or weapon is determined by what can destroy it. This is a fallacy which seems to be quite common. Actually what renders a ship obsolete is not what can destroy it, but what can replace its function. Now, so long as that ship is needed to perform any essential function, it makes no great difference what can destroy it. If a badly needed ship is destroyed, we will replace it." — *Admiral W. H. B. Elandy, U.S.N., before the United States Senate Special Committee on Atomic Energy.*

RADAR PLOTTERS QUALIFY

Two classes of Radar Plotters graduated recently from H.M.C. Navigation Direction School, Halifax.

In a class of RP 2's were Leading Seamen J. Burrows and E. Peerless and Able Seamen R. McMillan, M. Cotton, W. Hogg, R. Grosco, C. Salt, B. McNutt, D. Trask, L. Mandy, S. Banks and L. Piget.

Entitled now to wear RP 3 badges are: Able Seaman A. Perkins and Ordinary Seamen T. Gardiner, G. St. Laurent, G. Davis, R. Mills, W. Boult, W. McCool, J. LeFrank, J. Porter and J. Dowling.

S. & S. CLASSES GRADUATE

The following Writers and Stewards were among recent graduates from the Supply and Secretariat School at H.M.C.S. "Naden", Esquimalt:

Writers W. H. Foreman, O. L. Clee, C. A. Maltby, Writer Probationers O. T. Langrud, E. E. Beaupre, J. J. B. C. Rheaume, H. A. MacCullough, A. J. Nichol, R. D. Weir, G. R. Smith, A. B. Marchinkow, A. G. Rea, A. J. Smith, P. W. Cowper, R. M. Buake, M. J. Kubisheski, J. L. L. R. Clauet and J. A. P. Roussin.

Stewards J. D. Stiple, H. Harrison, D. Melvin, J. G. Davidge, R. J. Holmes and J. Coleman.

THE TRAIL OF NUMBER FOUR

(Dedicated to the old Number Four street cars which carried the Navy between Esquimalt and Victoria for many, many years).

Oh, the tracks are lying rusty
In some long-forgotten shed;
The spikes and ties and all that stuff,
Are deader than the dead.
Gone forever is the clatter
And the squealing and the roar,
For the old iron wheels aren't turning
On the trail of Number Four.

Gather round, lads, and remember
Those hard cruises in the war
When from Dockyard Gate to city
Steamed the famous Number Four,
With her seats topped up with matelots
And the aisle a crowded sin,
And a voice forever shouting,
"Back there—three more coming in!"

Oh, how well we know the jarring
Of the flat wheels on the points
And the gusty laugh of sailors
Who'd been visiting the joints,
And the crowd at "Pusser's Corner"
Who'd come streaming through the door,
Heading back for good old Naden
In the good old Number Four.

Though the sign declared, "No Smoking"
Man, the air was stuffy blue
Like a fairway lit by fag-ends
And the odd cigar or two.
Any damsel when she entered
With her mincing little stride
Could be always sure of sitting
With a sailor at her side.

Now fond memory claims the paintwork
That had faded dirty red,
And the long, hard rows of benches
That took seamen home to bed.
Gone the long swing through Esquimalt
With a beam-sea on the track
And the final note of wonder—
Number Four had got you back!

Yes, they've given us some buses
With a lot of gilt and chrome
That go sliding like destroyers
Where the blacktop leads us home.
Aye, it's elegant for sailors,
And from salts who know the score
There is precious little sighing
For the good old Number Four.

Oh, the tracks are lying rusty
In some long-forgotten shed;
The spikes and ties and all that stuff
Are deader than the dead.
Gone forever is the clatter
And the squealing and the roar,
For the old iron wheels aren't turning
On the trail of Number Four.

C.T.

6,000—3-49
K.P. 19987
N.D. 575-176

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EDMOND CLOUTIER
Printer to the King's Most Excellent Majesty
1949