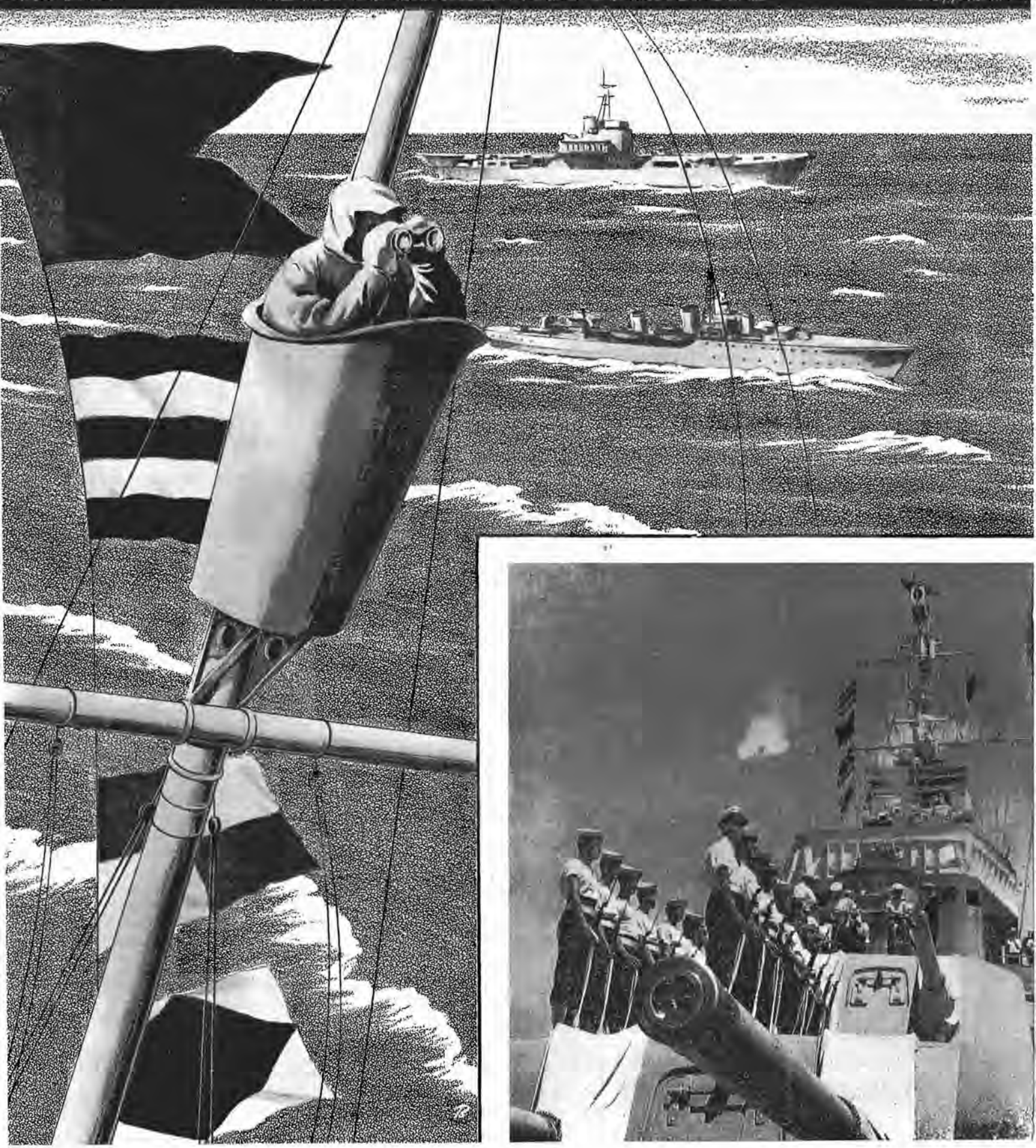
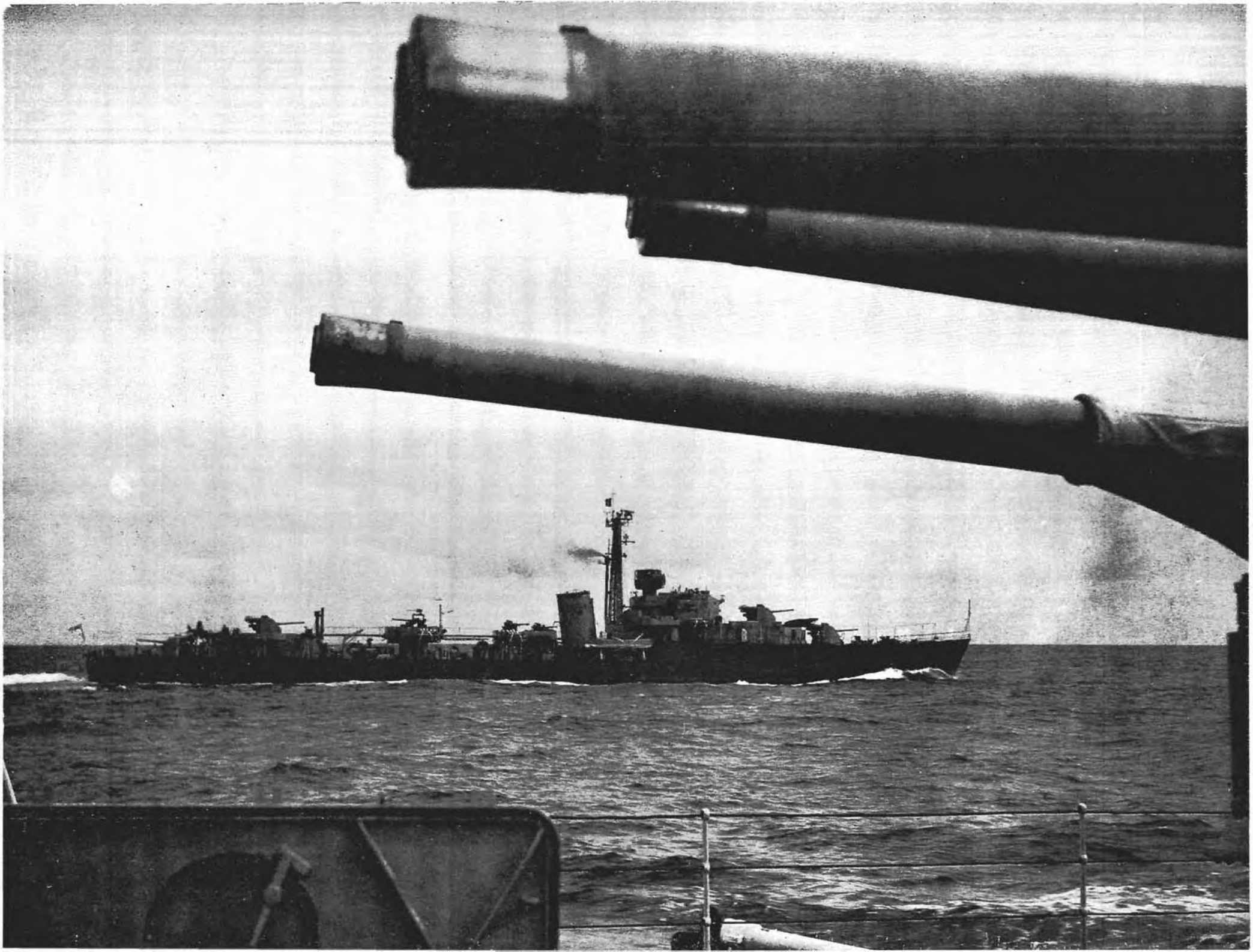
The CROWSNEST

Vol. 1 No. 7 THE ROYAL CANADIAN NAVY'S MAGAZINE May, 1949





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Vol. 1 No. 7 **THE ROYAL CANADIAN NAVY'S MAGAZINE** **May, 1949**

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Cover Photo — Atop "A" gun turret of HMCS "Ontario," a guard of honour stands at ease as the cruiser prepares to enter a foreign port. Scenes similar to this one will be re-enacted on board "Ontario" this summer as the 10,000-ton vessel calls in at ports from Juneau, Alaska, to Monterey, California, during the reserve sea training programme which will be in full swing by the end of May.

LADY OF THE MONTH

HMCS "CRESCENT," framed beneath the six-inch guns of HMCS "Ontario's" after turret.

★ ★ ★

Congratulations, on behalf of the entire service, are extended this month to the Halifax Navy hockey team. The Sailors won the Halifax Inter-Service League Championship, went on to take the Maritime title, then invaded Northern Ontario for an Eastern Canada semi-final series with Rouyn, Quebec, Flashes.

There they were repulsed, but only after an extremely close and well-played series. Navy won the first game 6-4; Rouyn took the next three 6-5, 4-3 and 6-4.

The series was played at Kirkland Lake and the good citizens of that mining centre declared that it produced the best hockey they had seen since their Blue Devils won the Allan Cup in 1940. The rink was jammed for the last two games and several hundred persons had to be refused admission.

"The two teams put on a marvellous display of hockey. They were very evenly matched and every game was in doubt right down to the final seconds," said Cdr. (L) H. G. Burchell, manager of the Navy squad, after the series was completed. "Our team gave a splendid showing and was a real credit to the service, in every way."

Cdr. Burchell paid tribute to all the players and had a special word for CPO Mel Davis, the Navy goalie. CPO Davis had his jaw fractured in two places when struck by the puck in the fifth minute of the first game but he remained in the nets for the remaining 55 minutes. X-rays taken afterwards revealed the fractures and CPO Davis returned to Halifax for treatment. He was replaced by AB Chuck Naylor, the team's spare goalie.

It was the first time a Navy team of any description had performed in the "gold country" and, according to Cdr. Burchell, the Tars were given a royal reception.

"I really can't express how well we were treated and how much we appreciated the hospitality we received," said he. After the final game, the management of the winning club insisted on entertaining the losers at Rouyn, which is 55 miles from Kirkland Lake. To ensure that all the Navymen got there, they arranged for a fleet of taxis to take them to Rouyn and, once there, to drive them to one reception after another.

So it's a salute to the Navy hockey team, in whose performance we share Cdr. Burchell's pride, and three cheers for the fine sportsmen of Kirkland Lake and Rouyn. May the association be renewed next year.

The Editors.

R.C.N. News Review

Busy Summer Ahead

With the spring cruise completed, ships of the Atlantic and Pacific Commands are grabbing a quick breather before launching into another large-scale commitment — the 1949 reserve training programme. More than a dozen units are scheduled to take part in a sea training schedule that will get into full swing by the end of May and continue until October. (For the complete cruise programme, turn to page 32).

HMCS "Swansea" completed refit in early April and after working up sailed for Grand Manan on the first of a long series of 10-day cruises. Brought forward from reserve in order to supplement the fleet during the summer training period, HMCS "Portage" was commissioned at Halifax in mid-April. After work-ups, she will sail from Halifax May 18 for the Great Lakes. The frigate "Beacon Hill", due to be commissioned from reserve May 16, will join the West Coast fleet.

"Ontario," "Nootka," "Haida" and "Antigonish" go into action May 1, "Athabaskan" one day later. "Magnificent," now midway through a leave period, puts to sea May 24. Then there is HMCS "Crescent," due to fall in with the schedule on her return from the Far East. In addition to these, M.L.'s will be employed on the Lakes, "ML 124" will make local cruises on the West Coast, and the Victoria Naval Division, HMCS "Malahat," will carry out sea training in the Algerine minesweeper "Sault Ste. Marie."

Honour Hong Kong Dead

HMCS "Crescent" paid tribute at Hong Kong on April 8 to the 281 officers and men of the Winnipeg Grenadiers and the Royal Rifles of Canada who lost their lives in the Japanese attack on the Crown Colony in December 1941. Naval guards were mounted at Saiwan and Stanley cemeteries, where the Canadian dead are buried, and wreaths were laid by Lieut.-Cdr. D. W. Groos, commanding officer of "Crescent."

Messages of appreciation, on behalf of members and former members, were signalled to the destroyer by the two regiments.

Submarine on Loan

First of two Royal Navy submarines to be loaned to the RCN for successive three-month periods, HMS "Tudor" arrived at Halifax April 23. Earlier in the month, the "Tudor" had taken part in joint exercises in the Caribbean with units of the RN's America and West Indies Squadron and the RCN's East and West Coast fleets.

Loan of the "Tudor" and her successor will enable the RCN to carry out intensive practical anti-submarine training. Involved will be ships of the Atlantic Command and aircraft from HMCS "Magnificent" and the RCN Air Station, HMCS "Shearwater."

Distinguished Visitors

The Pacific Command was host to two distinguished visitors in late March. Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, made an informal tour of inspection of ships and establishments at Esquimalt and of the Canadian Services College at Royal Roads, and was followed one day later by the Governor-General of Canada, Lord Alexander.

Vice-Admiral Grant arrived March 21 for a four-day visit. During his stay he toured the Dockyard and inspected the "Naden" barracks, ships of the reserve fleet and "Royal Roads." At the College and at "Na-

The Governor General of Canada, Lord Alexander, inspects a Guard of Honour at HMCS "Naden" during his visit to the west coast. At left is Lieut. Cdr. (G) E. S. MacDermid, officer of the guard.

During his visit to the RCN's Pacific command, Vice Admiral H. T. W. Grant, Chief of the Naval Staff, inspected the ship's company at HMCS "Naden". He is shown above talking to Chief Petty Officer E. Hichaud, senior bandsman of the "Naden" band.

den" the Chief of the Naval Staff took the salute at march pasts and addressed the ships' companies.

En route to Esquimalt, Vice-Admiral Grant had visited HMCS "Chippawa," Winnipeg, and HMCS "Queen," Regina. On his return trip, he stopped over in Vancouver to go on board HMCS "Discovery."

On March 26, Lord Alexander paid visits to "Royal Roads" and "Naden." At the former the Governor-General inspected the Wing Parade and addressed the cadets. At "Naden" he inspected a Royal Guard and spoke to the assembled ship's company.

In a signal to the Pacific Command following the visits of the Governor General and the Chief of the Naval Staff, Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, congratulated all hands on their bearing and appearance. These, he said, had been "first class."

"Crescent" Stands By

The end of April found HMCS "Crescent" in Hong Kong and, because of the highly unsettled conditions in the Far East, there was no indication of when she would return to Canada. The destroyer was primarily at the disposal of the Canadian ambassador, particularly to render assistance in evacuating Canadian citizens should this be necessary.

Fatal Air Accident

A committal service was held on April 1 over the Halifax harbour waters into which fell three RCN aircraft, carrying three pilots and an airframe mechanic to their deaths. Prayers were offered by Protestant and Roman Catholic chaplains and wreaths were cast upon the waters. Memorial services were conducted later in the day at HMCS "Shearwater" and at sea a similar service was held on board HMCS "Magnificent."

Killed in the accident, in which a Sea Fury collided in mid-air with two Harvard trainers, were Lieut.-Cdr. (P) Robert A. Monks, commanding officer of the Operational Flying Training School and pilot of the Sea Fury, Lieuts. (P) G. H. Hutton and James Pulfer and Able Seaman J. R. J. Cambray.

THE HARBOUR OF ST. JOHN'S

NAVY HAILS NEWEST PROVINCE

Newfoundland's Capital was Home Port
During War For Many Canadian Sailors

ONE by one the corvettes slipped their lines and headed down harbour . . . past the ferry wharf and the yacht squadron, through the gate and along the swept channel to seaward. Swiftly left astern was the coast of Nova Scotia . . . of Canada . . . a coast that most of those in the little ships would not see again for many months.

For these corvettes were bound, on this late spring day in 1941, for a new home port and future base of operations — St. John's, Newfoundland.

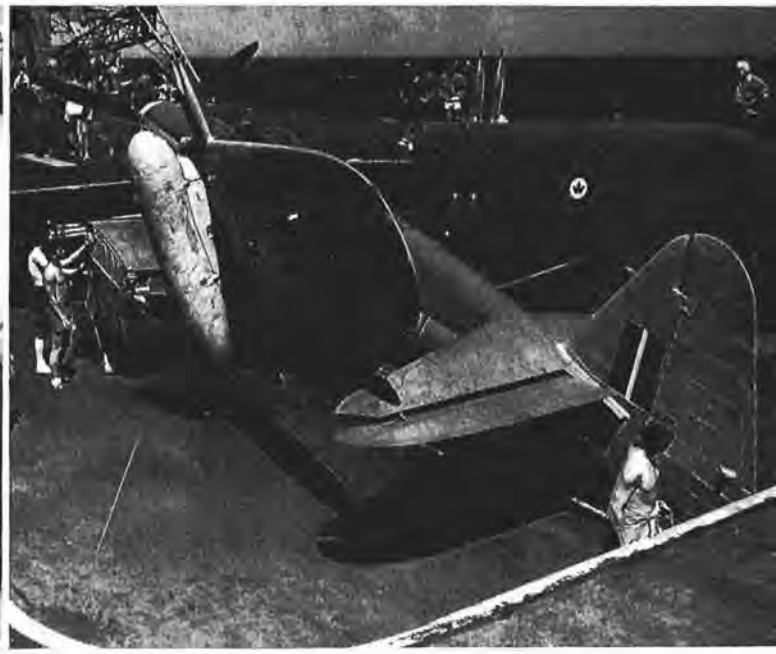
The U-boat fleet, finding things none too comfortable any more in the eastern Atlantic, had spread westward, seeking a more vulnerable link in the chain of supply to the British Isles. Their successes had made apparent the necessity for a strengthened escort system and for bases closer to the new battle area.

Newfoundland was the answer. Lying abreast the great circle route to Europe, 500 miles closer to the United Kingdom, its strategic value now assumed major proportions; and, in 1941, the R.C.N. undertook to establish at St. John's an escort base and to furnish ships that would operate from it.

On June 13, 1941, Commodore L. W. Murray took up the appointment of Commodore Newfoundland. Under his command was formed the Newfoundland Escort Force, then little more than a nucleus of destroyers and corvettes, but due for swift expansion.

How St. John's was transformed into a major operational base has been told elsewhere. So, too, will other tales . . . of the time a U-boat captain brazenly fired three "fish" at the harbour entrance . . . of the submarine-laid mines that accounted for two merchant ships and kept the small sweeper force working feverishly to maintain a cleared channel . . . of the series of torpedo-ripped vessels that came in, either under their own steam or in tow, to find at St. John's a safe refuge. *(Continued on page 31)*

Seamanship class learns about Robinson's disengaging gear from PO Frank Roach on board "Ontario."



Up "Magnificent's" after lift comes a Firefly to be ranged on deck for the day's flying operations.

THE SPRING CRUISE

by C.T.

"Hiya boy!" AB Vernon McKinnon, of HMCS "Magnificent," meets a chum. Ord. Sea. Herman Van Der Mark, of HMCS "Ontario," at St. John's, Antigua.

Range ten Sea Furies! Strike down Fireflies! Hands to Flying Stations! Up lifts! Down lifts! . . . The sounds and sights formed a teeming foreground for a hot, blue West Indian sky . . .

This year's spring training cruise was an arduous workup for the Pacific and Atlantic squadrons of the RCN. For the ships from the East Coast, the "fly boys" aboard "Magnificent" bore the brunt of the hard work, with the longest hours going to the aircraft control ratings, air mechanics, engineers and all the others who kept the Sea Furies and Fireflies flying.

For the West Coast ships, the Caribbean exercises were the culmination of more than a month of sea training, begun when they left Esquimalt January 28 and carried on almost continuously as they made their way by stages to their Canal Zone rendezvous with the Halifax squadron.

On board "Ontario," basic and seamanship instruction comprised the biggest single item on the programme. However, there were plenty of other training activities— communications, radar plotting, enemy reporting and weapon and control drills, anti-aircraft and sub-calibre shoots, night encounters and officer of the watch manoeuvers, to list just a few.

Then there were exercises with American aircraft, provided from the U.S Naval base at San Diego, and anti-submarine practices carried out by "Athabaskan" and "Antigonish," with a USN "tube" serving as the undersea "enemy."

But it was not all work. At Magdalena Bay, parties were landed daily for recreation; at San Diego, all the amenities of the U.S.N. base were made available to the visitors; at the Mexican resort city of Acapulco, where Mardi Gras celebrations coincided with a visit of the President of Mexico, ships' companies found plenty of entertainment. The RCN participated in the reception for President Aleman. A guard and band were landed and in the evening the ships conducted a searchlight display and fired rockets.

During the stay at Acapulco, the Senior Officer, Captain J. C. Hibbard, commanding officer of "Ontario," and four other officers paid an official visit to Mexico City, where they received a most gracious and hospitable reception. Altogether, it was felt that these events did much to cement

and further relationships between Mexico and Canada.

Sailing from Halifax on March 5, with HMC Destroyers "Nootka" and "Haida" in company, "Magnificent" churned her way from "Slackers" to Panama, the West Indies and the Bermudas. It was latitude and longitude and precious little pulchritude!

Initial DLT's were carried out off Bermuda shortly after leaving the home port. After a day of land on and fly off, with the arrestor wires snaking and screaming along the flight deck, the carrier was forced to run south in the teeth of a gale.

After two days of bucking the long seas, fairer skies and calm water came as a welcome relief. Again it was "Hands to Flying Stations!" and up roared the Furies and Fireflies. Goofing positions were SRO. The white tropical rig of the ship's company, the khaki of the pilots and observers and the multi-coloured helmets of the different sections of ground crew all blended into the pattern. When the ships steamed into Colon, March 15, more than 100 deck landings by the Furies of 803 and 883 Squadrons and more than 60 by Fireflies of 826 Squadron had been accomplished.

One night in Colon gave little time for shore leave but it was a combined squadron that sailed through the breakwater the next day. With "Magnificent" and her destroyers were the cruiser "Ontario," the destroyer "Athabaskan" and the frigate "Antigonish."

The RCN squadron steamed for the Leeward Islands, making rendezvous with the Commander-in-Chief, America and West Indies Squadron. There, HM Cruisers "Glasgow" and "Jamaica," frigates "Bigbury Bay" and "Whitesand Bay" and the sloop "Snipe" joined forces with the Canadian ships. The rendezvous was not made, however, before a healthy mock encounter was carried out between the two navies. Air strikes from "Magnificent" started the initial "punching" and after dark "Ontario" led the destroyers in for a night attack. Plotters, radar operators, communicators, guns crews all had a busy night of it.

A short stop at Antigua gave some breathing space but a shortage of boats for the ships anchored well out from the town of St. Johns cut down shore liberty to the barest minimum.

Two nights at Antigua and the squadrons were away again, shaping course for Guantanamo, Cuba. Once at sea, exercises began in earnest, flying operations, fleet manoeuvers, torpedo firings, night encounters, to mention a few, keeping all departments on their toes.

For "Magnificent" the flying programme became intensive. Navigational exercises saw the unsung man in the back seat — the observer — putting in long hours in the Fireflies while the Fury pilots took fiendish delight in striking the ships of the squadron or shattering the mild waters of the Caribbean with their gunfire.

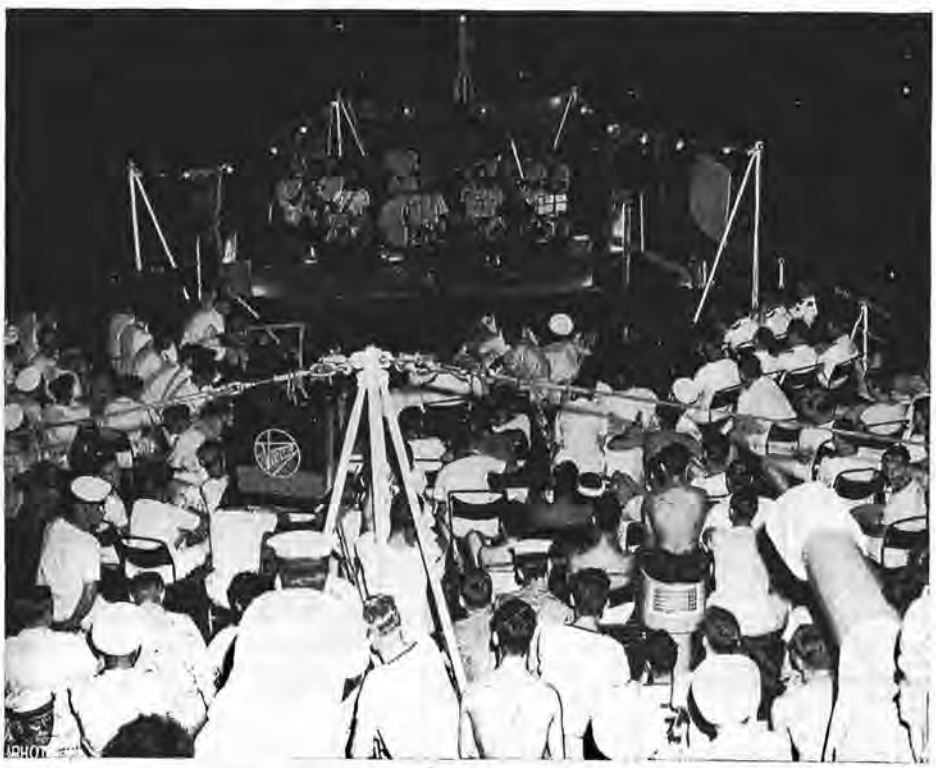
Training of the air squadrons was not carried out without some cost in aircraft, two Sea Furies and a Firefly having ditched by the time the ships arrived off Guantanamo. On all occasions the pilots were speedily rescued by the plane guard and none suffered injury.

March 25 saw the RN and RCN squadrons standing off Cuba with all members of the ships' companies looking forward to a good run ashore at the large American naval base at Guantanamo.

The combined squadrons departed from Guantanamo March 29 and after a two-day convoy exercise, HMCS "Ontario" and the Pacific Coast ships saluted the Commodore's broad pendant and turned south for the long run back to Esquimalt.

"Magnificent" and her destroyers continued on to Bermuda and a two-day stopover. Then the short leg to Halifax was made and the ships were "home again" April 8.

En route home, "Ontario" and her charges made only two stops, one at the Canal Zone, the other at Long Beach. When they reached Esquimalt April 28, they had been away exactly three months. It had been winter when they left; now spring was giving way to the long Victoria summer, and the 1949 spring cruise was history.



"Ontario's" band entertains on the fo'c'sle on a warm tropic night in Acapulco.

Education In The R.C.N.

by **M.H.E.**

An Explanation Of The Present System,
How It Works And What It Offers

THIS seems a dull subject to introduce into a magazine like the "Crowsnest", but education is just one of those things to which we all have to be exposed, and the farther we want to go, either in the Service or outside it, the longer and more intense that exposure has to be. So, without further apology, this article is going to give a short summary of what has been done about education in the RCN since the war, a statement about the present position and some reasons why an Intermediate or Higher Educational Certificate will still be worth working for.

When the war ended and the Navy began to re-organize itself for a period of peace, there was a strong feeling that, in order to fight any future war with real efficiency, there must be a solid backbone of men in the Service, intelligent, well-educated and highly-trained. These men would be urgently needed in an emergency to teach "hostilities only" personnel the proper use and upkeep of the increasingly complicated machines which make a modern warship tick, remembering that every machine has got to be in first-class shape and properly handled if a ship is to come out on top in action. So, naturally, there has been a tendency in this post-war period to set educational standards fairly high both for entry and for advancement. Some were optimistic enough to think that the standard of entry could be set at the level of Junior Matriculation and that anyone who achieved the rating of chief petty officer should have a C.H.E.T. certificate hanging in the living room at home.

As you know, things did not work out quite that way. In the first place, the normal level of schooling of men who want to join the navy is nearer Grade IX than Grade XII. In the second place, it was imperative not to place obstacles in the path of advancement which would handicap men who had proved their worth throughout their years in the service, but who had not sat behind a desk since those far-off days in the little red schoolhouse.

The educational plan which was instituted in 1946 was a good one. Tests were set up at three levels, Basic, Intermediate and Higher, corresponding quite closely to the Grade X, Junior and Senior Matriculation standards of a high school course. A man's substantive advancement was bound up with his educational progress, so that by the time he became a chief, or a warrant officer, he would have an education which would give him an additional value should he have to look for a job at any time in the hard world outside the Service. The plan was a good one; the only thing wrong was that, for most men, education up to the standard required would take longer than the time for which they could be spared from urgent duties.

After what must be regarded as a period of experiment, during which the matter was given long and hard thought by a number of experienced and distinguished senior officers, the educational system in the RCN has now been licked into a shape which appears to be both workable and eminently practical. The required standard for substantive advancement up to the chief petty officer rating is now the Basic Educational Test in English and Arithmetic — a slightly higher standard than the old E.T.1. Any additional academic skills required to meet the demands of the various branches of the service will, henceforth, be given during non-sub or professional courses and will be kept severely practical.

Since all new entries who have not already attained the standard of B.E.T. English and Arithmetic are given a period of schooling as part of their basic training in order to bring them up to that standard, the road to

At HMCS "Naden" Instructor Lieut.-Cdr. J. M. Clarke demonstrates the principle of generating electric current to a class undergoing a six-week basic educational course.

substantive advancement has been pretty well cleared of educational obstacles. It now remains for a man to master the amount of theoretical work necessary to understand the equipment he will be using in his particular branch and this he will get a chance to do during his professional courses.

What, then, is the future of the Intermediate and Higher Educational Tests? They are not by any means going to be scrapped, because they still have vital functions to perform. They will continue to provide a means whereby a man who has initiative, and is not afraid of using his head to work with in his off-duty hours, can climb the ladder of advancement more rapidly than his less energetic messmates and can get promotion to commissioned or warrant rank. C. W. candidates and candidates for promotion to warrant rank must still master a number of the Intermediate and Higher Tests; for those who want to obtain a commission through "Royal Roads" or a university, a Higher Educational Test Certificate is the primary goal.

And now, what about the men who have struggled hard during the past three years to pass educational examinations for advancement? Quite apart from the additional knowledge they have gained, their labour has not been in vain. Men who have gained credit for two subjects of C.I.E.T. and from there upwards to a C.H.E.T. certificate are now to be given points on the advancement rosters in proportion to their educational progress. That holds good for the future, too.

Finally, when the time comes for a man to swallow the anchor, if he should have to look for employment ashore to supplement his pension, he will find that the educational certificates which he earned in the service will be a help when his value is being weighed up by a prospective employer.

So, don't throw away your school books just yet, Able Seamen Strongback; they can do you a whole lot of good if you can screw up the courage to attack them.

MUSEUM DRAWING LARGE ATTENDANCE

The affairs of the Maritime Museum are progressing on a most satisfactory basis. Trophies, relics and exhibits continue to arrive, on loan or as direct gifts, at a gratifying rate.

Recent exhibits have been received from the following: Engineer Captain A. D. M. Curry, RCN (Retired); Mr. E. S. Mitchell, HMCS "Donnacona," HMCS "Queen," and Lieut. Cdr. McKay, RCN (R) (Retired).

Attendance has been beyond all expectations and shows no signs of diminishing. In December a total of 838 persons were admitted to the Museum and in January 721.

The following ships' badges are urgently required for the Museum, either on temporary loan (so that they may be copied), or on permanent loan:

"Niobe"
"Rainbow"
"Aurora"
"Patriot"
"Patrician"

Any reader prepared to make such a loan is asked to contact the Chairman of the Maritime Museum Committee, Commodore A. M. Hope, OBE, RCN, in HMCS "Stadacona", or consign direct to the Maritime Museum, HMC Dockyard, Halifax, N.S.

"SILENT NIGHT"

by J.A.B.

In the half light of the moon a guy's imagination sometimes will run riot. Tree stumps appear to be anything from ghostly avengers to wandering dinosaurs. If Old Man Moon has eyes, as all poets and lovers swear, he must have smiled as he gazed on me trudging along outside the sleeping dormitories of "Naden" during middle watch rounds.

I began to whistle one of my favourite tunes, "I'll Be Glad When You're Dead, You Rascal You," when with a startled gasp I choked on the third bar. A weird wail, which any banshee would have been proud to call her own, broke the still of the night.

I still believe to this day it was my gaiters alone that held me upright. Quickly I swung my torch in the direction of my "ghost." Whoever designed the pusser flashlight intended it to illuminate objects at an extreme range of approximately four feet. I could see nothing.

I'm not superstitious, except about black cats, broken mirrors, spilling salt and Friday the 13th, so I knew it wasn't anything supernatural. Just to play safe, however, I crossed my fingers, said a small verse which is surefire to ward off evil spirits, then screamed, "Come out or I'll shoot!" With what I'll never know, because at the moment my armament consisted of one arm-band, one flashlight and a safety pin holding up my jeans.

In answer to my challenge came another heart-chilling screech, followed by a series of frightened yelps. Into the pallid beam of my "canned light" streaked a large black dog of questionable pedigree. Aboard his back was "Tabby", one of "Naden's" legion of cats. By the way she screeched and raked "Rover's" ribs with her spurs, it seemed she was annoyed. And by Rover's speed, I think he knew it. He went over that hill so fast Seabiscuit would have looked like a gluefoot.

I was leaning against the wall of "A" Block, giggling like Vera Vague, when into the light of my torch padded three kittens mewing for their mother — who I guessed must be "Tabby."

I snapped off my light and made a quick exit. I had no desire to run in the second race with "Tabby" up.

When I arrived back on the quarterdeck I was still laughing. I picked up the rounds book, signed it "correct" and sat down.

Nothing ever happens on night rounds.

The Bulletin Board

Re-organization of Naval Aviation Branches

Effective February 15, 1949, Naval Aviation ground crews are constituted as the Naval Airman Branch in the RCN and a Naval General Order giving the details of the plan is being published.

The Naval Airman Branch shall consist of the following main branches:

Air Fitter — To perform similar duties to the present Air Mechanic (Engines) and certain engine electrics duties.

Air Rigger — To perform similar duties to the present Air Mechanic (Airframes), the maintenance duties of the present Air Mechanic (Ordnance), and certain electrical duties relative to his trade.

Aircraft Controlman — To perform similar duties to the present Aircraft Handler with the added duties of Flying Control, general duties in an Air Station and specialist air and general ship duties in the Air Party of an aircraft carrier.

Safety Equipment Mechanic — To perform similar duties to the present Safety Equipment Worker.

Air Artificer — To perform similar duties to the present Air Artificer (AE). In addition will possess Air Ordnance and a degree of Air Electrical capabilities.

Plane Captain — To perform supervisory duties in Maintenance and Servicing Units in daily minor and major inspections of Naval Aircraft, and operate Maintenance Control and Log Card Control Rooms.

Since the duties of the new Naval Airman branches differ from the existing air maintenance branches, conversion courses will be given in the School of Aircraft Maintenance before transfers can be effected. When men are transferred to the Naval Airman Branch they shall retain their then existing substantive rating and seniority upon transfer to the new branch.

The following are the conversion courses which shall be required and the transfers which shall be effected:

Present Branch	*Conversion Course*	*Branch to be Transferred to*
Air Mechanics (Airframes)	Aircraft Ordnance Aircraft and Ordnance Electrics	Air Rigger
Air Mechanics (Engines)	Engine Electrics	Air Fitter
Air Mechanics (Electrics)	Aero Engines	Air Fitter
Air Mechanic (Ordnance)	Airframes Airframes and Ordnance Electrics	Air Rigger
Air Artificer (AE)	Aircraft Ordnance Airframe and Engine Electrics	Air Artificer

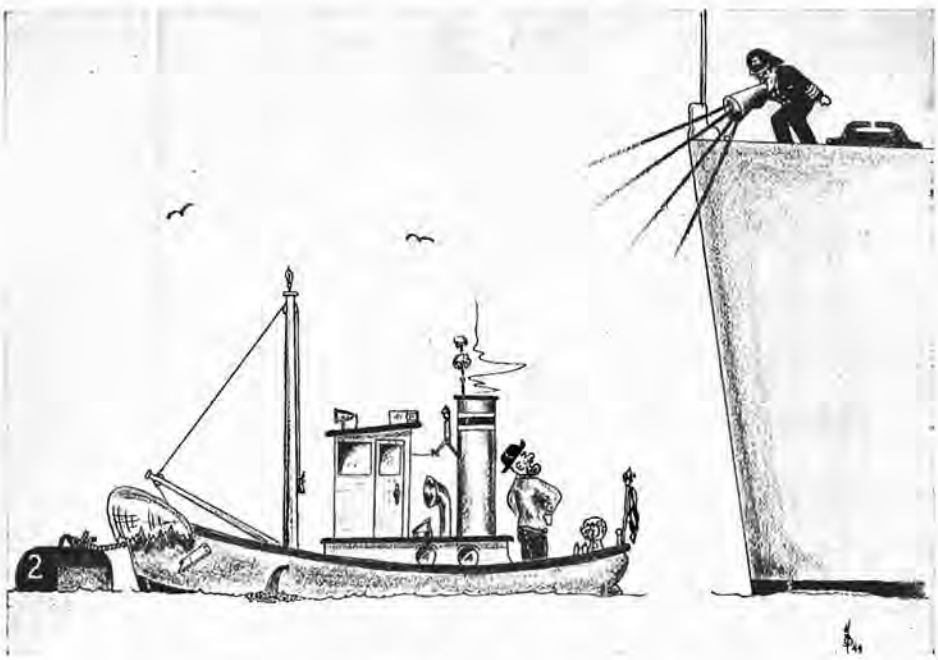
Men of the Seaman Branch holding the non-substantive rates of Aircraft Handler or Safety Equipment Worker shall be qualified professionally for transfer to, or shall require the additional professional knowledge before transfer to the Naval Airman Branch. Suitable courses will be arranged for those men who wish to transfer to the Aircraft Controlman Branch. In most cases these courses will qualify the men for a higher rating than now held in the Seaman Branch.

Men of the Air Radio Mechanic branch who are qualified in both Air Radar and Air Wireless and men of the Air Artificer (L) branch shall be transferred directly as follows:

Present Status	*Transfer to*	*Substantive Rating and Seniority on Transfer*
Air Radio Mechanic	Radio Technician (Air)	Existing
Air Artificer (L)	Electrical Technician (Air)	Existing

Naval General Orders — Annual Review

In accordance with the provisions of K.R.C.N., All Naval General Orders in force have been reviewed for



"Whaddaya mean 'scram'? First come, first served, I always says!"

the purpose of ascertaining which orders have served their purpose and are no longer required, and which orders are in need of amendments to bring them up to date with the changing conditions of the service, since the date of publication.

The annual review for 1948 of all current Naval General Orders has been completed and those that are no longer required have been cancelled.

The disposal list showing the result of the 1949 annual review is being published and the orders requiring amendment will be amended in the near future.

Photographic, Motion Picture and Projection Equipment

The care which must be taken in handling and accounting for photographic, motion picture and projection equipment is again emphasized. This equipment has been added to the list of valuable stores under K.R.C.N. 76.25(3) for which the Captain is to charge full replacement value in cases of loss or damage.

P. and R. T. Course

A four-week course in Physical and Recreational Training for officers and men of the RCN (R) is scheduled to get under way at the P. & R.T. School, HMCS "Stadacona," on May 30. Personnel interested in taking this course should contact their local divisions for particulars.

Skip Valentine's Day

There was no St. Valentine's Day this year for HMCS "Crescent." It came about this way:

The destroyer, on her way to the Far East, crossed the International Date Line on February 12. That meant the loss of a day, which in the ordinary course would have been Sunday, the 13th.

However, rather than strike Sunday from the calendar, "Crescent's" captain, Lieut.-Cdr. D. W. Groos, decided to drop Monday the 14th instead. Thus did the "Crescent" skip St. Valentine's Day, 1949.

ONE MAN'S STORY

by F.B.W.

The most exciting thing I ever did in the R.C.N. was scrub down a cabin. Offhand it doesn't sound like much of a recommendation for the Navy as a source of excitement. It might even be argued that anyone making such a statement should be ready not only for the beach but for some quiet institution where he could cut out paper dolls without embarrassing the neighbours. Just the same, the statement stands.

The cabin in question was in the R.C.N.'s first warship, the old cruiser, "Niobe". The time was early 1917. The scrubbing down was the first job I ever did as an OD.

I don't remember whether it was well done, but I remember it was done with a will. I remember, too, that the cabin was just at the waterline. I could hear the slap of Halifax harbour chop almost against my ear. Somewhere beyond the inboard bulkhead a dynamo was humming. A delicious warship smell filled the cabin — lube oil, cocoa matting, corticene, stores, cordite. And even though a web of lines held old "Niobe" to her permanent dockside berth, you could feel her rise and fall from time to time if your senses were as eager for it as mine were.

You don't talk about these things to your messmates, though — not after you've been around a while. They'd think you were wet. Later, as likely as not, you convince yourself that you *were*. After that it takes something pretty spectacular to make you admit that the Navy pays off in much more than financial security and a chance to see the world.

That was me. Sure, I'd shoot a line when some shore-berthed civvy was listening. The Navy was the life, believe me! But let some wet-behind-the-ears new entry get within range of me after I'd put in six salty months!

A couple of years later I was even slapping myself down automatically if I discovered anything to suggest that I was "happy in the Service."

Then came the payoff. I dipped my hook. No, I hadn't even been drunk or inefficient. I'd just become plain bloody-minded. No one was going to put anything over on *me*.

I got a break, though. I was young enough to learn. I learned fastest from a PO — a queer duck who would suddenly turn face into the wind on a dusty forecastle and bellow, "Just taste that salt! Man, what a life, what a life!" Then he'd pound his chest like Tarzan defying the jungle.

I figured, at first, he was quite a kidder. After a while, though, I was sold. That he had been born on the coast and brought up in sail wasn't the answer. I knew plenty of Bluenoses who beefed almost as loudly as I did. It was just that he'd never let anyone talk him out of his fun. Not even the fun of the tough spots.

Come to think of it, it was the tough spots that had appealed to me as a kid from the prairies. It wasn't every joe who could be a sailor. You had to have an extra something — something that kept you ticking afloat or ashore, on watch or below. Some guys were born with it, some weren't. But even if you had it, you had to make up your mind what you were going to do with it.

Well, if the juice has stopped coming through a lead, the only thing to do is trace it along until you find the break. With me, naturally, it was back at that place where some sea lawyer had convinced me that scrubbing down that cabin had been one of the joe jobs nobody but a jeep would have been tagged with — the day I'd decided that I'd been a sap to enjoy myself so much.

As I said before, I was still young enough to learn. Since then, whenever I've joined a new ship and heard the slap of the sea at the waterline and the groan of the Weir pumps, and smelled the old smells, that unreasonable thrill of the "Niobe" has come back and, whatever my job has been, it has somehow seemed the most important thing happening in the R.C.N. Wacky? — sure. But what the heck. A guy's entitled to enjoy himself.

Officers and Men

COMMODORE AGNEW BURIED AT SEA

Ensigns of all ships in Portsmouth harbour were at half mast on March 28 as the destroyer, HMS "Finisterre", put to sea carrying the body of Commodore Ronald I. Agnew,OBE,RCN, Senior Canadian Naval Liaison Officer, London, and commanding officer of HMCS "Niobe," who died on March 22. He had been ill since his return to the United Kingdom from the Senior Officer's Conference in Ottawa in early December.

CMDRE. AGNEW

Commodore Agnew was buried at sea off Portsmouth with full Naval Honours. Services were attended by Dana Wilgress, Canadian High Commissioner to the United Kingdom, and W. A. McAdam, agent general for British Columbia in the United Kingdom.

A graduate of the Royal Naval College of Canada, which he entered in 1911, Commodore Agnew served in ships of the Royal Navy and RCN throughout the First World War.

In the years between the wars he held a number of important posts, both at sea and ashore. Among these were appointments as assistant navigating officer of the Battle Cruiser Squadron, commanding officer of HMCS "Patrician" and "Vancouver", staff officer (operations) in HMS "Renown" and Senior Naval Officer, Esquimalt. In 1934 he became commanding officer of HMCS "Saguenay" and Commander "D", East Coast Division.

The following year he was Commander-in-charge, HMC Dockyard, Halifax, and was appointed Honorary ADC to His Excellency, the Governor General. In 1938 he was appointed Commander-in-charge, Esquimalt.

He assumed command of the auxiliary cruiser HMCS "Prince Henry" in 1940 and while in this appointment received a Mention in Despatches for meritorious services.

In 1941 he was promoted to Captain's rank and in 1942 went to England as Captain Commanding Canadian Ships in the United Kingdom. He was appointed to command the escort carrier HMS "Atheling" in June, 1943, and continued in this post until July, 1945, when he returned to Canada, to become, later in the year, commanding officer of HMCS "Naden".

Commodore Agnew was appointed Naval Member of the Canadian Joint Staff in Washington in March, 1946. He went to London as Senior Canadian Naval Liaison Officer in November, 1947.

CEREMONIES MARK RETIREMENT

With fitting ceremony the ship's company of HMCS "Donnacona," the naval division at Montreal, said farewell on March 16 to the commanding officer, Captain R. B. Warwick, RCN (R).

Captain Warwick, who had been in command of the division for the past two years, said his retirement at this time was necessitated by the increasingly heavy commitments of his civilian business. He was succeeded by his former executive officer, A/Captain O. G. L. Holmes, RCN (R), who was promoted to that rank on assuming his new duties. The post of executive officer has been taken over by A/Commander Phillip Langlois, RCN (R).

INSTRUCTORS JOIN "CORNWALLIS" STAFF

With HMCS "Cornwallis", the new entry training base near Deep Brook, N.S., scheduled to open shortly, instructors and staff members have been arriving in considerable numbers during the past month.

Among the earlier arrivals were Chief Petty Officers H. Cartier and Alex P. Allen and Petty Officers D. Lawrence, Elmer Dodds, C. R. Martin and L. Aylward, all seamanship instructors.

On the engine room instructing staff are CPO R. H. Reid and PO H. Dick, while the regulating staff is represented by CPO Stanley P. Reid, Master-at-Arms, and PO's William A. Ramsdale and John Strickland.

CPO Orville Fox and PO G. H. Allen have taken over administrative writer duties. CPO D. H. MacDonald is on the victualling staff.

ELECT NEW OFFICERS

Petty Officer Arnold H. "Tex" Maynard was recently elected president of the Petty Officers' Mess at HMCS "Naden." He succeeds CPO Bert Dodd, who is now quartered in the Chief Petty Officers' Mess. PO Johnny Bing has taken over the post of vice-president vacated by CPO Ernie Woolley, another recent tenant or the Chiefs Mess. New secretary of the PO's Mess is PO Johnny Halfyard.

HOIST TD 3 BADGES

Among those who recently qualified as Torpedo Detectors, Third Class at the TAS School, in HMCS "Stadacona", Halifax, are Ldg. Sea. J. P. Forget and Able Seamen E. Robertson, R. Rhymes, D. Goodwin, T. Scratch, R. Aunger, L. Geoghegan, H. Lawrence, H. A. Fox and E. McTavish.

NEW APPOINTMENTS ARE ANNOUNCED

The following are among the more important changes in the appointments of officers of the executive branch announced recently:

Captain O. C. S. Robertson, GM, RD, RCN, to London, as Senior Canadian Naval Liaison Officer and Commanding Officer HMCS "Niobe."

Commander A. G. Boulton, DSC, RCN, to HMCS "Magnificent" as executive officer. From staff course in the United Kingdom.

Commander D. W. Piers, DSC, RCN, to staff course in the U.K. Formerly X.O. "Magnificent."

Commander R. A. Webber, DSC, RCN, to HMCS "Stadacona," for duty in HMC Dockyard as Commander of the Dockyard and King's Harbour Master. Formerly Chief of Staff to Flag Officer Pacific Coast.

Cdr. J. S. Davis, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Officer Personnel.

Commander A. F. Pickard, OBE, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Service Conditions and Welfare. Formerly commanding officer HMCS "Haida."

Lt.-Cdr. E. T. G. Madgwick, RCN, to HMCS "Haida," as commanding officer. Formerly Senior Canadian Naval Liaison Officer, London, and commanding officer of HMCS "Niobe" (temporary appointment).

Commander B. P. Young, MBE, RCN, to HMCS "Stadacona," as Officer-in-Charge, Sub Depot. Formerly commanding officer HMCS "Iroquois" and Senior Officer Ships in Reserve.

Lt.-Cdr. M. J. A. T. Jette, RCN, to "Iroquois" as commanding officer and SOSR. Formerly executive officer of HMCS "Nootka."

Lt.-Cdr. G. H. Davidson, RCN, to HMCS "Bytown," Ottawa, for duty with the Chief of Naval Personnel as Director of Naval Training. Formerly training officer, HMCS "Ontario."

Retirements

Chief Petty Officer John Hann

Rating: C1MR3
Age: 40
Address: 505 Agricola Street, Halifax.
Joined: April, 1928. As an Ordinary Seaman.
Served In: HMS "Victory," "Warspite," "Excellent;" HMCS "Champlain," "Saguenay," "Festubert," "Arras," "St. Laurent," "Lynx," "Cobalt," "Peregrine," "Avalon," "Cornwallis," "Scotian," "RCNAS, Dartmouth," and "Iroquois."
Awards: Long Service and Good Conduct Medal.
Retired: April 30, 1949.

Chief Petty Officer Donald F. Doyle

Rating: C2LR2
Age: 38
Address: 720 Robie Street, Halifax.
Joined: October, 1927. As a Boy Seaman.
Served In: HMS "Warspite," "Excellent" and "Victory;" HMCS "Champlain," "Stadacona," "Festubert," "Saguenay," "Prince David," "Cornwallis," "Skeena," "Niobe," "Peregrine," "Uganda," "Naden," and "Haida."
Awards: Long Service and Good Conduct Medal. Mentioned in Despatches, October, 1944.
Retired: April 10, 1949.

OFFICERS ELECTED BY B.C. N.O.A.C.

Rear Admiral V. G. Brodeur, CB, CBE, RCN (Ret'd), was elected president of the Naval Officers' Association of British Columbia at the annual meeting in Vancouver.

Other officers chosen at the same time were: K. C. McRae, vice-president; E.S. Blanchet, honorary secretary; S. H. Garrod, honorary treasurer; C. Burke, R.A.C. Douglas, G. L. Draeseke, J. G. Gould, G. T. Southam, C. H. Wills and J. A. R. Allan, executive committee.

COMPLETE COURSE

Four men recently completed a course in the duties of a TAS Lieutenant's Writer and have been qualified as such. They have taken up duties in the TAS School, at HMCS "Stadacona."

Graduates are Able Seamen R. V. Kierstead, R. J. Corbin, A. Hackett and S. R. Graham.

Sailors of the RCN's East and West Coast Squadrons get together with men of the Royal Navy's America and West Indies Squadron during the recent joint Spring exercises in the Caribbean. Shown above, from left to right, are Tel. Glen Stells, London, England; Ord. Sea. Louis LeBlanc, Saint John, N. B.; Sto. John McKibbon, Blackburn, Lancashire, England; Ldg. Tel. John Hindson, Ramsgate, Kent, England, and AB Bruce Dunlop, Saskatoon, Sask.

SAILOR TRAVELS ON TRACTOR TRAIN

Petty Officer G. E. "Jan" Salter, a photographer stationed at HMCS "Bytown", Ottawa, is rapidly becoming something of an authority on Canada's frozen Northlands.

Late in March he completed a 46-day, 1,000-mile trip through the Northwest Territories with a tractor train of the 23rd Transport Company, Royal Canadian Army Service Corps. Last summer he was with Task Force 80, which sailed north to re-supply Arctic weatherstations.

PO SALTER

PO Salter's latest assignment took him to Churchill, Manitoba, by air, and from there by tractor train to the northern tip of Ennadai Lake, 480 miles northwest of Churchill in the Keewatin District. The expedition consisted of five diesel tractors, 11 sleds and three "wannegans," or bunk houses, equipped with runners. Three United States Army tractors also made the trip. The train carried 70 tons of freight.

The train was in daily radio communication with Churchill and an RCAF ski-equipped plane made contact with the expedition four times during the trip. At one point on the outward journey an Air Force bomber flew over the train and dropped spare parts for repairs to a tractor.

The expedition penetrated well beyond the timber area and it was on the barren, wind-swept plains of the Northwest Territories that the lowest temperature during the journey — 62 degrees below zero — was recorded.

PO Salter served in the Seaman Branch during the Second World War and advanced to the rate of chief petty officer, torpedo gunner's mate. He transferred to the Photographic Branch after the war.

WEDDING BELLS

PO Paul Cooper, HMCS "Nootka," to Miss Evelyn Hatt, St. Andrews, N.S.

AB Ronald Kemp, HMCS "Swansea," to Miss M. Best.

AB Donald V. Blaind, HMCS "Stadacona," to Miss Reta Coleman, Belleville, Ont.

BIRTHS

To Lieut. and Mrs. F. L. P. Ross, HMCS "Swansea," a daughter.

To CPO and Mrs. Robert Semple, HMCS "Swansea," a daughter.

To PO and Mrs. W. D. Dixon, TAS Training Centre, HMCS "Naden," a daughter.

To AB and Mrs. Elmer Childerhorse, HMCS "Swansea," a son.

To AB and Mrs. Robert Coote, TAS Training Centre, HMCS "Naden," a daughter.

To Ord. Sea. and Mrs. Clarence Burgoyne HMCS "Nootka," a daughter.

TWO CPO'S PROMOTED TO A/GUNNER

Chief Petty Officers John C. H. Evans and L. J. Parry have been advanced to the rank of Acting Gunner, RCN, following completion of qualifying courses in HMS "Excellent."

Born in Vancouver, Mr. Evans was living in Carbon, Alberta, when he joined the Navy in April 1938 as an ordinary seaman. He has served in a number of RN and RCN ships, including HMCS "Restigouche," "Margaree," "Ottawa," "Columbia," "Saguenay" and "Ontario."

He went to England in July, 1948, for his course.

Mr. Parry joined the RCN as a boy seaman in Halifax in November 1933. Ships in which he has served include the destroyers "Saguenay," "St. Laurent" and "Skeena," the auxiliary cruiser "Prince Henry" and the Tribal class destroyer "Haida."

12 NEW TD I'S

Twelve more men are proudly displaying TD 1 badges after graduating from the TAS School in HMCS "Stadacona," Halifax.

The recent graduates are Petty Officers Sidney R. Crossley, Edgar M. Carter, Allan W. Tassell, Frank E. Rushton, Charles L. Scott, David J. Thompson, Dennis H. Mann, Charles E. G. Noble, Harry H. S. Carson, Gordon A. White and Leonard F. Lambert, and Leading Seaman Morley J. Middleton.

GAINS WARRANT RANK FOR SECOND TIME

Twice Mr. William G. S. George, Acting Warrant Writer Officer, RCN, has joined the Navy at the bottom of the ladder and twice he has advanced through the ranks to the status of warrant officer.

His original enlistment date was October 20, 1930, when he joined the Royal Canadian Naval Volunteer Reserve at Calgary as a writer. He was a petty officer writer when war broke out and in July 1940 was advanced to chief petty officer. Less than two years later, in February 1942, he was promoted to acting warrant writer, RCNVR.

MR. GEORGE

During the war he served on the staff of the Commanding Officer Pacific Coast; at Naval Headquarters, Ottawa; at HMCS "Cornwallis" and overseas in HMCS "Niobe," the RCN's depot ship in the United Kingdom.

Demobilized from the Reserve in December, 1946, he immediately joined the permanent force as a writer, being advanced to the rating of leading writer the following day. He served for a short time in HMCS "Uganda," then went ashore for duty in HMCS "Naden", at Esquimalt. In May 1948 he was rated petty officer and was advanced to chief petty officer in July of the same year, while serving in HMCS "Magnificent."

In March 1949 he was promoted to the rank of acting warrant writer officer and appointed to Naval Headquarters for duty with the Naval Secretary.

The Man of the Month

("The "Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships 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.)

Nineteen years ago Walter A. "Barney" Barnard finished New Entry training in HMCS "Naden," at Esquimalt, and went to sea in his first naval ship.

A few weeks ago he went ashore from his last. Now on pension leave, Petty Officer Barnard will retire from the Service at the end of August.

Barnard, a Petty Officer Stoker, was chosen "Man of the Month" by the crew of HMCS "Rockcliffe," an Algerine minesweeper serving as depot ship for the West Coast Reserve Fleet, as a salute to their shipmate on the eve of his retirement. It seems fitting PO Barnard's last ship should be a sweeper. His first was a minesweeper, the coal-burning "Armentieres;" his longest sea draft was in the "Canso," a Bangor Class minesweeper, and his preference since he joined the Navy has been for sweepers.

Born in Leicestershire, England, Barnard's first taste of service life was with the Royal Canadian Horse Artillery in Winnipeg, which he joined in May, 1925. His next three years were spent as one of the three drivers of a gun carriage drawn by six horses.

"Everybody signed on as gunners," smiled five-foot four-and-a-half "Barney," "but only the big guys ever got to handle guns. The small fellows were joed for the horses. I got the horses."

After three years in the Army — they mechanized shortly after he left — Barnard went back to civvy street. For two years he worked in the C.N.R.'s Transcona Shops in Winnipeg, but he still had a bad case of itchy feet. He boarded a train for the coast and on June 5, 1930, showed up at "Naden" to sign on the dotted line for a seven-year hitch.

His first ship, the "Armentieres," was followed by the destroyer, HMCS "Vancouver." Before his hitch was up

PO WALTER A. BARNARD

he had served in two more destroyers, HMCS "Skeena" and "Fraser."

Barney still wasn't sure that the Navy was what he wanted. He returned to civvy street for another two years. That was long enough. On August 29, 1939, he was back in "Naden," and on February 19, 1940, was again shovelling coal in the "Armentieres."

That didn't last long, however. Ten days later he was back in "Naden," waiting for the "Clayoquot," another 'sweeper. His next sea draft was the "Canso." For 16 months she operated on the West Coast, then in mid-1943 sailed around to Halifax.

In June 1944 she showed up in Plymouth, England, but PO Barnard was destined to miss the most exciting period of her career—sweeping invasion channels to Normandy. He was taken ashore with spinal meningitis and spent the next three months in Stonehouse hospital.

His next sea draft was to HMCS "Uganda", in June of the following year. He was with her for 16 months, then went to HMCS "Antigonish." After seven months in the frigate he joined his last ship — the "Rockcliffe."

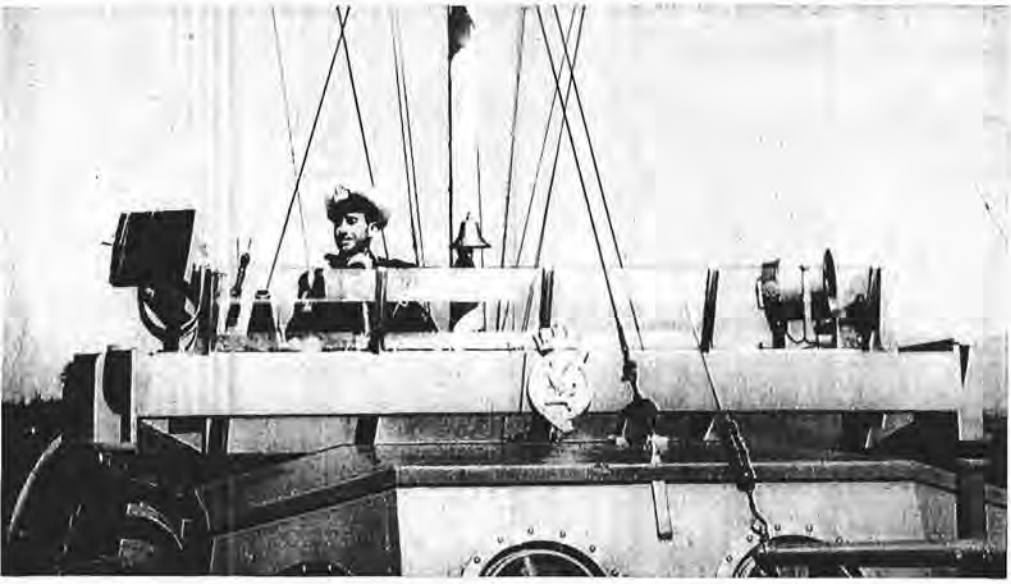
So ended 17 years' service with the RCN. Nothing spectacular happened to "Barney," as he himself readily admits. But during those 17 years he made himself a host of friends. Quiet, unassuming, "Barney" Barnard was well-liked wherever he served.

Married to a girl from Nanaimo, B.C., in 1933, he now has four children and lives at 737 Kings Road, Victoria. As for future plans, he hasn't decided yet.

Air Courses for Reserves

Air officers of the RCN (Reserve) will get an opportunity to get back into flying harness this summer. Refresher flying courses, designed to prepare RCN(R) pilots and observers for duty in first-line operational aircraft, will be held at the Operational Flying Training School, HMCS "Shearwater," commencing this month.

Air officers of both the active and retired lists of the RCN(R) are eligible for the two-week and four-week courses which will carry through to October. In the two-week course, 10 days will be spent in Harvard aircraft and the remaining four days in dual-controlled Firefly trainers. The reserve airmen will also receive ground training and lectures in various phases of operational procedure. An expanded curriculum has been planned for the one-month course and will include night flying.



The bridge party of HMC "ML 124" — her captain, Mr. H. J. A. Andrews, Bos'n, RCN.

Biggest Little Ship

by **L.W.T.**

Crewmen Are Department Heads
On Board "ML 124"

LET go aft". "Starboard 20". "Slow ahead port engine". The trim grey vessel nudges her bow against the jetty and slowly her stern swings away from the shore.

"Let go fora'd". "Midships". "Slow astern both engines". The ship is under way, ready to turn and proceed to sea.

On the bridge the captain passes his orders quietly down the voicepipe to the wheelhouse. Strangely enough, he is all alone. In the wheelhouse is the cox'n, taking the captain's orders, transmitting them to the wheel or the engine room telegraphs — and, also, quite alone. On the upper deck a sprinkling of hands tend to the ropes and fenders, looking to the bridge for their orders, acting on their own initiative, or on the orders of the "buffer". Similarly the engine room staff look to their CPO Mechanic.

You have just been taken aboard HMC "ML 124," where the Commanding Officer is Mr. H. J. A. Andrews, Bos'n, RCN, the "First Lieutenant" is the cox'n, Petty Officer Kenneth Nordlinger, of Manson, Manitoba, the "Engineer Officer" is CPO Charles Keen of Calgary and Victoria, and the "Supply Officer" is Able Seaman Bill Hughes of Victoria, holding the rating of cook.

"ML 124" is the smallest operational unit of the Pacific Coast fleet. Despite her size, however, she has been called on to do an astonishing variety of work — and with signal success. The only officer in the ship, Mr. Andrews has delegated to various members of the crew responsibilities that in larger craft would fall upon officers. This, naturally enough, tends to develop the esprit-de-corps of the ship's company and it would be hard to find a happier vessel on either coast.

"ML 124" is a class "B" Fairmile type motor launch of 97 tons, built in Vancouver in 1944. She is 112 feet long with a beam of 19 feet. Two Sterling Admiral aircraft type engines turn out 1800 horsepower, giving her a speed of about 23 knots. Her present armament of one Oerlikon, two Bren guns, rifles and revolvers is sufficient for training purposes.

"In a ship of this size", says Mr. Andrews, "where everyone has a great deal of responsibility, each man must be a specialist in his branch as well as a Jack-of-all-Trades. Most of the men are heads of departments. A case in point is our 'Communication Officer', Petty Officer Arthur Krause of Red Deer, Alberta. In addition to his normal duties he is the mailman and also looks after all the ship's books.

"Then there is the cook. Able Seaman Hughes is an excellent cook, but, in case he ever falls ill, I have had him teach everyone in the ship to take over in case of necessity — and let me tell you, there are some first-class culinary artists aboard".

The Chief Bos'ns Mate, or "Buffer", Petty Officer Albert Simons, formerly of Southampton, England, spent over 12 years with the Royal Navy and became a petty officer. He came to Canada in 1948 and promptly joined the RCN as an able seaman. While with the RN he served in HMS "Exeter" during the Battle of the River Plate, HMS "Kenya", HMS "Avondale" (a Hunt class destroyer torpedoed off North Africa), HMS "Chance", a minesweeper, and, finally, another minesweeper, HMS "Lysander". In 1937, while Simons was a young seaman serving in the "Exeter," the ship visited Victoria and here he met THE girl. Many years later he was to see her again, this time at HMCS "Niobe", in Scotland, where she was in the WRCNS. They are now married and make their home in Victoria.

The engine room staff consists of CPO Keen and three petty officers,

PO Kenneth Nordlinger takes the wheel of HMC "ML 124" as the ship proceeds to sea. A veteran of 11 years in the RCN, PO Nordlinger is the coxswain of "ML 124" and his duties include regulating and discipline as well as numerous other tasks.

Frank Pellow of Nanaimo, Dick Caddell of Vancouver, and Fred Watson of Victoria. Their duties include almost everything from maintaining the two thundering engines to being shipwrights, electricians and general all-round handymen.

The men's favorite recreations are basketball, softball, fishing, hunting and leatherwork. During extended trips at sea they hold bridge and cribbage tournaments. This summer they hope to build a surf-board to tow behind a motorboat and compete in races with other followers of that sport.

Mr. Andrews assumed command of "M L 124" in May, 1948. Formerly of Portsmouth, England, he spent 13 years with the Royal Navy, rose up through the ranks and transferred to the Royal Canadian Navy as a Bos'n in 1945. He now makes his home in Victoria. Among the RN ships in which he served were HMS "Greyhound", which was badly damaged at Dunkirk and later sunk during the Crete evacuation, the cruiser "Emerald" in the Far East, and the destroyer "Jarvis" in the Mediterranean.

Paying tribute to a fine crew, Mr, Andrews is very happy to state that he has not had one defaulter in the past year. "The worst punishment I can confront a man with is to threaten him with a draft".

Last year "ML 124" patrolled the course of the International Yacht Races along with a United States Coast Guard craft and HMCS "Crescent". She also assisted in the search for a lost TCA plane. On board on this occasion were Cdr. R. A. Webber, Chief of Staff to the Flag Officer Pacific Coast, and newspaper and radio men. The CBC and radio station CJVI made on-the-spot broadcasts.

During fleet exercises in Nootka Sound, "ML 124" represented an enemy MTB and HMCS"Antigonish" an enemy raider. They landed spotters who "captured" Estevan lighthouse and kept their ships posted on the operations of the "protecting" fleet, which consisted of HMCS "Cresent", "Athabaskan" and "Cayuga". The skill with which the "raiders"deployed enabled them to dispose of the "protecting fleet".

The remainder of the ship's company includes Able Seaman Gordon Lonvik of Calgary, and Leading Seaman Victor Bielby of Victoria.

Crew members of HMC "ML 124" take time out for a "stand easy" and a look at the "Crowsnest." From left to right are AB Bill Hughes, Ldg. Sea. Victor Bielby, PO Arthur Krause, PO Dick Caddell, PO Albert Simons and AB Gordon Lonvick.

SCIENTISTS SEEKING SILENT ENGINES

"Perfection of new anti-submarine warfare techniques heads the (U.S.) Navy's list of priority projects, but the Department is also devoting considerable time and effort to improving the striking power of its own undersea fleet.

"The latest development in these directions was the recent establishment of an acoustical laboratory at Annapolis, Maryland.

"According to Captain Wilson D. Leggett, officer-in-charge of the laboratory, technicians hope to make ship engines so quiet that they cannot be detected from nature's underwater sounds.

"It is realized that an absolutely silent engine probably cannot be built, but, as Captain Leggett explained: 'You can't hear a baby crying in a boiler factory.'

"Preliminary steps in the development of quiet engines require the measurement of noises made by different types of engines in terms of decibels. These are recorded by delicate measuring instruments attached to microphones placed in sound-proof compartments where engines are hoisted and turned over.

"When these decibels have been determined, the Navy hopes to be able to recommend means of reducing underwater racket. At the same time, it is hoped to improve conditions inside submarines, where crewmen often become 'jumpy' under the constant pounding of heavy motors.

"A Navy spokesman declined to measure the noise inside a submarine in terms of decibels, but said it is much louder than one decibel, which he defined as 'the sound made by a baby mouse stomping on a damp blotter'.

"A quiet home rates about 35 to 40 decibels, and a boilerroom about 100. One hundred and fifty decibels can cause the nerves to crack."

— "ARMED FORCE."

ATLANTIC COAST

HMCS "Nootka"

Two men from HMCS "Nootka" received an unexpected ducking on March 10 when they went overboard during the lowering of the destroyer's seaboat in a heavy swell. The men, Ordinary Seamen J. R. Cowie and J. Mills, both were wearing RCN life jackets and so were in no immediate danger. However, the sharp eyes of CPO A. P. Howard, in HMCS "Magnificent," spotted the men and enabled the carrier to effect a speedy rescue. "Nootka" repaid the debt a couple of days later when the destroyer plucked two of "Magnificent's" pilots from the sea after their aircraft had stalled on approaching the carrier for a landing. The "fly-boys" were Lieutenants (P) George W. Blatchly and Joseph J. MacBrien.

The crew of "Nootka" claims that almost any man in the ship can now describe in detail all the tactical manoeuvres employed by the Allied High Command in every major encounter of the Second World War, from Dieppe to Iwo Jima. This newly-acquired knowledge can be attributed to the generosity of the Canadian Army Film unit, which loaned the destroyer a number of its training films for the cruise.

HMCS "Stadacona"

New Entries training at HMCS "Stadacona" are finding out that "learning the ropes" in the RCN consists of more interesting and diversified activities than just "knots and splices" and long hours on the parade square.

After completing a week's joining routine, which includes clothing issue, medical and dental inspection, interviews with chaplains, pay advances and lectures on various phases of service life, the men are divided into divisions, each with an appropriate name and distinguishing coloured divisional patch, and start 12 weeks of basic training.

The instructional day is made up of five one-hour periods, and the following subjects are taken by men in all branches: Seamanship, 113 periods; parade training, 38 periods; visits to training schools, 37 periods; divisional officer's lecture, 24 periods; physical training, 24 periods; boxing, 12 periods; swimming, 12 periods; hockey, nine periods; general interest movies, eight periods, and talks by the chaplains, seven periods.

Men whose educational standing is not up to the standard of the Basic Educational Test in arithmetic and English are given a further six weeks' integrated school course.

The men have their own block and a canteen is provided in the building for their exclusive use.

The new entry training staff in "Stadacona" consists of the officer-in-charge, six divisional officers, six divisional petty officers, one regulating petty officer, two gunnery instructors and three physical training instructors who are made available from the P. and R.T. School when required.

PACIFIC COAST

HMCS "Crescent"

On the morning of Saturday, February 26, HMCS "Crescent" arrived at Shanghai from Guam and secured between two buoys just off the Bund, the city's famous main street. Here the ship was overwhelmed by hospitality and invitations from Canadian residents of Shanghai. Although the stay was pleasant, few cared to venture ashore alone in this city of ragged millions.

Many impressions was gathered and many others changed while the ship was at Shanghai. Everyone was fascinated and more than slightly appalled by the struggle for bare, day to day existence going on before their eyes.

Clad in carnival rig, "Magnificent's" band stands ready to strike up the musical opening for the Fair held on the flight deck during the spring cruise. Able Seaman "Yo Yo" Yocich, Toronto, strumming on his broom, provides some professional clowning for the occasion.

During the two-day stop-over at Guam, the destroyer men were extended every courtesy of the United States naval base there, and every use was made of the officer's and enlisted men's clubs.

(For further news of "Crescent" see The Navy Plays).

HMCS "Antigonish"

On March 14 HMCS "Antigonish" made her first peacetime passage through the Panama Canal. To the men who had not made the trip before it was quite an experience.

At Colon, where the Canadian East and West Coast Squadrons met, members of the crew had an opportunity to meet friends in other ships. Radio Electricians in the Task Force held a reunion that, from all reports, was a real success. PO's Gordon Hay and John Hopps ably represented the "Swish."

While at Acapulco, Mexico, on the trip down, a regatta was held between the three West Coast ships. "Antigonish" ended up in a tie for first place with "Ontario." In preparation for the regatta the ship's company of "Antigonish" voluntarily went to P.T. in the "dogs," under the supervision of CPO John Rimmer and AB Gordon Grayston. That fighting spirit!

HMC "M.L. 124"

Seven cadets from the Canadian Services College, "Royal Roads", recently sailed in "M.L. 124" on a seamanship training cruise. Directing the cadets' instruction were Lieutenant T. W. Wall and Lieutenant (S) J. B. Tucker, both from "Royal Roads".

The highlight of the trip was the visit to Ganges, Salt Spring Island. Here, at an Old Time Dance sponsored by the Salt Spring Island Temperance Association, Able Seaman Gordon Lonvik, of Calgary, did the "Snowshoe Shuffle", to the delight of all present.

The following evening was spent at Nanaimo and the ship returned to base after a short stop at Cowichan Bay.

TAS Training Centre

During the recent visit to Esquimalt of the U.S Navy submarine USS "Caiman," all TAS classes were taken on a conducted tour of the vessel through the courtesy of the Commanding Officer, Commander R. B. Byrnes, USN.

Preparations are under way for the forthcoming reserve training programme, and the entire staff is making every effort to ensure that it will be an even greater success than in previous years.

Despite difference of opinion as to the colours, the Centre now looks spic and span in a new coat of paint.

Whether it's for blood donations or cash contributions, whenever the Red Cross makes an appeal the response from men of the Royal Canadian Navy is always gratifying. In the above photograph two men from HMCS "Naden" are shown making their contributions to volunteer workers of the Red Cross during the organization's recent drive for funds. From left to right, those in the photo are Mrs. V. A. Thistle, Mrs. D. Gilroy, Miss Betty Jolleys and Petty Officers P. Moskven and R. Graham.

Mechanical Training Establishment

Ninety stokers are at present taking the new entry stokers' training course, the object of which is to familiarize them with naval engineering terms and organization, and the layout and functions of the various types of machinery in a naval vessel.

Preparations are under way for the training of Reserve officers, cadets and men who will be arriving shortly in "Naden" for summer training.

Men in the armourers' conversion course are being trained in the use of hand tools and simple machinery. It is said that those starting this course can be identified by the bandages and scars on fingers and thumbs (their basic equipment consists of a chisel and a large hammer).

NAVAL DIVISIONS

HMCS "Malahat"

(Victoria)

Monday, March 21, was the day when the personnel of HMCS "Malahat" realized a long-cherished ambition. On that day, for the first time, they boarded a sea-going ship of their own.

She was HMCS "Sault Ste. Marie", the first Algerine class minesweeper to be built for the Royal Canadian Navy and for the past three years a mothball-wrapped unit of the West Coast Reserve Fleet.

Present plans are to take the ship out every week-end throughout the summer training season. "Malahat" has been allocated responsibility for training in seaward defence and mine-

sweeping under the specialized training plan for naval divisions and the acquisition of the ship will enable the ship's company of the division to put its theory into practice.

HMCS "Star"
(Hamilton)

HMCS "Star" was recently the scene of a series of important events. The first of these was the inspection of the barracks by Defence Minister Brooke Claxton. A few days later His Honour Ray Lawson, Lieutenant-Governor of Ontario, came aboard to present scrolls to Hamilton Chapters of the I.O.D.E. on behalf of the Naval Service. The scrolls expressed the Navy's appreciation for the valuable work done by the Chapters during the war.

The same evening, the Chief and Petty Officers played hosts to the senior NCO's of the other two services in the Hamilton area at the first joint services dance held in this city.

On Saturday, March 26, the Sea Cadets held their Golden Gloves boxing tournament at "Star," which was attended by Cadets from all over Southwestern Ontario.

The Wardroom Officers' annual ball was scheduled to take place on April 22.

Salty language and even saltier stores were the order of the day in the establishment as Reservists who sailed to the United Kingdom in "Magnificent" and others who took part in the spring cruise returned to "Star" to describe their adventures to their comrades. — C.S.J.L.

HMCS "Scotian"
(Halifax)

More than 125 members of Maritime University Naval Training Divisions, attached to HMCS "Scotian", spent the week-end of March 12 taking an intensive three-day course at HMCS "Stadacona".

The U.N.T.D.'s — from Mount Allison University, St. Francis Xavier University, Acadia University, St. Mary's College, Dalhousie University and the Nova Scotia Technical College — were accommodated on board HMCS "Scotian" during the training period.

On March 9, officers of the Division attended a special lecture given by Surg. Lt.-Cdr. C. M. Harlow, RCN (R), on "Some Phases of Atomic Warfare". Dr. Harlow recently returned from a course at the United States Navy Medical Centre at Betheseda, Md.

UNTD's from Maritime Universities attended a three-day week-end course conducted in Halifax by their parent division, HMCS "Scotian," with the co-operation of HMCS "Stadacona". Shown in a classroom at HMC Communication School are students from Acadia, Dalhousie, Mount Allison and Saint Francis Xavier Universities.

Ten officers are presently engaged in a year-long specialized course in seaward defence. The course is being given at HMCS "Stadacona," where the officers spend two hours each Thursday night.

HMCS "Hunter"
(Windsor)

Completion of low power installation at HMCS "Hunter" has permitted the expansion of gunnery training. Gear is now installed for the power operation of the twin Oerlikon and twin Boffin mountings in the gun battery.

Officers are carrying out plotting exercises under the guidance of Commander W. A. Wilkinson, the commanding officer.

Cadets of "Hunter's" UNTD now have a gunroom. Situated on the top deck next to the wardroom, it has been completely redecorated and furnished.

During the month rifle and revolver shooting and basketball continued to be popular on sports nights. — R.M.P.

"Are you sure that's a naval message, Johnson?"

What the "well dressed" lady-about-town will be wearing this spring is modelled by Lieut. (S) A. C. Theobalds, RCN(R), of HMCS "Griffon," Port Arthur, during a "fashion show" staged by the officers of the Division. Master of Ceremonies, Lieut. J. G. Mills, RCN (R), seems to find something amusing in the proceedings.

HMCS "Griffon"
(Port Arthur)

Lieut. T. C. Luck and his boats' crews have mapped out a full programme aimed at increasing proficiency in pilotage, chart reading and compass and helm for all personnel of the Division. This training in "Griffon's" smaller craft is expected to fit in nicely with that which men from the division will obtain in the "Portage."

It is hoped that, in addition to local trainees, about 150 men from HMCS "Chippawa", at Winnipeg, will come to Port Arthur for training in the "Portage". Arrangements also are underway for the local Division to play host to ships of the United States Naval Reserve, and it is anticipated that return visits will be made to the Duluth, Minnesota, Division of the USNR.

HMCS "Discovery"
(Vancouver)

About 200 young men visited HMCS "Discovery" during the "open house" held on March 3 to mark the opening of a recruiting drive covering the lower B.C. mainland.

The visitors were gathered into small groups as they came aboard and were conducted on tours of the establishment. Emphasis during the tours was placed on the training equipment available at "Discovery" and the sports activities carried on. During the evening basketball, volleyball, boxing and other sports were demonstrated.

At the close of the programme the men were entertained in the newly-decorated seamen's lounge, where Commander W. R. Stacey, DSC, RCN (R), commanding officer of "Discovery", gave a short, informal talk on life in the Naval Reserve.

The recruiting drive was supervised by Lieut. John Gourlay, assisted by Sub-Lieut. John Nicholls. As a follow-up to the "open house" a recruiting booth was opened in New Westminster.

HMCS "Chippawa"
(Winnipeg)

A two-day conference of commanding officers and training staffs of mid-western Naval Divisions was held at HMCS "Chippawa," Winnipeg, on March 26 and 27. Commander O. K. McClocklin, RCN (R), commanding officer of HMCS "Unicorn," Saskatoon, was chairman.

Delegates included Cdr. L. D. G. Main, CO of "Chippawa;" Cdr. W. W. Spicer, CO of "Queen," Regina; Cdr. C. W. King, CO of "Griffon," Port Arthur, and the staff, training, supply and recruiting officers of the divisions.

Also present at the discussions were Lieut.-Cdr. H. H. MacDonald, representing the Reserve Training Commander, West Coast, and Lieut.-Cdr. C. A. Gilbert, Recruiting Officer, from Naval Headquarters.

HMCS "Nonsuch"
(Edmonton)

Along with the regular training, HMCS "Nonsuch" has been carrying on activities that have brought it to the fore in the public eye. On Sunday evening, March 6, the division's band played before an enthusiastic crowd of more than 900 persons.

The band, conducted by Lieut. (SB) Douglas Jones, RCN (R), and Ldg. Sea. George Marks, assistant bandmaster, performed in capable fashion. The mixed programme included popular marches, overtures and selections styled along modern dance lines. AB Bert Ward, trumpeter, and Ldg. Sea. Marks on the clarinet, were featured soloists.

Adding some professional colour were three local guest artists, Bernice McBeth, soprano, Roy Miller, baritone, and Frances Kitchen, pianist.

Lieut. R. H. Leir, staff officer, introduced the band and Chaplain

The Ship's company of HMCS "Naden," fallen in at divisions on the occasion of the visit of Vice-Admiral H. T. W. Grant, Chief of the Naval Staff.

Father G. L. Green was the Master of Ceremonies.

At a reception February 13, eight Edmonton and district I.O.D.E. chapters were presented with scrolls in appreciation of their work of sending parcels to ships they had adopted during the war.

On behalf of the Royal Canadian Navy, His Honour J. C. Bowen, Lieutenant Governor of Alberta, presented the scrolls to representatives of the chapters.

After an absence of two weeks, CPO James Mundie has returned to duty following his discharge from hospital.

HMCS "Chatham"

(Prince Rupert)

Twenty-eight former naval officers now residing in the Prince Rupert area took advantage of a special invitation to visit HMCS "Chatham" wardroom on the final drill night for February. The visitors were welcomed by Lt.-Cdr. John D. McRae, RCN (R), commanding officer of the Division. Among those who attended were Commander P. M. Ray, RCN (R) (Ret'd), and Lt.-Cdr. J. F. Elfert, RN (Ret'd).

Among "Chatham's" officers are three who have forsaken the other two services for the Navy. Lieutenants (P) R. J. C. McClymont and T. E. Scheer are former RCAF flyers and Sub-Lieut. (S) John Good is a former Infantry officer. Lt. Scheer is a commercial flyer in the Prince Rupert area.

HMCS "Cataraqui"

(Kingston)

The ship's company of HMCS "Cataraqui" and its sub-units at Brockville, Belleville, Deseronto, Napanee, Gananoque and Picton, have been busily engaged in getting their "fresh water" fleet in top condition for the summer training and recreational programme.

The fleet consists of a Fairmile motor launch, six harbour craft and numerous small boats. Each of the units will have its own boats, and a pleasant and instructive summer is anticipated.

Royal Military College

The heading "Royal Military College" amongst the activities of HMC Ships and Establishments may appear to be an intrusion from another service. This, however, is not the case, for R.M.C. is, of course, now a Canadian Services College and is responsible for the education of future naval and air force officers, as well as budding army leaders. And historically this College is on the site of one of the oldest naval bases in Canada — Fort Frederick peninsula, with Kingston harbour on one side and the waters of Navy Bay on the other. HMS "Stone Frigate", a former naval store, is still in use as one of the College buildings, while the Commandant's House was once a naval hospital.

Despite these and other ancient associations — adjoining the frontier fortress of Count Frontenac (A.D. 1673), a British naval base in the War of 1812, and seventy-five years of splendid service as any army cadet college — R.M.C. in its present guise is somewhat of a newcomer to our National Defence organization.

It was only last September that the College re-opened as a tri-service cadet college. Like its counterpart, "Royal Roads," it gives young men a university course, plus a study of "common user" subjects and with a good deal of leadership and disciplinary training thrown in. The present first year class contains 14 prospective naval officers and, when another class joins next year, this number will probably be doubled. It is also hoped to increase the naval representation on the staff from one officer and one chief petty officer to two officers and five men.

One of the problems in running a tri-service establishment is to obtain a fair balance of the customs and nomenclature of all three services. Living examples of inter-service integration are to be seen in the cadet "squadron runners" who, though dressed in a predominantly army uniform, also wear boatswain's calls with which to pipe their orders.

Of recent interest was the first Annual Tournament which took place here February 25 and 26 between "Royal Roads" and R.M.C. Events included drill, P.T., gymnastics, shooting, volleyball and basketball. R.M.C. emerged as the winner of some exceedingly close contests. Next year, when the tournament will be held at "Royal Roads," it is hoped to have, in addition, a boxing meet.

TASK GROUP EARNS BOUQUETS

The three ships comprising the Task Group 215.9 won for themselves some bouquets while on their way from Esquimalt to the Caribbean for spring exercises.

In a letter to the Canadian Secretary of State for External Affairs, the British Consul in Panama, J. D. Greenway, stated that the visit to the Canal Zone in March of HMC Ships "Ontario," "Athabaskan" and "Antigonish" was a "conspicuous success."

"The officers and ships' companies of HMCS Ontario, Athabaskan and Antigonish won golden opinions for their smart appearance and their behaviour which was worthy of the highest traditions of the Royal Canadian Navy," Mr. Greenway said.

It was the second time during the cruise that the crews of the three ships had been complimented by officials of visited countries.

At the conclusion of an eight-day visit to San Diego, the following signal was received by Captain J. C. Hibbard, commander of the Task Group, from the Commandant of the Eleventh Naval District:

"The Commandant congratulates you on the excellent appearance of the vessels under your command and for the outstanding conduct of your personnel while ashore. He wishes you a pleasant voyage and appreciates your participation in the Washington Birthday ceremonies."

(In honour of George Washington's Birthday, February 22, the three Canadian ships dressed overall and "Ontario" fired the National Salute as the Group left the harbour.)

Looking Astern

Lest We Forget

May 1944 . . .

Slowly and relentlessly the tide of allied power had been sweeping the North Atlantic convoy routes of the U-boat packs. During the early months of 1944 there had been a steady decline in merchant-ship sinkings. RCN escort groups had accounted for five confirmed U-boat "kills" from January to May.

The last of these actions, in which HMCS "Swansea" had taken a group of German prisoners, served to bolster the theory that the U-boat fleet was on the decline. The captured submariners were not the physical equals of men who had operated in the earlier and palmier days. Some had physical defects which would have normally rendered them unfit for submarine duty.

But the German undersea navy was still a force to be reckoned with, as was re-emphasized on May 7 when the frigate "Valleyfield" was torpedoed and sunk near Cape Race.

In company with two other frigates and two corvettes, "Valleyfield" was returning from a mid-ocean convoy run. The ships were in line abreast bound for St. John's, Newfoundland, when instruments detected a U-boat in the vicinity. Almost simultaneously with the action stations alarm came a terrific explosion as a torpedo struck "Valleyfield" amidships. The frigate broke in two, the bow sinking in three minutes and the stern in five minutes. The corvette "Giffard" picked up 38 survivors but the loss was heavy. Five were known dead, while 114 were missing. A large scale hunt for the sub produced no results.

Meanwhile, on the other side of the Atlantic Canadian escort vessels were preparing for the greatest operation in history — the Normandy invasion. In the Clyde, Bangors of the Canadian minesweeping flotilla were being fitted and trained for one of the most dangerous and exacting phases of the invasion. They would sweep and mark a series of channels leading right into shallow waters of the French coast. Canadian Tribal and Fleet class destroyers were undergoing an intensive programme of gunnery training. Concentration was on ship-to-shore bombardment, to be carried out in co-operation with army observers ashore.

Many of the corvettes which had disappeared from the North Arlantic convoy lanes were now in U.K. ports preparing to play their role in the invasion. The auxiliary cruisers "Prince Henry" and "Prince David" were being converted into landing ships, assigned to carry Canadian assault craft to the beaches of Normandy.

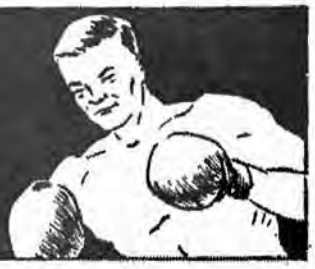
These and other R.C.N. ships, integrally associated with "Operation Neptune" — as the naval phase of the invasion was called — had spent months in preparation and training. Now, with future movements cloaked in secrecy, they waited.

Strength Nears Peak

The total active service strength had risen, by May 31, to 85,530, an increase of 1,570 over April. There were 4,167 RCN personnel, 79,894 Reserves and 4,871 WRCNS.

A U-boat was no partner in this destruction, even through the lifeless tanker was a victim of the Battle of the Atlantic. She was the "Socony Vacuum", burned following a collision at sea. An ever-present wartime danger because of fog, darkness and storm, collision was one of the worst of convoy tragedies. After the collision, the gasoline caught fire and completely destroyed the deckload of fighter aircraft. Only a handful of men were alive when the ship was brought into Bay Bulls harbour in Newfoundland. The time: 1942, when every aircraft, every shipload of gasoline was vital to the allied war effort.

The Navy Plays



Navy Team Captures Maritime Hockey Crown

The high-scoring Halifax Navy hockey team won the Maritime intermediate hockey championship when they defeated the Bathurst Papermakers 9 to 5 in a home-and-home total-goal series. This was the second time in two years the teams had met for the title, with Bathurst copping the title in 1948.

The Navy team downed Dartmouth, Kentville, Lunenburg, Annapolis, Antigonish and Glace Bay by decisive margins before advancing into the finals against Bathurst. In 14 games they lost only one and scored 126 goals as against 51.

In the first game of the finals, played at Halifax, Navy won by a 4 to 2 count. At Bathurst the Tars again took the measure of the Papermakers, scoring a 5-3 victory to win the round and the championship.

Boxing, Basketball Top "Naden" Program

The accent was on boxing and basketball during March sports activities at "Naden". Eliminations for the new entry boxing finals totalled a whopping 183 bouts, 43 more than the previous month. Top honours went to "Huron" division. It is interesting to note that Canada's largest amateur boxing tournament, the Golden Gloves, usually averages about 35 elimination bouts as compared to the new entry figure for March.

RCN boxers also were active on other fronts, as they appeared in Golden Gloves tourneys in Victoria and on the mainland. They turned in creditable performances and showed fine sportsmanship. An invitation was received from the Golden Gloves committee at Tacoma, Washington, for RCN mittmen to take part in their tournament next year.

In the Inter-part Basketball League, MTE and TAS are shaping up as the teams to beat. Both were undefeated at time of writing. The league comprises eight teams with each quintet playing at least one night a week.

Volleyball has caught on and ten departmental teams are currently battling for the title. Games take place in the gymnasium and on the parade square with an average of six games staged each week. — H. E. T.

Boxing instruction was given during the dog watches to men serving in "Ontario" by Ldg. Sea. Eddie Haddad (left), Canadian lightweight champion, while the ship was at sea during the spring cruise. With Ldg. Sea. Haddad are Ord. Sea. Eddie Hucker (centre) and AB Gordon Perry.

Sea Cadet Boxing Tourney At "Star"

HMCS "Star" was the scene of the Sea Cadet Golden Gloves Boxing Tournament on March 26. Cadets from many parts of Western Ontario were on hand for the competitions. The youthful gladiators showed a keen competitive spirit and offset their lack of ringcraft with enthusiasm and interest. Lieut.-Cdr. Bob Pearce was in charge of the programme.

Electricians Capture Inter-part Championship

The "Stadacona" Inter-part Hockey League wound up its schedule in mid-March with a fast-skating Electrical School team coming through to win the championship, which for the last two years had been held by HMCS "Shearwater". Twelve teams, representing various schools and departments, played in the league.

CPO Bernard Gordon

Admiral Jones Shield Won By CPO Gordon

The Vice-Admiral G. C. Jones Memorial Shield, awarded annually to the outstanding athlete at HMCS "Stadacona," was presented to Chief Petty Officer Bernard Gordon by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, at divisions recently at HMCS "Stadacona".

Born in Verdun, P.Q., CPO Gordon was educated at Verdun High School, where he excelled in basketball, hockey, football and track and field. He joined the RCNVR in January 1942 and transferred to the permanent force in April 1946. During the Second World War he served in the frigate HMCS "Wentworth", and at "Stadacona" and "Avalon".

Throughout his service with the Navy, 29-year-old CPO Gordon has been outstanding in a wide variety of sports. During the past year he has represented the Navy in hockey, basketball, volleyball, softball, baseball and football. He has shown, at all times, a keen competitive spirit and a high degree of sportsmanship.

The trophy last year was won by CPO Ed McSweeney, now serving in HMCS "Magnificent".

"Crescent" defeats USN Teams at Guam, Shanghai.

With PO Ernie Tuttle playing an iron-man role, HMCS "Crescent's" softball team swept both ends of a doubleheader from a US Navy team at Guam during the ship's stop there. PO Tuttle pitched both games as "Crescent" scored 7-0 and 8-4 victories. Nine days later at Shanghai the Canadian destroyer kept her unbeaten record intact by downing a USN team 8 to 5, but suffered the first defeat of her Far East trip in a return match, losing a 6-5 thriller to the Americans.

A basketball team from USS "Springfield" scored a convincing 48-20 triumph over the visiting Canadians at Shanghai.

Inter-part Sports Popular at "Shearwater"

Inter-part competition in bowling, basketball and volleyball highlighted the sports program at HMCS "Shearwater" during the past month.

In the Inter-part Basketball League action has been fast and furious. Eleven teams representing various departments at the air base are currently battling it out as the schedule nears the half-way mark. Games are played on Mondays, Wednesdays and Fridays.

The newest inter-part competitions are in the recently formed volleyball league. Twelve teams make up the league with Ordnance and Radiosig- work deadlocked for top honours.

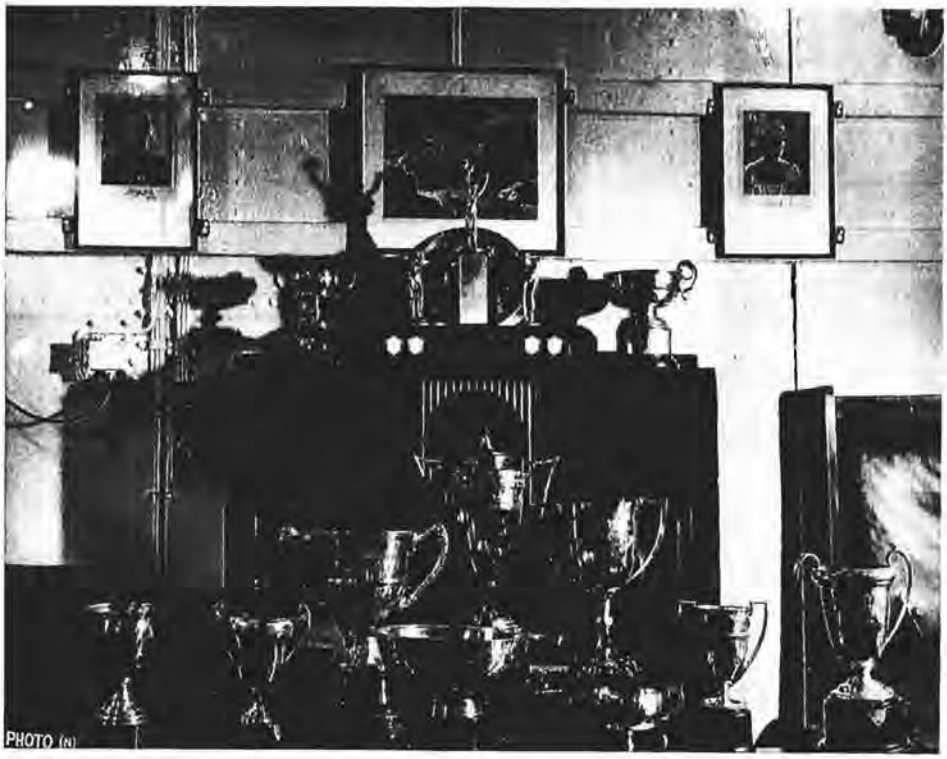
Badminton teams from "Shearwater" and the Atlantic Command met in a return tournament at "Stadacona," with the Command upsetting "Shearwater" by a 19 to 13 score. In their first meeting a month before "Shearwater" eked out a 13-12 win. — A. C.

"Stadacona" Ousted In Basketball Series

The heavily-favoured "Stadacona" team bowed out in a two-game total point series with Nova Scotia Tech in the semi-finals of the Halifax Senior Basketball League, losing by a one-point margin.

The Navy hoopsters took an eight-point lead into the second game but Nova Scotia Tech fought an uphill battle in the return match and tied the score on the round with only five seconds left to play. Tech was then awarded a foul shot which was made good for the single point that won the series.

The HMCS "Discovery" entry in the Vancouver and District Intermediate "A" Basketball League made an auspicious debut by handily defeating their opponents in the opening game. The team is shown following the victory: Back row, (left to right) AB Joe Stranan, AB Ernie Charles, AB Hal Ford, Ord. Sea. Merril Goodwin and Ord. Sea. Harvey Kern. Front row, AB Dave Lawson (captain), Ord. Sea. Walt Poustie, Ord. Sea. Ormond Forster, AB Frank Cassidy and AB Siggie Morten.



This glittering collection of trophies is in the possession of HMCS "Haida." Eleven of them were won by the ship in an East Coast fleet regatta held in 1947 (there was none last year); the other two have yet to be competed for and are being held by "Haida" pending their capture. The majority are pre-war trophies and two date back as far as 1931. Among the names inscribed on them are those of HMC Ships "Vancouver," "Fraser," "Skeena," and "St. Laurent."

Navy Officers Retain Halifax Hockey Title

Navy retained the Halifax inter-service officers' hockey championship by downing a strong Army team 6–4 in the fourth and deciding game of the annual series. Both teams had won one and tied one of the previous three games, thus forcing a fourth contest to decide the championship.

In a fast-skating game, the lead see-sawed between the two teams until the final five minutes of play when two quick Navy goals spelled defeat for the Army. Leading the Navy attack were Lieut. Bob Greene with three goals and Lieut. H. Williams with two counters.

Crippled "Chippawa" Team Eliminated

HMCS "Chippawa's" entry in Senior B hockey in Winnipeg went down to defeat in the finals for the city championship at the hands of the strong Triple A team.

"Chippawa" won the first game of the series and appeared set to follow the same pattern in the second when injuries to three key men blasted the championship hopes of the Navy team. Laurie Dahl, ace right winger, suffered a concussion, Bob Hayward, another fast-stepping wingman, broke a wrist, and Fred Gaureau was hospitalized with a fractured shoulder. Despite the determination of the plucky "Chippawa" team, lack of reserve strength told the story and Triple A's went on to win the title.

Cadets Hold Annual Swimming Meet

Cadets of the Canadian Service College "Royal Roads" held their annual inter-flight Swimming Gala March 14 at the Crystal Gardens, with top honours being shared by "Mackenzie" and "Hudson" flights (divisions) and "Fraser" flight a close second. A large crowd of staff members, their families, and parents and guests of the cadets were on hand for the 12-event card of competitive swim events and specialty displays.

Gunnery School Issues Volleyball Challenge

Indoor sports, with the exception of bowling, were not too prominent in the Gunnery School at HMCS "Stadacona" until one day recently when the Gunnery Instructors received a note from the Staff Officers containing a challenge to a volleyball tournament. It was to be a two out of three series.

In the first game the G.I.'s came out on top by a wide margin. However, the long "G's" and Gunners took the next two matches to win the tournament. The following week the G.I.'s returned the challenge but once again were outmanoeuvred by the Officers with the black gaiters.

The Staff Officers are now sitting back awaiting a chance to prove their mettle against challengers from the other schools.

Squash Competition Produces Close Matches

Early in March a squash ladder-competition was introduced at "Stadacona" with more than 24 officers and men taking part. Divided into two sections—"A" for experienced players and "B" for novices — matches are held every day of the week.

In section "A", a battle for top honours is being waged by Captain (E) W. W. Porteous, Commander E. W. Finch-Noyes and Rear-Admiral E. R. Mainguy. The top rung in "B" section is being closely contested by Lieut. H. Lawrence, Lieut. Cdr. R. Steele and Lieut. C. Balfry.

"Stad" Gym Popular

At "Stadacona" the Physical and Recreational Training School has been playing to a full house in recent months. Each day approximately 500 service personnel pass through the portals of the big gymnasium. These include new entry training classes, ship personnel taking part in organized sports and a class of P & R T qualifiers. Another set of figures showing attendance at the School's swimming pool are just as impressive. More than 3,400 persons attended during March, with approximately 1,700 undergoing instruction and an equal number coming just for swimming's sake.

NEW ENTRY REPORT OF PROCEEDINGS

by **Ord. Sea. D.C.L.**

Dear Jim,

I got your letter today. Sure glad to know things is fine. I'd kinda like to be back there for a spell even though I did have to work hard for the old man.

You wanted to know how I come to join up with the Navy and what it's like. Well now, it started like this. I was in town one day buying a dung fork and some hog mash when I seed this here sailor on the street with three girls hanging on his arm and giggling and talking to him like he was a movie actor. I got to wondering if that there funny suit with the baggy pants had anything to do with his success with the women. Well, it didn't. I been in this Navy for five months now and I ain't never met any dames yet.

Anyways, I asked this sailor how to go about gettting in the Navy and he told me all about it. I guess chicken on Tuesdays and them feather beds don't come till a guy's through basic training. Basic training — that's learning to walk and talk all over again. Just when I was getting used to the difference between my right and left hands, I got to call them starboard and port, or is it port and starboard . . . you see what I mean.

I hadda go to Winnipeg to get my medical suspection. Some Sawbones asks me a lot of stupid questions and kept poking me. I finely hadda poke him back; they sure was sore. It turned out to be all part of the medical but I don't see what business it is of theirs.

A coupla months later I gets this letter from Brooke Claxton telling me to go to HMCS "Naden," with a railway ticket to Esquimalt. HMCS means His Majesty's Canadian Ship. Well, this ain't nothing but a kinda factory-school affair, just like that Air Force Station in Brandon, only it's built near the ocean and there ain't no planes.

I finely left for Vancouver on a train. From there I got a big boat to Victoria. On the boat I went up to the top floor to tell the Captain I was in the Navy and was there anything I could do. He said yes, I could get off his bridge before he let his First Officer eat me. That didn't make much sense, but I left.

There was a couple of other guys heading for Naden on the same boat. I told them we should go and say hello to the Admiral when we gets to Victoria, just to let him know we're here and all that. Anyhow it turns out there's one of his flunkeys on the dock when we pulls in. He was all right, I guess, but he didn't like me shaking his hand. I found out later he's what you call a Gunner's Mate. Well, I'm going to be a Gunner and I can tell you he won't be no mate of mine. I run into him later on the Parade Ground. He was shouting something fierce. They tell me he got his training in Central Manitoba before they put in the party telephone system.

They give me a couple of uniforms but they didn't look much like the one I seen on this guy in Brandon. There wasn't no anchor on the sleeve or none of them pretty ribbons on the chest. You could see his ribs, the jumper was so tight — it took me a couple of days to find my starboard arm (or was it port) in mine.

One of the first things we did was boatwork. It sure is work too. I think we rowed from Victoria to Mexico one afternoon. I sustained cuts and abrasions on me back (like the Doc said later) every time the guy behind (he's forward of you but behind your back, if you see what I mean) muffs a pass with his oar. This guy in the back of the boat (only he's in front of you — I'm just telling the facts, ain't no use calling me a liar) seems to be that Gunner's Mate's half-brother 'cause he's got more words on his tongue than the first guy.

The next day we was to learn how to sail a boat, which sounded good 'cause I knew that you don't row no sailboat. It turned out that you need wind, which is something I'd forgot. We ended up doing the same old deal only this time there was a lot of extra ropes and stuff in the way. When we was rigging the boat this here Petty Officer says something about the rudder. I started lookin around for a milking stool, figuring this was my big chance to make good. It turned out to be a little piece of wood that you steer the boat with.

The wind never did come out that day so we rigged the heap and rowed around the harbour with the sails up. They say a sailboat looks mighty fine from ashore, but I don't believe it. Even when somebody dropped the keel while the P.O. had his foot on the centreboard box it wasn't as much fun as you'd think.

Well, that's all for now Jim, I'll write again some time. That P.O. put me on number 16 and I gotta do some work for him. Number 16 is like your old man making you do all the chores because you forgot to put a pail under the cream spout on the separator.

Your pal

Clem.

SCROLLS PRESENTED

In appreciation of their services during the war, Lakehead Chapters of the I.O.D.E. were presented with scrolls by Cdr. C. W. King, RCN (R) at a ceremony on board HMCS "Griffon," Port Arthur, on March 24. Cdr. King stressed the value of the work of the local chapters in providing ditty bags and comforts for the crews of HMC Ships "Columbia," "Nipigon," "Haro," "Algoma," and ML's 093, 114 and 125.

Officials of the I.O.D.E., the Canadian Legion and the cities of Port Arthur and Fort William, as well as officers and men of HMCS "Griffon," were in attendance. Music was supplied by the new "Griffon" band.

Comrades in Arms

Army Week In May

"Army Week", which last year saw some 50,000 members of the Canadian Army Active and Reserve Forces play host to thousands of interested visitors and spectators at military displays across the country, will be held this year from May 15 to 22.

This year, as last, Army displays and functions will be held in cities and towns, camps and military establishments from Halifax to Whitehorse.

A huge success last year, Army Week was inaugurated to put before the people the work and opportunities of service in the armed forces of Canada and help all Canadians to familiarize themselves with the soldier's constructive peacetime role.

Nurses train in North

Soldiers undergoing training in arctic warfare at the Services' cold-weather testing station at Fort Churchill, Man., make a point of not referring to Army nursing sisters as members of the "weaker sex". They know better.

The girls not only have volunteered for the rugged 16-day winter training courses given soldiers but have undertaken the most rigorous phases of the training, including long snowmobile jaunts and overnight camps. They've slept in regular issue sleeping bags and cooked their own meals outdoors.

Object of sending the girls to the Army's coldest proving grounds was to determine their capabilities in the north in conjunction with their role as nursing sisters.

Army training courses in winter warfare are not being softened for the nurses. Garbed in warm arctic clothing similar to that issued troops, they participate in cold and tough manoeuvres during their stay in the north.

Can they take it?

"They were with us in every campaign during the war", an instructor said, "Why shouldn't they follow us into the north? Besides, you couldn't stop them if you tried".

Regimental Marches

Regimental marches of Canadian Army units are traditionally "Old Country" tunes and such airs as "Bonnie Dundee", "Highland Laddie" "My Body Willie" and the stirring "British Grenadiers" head the list when various regiments are on parade.

A few units such as the Royal Canadian Regiment and the Royal Regiment of Canada have their own original marches. On ceremonial parades, "Gary Owen", is played by the Irish Regiment of Canada, "Men of Harlech" by the 4th Princess Louise Dragoon Guards, and the "Pibrock O'Donald Duh" by the Cameron Highlanders of Ottawa, the Pictou Highlanders and the Queen's Own Highlanders of Canada. The familiar strains of "Colonel Bogey" echo across the parade square when the Calgary Regiment (14th Armoured Regt.) and the Irish Fusiliers, Vancouver, are on the march.

But the man responsible for the choice of a regimental march for the Royal Canadian Army Service Corps must have been endowed with a nice sense of humour, for, away back in the days when long columns of horse-drawn vehicles were supplying the foot soldier, he chose "Wait for the Wagon" as the regimental march past of the Corps.

The three Canadian nursing sisters shown above with two U.S. Army nurses are presently taking training at Churchill which involves long snowmobile jaunts over frozen terrain, sleeping out in snow huts and cooking their meals outdoors in the bitter winter weather. The above group photo taken on the shore of Hudson Bay shows the nurses in their bulky winter garb and includes Lt-Col. A. J. Tedlie of Montreal, Commanding Officer Fort Churchill. The nurses are: Back row, (left to right):—Lt. (N/S) J. M. Strang, Macklin, Sask.; Lt (N/S) J. I. MacDonald, Meota, Sask; Capt. (Matron) E. B. Pense, Kingston, Ont.; Capt. (Matron) R. M. Stoltz, Dayton, Ohio; Capt. (Matron) F. P. Thorp, Phoenix, Arizona; Front row, left to right: Lt-Col. Tedlie and Major S. B. McDonald, R.C.R., Cornwall, Ont.

Silver Jubilee

The RCAF paused on April 1 to note its Silver Jubilee, and to look back over 25 years of accomplishments in peace and war.

A small force of little over 300 when formed on April 1, 1924, the RCAF flew its flimsy aircraft the length and breadth of Canada, aiding in the development of the North and flying in general. Through the depression years, its members struggled to maintain the nucleus of an air defence for Canada. Then, during the Second World War, it grew to a force of 215,000 that played a large part in the air war against the enemy.

The 25th Anniversary of the Air Force found it working to provide immediate interceptor air defence of Canada and building a highly trained and compact force for expansion in an emergency.

Even before the RCAF was created, Canadian airmen had won fame while serving by the hundreds in the First World War with the Royal Flying Corps, Royal Naval Air Service and eventually the RAF.

A Canadian Air Force came into being in 1920, as a non-permanent, non-professional body, under the Air Board formed the year before. Then, in 1924, a permanent Air Force — the RCAF — was created.

Much of its time was occupied by photographic survey operations, anti-smuggling, forest fire and fisheries patrols, and other similar tasks, but as far as it was able the Force carried on normal military training. Activities steadily increased during the next seven years. New bases were opened, modern aircraft replaced wartime planes, and military training and civilian operations increased. Included in these operations were experimental air mail runs. Total strength rose from under 350 to over 900, and appropriations from $1,500,000 to nearly $7,500,000.

The depression saw nearly one-fifth of its personnel released and appropriations dropped drastically. The Service survived, however, and began to build up once again. The first Auxiliary Squadrons were formed in 1932, in Toronto, Winnipeg and Vancouver. More military training was carried out, and the Force was relieved of many civilian commitments.

By the latter '30's the RCAF was showing new life, with the addition of new stations and more modern aircraft, and sharply increased appropriations. In 1938 the RCAF, for the first time, became an independent Service, directly under the Minister of National Defence and with its own Chief of Air Staff. Before this it had been under the Army Chief of the General Staff.

Outbreak of war found the RCAF with 4,000 officers and men. The British Commonwealth Air Training Plan opened in April, 1940, and it was decided that most of the permanent RCAF would be needed at home to run it, although one Army Co-operation Squadron, No. 110 (City of Toronto), arrived in England February 25, 1940. Four months later two more squadrons arrived, No. 112 (City of Winnipeg) and No. 1 Fighter Squadron. The latter, flying Hurricanes, fought in the Battle of Britain.

The arrival of RCAF members overseas was accelerated and in January, 1943, the famed all-Canadian Bomber Group came into being. Canadian squadrons, flying all over the world, soon forged a magnificent record; 48 RCAF squadrons flew overseas, while thousands of RCAF aircrew flew with the RAF.

The Women's Division of the RCAF, created in July, 1941, played a large role in the accomplishments of the service.

A major factor in itself was the BCATP, which was administered by the RCAF and which trained over 131,000 Commonwealth aircrew, well over half of them Canadian.

Now, in peace, the RCAF is building a force capable of playing its part in the defence of Canada and of freedom. As peacetime tasks, RCAF photo survey squadrons are expanding their work of covering Canada and an extensive Search and Rescue organization has done notable public service.

Scheme for Student Vets

Student veterans who will be entering their final university year in September will again have an opportunity to gain commissions in the active forces of the navy, army and air force. Under the scheme, up to 30 students having good war records and high technical qualifications may receive naval commissions at the outset of their final university year. The Department of National Defence will pay tuition and other expenses and also give the selected students full pay and allowances of sub-lieutenant or equivalent rank. RCN candidates may apply for engineering, ordnance, constructor, electrical, supply, instructor, medical or special branches.

1924

1949

The ship's company of the Algerine minesweeper H.M.C.S. "New Liskeard" had an opportunity last winter to observe at first hand some of the phenomena of the Gulf Stream, a partial survey of which was made by the ship in her capacity as a tender to the Naval Research Establishment.

The existence of the Gulf Stream has been known for centuries but surprisingly little is known of its exact course and rate of flow, or of the natural life which abounds within its limits.

On the chart of the North Atlantic the stream is shown in its supposed width and direction of flow, but, in actual fact, the direction, width and even the position of the stream, vary so much from day to day that it would be impossible to determine a norm. "New Liskeard" found, for instance, that in the space of a few days the direction had changed approximately 90 degrees and the stream itself had moved 100 miles eastward.

The boundary of the stream is one of its most curious characteristics. As the current moves onward it comes into conflict with currents moving in other directions. This causes a curious tide rip — small waves at the very edge of the stream. This can be noticed particularly on a very calm day and takes the form of a long line of small wavelets on the surface of the ocean. The action of flow also causes a fringe of light brown weed (*Sargassum Bacciferum*), peculiar to warm water, to form along the edge of the stream. For mile after mile this border of weed stretches in an unbroken line — truly a phenomenon of the seas.

In that part of the North Atlantic where slack-water lies between the trade wind drifts to the east and south and the Gulf Stream on the west, great patches of weed collect. The crew of the "New Liskeard" observed areas of brown weed sometimes covering hundreds of square yards. Although apparently lifeless this weed teems with marine life — small crabs, half an inch in circumference, the Portuguese Man of War, and varieties of fish which nature has camouflaged to match the colour of the weed. Specimens were easily caught with a hand net.

This was perhaps the most interesting cruise of the "New Liskeard" to date. Needless to say, many were surprised to find this supposedly empty tract of ocean so full of life and constantly on the move. — C.A.B.

GUNNERS QUALIFY

Under the instruction of Chief Petty Officer Dennis Colegrave, seven ordinary seamen have completed the first phase of their chosen careers in naval gunnery.

The men, who graduated from the Gunnery Training School, HMCS "Naden," Esquimalt, with the non-substantive classification of Layer Rating, Third Class, are Ordinary Seamen R. Fenwick, J. Gillot, V. Hughes, F. Whyte, N. Nelson, F. Hughes and J. Schultz.

Wren Reunion Planned

The suggestion that a reunion of all Maritime Wrens and members of the Naval Nursing Service be held this summer in Halifax was made at a recent meeting of the Wren Association, "Scotian" Division, of Halifax.

Before sponsoring such a programme the "Scotian" Division is seeking the opinion of all ex-Wrens in the Maritimes, and ex-members and present personnel of the Naval Nursing Service in the Atlantic Command.

Any one interested in the proposal is asked to communicate with The President, Wren Association, "Scotian" Division, c/o HMC Dockyard Post Office, Halifax.

12 TAKING COURSE IN PHOTOGRAPHY

Training in all phases of photography, including aerial, movie and colour work, is being given 12 Royal Canadian Navy men who have transferred from other branches to become naval photographers.

Held in the R.C.N. Photographic Section, H.M.C. Dockyard, Halifax, the six months' course emphasizes the practical side of naval photography. Mr. Eric Haywood, Warrant Officer (SB), R.C.N., directs the course, with Ldg. Photog. Douglas Howes serving as instructor.

Those taking the present course are Able Seamen L. R. Hughes, R.C. Duiven, R. K. Berry, W. R. Crosby, S. E. O'Neill, R. W. Blakely, K. McLeod, R. M. Stevens and D. D. Lyngard and Ordinary Seamen E. Ridley, T. Galley and C. A. Gordon.

CDR. J. C. PETTIGREW HEADS ASSOCIATION

Commander J. C. A. Pettigrew, KC, VD, RCN (R), was elected president of the newly-formed Quebec Naval Officers' Association at a meeting held in HMCS "Montcalm" on March 19.

Others on the new slate of officers are Lt.-Cdr. J. L. Bedard, RCN (R), first vice-president; Lt.-Cdr. F. Barrow, RCN (R), second vice-president; Lt.-Cdr. A. Legendre, RCN (R), secretary, and Lieut. G. Cochrane, RCN (R), treasurer.

COMPLETE NON-SUB COURSE

Ten men recently completed a course in the TAS School, HMCS "Stadacona," which qualified them for the non-substantive rating of Torpedo Detector, Second Class.

They are Petty Officers Alan I. Sheddon and Gordon E. Board, Leading Seamen James E. Featherby, Charles S. Llewellyn, Angus A. Gray and Charles S. Smylie and Able Seamen Kenneth V. Gates, Robert P. Hodgson, John F. Connors and Roy S. Coupe.

HMCS "Rockcliffe"

There are two conflicting theories as to the origin of the name of the village of Rockcliffe, Ont. As neither provides any suitable heraldic interpretation, the black squirrel has been used. This animal well represents Rockcliffe, as there are many in the area, which includes a park, a residential section and a wild life sanctuary. The badge design shows the squirrel holding a golden fid.

HMCS "St. Stephen"

Although there exists a difference of opinion regarding the origin of the name of St. Stephen, N.B., it is generally thought that it was named, like other towns of that area, after one of the early Christian martyrs. Hence the badge design of HMCS "St. Stephen" depicts a cross from which

radiate the golden rays of saintdom, and upon which are five stones in cross-formation to suggest the manner in which St. Stephen died.

HMCS "Scotian"

The ship's badge of the Halifax Naval Division depicts the Cross of St. Andrew as it appears in the Arms and Flag of Nova Scotia. To show that this "Scotian" pertains to Canada and to the sea, the red maple leaf upon heraldic water has been introduced as a charge.

HMCS "York"

The device of the badge of the Toronto Naval Division is simple and effective — the White Rose of York. The design was furnished by the Admiralty.

BOOK REVIEWS

GATE AND GAITERS
by Chief Petty Officer Harry Catley, R.C.N. (R)

"Gate and Gaiters" is not a story of heroes and heroics that has been "prettied up," as the author says in his foreword, "with fruit flavouring and artifical colouring." An engaging account of lower deck life in the Canadian Navy, it deliberately avoids mention of raging storms, stirring combat and deeds of valour. It deals, instead with what the author considers to be a much more interesting subject—the sailor, as a shipmate.

CPO CATLEY

The book's literary style is not polished but it is written honestly and sincerely, with a certain nostalgia that indicates CPO Catley's first love has a definite naval connection.

CPO Catley begins his story as he leaves "Cornwallis" aboard the familiar "Bullet" to begin his discharge leave. From there he tells, in a flashback, the story of his pre-war "V.R." connections with the Navy, then of the call-up and subsequent service at sea and on shore. But his association with the sea began long before his R.C.N.V.R. days. At 15 he joined the Merchant Navy and belted it out for five years. Later he relates how, as a Toronto reservist, he and his fellow enthusiasts paid their own car fare to and from barracks five nights a week when preparing for field gun competitions.

His experiences on active service were not unique and can be paralleled by many of his readers. His chapters are full of anecdotes about renowned "characters" familiar to many of us. The reader may exclaim that the story, in essence, is his—which is just what the author intends him to do.

He is often humorous, sometimes bawdy and occasionally critical. But at no time is he malicious. It is obvious that the "good of the service" is foremost in CPO Catley's mind.

There are times when the narrative becomes heavy and disjointed. Nevertheless, this is a refreshing book that recaptures memories which are dear to the author and, undoubtedly, will be the same to many another seaman.

The book is illustrated with drawings by Ldg. Sea. Pete Younger.

Since it is privately published, those wishing to purchase a copy may do so by sending $3.50 to Harry Catley, 114 Roosevelt Road, Toronto, Ontario.

U. S. NAVAL LOGISTICS IN THE SECOND WORLD WAR,
by Duncan S. Ballantine.

"In its broadest definition," says Mr. Ballantine, "The term logistics signifies the total process by which the resources of a nation — material and human — are mobilized and directed toward the accomplishment of military ends." In other words, it is, with the exception of actual combat, the prosecution of total war.

This logistic process, he continues, is both a military and civilian task and is divided into two parts. "The former is that phase of logistic effort which is carried on under civilian auspices as a predominantly economic function and within a set of conditions imposed by the nature of the nation's economy. The latter is the phase of logistics more intimately involved in military operations in which the determining conditions are those of the military situation."

Mr. Ballantine emphasizes that the division "is in many ways artificial" . . . and "in point of fact no strategist can estimate the probable success or failure of a given course of action without weighing carefully the logistic factors involved. In modern times it is a poorly qualified strategist or naval commander who is not equipped by training and experience to evaluate logistic factors or to superintend logistic operations."

From there the author goes on to describe how the U. S. Navy, starting with an inadequate organization and a limited conception of logistic requirements, developed by 1945 the most extensive system of logistic support in the history of warfare.

"It was the great good fortune of the United States," says Mr. Ballantine, "and the cardinal error of the Japanese that the attack at Pearl Harbour was directed almost exclusively against ships. Had a comparable blow been dealt to the piers, repair shops, fuel tanks, warehouses, ammunition dumps and dry docks . . . the major portion of the United States fleet would have had to fall back two thousand miles to our Pacific Coast for a base of operations." How much longer this would have prolonged the war is a matter of conjecture, but, as the author says, "in a war of advanced island positions, such as the Pacific campaign was to become, the importance of a major base at Pearl Harbor in operable condition is manifest."

The book is a comprehensive and interesting study of a complex subject. Its author is an historian who served with the U.S.N. during the war and who now is one of several scholars writing administrative histories of the United States Navy. —

— Printed in Canada by S. J. Reginald Saunders, 308 pages, $5.65.

STAFF OFFICER CHANGES

Less than a week after he had returned from a session in RCN Hospital, Lt.-Cdr. W. R. Aylwin, RCN (R), staff officer at HMCS "Scotian," Halifax, was appointed to HMCS "Hunter", Windsor, also as staff officer.

His former duties at "Scotian" have been taken over by Lieut. A. T. Love, RCN, formerly first lieutenant of HMCS "Swansea."

NEWFOUNDLAND

(*Continued from page 3*)

But here we are concerned more with what Newfoundland meant, and still means, to the men of those Canadian destroyers, corvettes and frigates. Newfoundland may not have been, officially, a part of Canada but to those men, returning from Iceland and 'Derry, it was home.

The narrow slit in the cliffs that was the harbour entrance looked mighty good to them. They knew that as soon as they were in port and alongside the oiler, on board would come the mailbags, bulging with their precious contents . . . and right astern the "pay-bob" with his crisp, new bills . . . trucks bearing fresh provisions . . . chums from other ships.

Then a run ashore — perhaps to the canteen, or a hostel, a dance or a hospitable Newfoundland home. Others would be stowing a bit of gear in an attache case and going out to the rest camp on the Topsail Road, there to seek — and get — a complete and refreshing change from the weary days at sea.

At St. John's, too, was the famed officers' club, the Crow's Nest, founded by Rear-Admiral Mainguy when he was Captain (D). A long, steep, rickety staircase led to clubrooms where warmth, comfort and good cheer abounded and where comrades from other ships and other ports were sure to be found.

Many of us had the privilege of serving as shipmates with Newfoundlanders — fine, tough, hearty men, like William Patrick Murphy, James May, George Drake and many others — and through them got to know better and to admire the people of that rugged island. Learned from them, too, many of the arts of the sea, for as seamen they were unexcelled.

On April 1 Newfoundland became the tenth province of Canada. Across the country Canadians cheered the event, but none more so than the sailors for whom St. John's was a haven and home for four years of war. Now Newfoundland was officially what it had seemed, in fact, to be five and six years ago — one of the family. This was good.

A corner of the Chief Petty Officers' mess at HMCS "Naden." In the photo (left to right) are: Chief Petty Officers Bert Sewell, Howard Ward, Fred Eagle, Art Candy, Dennis Colegrave, Bert Booth, and, in the foreground, Tom Williams and J. Little.

FORMER WREN ROOST NOW CHIEFS' MESS

The pride and joy of its present tenants is the Chief Petty Officers' Mess at HMCS "Naden".

Once a bachelor quarters for Esquimalt war workers and later, as "Moresby House," a Wren barracks, the mess is the first the Chiefs have had. They got it in November, 1947, and have decorated and fitted it out with extremely happy results.

When "Naden" was first commissioned in 1922, the Chief and Petty Officers shared a small section of the west wing of the barracks. Small though it was, the energy and efforts of its members made this mess famous among visiting ships for its hospitality.

The Second World War saw the original mess pass into oblivion and be replaced by decentralized messes. However, early in 1942 an addition to Grenville Block was completed and served the Chief and Petty Officers of "Naden I".

In November, 1947, a separate mess was approved for CPO's and the former Wren roost became the first all-Chiefs' mess on the West Coast.

Commodore Newfoundland

The appointment of Commodore V. S. Godfrey, OBE, RCN, as Commodore, Newfoundland, was announced on April 1, the day of Newfoundland's accession as the 10th province of Canada. Commodore Godfrey, now Naval Member of the Canadian Joint Staff in Washinton, will take up his new appointment July 15.

Honouring the Old Colony's entry into Confederation, all ships and establishments of the RCN dressed overall from colours to sunset on April 1. Fifteen-gun salutes were fired by saluting ships at noon GMT. Naval divisions across Canada dressed with masthead flags.

ANY EX-STONYHURSTS?

A request has been received from Capt. Sir Henry Digby Beste, CIE, OBE, RN (Ret'd), for information as to whether any former students of Stonyhurst School, in England, served with the Royal Canadian Navy during the Second World War. Anyone knowing of any Stonyhurst old boys with R.C.N. service is asked to notify Capt. Best at 11 Hollingbourne Gardens, Ealing, W. 13, London.

SUMMER SEA TRAINING PROGRAMME

With the sailing of HMCS "Swansea" from Halifax on April 19 with RCN (R) personnel on board, the Royal Canadian Navy's 1949 reserve training programme officially got under way. By the end of May, a dozen ships will be active in implementing the largest reserve sea training schedule in the peacetime history of the RCN.

Most of the sea training programme will be carried out in salt water. However, the Algerine escort vessel "Portage" will sail up-river for the second consecutive year into the Great Lakes to provide reserve personnel from Toronto, Hamilton, Kingston, London, Windsor, Port Arthur and Winnipeg with ship-board training close to home. "Portage" will enter the Great Lakes in late May and will not return to her Halifax base until mid-September. Additional training on the Lakes will be obtained in three Fairmiles, attached to the Toronto, Hamilton and Kingston divisions.

In the Atlantic command, ships will range from Newfoundland to Rhode Island while in the Pacific command, visits are slated for ports from Alaska to Southern California. Operating from the Halifax naval base will be four ships. HMCS "Magnificent," "Nootka," "Haida" and "Swansea." On the west coast ships taking part will be HMCS "Ontario," "Athabaskan," "Cayuga," "Crescent," "Antigonish," "Beacon Hill" and "ML 124." The Algerine escort vessel HMCS "Sault Ste Marie" has recently been commissioned for reserve training duties but will be attached to HMCS "Malahat" at Victoria.

In shore establishments of the RCN, courses in virtually every naval subject will be available to officers and men of the RCN (R), including UNTD personnel. Technical and specialist courses will be provided by the gunnery, seamanship, navigation, electrical, communications, TAS, radar, supply and secretariat, engineering and medical branches.

Cruise programmes for "Magnificent," "Ontario," "Nootka," "Athabaskan," "Haida," "Crescent," "Portage" and "Swansea" are listed below. Those for the remainder will be promulgated later or, in some cases, will be arranged locally.

Schedules, of course, are subject to change due to unexpected circumstances, such as occurred last year when the West Coast programme was suspended during the Fraser river flood.

EAST COAST

HMCS "PORTAGE"

Place	Arrive	Depart
Halifax		Wed. May 18
Montreal	Sat. May 21	Sat. May 21
Kingston	Mon. May 23	Mon. May 23
Toronto	Tues. May 24	Wed. May 25
Hamilton	Wed. May 25	Wed. May 25
Windsor	Sat. May 28	Sat. May 28
Sarnia	Sat. May 28	Sat. May 28
Port Arthur	Wed. June 1	Thurs. June 9
Sarnia	Sun. June 12	Mon. June 13
Windsor	Mon. June 13	Fri. June 24
Port Stanley	Sat. June 25	Wed. July 6
Toronto	Sat. July 9	Sat. July 9
Hamilton	Sat. July 9	Wed. July 20
Toronto	Wed. July 20	Thurs. July 21
Kingston	Fri. July 22	Mon. Aug. 1
Toronto	Tues. Aug. 2	Mon. Sept. 5
Montreal	Thurs. Sept. 8	Sat. Sept. 10
Halifax	Tues. Sept. 13	

HMCS "MAGNIFICENT"

Place	Arrive	Depart
Halifax		Tues. May 24
Exercise Area	Tues. May 24	Sat. May 28
Halifax	Sat. May 28	
Halifax		Tues. May 31
Exercise Area	Wed. June 1	Thurs. June 16
Newport, R.I.	Fri. June 17	Tues. June 21
Halifax	Thurs. June 23	
Halifax		Tues. June 28
Exercise Area	Wed. June 29	Thurs. July 14
Provincetown, Mass.	Fri. July 15	Tues. July 19
Halifax	Thurs. July 21	
Halifax		Tues. July 26
Cornerbrook, Nfld.	Fri. July 29	Tues. Aug. 2
Halifax	Fri. Aug. 5	

Navy Week August 7–14

Halifax		Mon. Aug. 15
Exercise Area	Mon. Aug. 15	Thurs. Aug. 18
Halifax	Fri. Aug. 19	
Halifax		Tues. Aug. 23
Exercise Area	Wed. Aug. 24	Thurs. Sept. 8
Boston	Fri. Sept. 9	Tues. Sept. 13
Halifax	Thurs. Sept. 15	
Halifax		Mon. Sept. 19
Exercise Area	Mon. Sept. 19	Fri. Sept. 23
Halifax	Fri. Sept. 23	

HMCS "NOOTKA"

Place	Arrive	Depart
Halifax		Sun. May 1
Grand Manan	Mon. May 2	Fri. May 6
Saint John, N.B.	Fri. May 6	Mon. May 9
Grand Manan	Mon. May 9	Thurs. May 12
Halifax	Fri. May 13	
Halifax		Tues. May 24
Exercise Area	Tues. May 24	Fri. May 27
Halifax	Fri. May 27	
Halifax		Tues. May 31
Exercise Area	Wed. June 1	Thurs. June 16
Newport, R.I.	Fri. June 17	Tues. June 21
Halifax	Thurs. June 23	
Halifax		Tues. June 28
Exercise Area	Wed. June 29	Thurs. July 14
Provincetown, Mass.	Fri. July 15	Tues. July 19
Halifax	Thurs. July 21	
Halifax		Tues. July 26
Cornerbrook, Nfld.	Fri. July 29	Tues. Aug. 2
Halifax	Fri. Aug. 5	

Navy Week August 7–14

HMCS "HAIDA"

Place	Arrive	Depart
Halifax		Sun. May 1
Grand Manan	Mon. May 2	Fri. May 6
Saint John, N.B.	Fri. May 6	Mon. May 9
Grand Manan	Mon. May 9	Thurs. May 12
Halifax	Fri. May 13	
Halifax		Tues. May 17
Grand Manan	Wed. May 18	Fri. May 20
Saint John, N.B.	Fri. May 20	Mon. May 23
Grand Manan	Mon. May 23	Thurs. May 26
Halifax	Fri. May 27	
Halifax		Tues. May 31
Exercise Area	Wed. June 1	Mon. June 6
	(With HMCS "Magnificent")	
Gloucester, Mass	Tues. June 7	Wed. June 8
Halifax	Fri. June 10	
Halifax		Tues. June 14
Exercise Area	Wed. June 15	Thurs. June 16
	(R/V with HMCS "Magnificent"	
Newport, R.I.	Fri. June 17	Tues. June 21
Halifax	Thurs. June 23	
Halifax		Tues. June 28
Exercise Area	Wed. June 29	Mon. July 4
	(with HMCS "Magnificent")	
Bar Harbour, Maine	Tues. July 5	Thurs. July 7
Halifax	Fri. July 8	
Halifax		Tues. July 12
Exercise Area	Wed. July 13	Thurs. July 14
	(R/V with HMCS "Magnificent")	
Provincetown, Mass.	Fri. July 15	Tues. July 19
Halifax	Thurs. July 21	
Halifax		Tues. July 26
Cornerbrook, Nfld.	Fri. July 29	Tues. Aug. 2
Halifax	Fri. Aug. 5	

Navy Week August 7–14

Halifax		Mon. Aug. 15
Exercise Area	Mon. Aug. 15	Thurs. Aug. 18
	(with HMCS "Magnificent")	
Halifax		Tues. Aug. 23
Exercise Area	Wed. Aug. 24	Thurs. Sept. 8
Boston, Mass.	Fri. Sept. 9	Tues. Sept. 13
Halifax	Thurs. Sept. 15	

Place	Arrive	Depart
Halifax		Mon. Sept. 19
Exercise Area	Mon. Sept. 19	Fri. Sept. 23
Halifax	Fri. Sept. 23	
Halifax		Tues. Oct. 4
Grand Manan	Wed. Oct. 5	Fri. Oct. 7
St. Andrews, N.B.	Fri. Oct. 7	Mon. Oct. 10
Grand Manan	Mon. Oct. 10	Thurs. Oct. 13
Halifax	Fri. Oct. 14	

HMCS "SWANSEA"

Place	Arrive	Depart
Halifax		Tues. May 3
Grand Manan	Wed. May 4	Fri. May 6
Saint John, N.B.	Fri. May 6	Mon. May 9
Grand Manan	Mon. May 9	Thurs. May 12
Halifax	Fri. May 13	
Halifax		Tues. May 17
Grand Manan	Wed. May 18	Fri. May 20
Saint John, N.B.	Fri. May 20	Mon. May 23
Grand Manan	Mon. May 23	Thurs. May 26
Halifax	Fri. May 27	
Halifax		Tues. May 31
Exercise Area	Wed. June 1	Mon. June 6
(with HMCS "Magnificent")		
Gloucester, Mass.	Tues. June 7	Wed. June 8
Halifax	Fri. June 10	
Halifax		Tues. June 14
Exercise Area	Wed. June 15	Thurs. June 16
(R/V with HMCS "Magnificent")		
Newport, R.I.	Fri. June 17	Tues. June 21
Halifax	Thurs. June 23	
Halifax		Tues. June 28
Exercise Area	Wed. June 29	Mon. July 4
(with HMCS "Magnificent")		
Bar Harbour, Maine	Tues. July 5	Thurs. July 7
Halifax	Fri. July 8	
Halifax		Mon. July 11
Pictou, N.S.	Tues. July 12	Thurs. July 14
Provincetown, Mass.	Sat. July 16	Tues. July 19
(R/V with HMCS "Magnificent")		
Halifax	Thurs. July 21	
Halifax		Tues. July 26
Cornerbrook, Nfld.	Fri. July 29	Tues. Aug. 2
Halifax	Fri. Aug. 5	

Navy Week August 7–14

Halifax		Mon. Aug. 15
Exercise Area	Mon. Aug. 15	Thurs. Aug. 18
(with HMCS "Magnificent")		
Halifax	Fri. Aug. 19	
Halifax		Tues. Aug. 23
Exercise Area	Wed. Aug. 24	Mon. Aug. 29
(with HMCS "Magnificent")		
Digby	Tues. Aug. 30	Thurs. Sept. 1
Halifax	Fri. Sept. 2	
Halifax		Tues. Sept. 6
Exercise Area	Wed. Sept. 7	Thurs. Sept. 8
(R/V with HMCS "Magnificent")		
Boston	Fri. Sept. 9	Tues. Sept. 13
Halifax	Fri. Sept. 16	
Halifax		Mon. Sept. 19
St. John's Nfld.	Wed. Sept. 21	Mon. Sept. 26
Sydney	Tues. Sept. 27	Thurs. Sept. 29
Halifax	Fri. Sept. 30	
Halifax		Tues. Oct. 4
Grand Manan	Wed. Oct. 5	Fri. Oct. 7
St. Andrews, N.B.	Fri. Oct. 7	Mon. Oct. 10
Grand Manan	Mon. Oct. 10	Thurs. Oct. 13
Halifax	Fri. Oct. 14	

WEST COAST

HMCS "ONTARIO"

Place	Arrive	Depart
Esquimalt		Wed. May 25
Seattle	Sat. May 28	Fri. June 3
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
Portland	Sat. June 11	Thurs. June 16
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 21
Powell River	Sat. June 25	Mon. June 27
Esquimalt	Fri. July 1	
Esquimalt		Tues. July 5
(Exercise in Esquimalt Area)		

Place	Arrive	Depart
Esquimalt	Sat. July 9	
Esquimalt		Thurs. July 14
Kodiak	Tues. July 19	Sun. July 24
Juneau	Wed. July 27	Mon. Aug. 1
Prince Rupert	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Wed. Aug. 10	
Esquimalt		Tues. Aug. 16
Monterey, Calif.	Sat. Aug. 20	Tues. Aug. 23
Esquimalt	Fri. Aug. 26	
Esquimalt		Tues. Sept. 13
Vancouver	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	
(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel).		
Esquimalt		Tues. Nov. 1
(Exercise in Esquimalt Area)		
Esquimalt	Mon. Nov. 14	

HMCS "ATHABASKAN"

Place	Arrive	Depart
Esquimalt		Mon. May 2
(Exercise in Esquimalt Area)		
Esquimalt	Fri. May 6	
Esquimalt		Wed. May 25
Bellingham, Wash.	Sat. May 28	Tues. May 31
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
San Francisco	Sat. June 11	Wed. June 15
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 21
Nanaimo	Sat. June 25	Mon. June 27
Esquimalt	Fri. July 1	

HMCS "CAYUGA"

Esquimalt		Tues. Aug. 2
Port Simpson	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Fri. Aug. 12	
Esquimalt		Tues. Aug. 30
Santa Barbara	Fri. Sept. 2	Tues. Sept. 6
Esquimalt	Fri. Sept. 9	
Esquimalt		Tues. Sept. 13
Vancouver	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	
(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel)		
Esquimalt		Tues. Nov. 1
(Exercise in Esquimalt Area)		
Esquimalt	Mon. Nov. 14	

HMCS "CRESCENT"

(Tentative Schedule)

Place	Arrive	Depart
Esquimalt		Wed. May 25
Bellingham	Sat. May 28	Tues. May 31
Esquimalt	Fri. June 3	
Esquimalt		Tues. June 7
San Francisco	Sat. June 11	Wed. June 15
Esquimalt	Fri. June 17	
Esquimalt		Tues. June 25
Esquimalt	Fri. July 1	
Esquimalt		Tues. July 5
Skagway	Fri. July 8	Mon. July 11
Esquimalt	Fri. July 15	
Esquimalt		Tues. July 19
Queen Charlotte Is.	Thurs. July 21	Sat. July 23
Esquimalt	Fri. July 29	
Esquimalt		Tues. Aug. 2
Port Simpson	Fri. Aug. 5	Mon. Aug. 8
Esquimalt	Fri. Aug. 12	
Esquimalt		Tues. Aug. 30
Santa Barbara	Fri. Sept. 2	Tues. Sept. 6
Esquimalt	Fri. Sept. 9	
Esquimalt		Tues. Sept. 13
New Westminster	Fri. Sept. 30	Thurs. Oct. 6
Esquimalt	Fri. Oct. 21	
(To return to Esquimalt Sept. 26 and Oct. 10 to embark reserve personnel)		
Esquimalt		Tues. Nov. 1
(Exercise in Esquimalt Area)		
Esquimalt	Mon. Nov. 14	

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