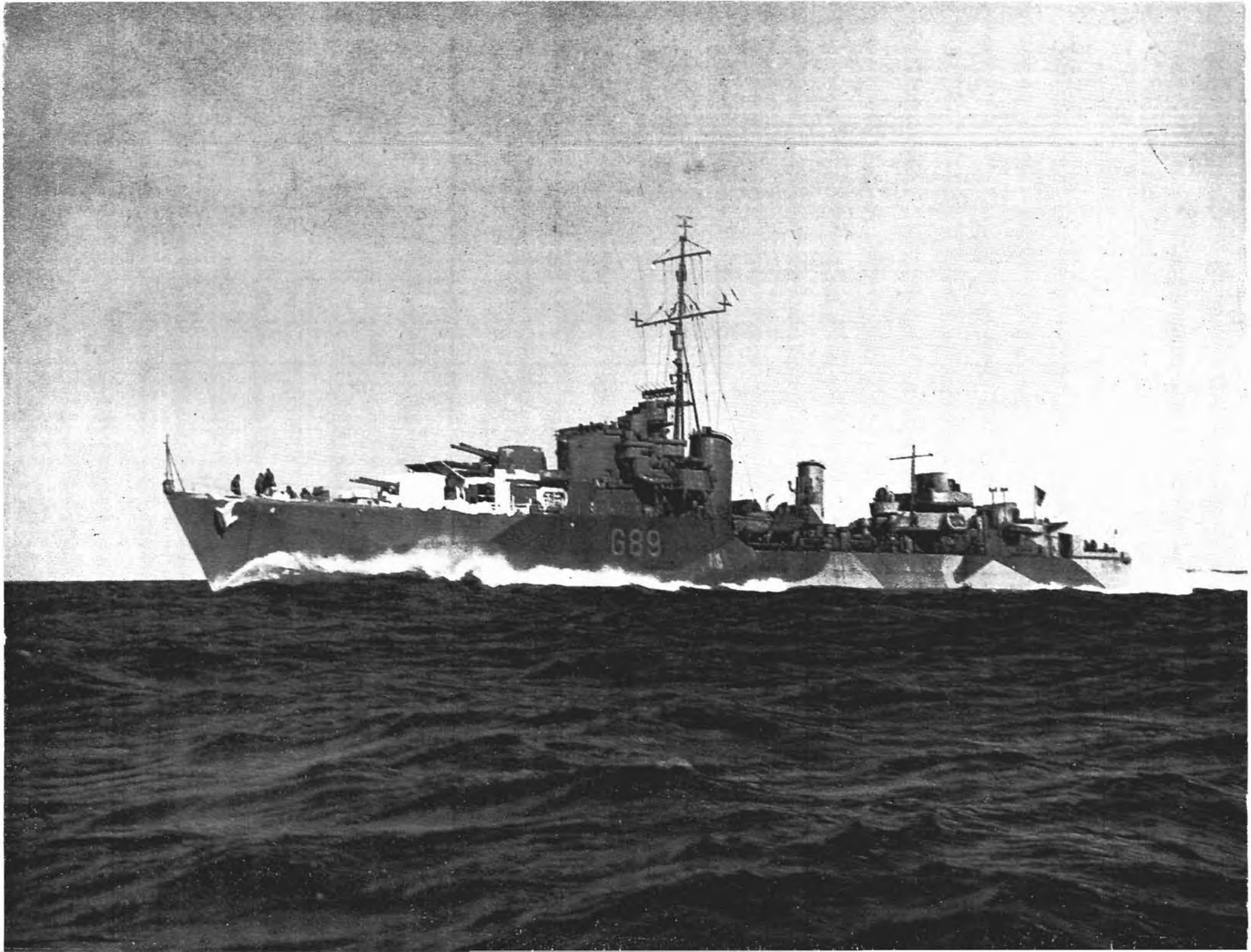
The CROWSNEST

Vol. 1 No. 10 THE ROYAL CANADIAN NAVY'S MAGAZINE August, 1949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Vol. 1 No. 10 **THE ROYAL CANADIAN NAVY'S MAGAZINE** **August, 1949**

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Cover Photo — Looks cool, doesn't he?

No, it's not the mad trapper. A/Lieut.-Cdr. (P) H. P. Leidl, officer-in-charge of the Naval Detachment at the Winter Experimental Station, RCAF, looked like this when he emerged from a snow block and parachute shelter in which he had spent a night during a three-day survival exercise, testing an Admiralty immersion suit and survival kit, at Churchill last winter. It was 36 below, with a 30 mph wind, at the time. (For more about W. E. E., see page 4).

LADY OF THE MONTH

HMCS "IROQUOIS". The first Tribal class destroyer to be commissioned by the RCN in the Second World War returned to active sea duty this month as a training ship for RCN (R) cadets.

★ ★ ★

From HMCS "Cedarwood" there came this month the following happy item:

"It all began in the April issue of The 'Crowsnest.'

"On page 15 was L.W.T.'s article, 'Small Ship—Big Job,' telling of the fun, and hard times of HMCS 'Cedarwood.' One little paragraph may hardly have been noticed by many of the readers, but not so the eagle eyes on board the 'Big O.' The paragraph read: 'The crew's favorite recreations ashore are hunting and fishing. On board, aside from a few hobbies, they hold bridge and crib tournaments, and future plans are to get a record player—when the canteen can afford it.'

"With all her cruiser zip, 'Ontario' went into action. A motion was put before the Ship's Fund Committee. It was seconded and passed unanimously. Push, pull . . . clik, click . . . and HMCS 'Ontario' had purchased a multiple record player for presentation to HMCS 'Cedarwood'. The machine now reposes in glittering splendour on board the oceanographic survey ship.

"In the months to come, when 'Cedarwood' plies her way along the B.C. coastline or parks for the night in some quiet anchorage, the record player will be the main source of entertainment for the crew. No matter whether it's be-bop or Bach, one and all the 'Cedarwood's' will say: 'Thank you, "Ontario" '."

The Editors

SUBSCRIPTION RATE

It is now possible to subscribe for personal copies of The "Crowsnest" at the rate of $1 a year for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE KING'S PRINTER,
75 ST. PATRICK STREET,
OTTAWA, ONT.

North and South East and West

Ships of the Royal Canadian Navy mixed instructional and ambassadorial duties during the past month.

In the latter part of June, the East and West Coast fleets were engaged in cruises that put the emphasis on sea training for officers and men of the RCN (Reserve). The first of July weekend, however, brought a departure from the training routine as ships put into ports in Canada and the United States for the Dominion Day and/or Fourth of July holidays.

In the Atlantic Command, HMCS "Haida" anchored off St. Andrew's, N.B., and dispatched a party to represent the RCN in the International Jubilee Celebration held by the neighboring cities of St. Stephen, N.B., and Calais, Maine. HMCS "Swansea" was further south, enjoying the hospitality of Bar Harbour, Maine, while "Nootka" was at St. John's taking part in solemn ceremonies marking Newfoundland's observance of Memorial Day. It was the first official visit of an RCN ship since Newfoundland became part of Canada.

The ships stayed closer to home in the Pacific Command. HMCS "Ontario," "Athabaskan" and "Crescent" spent the weekend in their home port of Esquimalt, while "Antigonish" and "Beacon Hill" were at Ladysmith for two days and then set sail for Seattle.

On the Great Lakes another RCN ship was a guest of our neighbors to the south. HMCS "Portage" spent two days at Cleveland, where her officers and men were warmly entertained and were guests at a major league baseball game between the Cleveland Indians and St. Louis Browns.

The weekend over, the fleet turned once again to active sea duties.

"Nootka" carried out anti-submarine exercises with HMS "Tudor," while "Haida," "Swansea" and CNAV "Eastore" transported personnel and equipment of the 18th Carrier Air Group to Quonset Point, Rhode Island. On completion of these assignments, "Nootka" and "Haida" joined company in Halifax and set off for Portland, Maine, and a four-day visit. "Swansea" went around to Pictou, N.S., then joined the destroyers in Portland.

The ships of the Pacific fleet were heading north. "Athabaskan" and "Crescent" were the first to leave when they set course for Skagway, Alaska, on July 5. Some ten days later HMCS "Ontario" sailed for Kodiak and Juneau on a cruise which would take her away from Esquimalt for three weeks. The two frigates "Antigonish" and "Beacon Hill" were engaged in sea-training exercises in the Esquimalt area.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Lieut.- Gen. Charles Foulkes, Chief of the General Staff, on the bridge of HMCS "Haida." Along with other members of the Defence Research Board, the two Service chiefs went on board the destroyer for a short sea cruise during the board's quarterly meeting in Halifax.

"Portage" completed her training programme for reservists of HMCS "Prevost," London, called briefly at Toronto, and proceeded on to Hamilton, where she was due to embark officers and men of HMCS "Star."

RCN, RCAF Combine In Rescue Operations

The Atlantic Command of the RCN and No. 10 Group RCAF twice teamed up last month to carry out rescue operations which resulted in the probable saving of the lives of two civilian divers and a United States sailor.

The divers, G. E. Moore, of Yarmouth, N.S., and Rollin Fontaine, of Dedham, Mass., were seized with the "bends" while working at a depth of 135 feet on a salvage job. The RCAF started the rescue action by picking up the two men in a Canso aircraft and flying them from Port Latour, on the southern tip of Nova Scotia, to Dartmouth. The divers were taken to the Navy's diving school, in HMC Dockyard, and placed in a recompression chamber, where the pressure was gradually increased until it equalled that exerted at the depth in which they were working at the time of the seizure. Then the pressure was slowly relieved and brought down to normal. Following this treatment, which was carried out by Naval personnel, the divers were taken to hospital for further attention. At press time Moore's condition was reported as serious but no longer critical, while Fontaine had recovered satisfactorily.

"The bends" is a condition brought on by an excess of nitrogen in the blood stream causing severe pain and, in extreme cases, death.

Acute appendicitis figured in the other rescue action. Boatswain Wallace

F. Selmon, of the destroyer USS "Woodworth," was stricken while at sea. The commanding officer radioed for assistance and an RCAF crash boat was sent to meet the destroyer near Sambro Lightvessel, taking with her Lieut. J. O. Gagnon, RCN(R), a medical student under training, and Sub-Lt. (NS) Margaret Fitzgerald, RCN (R). On reaching the American destroyer, the two climbed aboard and made a quick diagnosis. Boatswain Selmon was strapped in a stretcher and eased on board the crash boat. Within an hour and a half, the sailor was at RCN Hospital undergoing treatment.

Two RCN Squadrons Flying with USN

The 18th Carrier Air Group (825 and 826 Squadrons) left the RCN Air Station, Dartmouth, on July 7 for the US Naval Air Station at Quonset Point, Rhode Island, for two to three months of combined training and manoeuvres with the USN.

The programme will emphasize training in American carrier landing methods and anti-submarine procedures. Flying will be done from USN carriers and from US Naval Air Stations in the Quonset Point area.

The two squadrons, flying Firefly 1 and Firefly 4 aircraft, have been specializing in anti-submarine operations and for the past three months have been exercising with HMS "Tudor."

"Tally Ho" Replaces "Tudor"

The Royal Navy submarine HMS "Tally Ho" arrived at Halifax on July 11 to relieve HMS "Tudor" as training submarine of ships and aircraft of the RCN's Atlantic Command. The "Tally Ho," on loan from Admiralty, will be based at Halifax for three months before returning to the United Kingdom.

Group Visits Boston

In the latter part of June, three ships of the RCN, accompanied by HMS "Tudor," visited Boston on the anniversary of the Battle of Bunker Hill. HMCS "Nootka," (Cdr. A. G. Storrs) led the flotilla, which also included HMC Ships "Haida" and "Swansea," into the harbour.

During their four-day stay, the officers and men of the training group were royally treated by the Bostonians. Receptions and dances were held and the Canadian tars were guests at Fenway Park for the Boston Red Sox - Chicago White Sox baseball game, it being proclaimed Canadian Navy Day at the ball park. On the day before their departure the Canadians were entertained at a civic luncheon and activities wound up with a dance in the evening.

Close to 1,000 naval personnel from HMCS "Stadacona," "Shearwater" and "Cornwallis" marched in the Halifax Natal Day parade June 21.

In the top photo a detachment from 825 Squadron, led by Lieut. (S) A. S. Bronskill, passes the reviewing stand, at which Lieut.-Gov. J. A. D. McCurdy is taking the salute.

In the centre is the naval float, depicting a 'tween-deck scene in one of the ships that brought the first settlers to Halifax.

In the bottom photo one of the float's guns has just been fired. Coming up astern is a naval field gun crew, wearing uniforms of the period 1880.

Cold starting tests being carried out on the Firefly 4 at Watson Lake. When the mercury is out of sight, this is not the pleasantest of work.

The Navy In The Yukon

by **H.P.L.**

RCN Airmen Test Planes, Equipment
In 50-Below-Zero Weather

Engaged in unusual assignments that take them far from the Navy's main centres of activity are a surprisingly large number of officers and men of the RCN. You will find them in the Far North, in the United Kingdom and the USA, in industrial plants, universities, research laboratories and places with even less apparent connection with the seagoing Service.

One such group is the Naval Detachment at the Winter Experimental Establishment, RCAF, which operates at Edmonton and points north. Why the Navy is there and what is doing are told below:

WINTER Experimental Establishment is an RCAF unit whose object in life is to test aircraft under extremely cold field conditions in order to discover the low temperature limitations of each aircraft and to suggest manufacture and test modifications which will lower temperature limitations or enable the aircraft to operate more efficiently in cold weather. The policy of W.E.E. is to operate aircraft efficiently in the open during the coldest weather with a minimum of ground equipment.

The RCAF Winter Experimental Establishment is a unique organization, even for the Air Force. The British Ministry of Supply, the Royal Air Force, Admiralty and the Royal Canadian Navy actively participate in its operations and close contact is maintained with civilian firms, the United States Armed Forces and the National Research Council, making it a cosmopolitan and intricate unit.

W.E.E.'s main base is at the RCAF Station, Edmonton. Advance bases are operated at Watson Lake in the Yukon (on the Northwest Staging Route) and at Churchill, Manitoba. Watson Lake is not far from Snag, which has the distinction of being the coldest place on the North American continent, a temperature of 81° below zero having been recorded there in 1946. Churchill, situated on the edge of the barrens, is noted for its "chill factor", cold combined with high winds and driving snow.

The fighters, Sea Fury, Sea Hornet, Firefly 4, Spitfire, Vampires, Meteor and Mustang, are flown to Watson Lake in late October and usually remain for winter trials until the end of the season, about the middle of March, when they are returned to Edmonton.

The "heavies", Lancasters, Lincoln, North Star, Hastings, Valetta and Dakota, are given similar tests at Churchill.

For about two weeks during the Christmas season, all personnel and some aircraft that require modifications are returned to Edmonton. During this time an "interim report" is compiled showing the test results to date and recommending necessary modifications.

At the end of the season, a final report is compiled which gives details of the results of winter tests on each aircraft. The 1948-49 report consisted of 16 volumes on such subjects as Radio, Armament, Maintenance, Ground Equipment, Safety Equipment and Emergency Clothing, as well as one volume on each aircraft. This report is thoroughly checked in Ottawa and published and circulated practically all over the world for the benefit of various Allied services and civilian firms on a need-to-know basis.

The Naval Detachment, consisting at present of two RCN pilots, one CPO and four ratings, takes its place in the above mentioned scheme of things and actively participates in all the various activities of W.E.E. The pilots, although allocated to naval aircraft as pilots and project engineers, are not restricted to these aircraft and are given the opportunity of being checked out on the heavy bombers, the transports and the jets. The ratings, allocated to naval aircraft as much as possible, are often called upon to service other types. Working conditions are controlled by the RCAF but discipline, pay, leave, etc., are administered by the officer-in-charge of the Naval Detachment.

Naval personnel are usually sent to Watson Lake along with the naval aircraft, although some armament work and testing of emergency clothing, an immersion suit and Admiralty winter survival kit were carried out at Churchill.

At Watson Lake, during the winter test period, a seven-day week is the rule and testing is often carried out at night, when the temperature reaches its lowest. Week-end leave is pointless because the nearest town (Whitehorse) is a couple of hundred miles away. As a heated hangar is not available, all maintenance work, including minor inspection, is carried out in the cold. There are only five to six hours of daylight and on a typical day crewmen will swarm over the aircraft before dawn, like a crowd of gnomes in their hooded parkas, taking torque measurements, sweeping off snow, inspecting everything and preparing the aircraft for a "cold start." Competition is keen between the various aircraft to make the first successful "cold start" on the coldest morning. Needless to say, when it is more than 50° below zero their efforts are not always successful, but often they are, and when the aircraft is flown, a great many instrument readings are taken and everything is carefully recorded. But it is cruel, cold work, with little diversion, and members of the Detachment will hotly dispute the statement that HMCS "St. Stephen" has the "coldest and loneliest job in the Royal Canadian Navy."

It has its bright spots, however, like the thrill of watching an aircraft take off on a crackling cold morning, the engines snarling in the clear crisp air, when even the exhaust seems to freeze and leaves behind it long, white trails of vapour.

Watson Lake is teeming with fish and just before freeze-up they literally can be shovelled ashore. There is an ice rink but the snowfall is so heavy that it is difficult to keep the rink clear of snow. The few hours of daylight and the seven-day week preclude skiing on the surrounding mountains to any great extent. Movies are shown occasionally but to a large extent W.E.E. provides its own entertainment. Variety shows are staged, contests are held and various games are organized.

Lieut.-Cdr. Leidl builds a snow shelter for testing Admiralty survival gear and clothing at Churchill. It is from this shelter that he is shown emerging in the cover photo.

All personnel and aircraft are returned to Edmonton about the middle of March and the winter test season is ended. April is a hectic month during which the final report is compiled and, when completed, is flown to Ottawa for publication. During the summer months a Summer Programme is carried out, which consists of making comparative temperature tests, training programmes and getting all aircraft ready for the next winter season.

The Naval Detachment at W.E.E. has probably one of the most interesting and unique jobs in the RCN. Working side by side with many different Services in the extremes of a Yukon winter, far from the usual routine of the Navy, is an experience which all members of the Naval Detachment will never forget, and future messdecks will probably be regaled by strange yarns which begin with, "Now, when I was in the Yukon . . .".

The Naval Detachment at the Winter Experimental Establishment, Edmonton. Seated, left to right, are CPO Art Mansfield, Edmonton; A/Lieut.-Cdr. (P) H. P. Leidl, Prince George, B.C., officer-in-charge, and Lieut. (P) Ron Heath, New Westminster. Standing, PO Bob Downing and AB Bill Perry, both of Vancouver; AB Walter Sultan, Calgary, and PO "Bud" Budesheim, Ribstone, Alberta.

The Bulletin Board

New Uniforms

Problems which arose in the designing of the new seaman's uniform, and which have delayed production of the new rig, now have been overcome and work is about to start on the procurement of a number of prototype garments for trials under actual working conditions in the Fleet.

These sample garments will be issued when produced and trials will then be held to determine their suitability under all conditions. It is not expected, however, that the sample uniforms will be available before November 1. When the final design has been established, orders will be placed for the required quantities of both blue and white uniforms.

Production of the new type cloth from which the uniforms will be tailored is in hand and it is anticipated that by the time the "user" trials are completed satisfactorily, sufficient of the new material will be available for a start on production.

Advancement to PO 2/c Service Time

Prior to the introduction of the new substantive structure on July 1, 1948, the minimum service requirement for advancement from the rating of Able Seaman to that of Leading Seaman was from 18 months to two years, depending on the branch in which serving, whereas under the new substantive structure, for advancement from the rating of Able Seaman to that of Petty Officer 2/c (the equivalent of the old Leading Seaman rating) the requirement is three years and six months.

In order that the advancement to Petty Officer 2/c of those men who joined the Service prior to July 1, 1948, may not be unduly delayed, the service (time) requirement has been reduced. To be eligible for advancement to Petty Officer 2/c, if qualified under the advancement regulations in all other respects, during the period:

May 1, 1949, to December 31, 1949
A minimum of eighteen months service as an AB is required.

January 1, 1950, to June 30, 1950
A minimum of one year and ten months service as an AB and Ldg. Sea. is required.

July 1, 1950 to December 31, 1950
A minimum of two years and two months service as an AB and Ldg. Sea. is required.

January 1, 1951, to June 30, 1951
A minimum of two years and six months service as an AB and Ldg. Sea. is required.

July 1, 1951 to December 31, 1951
A minimum of two years and ten months service as an AB and Ldg. Sea. is required.

January 1, 1952, to June 30, 1952
A minimum of three years and two months service as an AB and Ldg. Sea. is required.

July 1, 1952, onwards
A minimum of two years as Ldg. Sea is required.

Sketches of three of the newly-designed uniforms for officers and men of the RCN are shown above. On the left is the khaki uniform for officers, which will be tailored of new cloth and will be worn with black tie, socks and shoes. Rank will be denoted by shoulder straps and by small rank badges attached to the shirt collar. The khaki uniform for chief petty officers and petty officers, first class, is shown in the centre. Tailored in the same style as the officers' khaki, the uniform will be worn with black tie, socks and shoes and red rating badges. New seamen's working dress for tropical use is shown on the right. This rig will be worn with sandals and without stockings.

Personnel Administration

A policy to transfer a good proportion of the detailed personnel administration of men from Naval Headquarters to the Atlantic and Pacific Commands has been approved. The new policy will become effective on August 1, 1949, and necessary amendments to KRCN are being promulgated.

In effect, the Flag Officers on both coasts will be empowered to make decisions on personnel matters in a great many more cases than heretofore. Final decisions on many matters involving individual men can be given more quickly. Also, as a result of this change in policy, Naval Headquarters will be freed from a considerable volume of routine work.

The RCN Sub-Depots at Halifax and Esquimalt will become RCN Depots and the Officer-in-Charge, who

will also be Commodore of the RCN Barracks, will be on the staff of the Flag Officer concerned and the person through whom the administration of personnel will be carried out.

Recognition Training, Ships and Aircraft

In order that officers and men may attain a high degree of proficiency in aircraft and ship recognition a revision has been made in the arrangements for instruction.

Instruction in both aircraft and ship recognition is now given at schools maintained in HMC Gunnery School, Halifax, and HMCS "Magnificent", at sections maintained in RCN Air Station, Dartmouth, and the Gunnery Training Centre, Esquimalt.

Instruction in aircraft recognition will be given to: Gunnery Officers (during their long courses), Communication Officers (during their long courses), Navigation Direction Officers (during their qualifying courses), Aircrew Officers, Boatswains PR, all LR and AA rates, WCO's qualifying, Communication rates Petty Officer and above, Aircrews, and New Entries.

Instruction in ship recognition will be given to: Gunnery Officers (during their long courses), TAS Officers (during their long courses), Communication Officers (during their long courses), Navigation Direction Officers, Gunners TAS, TAS Instructors, TD 1's and TD 2's, all LR's and AA 1's, WCO's qualifying, Communication rates Petty Officers and above, Aircrews, and New Entries.

Electrical Officer's Writer

There is now a requirement in the Service for a number of Electrical Officer's Writers. Candidates will be selected from Ordinary Seamen of the Electrician's Mate branch who are undergoing a course to qualify professionally for the Able rating. Those candidates showing an aptitude for general office work and the use of drawing instruments will be given preference.

Men selected to qualify as Electrical Officer's Writer will be given a course of instruction at HMC Electrical School including typing, clerical practice, ship and command organization, maintenance of service and departmental documents, publications and orders, and other duties.

Now near completion are the married quarters at the RCN's radio receiving station at Aldergrove, B.C. This is one of several married quarters projects under way at naval stations on the two coasts.

Those who qualify in this specialist rating will acquire considerable knowledge and experience relative to the administration and operational functions of the Electrical Department. This knowledge and experience will prove of no little value throughout the individual's entire career.

In order that the duties performed by an Electrical Officer's Writer may not interfere with his general advancement, his service in the specialist rating will be limited to six months at any one time.

Special Naval Duty For Electrical Officers

Vacancies exist in the RCN for a number of electrical officers to serve on special naval duty for periods up to two years.

Applications will be considered from officers at present serving on the active or retired lists of the RCN (Reserve) or from former naval officers who are in possession of a degree or equivalent professional qualifications in either electrical or radio engineering.

Officers selected will serve in their present rank, or, in the case of ex-naval officers, in the rank held on demobilization. Appointments will depend on qualifications and experience and will be mainly for electrical, radio or asdic engineering duties ashore in Ottawa, Halifax or Esquimalt.

Those wishing to make application should contact the recruiting officer at the nearest Naval Division or at Naval Headquarters, Ottawa.

Visits To Foreign Countries

Personnel travelling to foreign countries on duty or on leave, for a period in excess of seven days, are required to report, either in person or by letter, to the Canadian Embassy, Legation or Mission giving their name, rank or rating and address, and the approximate duration of their stay in that country.

Travel in Open Trucks

Serious accidents have occurred as a result of personnel standing in stake body trucks while the vehicles are in motion.

Officers in charge of such movements can ensure that seating facilities are provided and properly secured but every individual must assist by remaining seated and not leaning over the sides of moving vehicles if injuries are to be prevented.

The Man of the Month

A cook's life is a hard life, but it can be a merry one. Chief Petty Officer Paul J. B. Gariepy sets a high example of this as chief cookery instructor at the Supply School in HMCS "Naden."

Dark haired, stocky, smiling "Chief" Gariepy first saw the light of day in Montreal on August 9, 1916. Living at Beloeil Station, 21 miles outside the city, he became interested in the culinary arts while attending grade school there. It wasn't long before the "call of the range" had Paul helping out in restaurants while still in his 'teens, and he was well on his way to attaining experience in his chosen trade.

His first job as a professional cook came when he served aboard the Canadian Government icebreakers, "Lady Gray" and "Lanoraie." There he tested cooking combined with sea time, and liked the mixture. His eyes drifted in the direction of the Royal Canadian Navy.

On July 5, 1936, Paul Gariepy arrived at HMCS "Stadacona," a brand new Assistant Cook in the RCN.

Following his initial training at "Stadacona," Gariepy joined HMCS "Saguenay" in May 1938 as a Cook(S). A few months later he was drafted to the coal-burning minesweeper, HMCS "Fundy," where he plied his skillet on the heaving decks of the small ship.

The outbreak of the Second World War found Paul back in the "Saguenay" again, this time to the full accompaniment of a wartime menu. Early in 1940 he was advanced to Leading Cook(S) and in July of that year went ashore to HMCS "York" in Toronto, soon afterwards stepping up the ladder to Petty Officer Cook.

Another slice of wartime action was in store for Gariepy when he was drafted to HMCS "Assiniboine" in November 1942. He served in the famed destroyer until July 1943 and recalls many exciting incidents in the North Atlantic. The high spot occurred in January 1943, when the "Assiniboine" engaged in a running, close-range gun duel with a surfaced U-boat and eventually rammed and sank it.

Gariepy was promoted to CPO Cook(S) following his time in the "Assiniboine" and it was back to "Stadacona" and the larger galleys of the Halifax base.

At the war's end "Chief" Gariepy joined HMCS "Uganda" and was in the cruiser when she "sailed" (awnings were rigged to make it all authentic) around Cape Horn on her South American cruise. He left the "Uganda" in March 1947 for a period of duty at HMCS "Givenchy" and, when the Esquimalt Dockyard manning base paid off, joined the cooking staff at HMCS "Naden." In January 1949 he went over to the Supply School, where his experience and ability were quickly put to good use.

CHIEF PETTY OFFICER PAUL GARIEPY

Now the school's chief instructor in cookery, CPO Gariepy has a well rounded variety of interests to balance his profession. A keen hockey player (he has played for the Navy team at "Stadacona"), a track and field man (the 100 and 220 were his meat), Paul claims he loves gardening and keeps his hand in at another hobby, woodworking.

He was married in August 1942 in Toronto to a girl from Russell, Manitoba. CPO and Mrs. Gariepy and their five year old daughter, Reta, now reside at 953 Wollaston Ave., in Victoria.

Recalling the old naval days, Paul says the standard of cooking today is much higher. This, he says, is due to the greater amount of instruction given, and to the fact that far more interest is shown by the new recruit. With a twinkle in his eye, he states that all cooks under instruction eat their own mixings, and the average new entry gains around 10 pounds during his 12-week course in the Cookery School.

Paul had one final quote to make: "If anyone thinks a cookery instructor has a soft touch, bring him into the school . . . He'll soon eat his words."

One thing is certain . . . no matter how hot the stove, Paul Gariepy will still be smiling.

NAVAL OFFICERS' REUNION

First Get-Together Proves
To Be Outstanding Success

"Let it be resolved that old naval acquaintance ne'er be forgotten and that we all gather together at more frequent intervals to drink a toast to those good old days."

This was not one of the resolutions passed by the Dominion Council of the Naval Officers Association of Canada during the Naval Officers' Reunion held in Halifax June 28 to July 2, but it does sum up the feelings of some 800 Canadian Naval and ex-Naval officers who registered for the gathering and enjoyed every moment of the five-day affair.

For many of the officers who attended the reunion, it was their first return to Halifax since the end of the war. They found many changes. The harbour seemed peaceful without the convoys forming up in Bedford Basin and every anchorage occupied; the dockyard serene without destroyers, corvettes and frigates berthed four or more deep at each jetty. Halifax herself had changed. She had taken on a touch of the new look with her quiet, swiftly rolling trolley-coaches and her smooth-surfaced streets.

The war-weary Halifax that so many remembered had dressed up for her 200th birthday and for the reunion of those who had used her threshold to the sea as a base of operations against the enemy.

The reunion programme was so arranged that it had both its serious and lighter moments. A trip to sea for delegates and their wives in the destroyer "Nootka" and the frigate "Swansea," took place, appropriately, on the first day. Anti-submarine Firefly aircraft of the 18th Carrier Air Group staged mock attacks on them early in the day and later the ships carried out anti-submarine exercises with HMS "Tudor," an RN "tube" on loan to the RCN.

On the first day of the reunion, delegates and their families went to sea in HMC Ships "Nootka" and "Swansea." Here a group is shown on the bridge of the "Nootka" during A/S exercises with HMS "Tudor." At the left of the compass is Lieut. D. L. MacKnight, RCN, executive officer of the destroyer.

On the bridge of HMCS "Nootka," getting back their sea legs, are ex-Lieut.-Cdr. Allan Boucher, of Halifax (right), and ex-Lieut. Ron Clayton, of Windsor, Ontario. Officer of the watch is Lieut. T. J. Bailey, RCN, of Winnipeg.

During the association's Dominion Council sessions, on the second and third days, considerable business was transacted.

This included election of officers for 1949–50. By unanimous vote, Captain Barry German, RCN (Ret'd), was re-elected president of the Dominion Council and the following vice-presidents were elected to office: Willard MacKenzie, Halifax; Richard Underhill, Vancouver; Ted Aggett, Toronto; C. J. Noel, Quebec City, and C. R. Frayer, Winnipeg. Captain Barnie Johnson, RCN(R) (Ret'd), of Victoria, was elected Honorary President.

It was resolved that a committee of the Association be formed to be known as the Naval Defence Conference for the purpose of co-ordinating information and aiding in the development of an informed public opinion on current Naval Defence matters. It will represent NOAC in conferences with sister services' associations for united action.

The establishment of the Defence Conference was considered to be the

council's most important stroke of business. It was decided that the conference consist of 12 members appointed by the Executive of the Dominion Council from a list composed of nominees from member associations.

In making appointments to the conference, the Executive will consider as wide a geographical representation as possible. Other aspects of the resolution include:

(1) That one third of the Conference resign each year but be eligible for re-appointment.

(2) That nominations by member associations be made after giving due consideration to the technical qualifications and abilities of the nominees.

(3) That the president of the Dominion Council be ex-officio chairman of the Conference.

(4) That the Conference have power to add to its members.

(5) That the Conference may hold such meetings at such times and places as it may deem desirable, and may fix such quorum as desirable, and have power to make such rules and regulations for the conduct of its meetings and the performance of its functions as may seem fit.

(6) That a quorum for the first meeting of the Conference shall be seven.

The council also unanimously endorsed a resolution concerning the establishment of a Canadian Coast Guard Service.

Lighter moments of the reunion included sight seeing trips around Halifax and to Kentville, a boat trip to Bedford Basin and the North West Arm, sailing and golf at local clubs, an RCN dance in the naval gymnasium at HMCS "Stadacona" sponsored by Rear-Admiral E. R. Mainguy and officers of the Atlantic Command, and a beach party at Seabright (St. Margaret's Bay) as arranged by the Halifax branch of the NOAC.

A particularly interesting and instructive visit was paid to HMCS "Shearwater," Dartmouth. Delegates showed a keen interest in the RCN Air Station and gained a new appreciation of the role of naval aviation, especially in anti-submarine warfare.

Rounding off the four-day programme was a closing stag dinner at the Nova Scotian Hotel. Guest speaker was Admiral Sir Frederick H. G. Dalrymple-Hamilton, KCB, head of the British Joint Services Mission (Navy Staff) at Washington. In his inspirational half hour address, Admiral Dalrymple-Hamilton emphasized the importance of the role played by the navy down through the years. He noted, particularly, the submarine menace and paid tribute to the Royal Canadian Navy's part in the Battle of the Atlantic.

Other distinguished head table guests at the closing dinner included Vice-Admiral H. T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast; Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia; Angus L. Macdonald, Premier of Nova Scotia; Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada; Captain B. S. Custer, Naval Attache to

(*Continued on page 32*)

The closing dinner of the first Canadian Naval Officers' Reunion, held in Halifax June 28 to July 2, ended with the singing of "Auld Lang Syne." Head table guests can be seen at the left and in the foreground are some of the delegates to the reunion.

Officers and Men

HALF-YEARLY PROMOTIONS LIST

Promotion of nine officers of the Royal Canadian Navy, confirmation in rank of three others and the promotion of four officers of the RCN (Reserve) were announced in the July half-yearly promotion list.

Following is the list of promotions:

ROYAL CANADIAN NAVY

To Be Captain (1)

Commander Edward W. Finch-Noyes, Chief of Staff to the Flag Officer Atlantic Coast.

To Be Commander (4)

Lieut.-Cdr. George M. Wadds, Deputy Director of Weapons and Tactics, Naval Headquarters; Lieut.-Cdr. David W. Groos, DSC, Commanding Officer, HMCS "Crescent;" Lieut.-Cdr. William M. Landymore, HMCS "Niobe;" Lieut.-Cdr. Robert P. Welland, DSC, Staff Officer (Torpedo Anti-Submarine) to Director of Weapons and Tactics, Naval Headquarters.

To Be Commander (E) (2)

Lieut.-Cdr. (E) John Osborn, HMCS "Stadacona;" Lieut.-Cdr. (E) John S. Somers, Engineer Officer, HMCS "Crescent."

To Be Commander (L) (1)

Lieut.-Cdr. (L) John C. Gray, Staff Officer Electrical Personnel, Naval Headquarters.

To Be Ordnance Commander (1)

Ordnance Lieut-.Cdr. Henry M. Walker, Officer-in-charge, Ordnance Training Centre, Halifax.

To Be Commander (S) (3)

Acting Commander (S) Denzil T. R. Dawson, Supply Officer, HMCS "Magnificent;" Acting Commander (S) Donald McClure, Deputy Director-General Supply and Fleet Accounting, Naval Headquarters; Acting Commander (S) William J. Marshall, OBE, Supply Officer, HMCS "Stadacona."

ROYAL CANADIAN NAVY (RESERVE)

To Be Commander (S) (1)

Lieut.-Cdr. (S) Charles W. Donaldson, HMCS "Hunter."

To Be Commander (E) (1)

Lieut.-Cdr. (E) Robert F. Swain, HMCS "Scotian."

To Be Commander (SB) (2)

Lieut.-Cdr. (SB) James B. Mawdsley, Commanding Officer, University Naval Training Division, HMCS "Unicorn;" Lieut.-Cdr. (SB) Ernest F. B. Watt, MBE, Naval Headquarters.

Commander (E) J. S. Somers, right, turned over his duties as engineer officer of the destroyer, HMCS "Crescent," to Lieutenant (E) G. C. Stewart on July 20. He is shown explaining his organization to his successor. Commander Somers, who was promoted to that rank in the July half-yearly promotion list, has taken up a new appointment at Headquarters.

CAPTAIN FINCH-NOYES TO COMMAND "SHEARWATER"

Captain E. W. Finch-Noyes has been appointed in command of the RCN Air Station, HMCS "Shearwater," to date August 1. He will be succeeded as Chief of Staff to the Flag Officer Atlantic Coast by Commander F. W. T. Lucas.

Captain Finch-Noyes joined the RCN as a cadet in 1926. In the ensuing 13 years he trained and served in ships and establishments of the RN and RCN, the outbreak of war finding him in HMCS "Stadacona." His wartime appointments included those of executive officer of HMCS "Prince Henry," commanding officer of HMC Ships "Prince Robert" and "Saskatchewan" and senior officer of a mid-ocean escort group.

He later commanded HMCS "Iroquois" and was XO of HMCS "Uganda" and HMCS "Stadacona." He was appointed Chief of Staff to FOAC after attending a staff course in the United Kingdom.

Commander Lucas went on active service with the RCNVR in November 1939. A signals specialist, he served on the staffs of the Flag Officer Newfoundland Force and the Commanding Officer Pacific Coast. He went to sea in HMCS "Haida," as executive officer of HMCS "Matane" and as commanding officer of HMCS "Kokanee." Following the war he was communications officer and later first lieutenant of HMCS "Uganda," and, on completion of a staff course, served on the staff of the Senior Canadian Officer Afloat in HMC Ships "Warrior" and "Magnificent." His most recent appointment was with the Cabinet Secretariat, in Ottawa.

The last of the many! New entries at HMCS "Naden" break ranks on the parade ground on the completion of closing exercises for new entries at the Pacific Coast base. At the right are some of the officers and men who made the divisional system click. Left to right they are: Mr. F. C. Short, Gunner, ("Haida" Divisional officer), CPO S. Briggs ("Iroquois" Divisional CPO), Commander J. C. Pratt (Training Commander) Lieut. W. E. Clayards (Assistant to the Training Commander) and Lieut. Geoffrey Brockhurst ("Algonquin" Divisional Officer).

MEDICAL ASSISTANTS COMPLETE COURSES

Instructional courses for medical assistants are progressing rapidly in the RCN Hospital, Esquimalt. Recently, a refresher course for petty officer second class was completed, Able Seamen Harry J. Clark of Calgary, and AB John H. Arrowsmith of Sylvan Lake, Alberta, being successful candidates.

On May 27 another class of ordinary seamen completed their 46-week technical course, the following qualifying as able seamen: Philip Rhodes, Donald Crowe, William Fawns, Spurgeon Hazelden and Melvyn Fenrich. AB's Crowe and Hazelden will soon commence new duties at Halifax.

A class of seven ordinary seamen has completed the first half of the technical course and another class of 19 commenced on June 13.

During the past month three men have finished courses and qualified for specialists' rates. They are CPO Howard J. Ward, Radiographer II; PO Ivan Wright, Laboratory Assistant III, and AB Kenneth Jackson, Laboratory Assistant II. Seven others are taking specialist courses in radiography, hygiene, physiotherapy and operating room, and, if successful, all will qualify in their respective specialist rates within 12 months.

FORMER WRITER RECEIVES RCN COMMISSION

Lieut. (S) A. Alan Beveridge, 29, of Shelburne, N.S. and Kingston, Ont., recently entered the RCN as an Officer of the Supply Branch.

Lieut. Beveridge joined the RCNVR in 1941 as a writer and was promoted to commissioned rank in October 1944. He served in HMCS "Stadacona," Halifax, HMCS "Fort Ramsay," the Gaspe naval base, HMCS "Avalon," St. John's, Newfoundland, and at Naval Headquarters. Demobilized in 1946, he served as an officer of the RCN (R) while attending Queen's University, from where he graduated this spring.

CPO A. P. JOHNSON IS PROMOTED

Chief Petty Officer Arthur P. Johnson, 29, has been promoted to the acting rank of Warrant Communications Officer, RCN.

Mr. Johnson entered the RCN as a Boy Seaman in March 1937. He served in the destroyers "St. Laurent" and "Columbia," and in the aircraft carriers "Warrior" and "Magnificent." Ashore, he has seen duty in HMCS "Stadacona," HMC Signal School at St. Hyacinthe, P.Q., at Naval Headquarters in Ottawa, and at Pacific Command Headquarters, Esquimalt.

He is at present serving in the Communications Training Centre, HMCS "Naden."

JOINED AS COOK, NOW WARRANT OFFICER

Chief Petty Officer Raymond B. A. Stenning, 32, of Victoria, has been promoted to the acting rank of Warrant Cookery Officer, RCN.

Mr. Stenning joined the RCNVR as a Cook (S) in June 1940 and transferred to the RCN in April 1941. He served in the armed yacht, HMCS "Sans Peur," the auxiliary cruiser, HMCS "Prince Henry," and in the first HMCS "Athabaskan." When the "Athabaskan" was sunk in April 1944, Mr. Stenning was taken prisoner of war.

Released in 1945, he returned to Canada, and has since served in HMCS "Crescent" and as an instructor in the Supply School, HMCS "Naden," Esquimalt.

FIVE MEN QUALIFY AS ARMOURERS 3/C

After a year-long course at the Ordnance Training Centre, HMCS "Stadacona," Halifax, five men have qualified for the non-substantive rating of Armourer, third class.

Successful graduates are PO's W. T. Greene, Montreal, and A. T. R. Inglis, Windsor, Ont., and Ldg. Sea. W. G. Sanderson, Goderich, Ont., James Morgetroyd, Saint John, N.B., and R. E. White, of Windsor.

THREE NAVAL NURSES ARE PROMOTED

Promotions of three officers of the Naval Nursing Service became effective June 15.

Lieut. (NS) Mary E. Nesbitt, RCN, of St. Stephen, N.B., and Victoria, was promoted to the rank of Lieutenant-Commander (NS). Sub-Lieuts. (NS) Mary L. Corriveau, RCN, of Halifax and Toronto, and Marjorie J. McArthur, RCN, of Halifax and Ottawa, were promoted to the rank of Lieutenant (NS).

Lieut.-Cdr. Nesbitt is Nursing Officer in the RCN Hospital, HMCS "Naden," Esquimalt, and Lieuts. Corriveau and McArthur are in the RCN Hospital, HMCS "Stadacona," Halifax.

FOURTEEN QUALIFY IN TECHNICAL COURSE

Fourteen chief and petty officers recently completed a 45-week course at HMC Electrical School, Halifax, and are now qualified for electrical technician's duties in ships and establishments of the RCN.

Those who completed the course are CPO's Edward Sainsbury, Winnipeg; Gerald Lister, Pelly, Sask.; Donald Currie and Arthur Gardner, Halifax, and Oswald Southron, Donald Newman and Vincent Krulicki, Victoria, and PO's Ernest B. Young, Montreal; B. S. Chambers, Vancouver; Robert Clemens, Victoria; John Rogers, Ashcroft, B.C., and Bernard McInnis and Richard Lea, Halifax.

COMPLETE COLLEGE, BEGIN NAVAL CAREERS

Fourteen graduates from Canadian universities in electrical engineering, engineering physics or mathematics and physics have begun their careers as officers in the Electrical Department of the RCN.

The group includes Lieut. (L) J. M. Davison, of Vancouver, Lieut. (L) W. D. Hutcheson, of Toronto, and Sub-Lieuts. (L) R. G. Lindsey and B. L. Wilkins, Toronto, J. M. Bird, Montreal, J. A. Stachon, Mission, B.C., William Kanwisher, Vancouver, C. R. Nixon, Winnipeg, W. B. Wilson, Stratford, E. M. Byrnes, North Bay, Michael Milovick, Hamilton, R. K. Odell, Ottawa, J. H. Arthur, Sydney, N.S., and C. E. McConechy, Saskatoon.

Five of these officers are graduates of "Royal Roads" and several others are veterans of the Second World War who completed their last year at university at the Navy's expense.

LIEUT.-CDR. (NS) MARY E. NESBITT
Promoted in Rank

SEVEN MEN TAKE FIFTH ARMOURERS' COURSE

The following men completed the fifth Armourers' qualifying course held recently at HMCS "Naden", Esquimalt: PO's Colin E. A. Drew, John W. Page, Ivor Emberton, John M. Pitts, Walter Bell and John R. Heath, and Ldg. Sea. Alfred M. Porter.

TRAIN IN INDUSTRY

Three officers of the Electrical Department of the RCN commenced two months industrial training at the plant of Canadian Westinghouse Limited at Hamilton on June 27. They are Sub-Lieuts. (L) James G. R. Hutcheson, John L. Cohrs and Harold W. Smith.

CAPTAIN DAVY NAMED ENGINEER-IN-CHIEF

Captain (E) A. C. M. Davy will take up the appointment of Engineer-in-Chief and Deputy Chief of Naval Technical Services on August 1.

Captain Davy entered the Service as a cadet in 1917. Graduating in 1920, he served for the next eight years in ships and establishments of the RN. From 1928 to 1938, he held appointments as engineer officer of HMC Ships "Vancouver" and "Skeena", at Naval Headquarters and in RCN Barracks, Halifax. In 1938 he supervised the building of the four minesweepers of the "Fundy" class and the following year went to Naval Headquarters, where he held a series of senior appointments, including that of Director of Shipbuilding. In 1946, he became Superintendent of HMC Dockyard, Esquimalt, a post which he held until November 1948.

Captain Davy will complete a senior officers' staff course at the National Defence College, Kingston, on July 30.

WEDDINGS

Lieut. Denis D. Lee, HMCS "Athabaskan", to Miss Elizabeth Wallace, of Halifax.

PO Serge A. Matte, HMCS "Athabaskan", to Miss Marjorie L. Schmeltz, of Victoria.

PO C. P. MacQueen, HMCS "Unicorn," to Miss M. Adams, of Saskatoon.

Ldg. Sea. Anthony Mattingsley, HMCS "Antigonish", to Miss P. Staverman, Langford, B.C.

Ldg. Sea. Henry R. Browning, HMCS "Athabaskan", to Miss Barbara Grace Johnson, Albany, Oregon, USA.

Ldg. Sea. Francis E. Fyke, HMCS "Ontario", to Miss Marion J. Austin, of Victoria and Saskatoon.

AB Trevor Emberton, HMCS "Antigonish", to Miss Elaine Charebois, of Calgary.

AB James Dean, HMCS "Portage", to Miss Shirley Margaret Dunn, of Salford, Ontario.

BIRTHS

To Lieut. Maurice A. Turner, RCN, staff of Commander-in-Chief, US Atlantic Fleet, Norfolk, Virginia, and Mrs. Turner, a son.

To Lieut. Jack Pratley, Gloucester Naval Radio Station and Mrs. Pratley, a daughter.

To CPO Harold Bulmer, HMCS "Beacon Hill", and Mrs. Bulmer, a son.

To PO George Dyson, HMCS "Athabaskan", and Mrs. Dyson, a son.

To PO George Brebber, HMCS "Sault Ste. Marie", and Mrs. Brebber, a son.

To AB Raymond H. Ruddick, HMCS "Stadacona", and Mrs. Ruddick, a daughter.

The Prien "Mystery"

What Was Fate Of U-boat Captain Who Sank HMS "Royal Oak"?

RUMORS to the effect that Lieut.-Cdr. Gunther Prien, the German U-boat captain who penetrated Scapa Flow on the night of October 13, 1939, and sank HMS "Royal Oak," is still living were repeated in an article which appeared in a leading American weekly magazine early this year.

The rumors were discredited by the author, who, after quoting them, said, " . . . There seems to be little doubt . . . that the official version of his death is, in fact, the true one. He died on patrol in the spring of 1941, grown careless, perhaps, by his successes and hardened by the hazards of his calling."

One would infer from this that Prien probably became reckless and unnecessarily exposed his U-boat to attack. No credit is given the ship which closed out his career; in fact, its name is not even mentioned.

Who was it ? . . . Where ? . . . and when ?

Although no confirming evidence was obtained, there is no doubt that HMS "Wolverine" sank Prien's "U-47" in the early morning of March 8, 1941, and did so only by exercising the utmost skill and tenacity.

Circumstantial evidence there was in quantity, enough to earn the "Wolverine" official credit for the sinking. And as we all know, credit of that sort was not handed out indiscriminately.

"The Battle of the Atlantic," official Admiralty account of the fight against the U-boats, says, "Prien's boat was sunk by depth-charges from the destroyer 'Wolverine' on March 8th. There were no survivors."

In that month, the U-waffe lost its three "ace" captains. Prien was the first, to be followed nine days later by Schepke (U-100) and Kretschmer (U-99). Says the Admiralty publication: "The elimination of these three 'aces' had a considerable effect on the Battle of the Atlantic. They outshone all the others in ability and cunning. Few of the U-boat commanders who came after were their equals."

Let us review what happened back in March, 1941, with particular attention to the circumstances which resulted in HMS "Wolverine" being credited with the destruction of "U-47."

The "U-47" left Lorient, under Prien's command, on February 19, 1941. On March 5 or 6 she sighted convoy OB 293 south of Iceland, and reported it to the Vice-Admiral in Command of U-boats. "U-70" and "U-99," which were in the vicinity, were ordered to join "U-47" and attack the convoy, which Prien up to that time had been shadowing.

"U-70"

On the night of March 6/7 "U-70" joined the other two submarines and at 0430 on the 7th commenced the attack. She fired torpedoes at four ships, one of which was S.S. "Delilian." The crew of the "Delilian" abandoned ship and were being picked up by the Dutch tanker S.S. "Mijdrecht" when the latter was torpedoed. She did not sink but went down nine feet by the stern.

Minutes later, with the "Mijdrecht" making about seven knots, her captain sighted the feather of a periscope two points on the starboard bow. He angrily put the helm hard over and rammed the "U-70." The U-boat was not seriously damaged and, after diving to test her pressure hull, broke surface and headed away from the convoy at full speed. At 0815 she was sighted by HMS "Camelia," which gave chase and put the U-boat down. "Camelia" attacked with depth charges and was joined by HMS "Arbutus," which took over the contact and carried out seven separate depth charge attacks.

The patterns were well laid and with each the U-boat received more and more damage. Finally she surfaced and was abandoned by her crew, 26 of whom were picked up.

It was the end of "U-70's" first and last cruise.

"U-99"

Kretschmer's U-boat joined Prien's "U-47" at 1800 on March 6 and the following morning torpedoed and sank a tanker. Depth-charged and driven away from the convoy, she turned eastwards. On the night of March 16/17 she caught up with convoy HX 112, some 200 miles southwest of the Faroes, and began shadowing. Several other U-boats collected around the convoy. In the early morning of the 17th they launched their attack. After firing all her remaining torpedoes and, as she claimed, sinking six ships, "U-99" headed away from the scene on the surface.

She was sliding along, her captain and crew thinking, no doubt, of what they would do when they reached port, when suddenly a destroyer was sighted. The sighting was mutual and the U-boat barely had time to crash-dive before the destroyer was over her and dropping charges.

It was one of those opportunities about which escort captains used to dream, and this captain made the best of it. The U-boat was blown to the surface and abandoned without a fight. Five officers and 35 men were picked up. (Later they were given a meal in the same mess in which were fed the survivors of one of the ships they had torpedoed).

The destroyer was HMS "Walker." At the time she sighted the U-boat, she was screening HMS "Vanoc," which only a few minutes before had rammed and sunk Schepke's "U-100"

and was picking up the six Germans who had survived.

(Kretschmer, captain of "U-99," was taken prisoner. He, like Prien, was a national hero. He was known as the "Tonnage King," having sunk considerably more than any other U-boat captain — 338,100 tons, by his count. Schepke, who claimed more than 200,000 tons, was killed, crushed by the "Vanoc's" bows between his bridge and periscope.)

"U-??"

After the sinking of "U-70" and the departure of "U-99," a single U-boat continued to shadow convoy OB 293, and at 0010 on the 8th sank a freighter.

At 0026 HMS "Wolverine" sighted the wake of a surfaced submarine and altered towards at full speed. The U-boat, which had been zig-zagging at full speed, dived at a distance of about seven cables (1,400 yards).

The destroyer swept the area, picked up asdic contact, and at 0048 attacked with depth charges. Methodically she repeated these attacks with patterns varying in size and depth settings. At about 0130 her Engineer Officer reported he had unmistakably seen and smelt shale oil on the surface.

"Wolverine" held the contact and continued to plant charges until 0400, when a large oil patch and what was thought to be a torpedo track were sighted.

At 0415 the U-boat came to the surface and there began a chase lasting more than an hour.

It should be noted here that it was a black, dark morning and that visibility was shortened further by mist. The pursuit was carried out by the use of instruments and only a high degree of skill on the part of the captain and his team enabled the destroyer to cling to the contact.

At 0518 the "Wolverine," which was proceeding at 20 knots, sighted the wake of a U-boat fine on the starboard bow, and one minute later saw, for the first time, the U-boat itself. Intending to ram, the captain increased speed, but when the destroyer was yet 200–300 yards distant the U-boat dived.

She left a tell-tale rush of bubbles and with this to serve as a firm datum point, "Wolverine" carefully spread a full pattern of depth charges over the area in which it was estimated the U-boat might be.

Contact was regained, and then lost. Then, in the approximate position in which the pattern had been dropped, a faint orange light was sighted. It lasted about 10 seconds, going out before there was any chance of determining what it might be. The most likely explanation advanced was that it was connected in some way with a "rescue buoy." (A similar light was seen by the "Walker" when "U-99" went under).

"Wolverine" remained in the vicinity until daylight and carried out four more attacks, all, however, on contacts classified as "non-sub." The captain preferred to play safe.

Daylight, it was hoped, would bring into view sufficient concrete evidence to confirm "Wolverine's" belief that she had destroyed the U-boat. Of this, unfortunately, there was none and "Wolverine" headed back for the convoy empty-handed. Disappointed, too, for although the belief that she had scored a kill was unshaken, the destroyer knew that Admiralty required a good deal of evidence before giving credit for a sinking.

No Reply

Now to get back to what little else is known about "U-47." She attacked convoy OB 293 on March 7, evidently with some success, but that was the last day on which anything was ever heard from her. On March 8 Vice-Admiral U-boats ordered "U-47" and "U-70" to report their positions. There was no response. The order was repeated March 10. Again no reply.

On May 13 the German High Command announced that Prien and his U-47" were overdue and must be considered lost.

SUMMARY

In a nutshell, this, then, is what is known:

1. Three U-boats, "U-70", "U-99" and "U-47" attacked convoy OB 293.

2. "U-70" was sunk on March 7. "U-99" broke off on the same day and was sunk March 17.

3. "U-??" shadowed convoy OB 293 on March 7/8, sank a freighter on March 8 and then was herself attacked repeatedly by HMS "Wolverine." Asdic contact, which had been well and firmly held for more than three hours, suddenly disappeared.

4. On March 8 and on March 10 "U-47" failed to answer the signals of Vice-Admiral U-boats and, in fact, was never heard from again.

5. The German High Command believed, on the basis of intelligence reports, that the "U-47" was rammed and sunk by an Allied freighter. They had learned that a U-boat had been rammed by a ship in the convoy the "U-47" was attacking, on or about the day "U-47" disappeared. This was undoubtedly a case of mistaken identity, the U-boat in question being, in fact, the "U-70."

From this evidence it was deduced that "U-??" and "U-47" were one and the same. — What do you think?—R.H.

How To Get Photos

For the benefit of those who did not see it, the following item on how to get prints of RCN photos appearing in the "Crowsnest" is reprinted from the March issue:

Copies of any RCN photographs appearing in The "Crowsnest" may be obtained by sending an order to the Superintendent of Photography, National Defence Headquarters, Ottawa.

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

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

4 x 5 Glossy finish only	$.05 each
5 x 7 Glossy or Matte finish	.15 "
8 x 10 " " " "	.30 "
11 x 14 Matte finish only	.50 "
14 x 17 " " "	.80 "
16 x 20 " " "	1.20 "
20 x 24 " " "	1.60 "
30 x 40 " " "	3.00 "

PACIFIC COAST

HMCS "Naden"

When the whistle blew the finish to new entry training at HMCS "Naden", an era came to an end.

January, 1946, saw the mechanism at "Naden" first beginning to turn and shape blocks — fine blocks, rough blocks, long blocks, strong blocks, round blocks, square blocks, and Joe Blocks — 5,200 all told.

Here in the past three and a half years the divisional system has proved its mettle. A variety of officers, chief and petty officers saw to this as they instructed, encouraged and disciplined the raw recruit into an ordinary seaman ready for the next step in his naval training. Not always was the aim achieved, but more often the new entry left "Naden" well adjusted (plus K.D.L.!) for his future life.

Men who were new entries at "Naden" will recall some of the more familiar aspects of the base and training . . . the luxuries of H Block and its "air of being lived in" . . . the water battles after hours . . . the wet individuals who started them. They will remember the boxing bouts in the gym with the spirited divisional rivalries.

The experience gained has left, with trainees and trainers, pleasant and useful memories. So, hail and farewell to new entry training at "Naden" . . . CARRY ON, "CORNWALLIS"!

HMCS "Athabaskan"

HMCS "Athabaskan" is now busily engaged in carrying out her portion of the summer cruise programme. Ports visited so far have been Bellingham, San Francisco and Nanaimo. The hospitality extended to the ship's company has been heartily appreciated by all hands. The reception was particularly warm in San Francisco where there was, if anything, too much to do. Various organizations laid on tours, dances, trips to Coast League baseball games and many other attractions.

On Sunday, June 5, the "Athabaskan" was once again the scene of a quiet christening party when Chaplain E. A. Godfrey officiated at the christening of Frank Charles Stevens, son of Petty Officer Bernard Stevens and Mrs. Stevens. The Godparents were Miss Barbara Reid and Mr. Jack Reid, of Loon Lake, Sask., and Mr. Richard Reeves of Victoria, B.C. This brings to four the number of children christened on board since commissioning.

At sea or in harbour the work goes on. Messes have to be scrubbed, bulkheads painted, rigging kept in top condition and armament always ready at maximum efficiency. Working on one of the 4.5" dual purpose guns of HMCS "Crescent" are AB. John Paproski, of Edmonton (left), and Ldg. Sea. Roy Bergan, of Winnipeg.

HMCS "Crescent"

When HMCS "Crescent" sailed into Esquimalt Harbour on June 4 after her cruise to the Far East, the destroyer glistened from stem to stern in a new coat of paint. The paint job was done during the ship's four-and-a-half day stopover in Pearl Harbor on the way home, and to make sure it was completed on time the duty watches carried on with brushes and pots after the rest of the crew had gone ashore. Despite the extra work, the ship's company conceded that the "Crescent's" trim appearance on her return was worth the effort.

The passage from China was made in good weather and at fair speed. The usual US Navy hospitality was enjoyed at Kwajalein and Pearl Harbor.

On Sunday, May 22, a concert was held on the fo'c'sle, which, although of a more or less impromptu nature, was thoroughly enjoyed. The "Harmonica Rascals," the singing of CPO Fred Cooper and an assortment of other songs and jokes rounded out an entertaining evening.

HMCS "Ontario"

If you mention the words "Rose Festival" aboard "Ontario" these days, the result is usually a broad smile and that faraway look in the eyes. It will be a long time before the cruiser's men forget the wonderful hospitality shown by the city of Portland, Oregon, during its famous annual celebration.

Following up her success in the May 24 ceremonies, and her cruise (under her own power) to Seattle, the "Sea Witch II" appeared triumphantly "on stage" on the Willamette River during the Portland festivities. The little

clipper ship, built around a motor cutter, was a hit wherever she thrust her bowsprit. HMCS "Ontario" is proud of her little sailing sister. (See "Crowsnest," July, 1949.)

HMCS "Antigonish"

As senior ship of the newly-formed Pacific Training Force, HMCS "Antigonish", under the command of Lieut.-Cdr. W. S. T. McCully, recently sailed with HMCS "Beacon Hill" and HMC "ML 124" on a cruise to Bedwell Harbour. On board the ships were a number of RCN (R) cadets under training.

Several changes in complement have taken place. PO Brian Forbes left for "Naden" and a TD 2 course. His relief is PO George W. Casswell. Another man to leave the ship was PO Norm Blais, who headed for "Stadacona." Both were old-timers in "Antigonish." From the engineroom branch, PO Peter Purdy completed a two year hitch in the ship and is now in HMCS "Naden."

HMCS "Sault Ste. Marie"

Since her commissioning May 7 as headquarters and training ship for HMCS "Malahat", the Victoria Naval division, HMCS "Sault Ste. Marie" has been painted, stored and sailed on weekend training cruises by her ship's company.

Her first trip was made to Ganges, Saltspring Island, on May 27, with officers and men of HMCS "Malahat" and classes from HMCS "Naden" on board. The ship took part in the May 24 celebrations in Victoria a few days earlier. Her next cruise was to Port Alberni, on the west coast of Vancouver Island, with members of the Victoria Sea Cadet corps. Enroute the ship stopped in at Bamfield. It is intended that she make similar weekend cruises throughout the summer months.

HMCS "Beacon Hill"

After 10 days of work-ups, HMCS "Beacon Hill" joined HMCS "Antigonish" and "ML 124" in the summer training of RCN (R) cadets from the University Naval Training Divisions.

During off-duty hours while at anchor off South Pender Island, some keen fastball competition is expected with "Antigonish." A baseball "park" has been laid out ashore — called "Beacon Hill Park II" — and the ship's all-stars are all set.

The canteen has stocked up with recordings for the cruises and thanks go to Ldg. Sea. Albert Laing for his efforts in getting the discs down to the ship.

Getting back to the WUPS, the new "buffer", CPO E. J. Bonsor, who recently joined the ship from "Naden", really threw his weight into the exercise period and made the seamen's side of the cruise go off in great style.

Major C. J. Milley, public relations representative for the Salvation Army on Vancouver Island, receives an envelope containing more than $600 from Commander H. Kingsley, Chief of Staff to the Flag Officer Pacific Coast. The money was raised by naval personnel in HMC Dockyard, HMCS "Naden" and other West Coast ships and establishments, along with donations from civilian workers in the naval base, for the Salvation Army's Red Shield appeal.

TAS Training Centre

The TAS Training Centre has produced its quota of arrivals and departures. Two classes, TD2's and TD3's, have qualified in the delights and mysteries of TAS.

It was "Beacon Hill's" gain when the training centre lost the services of CPO E. J. Bonsor, but new arrivals from Halifax taking up instructional duties were Petty Officers Duncan Wallace, Douglas Ingram and George Hornet.

Men qualifying in the TD2 class were Petty Officers R. MacIntyre, William J. Hood, Jack O'Dowd, Lawrence Orton, Richard Eldridge and William Steadman.

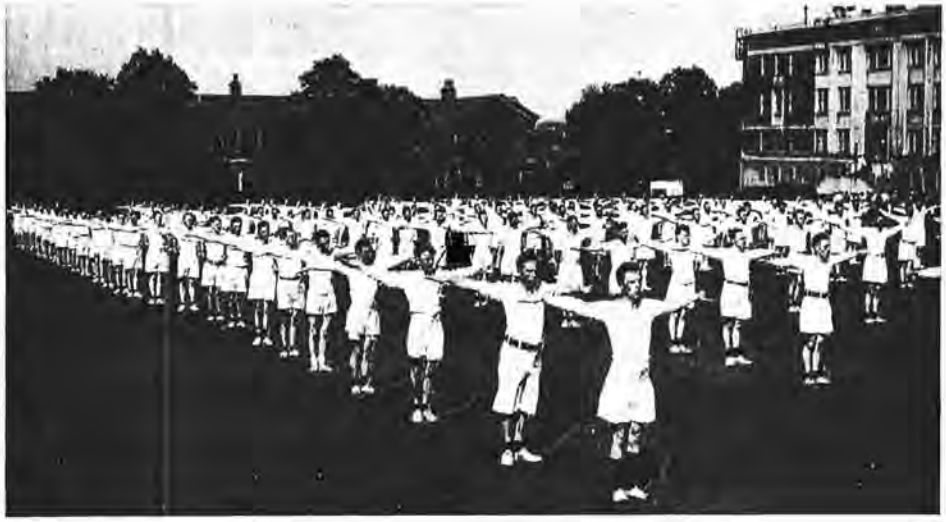
In the TD3 class Able Seamen Hugh Anderson, William Bell, Kenneth Pollock, Robert Gordon and Percy Rose and Ord. Seamen E. H. Johnson and Kenneth McKay successfully completed the course.

ATLANTIC COAST

HMCS "Haida"

The end of the month saw the ship at St. Andrews-by-the-Sea, where she landed a party for the International Day celebrations at St. Stephen, N.B., July 1 to 4.

During June three groups were taken on short cruises around the harbour and the approaches to Halifax. These were the Chemical Institute of Canada, the Defence Research Board and the Canadian Public Health Association. "Haida" was honoured



P.T. at 0610 starts off the day for cadets of the University Naval Training Divisions taking their summer training at HMCS "Stadacona". Shown above is part of the group of 300 cadets at present in the East Coast Naval Establishment.

to have Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, on board with the Defence Research group.

Lieut.-Cdr. William Bremner, executive officer of the "Haida," for the past year and a half, and the gunnery instructor, CPO D. R. Hill, left the ship during June. New executive officer is Lieut. J. L. Panabaker.

Mechanical Training Establishment

Things are running steadily at the Mechanical Training Establishment, HMCS "Stadacona," with a full programme of courses under way.

A group of UNTD's is taking training in engineering and shopwork and a class of shipwrights from both coasts is being schooled in the arts of welding and blacksmithing. ERA candidates and leading stokers classes are in full swing, along with classes in diesel and refrigeration.

CPO John Dean, formerly in charge of the coppersmith shop, has been drafted to HMCS "Magnificent." His place has been taken by CPO F. N. Jansen.

HMCS "Swansea"

The ship's company of "Swansea" was sorry to see CPO E. E. "Mike" Poirier leave. "Mike", one of the most popular men in the ship, had the reputation of being the strongest man in the RCN, as well as one of the best natured.

The ship has also lost three of the original commissioning crew, CPO C. G. T. Preese, who is being replaced by the well-known weight lifter, PO A. I. Myatt; PO W. P. Kingston and AB T. Gollinger. There are now less than a dozen of the old timers left on board.

Many of the old hands renewed acquaintances in Bar Harbour, Maine, when the ship visited there recently. "Swansea" called at Bar Harbour in 1948 and made many friends in the famous summer colony.

Communications School

Class 10B, which qualified graduates as C2CM3, completed a 22-week course on July 4. Two of the graduates, PO William Moyes and PO Frank Fenn, will remain in the school for instructional duties. The remainder of the class will be drafted to ships and establishments after annual leave.

The Communications School had a 78-man platoon in the Halifax Natal Day parade on June 21. Lieut. R. F. Wilson was in charge and PO A. E. Young was platoon petty officer.

Thirty men are drilling steadily for their part in Navy Week activities. Lieut. W. H. Waters is instructor.

HMCS "Portage"

Naval Reservists, Sea Cadets and civic officials are showing keen interest in HMCS "Portage" and her training programme in all ports visited by the Algerine minesweeper during her current Great Lakes cruise.

At the head of the lakes, 163 enthusiastic Sea Cadets scurried aboard for a short familiarization cruise on Thunder Bay. At Windsor, 85 cadets inspected the ship during a Saturday morning cruise on Lake St. Clair.

According to the crew of the "Portage," some of the most enthusiastic support comes from the large number of civilians who have been taken on short cruises in the ship or who have inspected her while alongside. Already these number well into the thousands.

To date the ship has carried out training of RCN (R) personnel from HMCS "Griffon," Port Arthur; HMCS "Chippawa," Winnipeg, (who joined at Port Arthur); HMCS "Hunter," Windsor; HMCS "Prevost," London, (Port Stanley); HMCS "Star," Hamilton, and HMCS "Cataraqui," Kingston. Calls at Toronto and Montreal will complete the ship's Great Lakes programme.

Surprised Sailor

When Ldg. Sea. Robert Rogers lost his wallet over the side of HMCS "Nootka" as she was entering Halifax harbour June 21, he waved it a sad goodbye and gloomily contemplated the cash-less week ahead.

Two days later there wasn't a more astonished, or happy, man in the RCN. A telephone call advised Ldg. Sea. Rogers that his wallet had been picked up by a passing boat and could be reclaimed by the owner, together with its contents — $15, I.D. card and personal papers.

Needless to say, Ldg. Sea. Rogers holds in high regard the boatmen who ply their way into, out of and around Halifax harbour.

NAVAL DIVISIONS

HMCS "Discovery"
(Vancouver)

By September all construction work and installation of new equipment will have been completed and HMCS "Discovery" will be a completely up to date torpedo anti-submarine training division. For the past several weeks carpenters and technicians have been busy remodelling the main deck, putting in classrooms and moving gear to new locations.

Mr. Edward McFayden, Gunner, RCN, was injured when a rod on a grader machine, being used on the new baseball diamond, suddenly released itself after being jammed and hit him on the thigh. He was out of action for a few days and then walked about the base for some time aided by a cane.

For the past month Divisions and Evening Quarters have been held out of doors, with a colour guard in attendance. Loudspeakers have carried commands and music throughout the Stanley Park base and summer crowds in the park have heard the entire ceremony. Formal parades at "Discovery" have been cancelled until September, but Lieut.-Cdr. (P) W. E. Flavelle, training officer, has worked out an ambitious programme of sports and things nautical to keep officers and men busy on Tuesday and Thursday evenings throughout the next three months. Arrangements have been completed with HMCS "Malahat", Victoria, for its newly-commissioned minesweeper HMCS "Sault Ste. Marie" to take "Discovery" reservists to sea at intervals throughout the summer.

HMCS "Griffon"
(Port Arthur)

The need of maintaining a strong peace-time Naval Reserve was emphasized by Captain Kenneth F. Adams, Director of Naval Reserves, in an address before more than 400 ex-naval personnel in Port Arthur on June 3.

Captain Adams was guest speaker at the first annual banquet and reunion of the newly-formed Lakehead Naval Veterans' Association.

A group of more than 50 civic officials, including members of the city councils of Port Arthur and Fort William, and others, learned something of the ways of the sailor during a two-hour cruise on Thunder Bay in the Port Arthur-built minesweeper, HMCS "Portage," on June 3. During her nine-day stay at the head of the lakes, the "Portage" provided practical training for men of HMCS "Griffon" and HMCS "Chippawa," the naval division at Winnipeg.

HMCS "Prevost"
(London)

Officers and men of HMCS "Prevost" are going through strenuous training in preparation for the Naval regatta to be held at Toronto on Labour Day weekend. It is expected that 18 of "Prevost's" ship's company will make the trip. A trophy for the inter-divisional regatta championship at Toronto has been donated by John and Hugh Labatt, of London.

On July 1, a beach landing exercise was carried out in co-operation with the Royal Canadian Air Force.

A full programme of training

Afforded a "royal" welcome during her stay in Portland, Oregon, while the Rose Festival was on, HMCS "Ontario" held open house for the Rose Festival Junior Court. Above, Petty Officer Ronald Caught entertains "Queen" Patricia Holcomb and her "Prime Minister," Freddie Schulze, aboard the cruiser. In the lower photo the RCN band and guard from "Ontario" march in ceremonies at the Stadium in Portland.

cruises greeted HMCS "Portage" when the Algerine minesweeper made its scheduled visit to the division between June 26 and July 6. Cruises had been arranged for the ship's company of "Prevost," civic dignitaries of London, Army and Air Force officers, members of the Naval Officers Association, Sea Cadets and ex-Wrens.

Personnel from "Prevost" took part in the Warriors' Day parade held in London on June 25. In all, 1,500 Servicemen marched to Queen's Park to conclude London Old Home Week.

HMCS "Star"

(Hamilton)

Navy, Army and Air Force Reserve units in the Hamilton area in June carried out "Operation Seahorse," an exercise designed to provide experience to Royal Canadian Army Service Corps personnel in transferring men and supplies from boats to DUKWS and thence to shore while under aerial attack. HMCS "Star" provided a Fairmile, two harbour craft, a cutter and two whalers and succeeded in landing the army men despite a low level strafing attack and flour bag "bombardment" by the Air Force. The exercise was carried out in the Burlington Beach area.

On Saturday, June 11, the grounds around the establishment echoed to the happy cries of dozens of children as "Star's" ship's company held the annual picnic for the kiddies. After a full afternoon of games, races, ice cream and cake, mothers and children were taken on a cruise around the harbour in the division's Fairmile.

A party of 50 men from "Star" took part in the Magna Charta Day celebrations in Niagara Falls, N.Y., on June 18. Part of the contingent made the trip by Fairmile and the remainder by bus.

The ship's company has volunteered 100 per cent to donate blood to the Red Cross Blood Donor Clinic. — C.S.J.L.

Sixteen Sea Fury aircraft of the 19th Carrier Air Group flew from their Dartmouth air base to Rivers, Manitoba, in June for training in air support of land operations. Enroute they stopped in at Ottawa's Rockcliffe airport to refuel. In the photograph, four pilots of 883 Squadron study the chart and trace their course to Rivers From left to right are Lieuts. (P) Robert MacLean, Edgar Myers, Joseph Wright and Anton Schellinck.

HMCS "York"

(Toronto)

Officers of HMCS "York" recently heard an informative lecture on medical aspects of atomic warfare given by Surgeon Lieut.-Cdr. D. J. Breithaupt, RCN(R), of Toronto.

Lieut.-Cdr. Breithaupt was one of six Canadian Navy medical officers who attended a course on New Weapons and Radioactive Isotopes conducted by the US Navy at Washington, D.C.

"It was an exceptionally good course," Lieut.-Cdr. Breithaupt said, "and covered everything from politics to medicine. Actually, the theme of the lectures was the physics of radio energy and atomic energy — we were given an idea of what medical men could do in the event of atomic warfare."

Held at the National Naval Medical Centre just outside Washington, the course was rigidly conducted by diplomats, doctors, physicists and personnel from the U.S. Navy. The course also touched on the medical aspects of arctic warfare and submarines.

HMCS "Hunter"

(Windsor)

June saw the conclusion at HMCS "Hunter" of a busy and successful training year. In all phases of activity the division was able to report progress. Addition of low power circuits to the building and new equipment made the year particularly successful from a training point of view.

The visit of HMCS "Portage" to Windsor in June added the final "punch" to the year's training. More than 150 Sea Cadets from "Agamemnon" I and II, under Lt.-Cdr. Norman Loggan, went aboard "Portage" for a morning cruise on Saturday, June 18. On Sunday a representative group of prominent Windsor citizens was taken for a cruise on Lake St. Clair.

In the morning of the same day the son of Lt. J. J. Dickson, RCN (R) (Ret'd), and Mrs. Dickson was christened in the captain's cabin. The ceremony was performed by Rev.

B. A. Silcox, Protestant Chaplain of "Hunter".

On Monday, June 13, "Hunter's" ship's company was conducted on a tour of the "Portage" at her berth at the Windsor government dock and on Wednesday evening, June 22, a cruise was arranged for "Hunter" personnel.

A ship's company party on the drill deck was held on Friday, June 24.

HMCS "Queen"
(Regina)

A round of social activities marked the end of the 1948-49 reserve training programme for this establishment on June 20. The Chief and Petty Officers Mess was the scene of a well-attended social June 3, and a wind-up dance June 18 featured special decorations in the drill hall. A good portion of the ship's company turned out for the latter event.

About 30 persons gathered in "Queen's" wardroom June 11 to say farewell to Canon J. W. Carter, Chaplain (P), who was leaving the city to take up new duties. The popular Chaplain had served with the Regina division since 1941.

Commander P. E. Haddon, executive officer of RCN Barracks, Halifax, who is chairman of the naval committee handling arrangements for Halifax Navy Week, August 8 — 13.

Above is an artist's conception of the RCN anti-submarine escort vessel, working drawings of which are now being prepared. It is expected that keels for three of the new ships will be laid down at the end of the year or early in 1950. The escort vessels will have steel hulls and aluminium superstructures and bridges and will be driven by steam turbines. Accommodation will be provided for a crew of more than 250. ("Crowsnest," July 1949.)

This spring six new reserve officers were added to the strength. They were Instructor Lt.-Cdr. E. D. Walker, A/Constructor Lieut. Reginald Bing-Wo, A/Sub.-Lieutenants J. S. Chubb, J. S. Cottingham and R. A. Munroe and Mr. C. E. Bell, Warrant Officer (SB). Lt.-Cdr. Walker will assist in the training of a proposed U.N.T. Division. A/Sub-Lieuts. Chubb and Cottingham and Mr. Bell were promoted from the lower deck.

HMCS "Nonsuch"
(Edmonton)

Edmonton was honoured in May by an unofficial visit from Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada. Following a tour of oil fields in the area, he was guest of honour at a reception in the wardroom of HMCS "Nonsuch," to which were invited the commanding officers of the Army and Air Force units in the area.

During the latter part of the month Commander L. R. Hoar, commanding officer of "Nonsuch," carried out an inspection of all Sea Cadet divisions in Northern Alberta. He was accompanied by Lt.-Cdr. Stanley G. Coombs, Sea Cadet area officer, and Lieut. Richard H. Leir, staff officer of the Edmonton division.

The Division's band concluded its tour of neighbouring centres with a concert in Wetaskiwin. These concerts have been well received in all towns in which the band has appeared and many invitations to return have been extended to Lieut. (SB) Douglas R. Jones, bandmaster.

One Way To Travel

A submarine is not what you would call a normal means of conveyance for a sailor setting off on annual leave. But it filled the bill perfectly for Petty Officer Robert Kinsey, a medical assistant serving in HMCS "Iroquois," when he was granted annual leave July 14.

PO Kinsey wanted to go to the United Kingdom. HMS "Tudor" was going to the United Kingdom. So the former asked permission to make the voyage in the latter. The commanding officer of the "Tudor" approved, permission was granted, and PO Kinsey joined the submarine for her transatlantic trip to Portsmouth.

It is unlikely, however, that PO Kinsey will learn what it's like in a submarine when she dives. The "Tudor" is scheduled to make the crossing on the surface. Nevertheless, he should have an interesting report to make on his return.

"Jimmy" Green, who has been cutting hair "Navy style" for some 15 years, operates on Able Seaman A. F. Maw, of Guelph, Ontario, a stores assistant attached to HMCS "Scotian," Halifax. Mr. Green estimates this to be about his 100,000th haircut.

Admirals and O.D.'s

He Clips Them All

For 15 Years Barber "Jimmy" Green
Has Been Cutting The Navy's Hair

SINCE 1934, when he set up shop in HMCS "Stadacona's" old Chief and Petty Officers Block, "Jimmy" Green has barbered boy seamen, admirals and all ranks in between; he's seen the Navy grow in strength from about 1,200 to 90,000 over a space of five years; and he has probably listened to more beefs, buzzes and just plain chatter than anybody in the Service. He figures, too, that he could visit just about any city or town in Canada and meet ex-Navy men he knows.

In the early days, he was really a department on his own in "Stadacona" (which used to be where the Dockyard is now). As part of their "in routine", new entries had to report to the barber to have their locks shorn — "clippers right up to the crown." This operation was usually conducted under the steely eyes of one of the RCN or RN Instructors. Jimmy says that some of the "sheik-type" lads took it pretty hard when their artistic mops fell under the clippers and some even tried to make a deal with him to go easily.

It used to be that a man could get a beanshave "on the cuff." Come payday Jimmy would accompany the paymaster on his rounds (there used to be only one "pay-bob" for the whole of "Stad" and the Atlantic Command ships). The barber would be standing at the table when the men were paid and any who owed him money would settle up on the spot. Jimmy was also part of the "out routine". When a man got a draft, he usually got some pay as well. He couldn't leave the barracks until the barber had initialled his chit to show that his account was clear.

In 1918, Jimmy started barbering with his father in their little shop outside the dockyard gates. Later he sailed for a while in Canadian National Steamships "lady boats" on the West Indies run as ship's barber. One of his most amusing experiences occurred in Antigua. His ship was in and the governor of the Leeward Islands requested that the barber be sent ashore to do some hairdressing for his wife. Jimmy duly disembarked and had finished his work fairly early in the morning. The governor's secretary informed him that he would have a few hours to kill, as the next boat to the anchorage didn't leave until noon and offered Jimmy the use of the governor's personal car to do some sightseeing around the island. Jimmy says he will never forget how, dressed in his white working tunic, he toured regally through little native villages in the back of a huge, open green touring car. The inhabitants, recognizing the auto, bowed and saluted as he whisked by. Jimmy says that he answered them all — smiling, nodding and blowing kisses.

Business wasn't as brisk back in the '30's as it is these days and in his spare time Jimmy maintained a small vegetable garden by the Chief and PO's' block. Rear-Admiral C. R. H. Taylor (now retired), himself a gardening enthusiast, was then Commanding Officer of the Barracks and used to confer with Jimmy on the state of the soil, the rainfall and the best methods of cultivation.

Jimmy recalls one very awkward incident when he was cutting Rear-Admiral Taylor's hair — again while the latter was C.O. of the Barracks. A Chief "Chippie" came in, took one look at the person in the chair and said, "Jimmy, cut that fellow's ear off while you're at it!" Jimmy was horrified and tried to warn the Chief. Fortunately, "Chips" was in a hurry and couldn't wait. It appeared that Admiral Taylor hadn't heard, for he went right on reading. However, the next time he came in for a haircut, he sat down and said, "Who was that fellow who wanted you to cut my ear off?" Jimmy made haste to explain that the Chief had mistaken him for one of his "wingers".

Mr. Green's record for ears amputated and minor wounds inflicted is perfect. Not one of the thousands of matelots, petty officers, chiefs and officers who have patronized him have

taken any punishment from his razor. There was one near miss, though. One day Jimmy was in the middle of shaving around a seaman's ear when the latter suddenly leaped high in the air. Somehow, he'll never know just why, Jimmy's razor didn't even scratch the customer's neck. It turned out that a fly had buzzed right into the seaman's ear. It must have been the barber's reflexes that saved him, but Jimmy states that it was one time he had to have a cigarette before he could finish the job.

When he first came to "Stad," after his tour of duty with C.N. Steamships, there were less than 500 bodies in the entire command. Vice-Admiral H. E. Reid (now retired) was then Commanding Officer (in the rank of Commander), and the present Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, was executive officer. When he moved to his present quarters in the "Scotian" building, the Atlantic Command had grown by several thousand.

Jimmy thinks of his 15 years with the Navy as being some of the best he's had. He's almost a member of the Service, he's so close to it. He has watched it grow and has shared, to a large extent, in the laughs and moans that have gone with it.

He has one son, John, who is a Writer in the RCN and is at present serving in the Quebec Naval Division, HMCS "Montcalm". "I guess he's seen and heard enough of barbering, from me and his grandfather", Jimmy says with a grin. "As for the Navy, I think he likes it and I figure he'll do well." — J. L. W.

Seafaring Family

Two cats, brother and sister on board HMCS "Portage" can claim full recognition in the matter of naval ancestry. "Wren" Ginger and "Leading Seaman" Midnight are Navy from away back. Mother was a crew member of HMCS "Iroquois", while grandmother and great-grandma were both North Atlantic convoy cats, first class. Thereafter the family tree is lost in antiquity and Atlantic fogs, but who can dispute Ginger's and Midnight's claims?

SHIPS' BADGES

HMCS "Bytown"

The badge of this naval establishment in Ottawa, which carries on its strength those responsible for the direction of the RCN as a whole, displays the interpretive symbol, a rudder "ancien". Upon this is placed the red maple leaf from the Coat of Arms of Canada.

"Bytown" was the original name of the city of Ottawa. It was named for Lt.-Col. John By, of the Royal Engineers, who founded what is now Canada's capital city while supervising the construction of the Rideau Canal in 1832.

HMCS "La Hulloise"

The city of Hull, Quebec, was named by one of its original settlers, Philémon Wright, in honour of his ancestors, who dwelt in Kingston-upon-Hull in Yorkshire. The Arms of Hull in Yorkshire show three ducal coronets on a blue field. The badge of this frigate has taken one of these coronets and through it enfiled the three green maple leaves of the Province of Quebec. These have been placed on a blue field, lozenge-shaped to indicate the female (La Hulloise), and the whole backed by heraldic water.

HMCS "Donnacona"

The badge of the Naval Division in Montreal shows the clasped hands of

an Indian and a white man, surmounted by three maple leaves. The design derives from the friendly relations established between the Indian Chief Donnacona and Jacques Cartier on the latter's second visit to America. The great chief referred to settlements on the St. Lawrence River as "Kenneta", which Cartier wrote in his journals as "Canada". The word in Iroquois means "habitation", but Cartier thought Canada was the name of the country he had not yet explored.

While it has never been positively established that this was the exact origin of the name of Canada, it is considered to be the most authentic version.

Looking Astern

CRIPPLED CARRIER CONFOUNDS ENEMY, ELEMENTS

On July 31, 1944, HMS "Nabob" (CVE 41) sailed from Greenock for Scapa Flow to join the Home Fleet. "Nabob" was an American-built lend-lease carrier commanded by Captain (now Commodore) H. N. Lay, RCN. At this time, out of a total complement of 840, 35 officers and 469 men were Canadian. Embarked was No. 852 Squadron, Fleet Air Arm, whose personnel were from the United Kingdom and New Zealand.

This was the RCN's first venture into naval aviation and was the forerunner of what has now become an integral part of our naval effort.

"Nabob" took part in her first strike against the enemy on August 10. This was designated Operation "Offspring" and was primarily a mine-laying mission in the Norwegian Leads in the Lepsoy area. Mines were laid in the target area by aircraft from HM Ships "Indefatigable, "Trumpeter" and "Nabob" and, following this, the local defences and radar and W/T stations were beaten up by the fly-boys. The operation was completed without further incident, and the ships and escorts returned to Scapa Flow.

On August 18 "Nabob" formed part of a task force which sailed from Scapa Flow to carry out Operation "Goodwood." This force, which was under the command of the Commander-in-Chief Home Fleet (in HMS "Duke of York"), consisted of the fleet carriers "Formidable," "Indefatigable," and "Furious," the escort carriers "Nabob" and "Trumpeter" and escorting cruisers, destroyers and destroyer escorts. The objective was the German battle cruiser "Tirpitz," lying in Alten Fjord.

It was planned to attack the "Tirpitz" with a total of about 130 aircraft from the fleet, and hopes were high that she would be crippled and taken out of play for the remainder of the war. In addition to the offensive mission, this operation was designed to give distant cover to an important convoy sailing for Murmansk, which included the Russian battleship "Archangel" (ex-HMS "Royal Sovereign)."

On the afternoon of August 20, 14 Avenger aircraft were armed with special type mines and run-up for a strike the next day. However, this had to be postponed until the 22nd, due to weather.

"H" Hour for Operation "Goodwood" was set at 1100 on the 22nd. Great was the disappointment in "Nabob" and "Trumpeter" when their part in the strikes had to be cancelled because of weather conditions over the target. The ship remained at action stations all day on the 22nd while the fleet cruised on a northerly course some 100 miles off

A dramatic episode in the sea war occurred when HMS "Nabob," Canadian-manned escort carrier, was torpedoed off North Cape, Norway, in August 1944, and a British destroyer escort HMS "Bickerton" was "fished" seven minutes later. In this photo, taken shortly after the torpedoing, the "Nabob" is listing heavily to starboard. At extreme right can be seen the "Bickerton," smoke billowing up from her starboard side, where she stopped the second torpedo. The vessel at right centre is the destroyer escort HMS "Kempthorne."

North Cape. About 1530 the ship reverted to defence stations and the two escort carriers were detached to the westward to fuel the escorting DE's.

At 1716 "Nabob" was struck without warning by a torpedo on the starboard side aft. The day was clear with good visibility, light winds and a slight sea and swell. Immediately the ships of E.G. 5 (Senior Officer in HMS "Bickerton") carried out Operation "Observant." Seven minutes later "Bickerton," which was then five cables to the west of "Nabob," was torpedoed aft and began to settle rapidly in a cloud of smoke and steam.

In "Nabob," the hit had caused all electric power to fail and the excessive heat due to the shut-off of fans made it necessary to evacuate the engine room. The ship took a slight list to starboard and settled rapidly by the stern until the quarter-deck was almost awash.

The first impression was that "Nabob" would sink in a very short time, as previous experience in other escort carriers had not been encouraging. Orders were given to clear away boats and floats, and HMS "Kempthorne" placed her bow to the quarter and removed 214 officers and men, mostly Fleet Air Arm personnel. At the same time the severely injured ratings were transferred by boat. The fleet had withdrawn, leaving "Nabob" lying stopped in the water and screened by three DE's and one destroyer. The C-in-C had signalled that the ship was to be sunk if she could not get under way under her own power within one hour. The survivors of "Bickerton" were rescued by HMS "Vigilant," which then administered the coup-de-grace to the DE in the form of a torpedo.

In the meantime, damage control parties had worked without let-up in "Nabob" and, having established a flooding boundary, set to work shoring bulkheads, starting pumping operations and providing auxiliary electric power. By 1900 flooding was under control and it was possible to begin raising steam in the engine room. Shortly after 2200 it was found that the shaft, propeller and steering machinery were serviceable, and the ship was able to get under way at a speed of about six knots.

The damage to "Nabob" was extensive; the hole measured 30 by 40 feet and damage extended the entire breadth of the ship. Almost the entire after part of the ship from the engine room bulkhead was flooded and her draft at the stern had increased from the normal 24 feet to 42 feet . . . The distance back to Scapa Flow was 1,090 miles.

During the night H/F D/F and, later, radar contacts were obtained by "Nabob" and her escorts, showing that there was a U-boat following astern. By 0230 the enemy had worked up close to the starboard quarter, and it was obvious that he intended to finish off the cripple.

In "Nabob" the catapult was thought to be still serviceable, and two Avenger aircraft were armed and catapulted at about 0300 on the 23rd. Both these aircraft immediately made radar contact with the U-boat, and while unable to carry out a successful attack, managed to keep her down, thus giving the ship a chance to alter course and get clear.

Some four hours later the aircraft had to return and land on. The first Avenger made a perfect landing on the sloping, heaving deck, but just as the second came in the ship entered a patch of mist, and the plane crash landed into the barrier and the aircraft in the deck park forward. Fortunately, no one was severely injured, although the impact caused the aircraft's depth charges and an "educated" weapon to drop out on the flight deck. (Two badly damaged aircraft were immediately jettisoned and four others were put out of action).

From the 23rd to the 26th "Nabob" struggled towards safety at a speed of 10 knots. Additional escorts joined, including "Trumpeter" and HMCS "Algonquin." The latter removed a further 203 men on 24th. During the passage back to Scapa Flow two gales of moderate force were experienced, and the ship laboured and vibrated in a most alarming manner in the steep seas. The explosion had completely destroyed all messing and victualling facilities, and those remaining aboard lived on emergency rations for five days.

Thanks to the excellent work of the damage control parties, and the shipwrights in particular, the shoring held firm, and at 0625 on August 27 "Nabob" passed through Hoxa Gate and secured to a buoy in the Flow.

Operation "Goodwood" cost the lives of 11 RCN and 10 RN ratings, while six were seriously injured. In the circumstances, this was an extraordinarily small number.

In forwarding his report on the torpedoing, the Commander-in-Chief Home Fleet remarked: "The fact that HMS "Nabob" was brought back to harbour reflects great credit to all concerned. In particular, the catapulting of the Avengers on 23rd August was a fine achievement as a result of which the ship may well have been saved from destruction." — C.J.D.

THE "LAST ROUND-UP"

Ships of the RCN had a hand in the surrender of 24 U-boats in the North Atlantic following V-E Day. Only two of these came to Canadian waters, the "U-889," escorted into Shelburne, N.S., by the frigates "Buckingham" and "Inch Arran" and the "U-190," brought into Bay Bulls, Newfoundland, by HMCS "Victoriaville" and "Thorlock." "U-190" later was taken to Halifax and was sunk by rocket-firing Firefly aircraft in "Exercise Scuppered" on Trafalgar Day, 1947. On the other side of the Atlantic HMCS "Thetford Mines" with ships of the British, French and American fleets had taken eight surrendered submarines into Lough Foyle. Further north an escort group formed mostly of Canadian ships rounded up 14 submarines which they delivered into Loch Eriboll.

The Navy Plays

"Stadacona" Defending Soccer Championship

HMCS "Stadacona" has opened the defence of the Halifax and District Soccer League championship and to date has come up with one win and two draws. The "Stad" sailors played to a 1–1 deadlock with the School for the Deaf in their initial encounter and followed up with a 2 to 0 victory over Halifax Shipyards. The third game, with HMCS "Shearwater," was a hard fought affair that ended in a scoreless draw.

The team members are PO's Bob Coe, Mel Lumley, Ed Fraser, "Kips" Brooks, CPO Bob Johnson, AB Ernie Gardner, PO "Scotty" Lea, Ldg. Sea. Johnny Pike (Captain), Warrant Engineer A. C. Wildsmith, AB "Red" Thompson and CPO "Toby" Fall.

Five teams are entered in the "Stadacona" Inter-Part Soccer League and games are played twice weekly. The officers' team holds down top spot in the league with a record of three wins and one draw. Teams from Miscellaneous, MTE, Electrical School and Communications School follow in that order.

Swimming Pool Popular In Summer Months

The swimming pool at HMCS "Stadacona" has become the most popular meeting spot for officers and men of the Atlantic command, and for their wives and children. Just how much activity goes on at the pool is indicated by the traffic for the month of May. A total of 4,887 people used the pool for pleasure or for instructional swimming.

Two swimming meets were run off, one for new entries and one for UNTD cadets. Red Cross intermediate swimming tests are conducted regularly at the pool and groups of new entries practice and drill in water safety during off-duty hours in preparation for the tests.

Baseball Champions Off To Slow Start

In the Victoria Senior A Baseball League the Navy team, last season's champion, is not faring too well. The sailors have been keeping only one jump out of the cellar but expect to hit a winning stride soon. Another blow was dealt their pennant hopes recently when Lt.-Cdr. Fred Frewer was appointed to Halifax. One of the star shortstops in the circuit, Lt.-Cdr. Frewer will be sorely missed.

Champions in the various inter-part competitions staged during the winter and spring sports schedules at HMCS "Shearwater" received their trophies from A/Captain A. B. Fraser-Harris, commanding officer of the naval air station, at a ceremony following evening quarters. In the photograph above, CPO Donald Hullah, captain of the victorious Chief and Petty Officers' team, receives the Inter-Part Bowling Trophy.

"Algonquin" Division Wins Boxing Tourney

New entry boxing activities were climaxed at HMCS "Naden" with a final mitt show held in the drill hall. The 12–bout programme provided some top notch entertainment and excitement, with five matches ending in knockouts. When the flying leather had been stilled, the score board showed "Algonquin" Division as the victor in one of the most closely fought tourneys of the season. Only one point back was "Haida" Division, while "Iroquois" was third and "Huron" fourth.

"Shearwater" Second In Baseball League

With the baseball schedule nearing the half-way mark, HMCS "Shearwater" is in second place in the Dartmouth Intermediate League with a record of four wins, four losses and two ties.

The Inter-Part Softball League is running smoothly, despite inclement weather. Four teams are tied for first place, Motor Transport, Works and Buildings, RCAF and SNAM.

Other sports consistently drawing large numbers of participants are tennis, weight-lifting, track and field and swimming. Plans are also under way for the formation of a Canadian football team slated for entry in the local league this fall.

"Hunter" Team Leads In Baseball Loop

HMCS "Hunter's" entry in the Border Cities Baseball League has been steadily climbing after a slow start and now shapes up as the team to beat. At the end of June, the Motor City sailors had battled their way to first place in the league standings.

Surgeon Stars For "Star's" Officers

At HMCS "Star", in Hamilton, the traditional challenge softball game between the officers and men was played on the last drill night of the season. The men had things much their own way during the early innings but the officers uncovered their ace by sending Surgeon Lieut. W. Ghent to the mound. The doctor cut the men down to size with some smart twirling and then sewed up his own ball game by walloping a three-run homer.

"Queen" Holds Shoots On RCMP Ranges

The officers and men of HMCS "Queen", Regina, moved in on the rifle ranges of the Royal Canadian Mounted Police recently for two rifle shoots. Top marksman among the men was Ordinary Seaman George Nenescu, with Ordinary Seaman Gerald St. Jean placing second and CPO James Brown third. High scorer among the officers was Lieut. William M. Stan, with Lieut. James Cook a close second.

"Stadacona" Athletes Score Over Acadians

A 19-man team from HMCS "Stadacona" was victorious by a 67-63 margin in a track and field meet at Acadia University, Wolfville, N.S. Encouraged by this success, the "Stadacona" track team is looking forward to a number of important meets during the summer months.

Electricians Win "Stad" Swim Trophy

The final interpart swimming and water polo meet of the year was held at the "Stadacona" pool, with five teams, Communications, Electrical, M.T.E., Gunnery and Miscellaneous, competing. The Electricians captured the league trophy by defeating Communications 19-11. The events included 60 yards free style, 60 yards backstroke, 60 yards breaststroke, 90 yards medley, 120 yards free relay, plunge and water polo.

"Unicorn" Marksmen Stage Competitions

The officers and men of HMCS "Unicorn" have been active in rifle competitions at Saskatoon. The ship's company was organized into a number of teams for .303, .22 and revolver matches at the Saskatoon Riverside Rifle Range and in a competitive shoot, the third team, captained by Mr. K. H. Doolittle, Warrant Writer Officer, won top honours in all three classes.

Four further shoots were held in preparation for the Saskatoon Garrison Rifle Shoot. A team captained by Mr. Doolittle and consisting of three RCN men and three Reserves won fourth place in the eight-team Garrison event.

"Stadacona" Softballers Have Large Following

The senior softball team from HMCS "Stadacona" is in second place in the Halifax Commercial Softball League with almost one third of the regular season completed. The team, backed by the "Stadacona" ship's fund, has captured a good following, with the average attendance running to approximately 2,500 spectators per game. Six other teams, all sponsored by Halifax concerns, complete the league.

HQ Sailing Club Holds Weekly Races

Two Admiralty type 14-foot sailing dinghies delivered July 11 brought to four the number of these craft being used by the Naval Headquarters Sailing Club on Dows Lake, Ottawa.

The sailing club, in which membership is open to all personnel at Naval Headquarters, plans to hold weekly races on the lake, with inter-branch and inter-departmental contests slated for the future.

Heading the club is Captain (L) W. H. G. Roger, and Commander (L) J. C. Gray is secretary. Committee members are Commanders J. S. Davis and H. L. Quinn, Lieut.-Cdr. H. W. A. Moxley, Constructor Lieut. R. J. Tirard and Mr. C. J. Marshall.

The RCN's Atlantic Command Rifle Club walked off with most of the silverware in the Halifax Indoor Rifle League during the past season. Included among the trophies are the Navy League Challenge Trophy and the Richard Oland Trophy, at left and right of the tray respectively, both won by the "Stadacona" senior team, which copped top honours in its division. Other trophies include individual awards and rifleman cups.

In the photograph are: Front row (left to right) — Mr. R. E. Leal, A/Gnr., Surg. Cdr. G. W. Chapman, Lt.-Cdr. (G) L.P. McCormack, PO R. W. Saturley, CPO C. Marlin, CPO J. Abraham, Mr. R. Ventham, Cd. Ordnance Officer. Centre row, (left to right) — CPO R. A. Wolfe, PO A. Underhill, CPO A. H. Potter, Mr. G. A. Tulk, Warrant Writer Officer, CPO M. O. Taylor, PO A. E. Young, CPO R. E. Dorken. Back row, (left to right) — CPO K. M. Neal, AB D. H. Casey and Ldg. Sea. H. T. Harvey.

Comrades in Arms

THE CANADIAN ARMY

Out of Retirement

One of the Second World War's most famed mascots forsook the green pastures of retirement for a few days in order to join in the Halifax bicentenary celebrations.

"Princess Louise," the horse mascot of the 8th Princess Louise (New Brunswick) Hussars, had an honoured place in the mammoth parade on June 21. Picked up on an Italian battlefield by troops of the Hussars, the thrice-wounded colt has since marched wherever the regiment has appeared. Her regimental trappings include a complete row of service ribbons, three wound stripes and the flashes of the famous unit.

Citizens of King's County, N.B., gave her the "Freedom of the county" including the "inalienable right" to roam flower beds and vegetable gardens without fear of winding up in a glue factory. She even has a membership card in the Canadian Legion, complete with hoofprint and all.

As far as the records reveal, Princess Louise has committed but one faux pas since joining the Hussars. Three years ago she calmly nibbled at Lady Alexander's bouquet while the regiment was being inspected by the Governor General.

"Princess Louise," the famous mascot pony of the 8th Princess Louise (NB) Hussars, is shown here in retirement at her home in Hampton, King's Country, N.B. She saw service in Italy, France, Belgium and Holland with the unit and came to Canada from Amsterdam via New York in 1946. (Canadian Army Photo).

Cadet Trade Training

From Royal Canadian Army Cadet units all across Canada approximately 1,700 youths arrived at special camps in July and commenced a 42-day trades training course. The course is the outcome of a highly successful experiment conducted last summer on a small scale. Officials were so pleased with results and the keen interest shown that it was decided to expand the programme into this summer's size and scope.

Camps have been organized in each Command and courses commenced as follows: Aldershot, N.S., July 18; Valcartier, Que., July 6; Ipperwash, Ont., July 10; Dundurn, Sask., July 18; Vernon, B.C., July 18.

The subjects covered include driver mechanic, signalling for all arms, operated fire control, engineering equipment and medical assistance.

In order to qualify for the course, cadets had to be over 15 years of age and in good physical condition. Cadets taking the driver mechanics course were chosen mainly from students taking technical subjects at high school.

Earlier this year, through the latter part of June and early July, nearly 6,000 cadets lived under canvas at summer camps in each of the five Army Commands. The camps ran 10 days and offered general military training, sports and recreation.

THE R.C.A.F.

The Old Maids

When an Air Force man talks about an "SD" he's referring to one of the RCAF's Supply Depots, without which the whole of the RCAF's operations would soon come to a standstill.

An RCN pilot gives instructions toRCAF ground crewmen servicing his Sea Fury fighter at the Rockcliffe Air Station, Ottawa. The Fury was one of 16 of the 19th Carrier Air Group which stopped at the RCAF airdrome for fuel enroute from Dartmouth, N.S., to Rivers, Manitoba. (RCAF photo).

Supply Depots are the old maids of the Service when it comes to glamour and publicity. They lack the operational glamour of flying stations, where Vampire jet fighters screech across the sky, or where big transport and photo planes take off for points in the Far North.

But what they lack in glamour they make up for with rapid, skillful efficiency, as they quietly go about a complex operation which plays a big part in keeping the rest of the RCAF flying. The Supply Depots — there are four of them across Canada — comprise the operational centres of the RCAF's vast supply system. It is this system which stores and distributes needed equipment, aircraft, fuel and spare parts at Air Force stations and detachments from coast to coast, and from the southern border to the islands of the Far North. More important, it distributes many times under great difficulties, exactly where and when needed, and in the required amount. Its job is summed up by the motto on the unit badge of one of the Depots which, when translated, reads: "Right Quantity, Right Time, Right Place."

Largest of the Depots is that at Weston, near Toronto. Here more than 400 Service and civilian personnel, working in a building covering 11½ acres, handle 80,000 separate items making up the stock of the Depot. In their hands is responsibility for supply of RCAF stations and units from Winnipeg to Eastern Quebec, with everything from Vampire engines to eggbeaters, from shoelaces to radar sets.

Keynote of the success of a supply depot such as the one at Weston is the system whereby any one of the items making up the tremendous stock can be located in a matter of minutes. The work at No. 1 Supply Depot, of course, includes a great deal more than tracking down the odd piece of equipment. Actually, a "demand" can refer to 1 or 100 items. A visitor to a supply Depot might find its workers engaged in making up a demand for some isolated RCAF station, covering every item that the station will require for a period of a year, and coming to more than two box-car loads. That's a big job.

Whether it's a shipment of typewriting paper or an assortment of delicate aircraft instruments, the men of the Depots are responsible for seeing that it gets to its destination safely, and the job calls for skill and know-how in packing and routeing. When a crate leaves Weston labelled "Handle Like Eggs," it's a sure sign that a lot of patience and efficiency went into it, along with its contents, as an assurance that it will reach its destination unharmed. It's not stretching a point at all to assume that men's lives may depend on the way the crate was packed.

The Defence Research Board of Canada held its quarterly meeting in HMC Dockyard, Halifax, in June. Left to right are: Brigadier F. C. Wallace, Toronto, industrial adviser to the board; Dr. P. E. Gagnon, Laval University, Quebec; Prof. J. H. L. Johnstone, Dalhousie University, Halifax; Prof. G. M. Shrum, University of British Columbia; Mr. W. H. Barton; Mr. R. G. MacNeil, secretary; Dr. O. M. Solandt, Chairman; Mr. E. L. Davies, vice-director; Lieutenant-General Charles Foulkes, Chief of the Army General Staff; Vice Admiral H. T. W. Grant, Chief of the Naval Staff; Mr. H. Greville Smith, Montreal; Mr. C. M. Drury, Deputy Minister of National Defence; Air Vice Marshal J. L. Plant, representing the Chief of the Air Staff, and Dr. Otto Maas, Montreal.

Morale is Like a Stalagmite

(From the U.S. Naval Training Bulletin)

"Morale is like a stalagmite: it does not grow up from the bottom — it trickles down from the top."

That sounds good. Crisp, descriptive, to the point. But wait a moment — stalagmites grow up from the bottom. Stalactites grow down from the top. That's right. But how do stalagmites grow up? They grow up by virtue of a steady trickling from above, piling up higher and higher to form a beautiful structure.

Morale in an organization is just like that. Stalagmites form from a sweating roof. Morale is formed by the efforts and sweat of those above. Morale is possessed by the followers, but it is made by the leaders.

Leaders have special attitudes of mind and ways of acting, but the results of those attitudes and actions are the tricklings from above that build a beautiful morale structure. Leadership and morale go hand-in-hand. A group is the sounding board of its leader. The tone and timber of his thinking and doing is reflected in the morale of his men.

Admiral F. B. Upham, USN, once said,

"Ever is the leader under most searching scrutiny on the part of his subordinates. He is under constant examination as to the degree of his knowledge, of his ability, of his skill in every branch of his profession, and in particular as to his ability in handling men under his tuition — his consideration for their welfare and progress, his firmness in exacting correct performance of individual tasks."

Describing morale Fleet Admiral Ernest J. King, USN, said,

"Morale is the state of mind wherein there is confidence, courage, and zeal among men united together in a common effort."

Field Marshal Viscount Montgomery of Alamein, on the same subject, pointed out that "A high morale is based on discipline, self-respect, and the confidence of the soldier in his commander and in his weapons."

According to Lee, Jackson, and Washington, morale depended upon four things: the service of supply, the nature of discipline, the competence of command, and the component of victory. How do these things operate on the level of the small group? What can its leader do about them?

The service of supply at the small group level is a fairly simple thing. Are meals wholesome and tasty, and served hot at a convenient time? Are sleeping quarters comfortable? Are working conditions favorable? Are the tools of the trade, be they guns or hacksaws, available in proper quantity and quality? And if the answer to any of these questions is "No," is the leader making successful attempts to correct the situation? When examining the success of Robert E. Lee as a leader, and seeking a clue to the reason for that success, the comment which was most often heard was:

"He took care of his men."

Good discipline is really a simple thing. Remember that the word comes from "disciple", which means "a willing follower." Its administration depends largely upon good sense. Andre Maurois, in Captains and Kings, remarked that "To have a plentiful supply of good sense, one must be so constituted that the reason triumphs over the feelings, and experience over the reason." Actually, good discipline is a willingness to follow or obey because the men know that the rules are just, that they are invoked impartially and with understanding, are obeyed by the leader as well as by themselves, and are in operation at all times, both for their regulation and their protection.

Competence of command is a factor in the practice of leadership. At the small group level it consists largely of the ability to organize, to deputize, and to supervise. Men in the group are kept busy and meet with success in the job because the leader knows how to organize the group to do the job — he knows how to lay out the work. He knows how to deputize his authority, and to whom to deputize it, so that the men may work efficiently without feeling that he is always looking over their shoulders. Rather, they feel that he has confidence in their ability to do the job and in their ability to do the job without his showing the iron hand. He knows how to supervise, to control their activities without being too obvious about it, to schedule the work so that everything is done properly and in due time.

The component of victory is a delicate thing. It consists of that wonderful feeling that you can lick this job, and can lick the world. Why? Because you have already licked everything in sight. The good leader knows his men and knows what they can do. Knowing these things, he plans operations so that they will continue to succeed, all along the line. He breaks down the difficult jobs into a greater number of easier jobs. He explains each job in terms that the

men understand and appreciate, and he explains each job in terms of its place in the big picture. Knowing his men, he learns to distinguish the extraordinary from the impossible. He sees to it that their successes gain recognition, and that this never-say-die spirit known as the component of victory is kept alive, and his group is always on top of the heap.

So you see, morale is like a stalagmite. Every act of the good leader has its residue. That residue trickles down and has its effect on the men by strengthening their confidence in him and in themselves. And as it trickles down, it builds a stalagmite in the form of a big, beautiful, strong morale structure.

WHAT ABOUT DRAMAMINE?

Considerable curiosity and speculation have been aroused in the RCN and RCN (R) with regard to the possible use in the Service of the new anti-seasickness drug, dramamine, recently discovered by Drs. Leslie N Gay and Paul Carliner of the Johns Hopkins Medical School, Baltimore.

Dramamine was something of an accidental discovery; it was originally devised as a cure for hives. But one of the hives-sufferers found that, having been treated with the drug, she was no longer affected by the chronic motion sickness which had always afflicted her. This discovery led in time to extensive tests being carried out at sea in the U.S. Army Transport "General Ballou," while she was on her way to Germany with occupation troops. The tests indicated that seasickness among the troops could be effectively allayed by administering the drug four times daily during the sea voyage.

Dramamine (known to the organic chemist as beta-dimethylaminœthyl benzohydryl ether 8-chlorophyllinate) is not at present in use in the RCN. There are two reasons for this.

First, extensive tests on the drug have not been completed, and it is not known whether dramamine will produce harmful side-effects, such as drowsiness or impairment of general efficiency.

Secondly, the new entry seaman in the RCN looks forward to a career afloat. The only real and permanent cure for seasickness is the acclimatization of the balance mechanism (the "labyrinthine mechanism") in the inner ear to the rolling and pitching of the vessel at sea. It is the disturbance of this balance mechanism which causes the nausea which is the principal symptom of seasickness. Both dramamine and the RCN seasickness pill are merely palliatives and are no considered as cures. In fact, they impede, rather than hasten, the acclimatization process.

Dramamine will probably find its principal users among passengers in trains, automobiles, aircraft and steamships in the civilian world. At present it is available only on a doctor's prescription. It may also be used in combined operations. When troops are being transported for short distances in landing craft, it is not necessary that they acquire permanent immunity to seasickness, but it is of the utmost importance that they arrive at their destination with their fighting capabilities unimpaired by attacks of seasickness. Dramamine may offer a solution to this problem, though its superiority to the RCN seasickness pill in this regard is not yet proven.

BEGINS ANNUAL REFIT

HMCS "St. Stephen" arrived in Halifax on July 14 after another tour of duty at Station Baker. The RCN's weather ship was slated for refit that would sideline her until mid-September.

An Omission

Through an oversight, a credit line was not given the South China Morning Post, of Hong Kong, for the photograph of HMCS "Crescent's" Guard of Honour at Sai Wain cemetery, Hong Kong, which appeared on page six of the July issue of The "Crowsnest."

An amusing token of HMCS "Crescent's" Far Eastern cruise was her "Chinese pendants." Made up while the ship was in China the pendants display Chinese characters which spell out the words, "Warship Crescent."

FLEET CHAPLAINS VISITING

Chaplains of the Fleet, Padre E. G. B. Foote and Father M. P. MacIsaac, began their summer tour of Royal Canadian Sea Cadet camps on July 5 when they visited the cadets on Kenora Island in the Lake of the Woods. During July and August the Chaplains of the Fleet will pay visits to four other sea cadet camps, from Vancouver to Lunenburg, N.S.

Enroute to Kenora Island, Padre Foote and Father MacIsaac made stops at Sudbury and Sault Ste. Marie to attend the evening parades of the local sea cadet corps.

14 FINISH RADIO TECHNICIANS' COURSE

The following 14 men recently completed a Radio Technicians' Course at the Electrical School, HMCS "Stadacona," Halifax: CPO's C. A. Redden, E. F. Court, J. J. Taylor, F. W. Bignell, R. B. Rimmer, H. C. Gardner, C. P. Peterson and Gordon Trevor, and PO's G. M. Frost, H. E. Warman, E. J. Perkins, James R. C. Moss, J. C. Lewis and R. J. Hamilton.

LOCKS, LOCKS, LOCKS

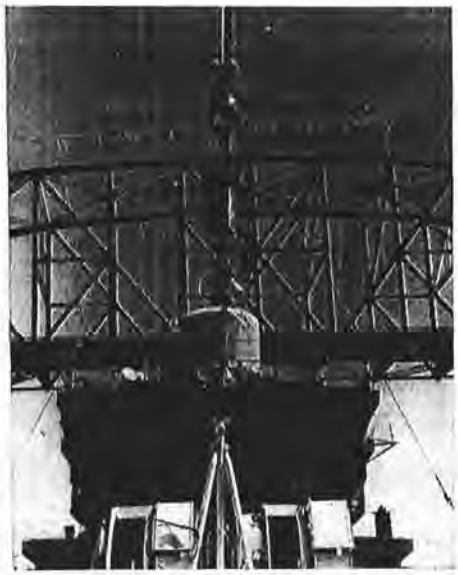
To the "armchair dreamers" it was one of those "just so, so wonderful" excursions. One could hear them saying: ". . . and imagine being paid for it, too!"

But for the crew of the Algerine minesweeper, HMCS "Portage", it was a rigorous cruise that left little time to see the sights.

The "Portage" left Halifax on the evening of May 17 for her second summer of training naval reservists on the Great Lakes. Only incident on the trip to Montreal was a three-hour emergency stop at Port Hawkesbury, on the Strait of Canso, where a sick crew member was landed and removed to hospital.

Despite the enforced stop the ship arrived in Montreal ahead of schedule — a performance that was to be constantly repeated and cause some on board to wonder if they were taking flying training.

No trip could be much more arduous than that through the 26 locks of the St. Lawrence canal system. Despite the task of working the ship into locks barely able to accommodate her, the "Portage" arrived ahead of schedule in Kingston on May 23.



Looking back on the Quebec Bridge from the fo'c'sle of HMCS "Portage."

Overnight stops were scheduled there and at Toronto, with a two-hour stopover at Hamilton, which gave the weary ship's company a breather before the canyon-like Welland Canal.

By this time the crew was functioning like a well-oiled machine and the Welland proved child's play. In fact, the "Portage" was just 20 minutes short of the record for an up-bound passage through the canal. If it hadn't been necessary to slow down between locks to give the crew a chance to eat, a new record undoubtedly would have been established.

For sailors used to the wide expanses of the Atlantic and the Pacific, navigation and shiphandling on the inland waterways was a new — and, at times, a somewhat hair-raising — experience. The business of approaching head-on in canals until within a couple of hundred feet of the other ship, then both altering to starboard, then port, then steady away, caused hearts to climb to more than a few throats.

Amherstburg . . . Windsor . . . Sarnia for refuelling . . . and Port Arthur was reached May 28, and ahead of schedule. On June 3 the training programme began with 64 officers and men from HMCS "Chippawa", the naval division at Winnipeg, joining the ship for a two-day cruise.

Returning to Port Arthur late Saturday afternoon, the Winnipeggers were disembarked, and 16 officers and men from HMCS "Griffon," Port Arthur, embarked for a weekend cruise to Duluth, Minnesota.

So efficient and cheerful had the men of the "Portage" proved that the Commanding Officer, Lt.-Cdr. D. M. MacDonald, told a radio audience in Port Arthur that he had "never known a finer crew in the Royal Canadian Navy". His words were echoed by Cdr. J. E. MacQueen, RCN(R) (Ret'd), a veteran lake mariner who had joined the ship at Kingston to give the sea-going types the benefit of his experience in inland waters. —A.C.R.

OFFICERS' REUNION

(Continued from page 10)

the U.S. Embassy, Ottawa; Captain German; Lord Wickham Stanley Cornwallis and Commander W. E. Simpson, RCN(R) (Ret'd), past president of the Halifax Branch of the NOAC. Willard MacKenzie, president of the host branch, presided.

The dinner and the reunion came to an appropriate close when all in attendance linked hands in singing "Auld Lang Syne."

Ball o' Fire!

The officers and men of HMCS "Shearwater" knew it had been a busy month but didn't realize just how busy until some mathematical wizard resolved the month's activity into readable statistics. During the 20 flying days in May, he reported, 2,596 sorties were flown, for an average of one take-off or landing every 1¾ minutes!

FAIR PASSENGERS

"Down to the Sea in Slips" was the heading the Vancouver Daily Province put on its report of the event when more than 100 delegates to the triennial meeting of the Canadian Women's Press Club were embarked in HMCS "Crescent" for a trip from Vancouver to Victoria June 24.

As part of their three-week course in the Navigation Direction School at HMCS "Stadacona," Cadets RCN (R) learn the use of the star globe, a device for identifying stars. From left to right are Cadets W. E. Ogden, Toronto; L. Lemieux, Montreal, and G. R. Todd, Wolfville, Nova Scotia.

Our Security

The atom bomb screams downward on the
unsuspecting Fleet
Whose new H/F detectors have but missed
a millionth beat,
While the latest fighter squadron whose
fire power is more
Than the concentrated efforts of ten
battleships of yore,
Cleaves the air at speeds unheard
of and attempts to stay unseen
But is plotted by the fingers
of the searching radar beam.

Now they tell us that in days gone by
The men were made of steel,
And the ships they fought were wooden
From the topmast to the keel.
And they speak to us of Nelson and
They speak to us of Blake,
And they tell us of John Hawkins
And they talk to us of Drake.
And we bow our heads before them
For even now as then,
Both sides may have equipment but
Only one the men
— and yet do not forget this; brave men in the attack
Will die before a less brave foe if e'er equipment lack.
The Jervis Bay in glory in the days of modern war
Went down to meet with others who had fought with odds before.

In the days that went before us it is true
no wireless beat,
Was pulsed to bridge the distance from the
home base to the Fleet
No enemy could listen, find our course
or trace our track,
And be waiting with his submarines all ready
for attack.
So in every age and era weapons must be new
to win.
For our ships must match the enemy (as soon
as we begin).

But once we have the weapons, then the final victory
Lies not with the ships, but with the men who sail upon the sea.

SUB. Lieut. (L) MARTIN SHUBIK, RCN (R)
in the "Mag-Rag"

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