

# *The* CROWSNEST

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Vol. 2 No. 4

February, 1950



# The CROWSNEST

Vol. 2 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1950

## CONTENTS

|                                     | Page |
|-------------------------------------|------|
| RCN News Review . . . . .           | 2    |
| He's A Busy Man . . . . .           | 4    |
| Bulletin Board . . . . .            | 6    |
| Man of the Month . . . . .          | 8    |
| Cruising Down the River . . . . .   | 9    |
| 'Good Will Toward Men' . . . . .    | 10   |
| Officers and Men . . . . .          | 12   |
| Half Yearly Promotions . . . . .    | 14   |
| 'Plumbers' Paradise' . . . . .      | 16   |
| Looking Astern . . . . .            | 18   |
| Afloat and Ashore . . . . .         | 20   |
| The Navy Plays . . . . .            | 26   |
| Variety Group Makes Debut . . . . . | 29   |
| Book Review . . . . .               | 30   |
| Hoot Mon! . . . . .                 | 31   |
| Comrades in Arms . . . . .          | 33   |
| Don't Feed 'Newfie!' . . . . .      | 36   |

The airplane, with its ability to project the fleet's visibility range and hitting power to a radius of 1,000 miles and more, has become an integral unit of the modern Navy. A Sea Fury, one of the types of aircraft in use by the RCN, is shown on the opposite page as it comes in for a landing on HMCS "Magnificent." A single seat fighter, the Sea Fury is capable, also, of carrying a respectable bomb load or batteries of rockets.

From the photo, incidentally, may be obtained some idea of how little the naval pilot can see of the flight deck and, therefore, how much he depends on the "batsman" for guidance when landing on.

★ ★ ★

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*Cover Photo*—A popular feature of the new entry sports program at HMCS "Cornwallis" is the monthly inter-divisional boxing tournament staged in the drill hall. Out of one of these tournaments has come the action shot shown on the cover. A study in concentration, AB Benedict Pask (left), "Algonquin" division hopeful, intently seeks an opening for a counter-punch as he makes Ord. Sea. Clair Shrum, of "Sioux" division, miss with a right cross. Despite his close attention, Pask lost the bout by a narrow decision. (Photo by CPO John Turner.) (DB-823-4).

# R.C.N. News Review

## **Cruise Stops Scheduled At Havana, New York**

Off to warmer latitudes this month go HMC Ships "Magnificent", "Micmac" and "Swansea."

The carrier and her attendant destroyer are scheduled to leave Halifax February 13 on a two-month training cruise involving stops at Charleston, S.C., Guantanamo and Havana, Cuba, and New York.

The "Swansea" will accompany them on the first leg of the cruise but is due to detach before they reach Charleston and proceed independently to Nassau, B.W.I. After six days in the Bahamas, February 18 to 24, she will return directly to Halifax arriving March 1.

The force will be under the command of Commodore K. F. Adams, Senior Canadian Naval Officer Afloat, flying his broad pendant in the "Magnificent."

Embarked in the carrier will be aircraft and personnel of the 18th Carrier Air Group (825 and 826 Squadrons), who will carry out flying exercises throughout the cruise.

The "Magnificent" and "Micmac" are scheduled to stop in at Charleston from February 20 to 24. Then they spend an 11-day period at sea, broken only by a half-day call at Guantanamo for fuel. Comes next a four-day respite in Havana, and arrangements have been made to provide as much leave as possible in the Cuban capital.

From Havana the two ships return briefly to Guantanamo, again for fuel, then rendezvous at sea with units of the America and West Indies Squadron of the Royal Navy, under the command of Vice-Admiral R. V. Symonds-Tayler, in HMS "Glasgow," March 20.

The two forces will carry out combined fleet exercises for six days, after which they will put into Guantanamo for fuel, leave and a conference to review and discuss the exercises.

On March 30 the "Magnificent" and "Micmac" will head for New York, where they will spend five days, April 7-12, before carrying on home to Halifax.

## **"Huron" to Re-commission With "Haida's" Crew**

During January, sea-going activity was concentrated in the Atlantic Command. The newly-commissioned "Micmac" started the ball rolling on January 9 when she left for Bermuda for work-ups. She was followed three days later by the "Swansea," who was slated to carry out anti-submarine exercises in Bermuda waters until January 28,

On January 17, with the 18th Carrier Air Group embarked for deck landing training, the "Magnificent" left Halifax for a two-week cruise in the Bermuda area. The carrier was joined by the "Micmac" on the 19th and the destroyer acted as plane guard during the flying training. Both units returned to Halifax on February 1.

HMCS "Huron" is due to complete her armament conversion in February and to commission with a ship's company drawn largely from the "Haida." The latter took over the



Like the rest of the ship's company, members of HMCS "Haida's" fife and drum band have taken on a touch of Texas, as the result of being made "Honorary Texans." Shown above, all set to let go with a few bars of "Deep in the Heart of Texas," are left to right, PO George Groome, AB James B. Mossop, FO Norman Harding, AB Arthur Burgess and Lieut. Andrew McMillin. (HS-9272).



duties of depot ship for the Reserve Fleet at Halifax on January 13, replacing "La Hullose," which was paid off to reserve. "La Hullose" will be re-commissioned in the spring as a training ship for RCN(R) Cadets.

"Portage," scheduled to begin refit January 15, was delayed until the 31st to permit completion of her Naval Research Establishment programme.

Out west, things have been comparatively quiet, but that state of affairs will not last for long. The cruiser "Ontario," her annual refit completed, will put to sea early in February for a shake-down cruise and resumption of her duties as new entry training ship.

HMCS "Sioux," the habitability "guinea pig," commissioned January 18 and began trials and work-ups. "Cayuga" returned to sea duty in mid-January and on the 23rd set off on a two-week cruise to San Diego and Long Beach, California. "Antigonish" was in the middle of her annual refit, which is due to complete March 1. Most active of the West Coast ships was the oceanographic survey vessel "Cedarwood," which was operating in the Strait of Georgia.

### **Ontario Divisions Inspected by DNR**

Captain Howard L. Quinn, Director of Naval Reserves, began his annual inspection of six Ontario naval divisions on January 16. Accompanying Captain Quinn were Cdr. W. A. Childs, RCN (R), Assistant Director of Naval Reserves; Instr.-Cdr. C. H. Little, Staff Officer University Naval Training Divisions; Cdr. G. M. Wadds, Deputy Director of Weapons and Tactics; Cdr. (L) H. L. Crawford, Deputy Electrical Engineer in Chief; Lieut. (S) R. A. B. Fee, representing the Director of Fleet Stores, and Mr. T. E. Muirhead, of the Directorate of Civil Engineering and Maintenance.

The inspection tour, which winds up on February 3, has included visits to HMCS "Hunter" (Windsor), "Prevost" (London), "Star" (Hamilton), "York" (Toronto), "Cataraqui" (Kingston) and "Carleton" (Ottawa).

### **Sea Furies Set New Toronto-Halifax Record**

Two Sea Fury fighters of the 19th Carrier Air Group early in December shattered the record for a non-stop flight between Toronto and Halifax when they flew the 825 miles from Malton airport to the RCN Air Station, Dartmouth, in one hour and

To begin the experiment, the radar service atop the signal tower of the Lion's Gate Bridge picked up the "Cedarwood" off Point Atkinson. From this point until the test was completed, the good visibility was ignored and dense fog conditions were simulated. The ship's course was shaped by means of ranges and



Enough blood to keep every hospital in B.C. supplied for nearly three days was donated by crew members of HMCS "Ontario" and civilian employees at HMC Dockyard, Esquimalt, during a recent clinic. Maintaining a flow of almost a pint per minute, the Mobile Unit of the Canadian Red Cross Society collected more than 300 pints of blood during the day. Above, Dr. J. Nelson of Vancouver inserts the needle in the arm of PO Edmond Huppe. Standing by is VAD Agnes Salway of Victoria. (OC-196-2).

54 minutes — an average ground speed of 435.5 miles per hour. Piloting the speedy single-seater fighter aircraft were Lieut.-Cdr. (P) R. A. Creery, Commanding Officer of 883 Squadron, and Lieut. (P) E. A. Myers. They made the flight at an altitude of 20,000 feet.

### **Radar Guides "Cedarwood" To Vancouver Berth**

The naval auxiliary vessel HMCS "Cedarwood" figured in a unique experiment in Vancouver harbor early in December. Through the magic of radar and the radio telephone, the little wooden survey vessel was led into the harbor and "talked" to a position 40 feet from her berth,

bearings passed from Lion's Gate by R/T every 500 yards. The course brought the "Cedarwood" directly under the centre span of the bridge, from where she was "talked" to the position off her berth.

During the run, ship's officers took ranges and bearings of shore objects to test the accuracy of the information passed from the radar station, and found it to be very exact. The test was repeated when the "Cedarwood" left the harbor.

Three operators and a chief operator maintain a 24-hour service on the Lion's Gate Bridge, providing visual and radar service to Vancouver's shipping traffic.

# He's a Busy Man

by D.L.H.

## Action Information Set-Up Gives Radar Plotter Plenty To Do

✓  
**E**VERY now and then, in the pages of this magazine, there has appeared a note about the Navigation Direction School or Training Centre. The paragraph usually announces the successful passing of a course of RP 3s or RP 2s, and you may be inclined to say to yourself, "Yeah! Extra bods to slack in the Ops Room while honest seamen freeze!" and go on to more interesting news about the Supply School cleaning up the track meet at "Naden".

The fact is that, if the ship is properly organized, the fortunate, or despised (according to how you look at it), Radar Plotter is one of the busiest men aboard, and is, furthermore, the only man of the Seaman Branch who is continually employed in his non-sub capacity, rather than on general duties. I hope to give you a few of the reasons why the RP disappears when Special Seadutymen are

pipied and doesn't reappear until the first libertymen are off in a cloud of dust. To do this, I must tell you something of the history and responsibilities of the Action Information Organization in the RCN.

Action Information, of a sort, has existed for centuries; no doubt the Romans were informed by agents of the plans and approximate whereabouts of the Carthaginian fleet, and first knew of its immediate approach when the Centurion of the Watch, getting ahead of the lookout as usual, excitedly stammered out the Latin equivalent of "Bearing Green 25 — a Trireme!" That was Action Information, and of a vital type.

But it wasn't enough, although Nelson got along with it. With the introduction of that newfangled Wireless Telegraphy, both strategy and tactics were greatly affected. Headquarters could keep in constant touch

with Force Commanders at sea, and could direct operations in the light of information hours old, rather than days old. However, forces close together at sea still had no accurate idea of their positions relative to each other, and no way of finding out. This fact was driven home in the First World War, at the Battle of Jutland. During that engagement the Grand Fleet very nearly missed the Battle Cruiser squadron, which was in close contact with the Germans, because of cumulative errors in position amounting to 11 miles and a maximum visibility range of some five miles.

Admiralty, not unnaturally, was perturbed about the situation, and the forerunner of the present ARL Table was the outcome. By the beginning of the Second World War destroyers and above were fitted with the table and a rudimentary plotting organization was set up to make the best use of it. In addition, the general fitting of Asdic provided another major source of information. The provision of Radar and faster, more efficient direction-finding added the final load that forced the creation of the modern AIO.

In cruisers and larger ships, it was the continuous air attack in the Mediterranean that led to the development of Aircraft Direction, based at first on RAF control systems. As early as 1942, the principles that govern current Aircraft Direction had been formulated and put into successful practice. The surface side lagged somewhat, but in the latter part of 1943 the destroyers in the Channel, led by HMCS "Iroquois", had worked up to so efficient a state that on more than one occasion tactical command of an action was turned over to them by cruisers. The USN was in a very similar state at this time.

The present AIO, with certain changes imposed by more modern equipment, is basically the same as



Radar plotters receive practical instruction in the Navigation Direction School, Halifax, in plotting radar-detected aircraft. (HS-4309).

that of 1945. As far as security allows, I shall explain its functions.

The AIO's primary responsibility is to provide the Admiral or Captain with "a clear, concise and up-to-date picture of the strategic and tactical situations" upon which he can base his decisions. Sounds simple! And yet the performance depends upon the collection, display and accurate appreciation of an immense amount of material, from operation orders and intelligence briefs (which we might call long-range information) to the close-range Radar and the immediate Asdic. Nothing is too unimportant to be filed in the long memory of the Operations Officer for future use, even if it isn't of immediate value. From this mass of material, flowing in from radar, asdic, D/F, radio and visual communication channels, orders, reports, photographs, and every other way, must come the picture to permit the AIO to:

- (a) Give warning of the approach of aircraft, surface vessels and submarines, both friendly and hostile.
- (b) Indicate targets to the weapons, including the air weapon.
- (c) Direct friendly aircraft on to hostile targets of any nature; this is a problem of considerable com-

Night actions and strikes are common occurrences during fleet exercises. Here plotters on board the "Ontario" trace the movements of the "enemy" using reports received from the radar and other sources of information. (E-7285-1).

plexity when such a target happens to be a high-speed aircraft.

- (d) Estimate the size of, and identify targets.
- (e) Carry out radar navigation.
- (f) Assist in station-keeping.
- (g) Carry on certain phases of Tactical Deception.
- (h) Control own surface forces.

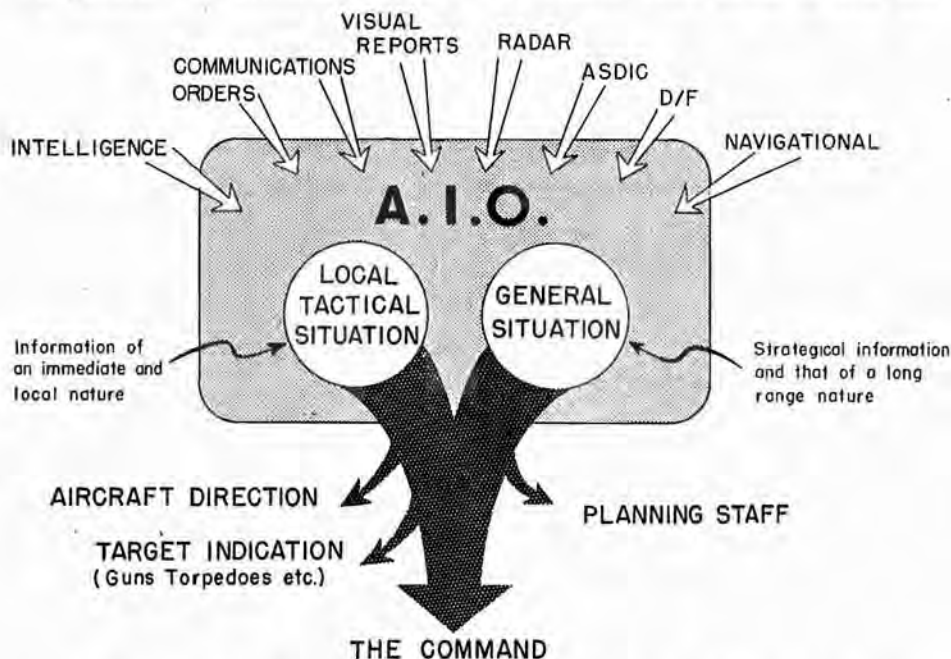
Most of the above functions could be broken down under several sub-

headings which, although complementary, require varying techniques and skills.

The master-mind of all this is, on the surface side, the Operations Room Officer and, for the air picture, the Direction Officer. These two must be left free to issue general instructions and evaluate the plots, stateboards, and other presentations, since the Command must depend on them in many cases, to analyze the situation or indicate the matter of most immediate importance. The Command will even delegate some tactical decisions to them, such as the interception of hostile aircraft, which is left to the discretion of the Direction Officer.

The man who does the actual compilation and presentation of all this gen is our friend, the disappearing RP. He also operates Warning Radar and carries out calibration, lining-up and small maintenance jobs on it. In the case of a senior man, he is often entrusted with jobs carrying great responsibility, such as RDRO (Radar Display Room Officer), where he is required to ensure a full and continuous flow of vital information to the Air Direction Room and Ops. Room. In destroyers, he may be LOPO (Local Operational Plot Officer), in which capacity he must see that all

(Continued on page 36)



A diagrammatical sketch of the Action Information Organization. Information flows into the Action Information Centre as shown, is compiled and evaluated by trained personnel and is then passed to the various "users" and to the Command.



# The Bulletin Board

## Short Service Appointments for Aircrew Duties

It has been approved to enter suitable candidates in the Royal Canadian Navy direct from shore with Short Service Appointments for duty as Pilots and Observers. Serving personnel who meet the qualifications are also eligible for Short Service Appointments.

A candidate for Short Service Appointment from shore must be unmarried and over 18 and under 21 years of age. He must possess Senior Matriculation or equivalent standing and be physically fit in all respects.

Entry into the Royal Canadian Navy will be as a Midshipman with promotion to Acting Sub-Lieutenant on reaching "wings" standard in flying training. When an officer is awarded his "wings" before attaining the age of 20, he will continue to serve as a Midshipman until his 20th birthday, when he will be promoted to Acting Sub-Lieutenant.

Serving personnel must be over 18 years and under 22 years of age, possess CIET certificate and CHET standing in mathematics and physics and be physically fit in all respects.

If accepted for flying training, serving personnel will be released to shore and the following day will be appointed to a Short Service Appointment as a Midshipman under the same conditions as a Short Service Appointed officer direct from shore:

A Short Service Appointment in the Royal Canadian Navy will be seven years' duration commencing from the date of attestation, followed by a period of five years in the RCN (Reserve) (Active List). During the period in the Reserve, officers will be required to carry out training of two weeks annually or one month biennially. On completion of the five-year

period in the RCN (Reserve) (Active List), officers will be reverted to the RCN (Reserve) (Retired List).

A gratuity of one month's pay of rank, Subsistence Allowance plus any other allowances the officer is then in receipt of will be paid for each completed year of service on the satisfactory completion of RCN Service.

On termination of the initial seven years' service the Chief of Naval Staff may approve the retention of officers who volunteer for a further period of five years in the RCN.

All candidates will be required to undergo Air Medical Examination before attestation.

Candidates will clearly state whether they are applying for entry into the Royal Canadian Navy for Pilot or Observer duties.

## Trade Groups Approved For RAs and EAs

The following trade groups have been approved for Electrical and Radio Technicians (Air):

On qualifying professionally for Petty Officer second class, Electrical Technicians (Air) and Radio Technicians (Air) are rated Trade Group III.

They are rated Trade Group IV on qualifying professionally for Petty Officer first class.

## Delay in Award of W/Ks to Sub-Lieutenants RCN

Where through no fault of his own a Sub-Lieutenant is unable to obtain a watchkeeping certificate and recommendation for promotion by the date on which he becomes due for promotion to Lieutenant, his Commanding Officer may recommend him for promotion to Acting Lieutenant provided he has completed six months' service from the date of first appointment as a confirmed Sub-Lieutenant.

If the grant of acting rank is approved, the officer will be given seniority as from the date on which he became due for promotion to Lieutenant and pay of that rank will be effective from that date or from six months after the date of first appointment as a confirmed Sub-Lieutenant, whichever is the later.

## Promotion of Officers

Due to the shortage of sufficient sea-going billets to provide the necessary seetime for officers of technical branches before entering the zone for promotion, the seetime requirements for promotion may be waived by Naval Headquarters in exceptional circumstances.

When a Commander (S), a Lieutenant-Commander (E), an Ordnance

### Brevity

Following the episode of transferring the Principal Medical Officer of HMCS "Magnificent" to HMCS "Haida", under adverse weather conditions, to aid the survivors of a plane crash in Bermudian waters, certain terse correspondence took place which is here-with reproduced as an example of brevity:

Naval Headquarters,  
Ottawa,  
24/11/49

PMO  
HMCS "Magnificent".

Dear Lee:

My hero!

A. McC.  
MDG,  
At Sea,  
6/12/49

MDG  
Naval Headquarters.

Sir:

No hero.  
Respectfully,  
"The Chocolate Soldier".



Lieutenant-Commander or a Constructor Lieutenant-Commander has been specially retained in an appointment ashore and is otherwise qualified and recommended for promotion, the seetime requirements may be waived.

As it is impossible for a Constructor Commander to obtain the seetime specified for promotion to Constructor Captain, due to the constitution of the Fleet, the required seetime for this promotion has been deleted.

### **Transfer of Artisan Duties to Shipwright Branch**

With the gradual reduction of the Blacksmith and Painter Branches, the duties of these Artisans will be taken over by the Shipwright Branch.

The schemes of complement for HMC Ships will be amended to provide additional Shipwrights to the extent of 50 per cent of the present complement of Artisans (Painter and Blacksmith). Additional Stoker Mechanics to provide unskilled assistance to the Shipwrights to the extent of the remaining 50 per cent of the present complement of Artisans will be included in the complement of the Shipwright Department. These additional Stoker Mechanics do not affect the existing arrangements under which necessary assistance is given by the Shipwright's working party normally composed of Seamen.

Complements of ships will be made up with Painters so long as these men are available.

The trade of Plumber is being retained in the RCN. Plumbers will be borne only in Cruisers and Carriers. In smaller ships the plumbing duties will be carried out by the Shipwright.

In order to give Shipwrights the necessary knowledge of the trades of plumbing, painting and blacksmithing, and to ensure that all entries to the branch are brought up to the standard required of a Naval Shipwright and familiarized with the naval application of their trade, all Shipwright entries will undergo a Shipwright course on completion of their basic new entry training. This course will be conducted at the MTE, HMCS "Stadacona", and will be of six months' duration.

The course will include educational instruction to the standard necessary for advancement in the Shipwright Branch. Instruction in painting and blacksmithing will be given by Chief Petty Officers First Class of the respective trades so long as they are available. Instruction in plumbing will also be included.

### **Non-Sub Qualifications For RCN(R) Men**

With the adoption of specialization training in Naval Divisions, it has been decided to split the non-substantive syllabi for RCN (Reserve) men into two parts. Each part will be a separate qualification.

A separate entry will be made in a Reserve man's Service Certificate for each part and separate certificates of passing will be issued.

### **Official Colors for Ships and Fleet Establishments**

Official colors have now been approved for ships and fleet establishments. These colors are based on the dominant colors in the ship's official badge.

In cases where two or more ships or establishments have the same or similar colors and are liable to be in

competition with each other, proposed designs should be compared to avoid repetition and confusion.

It is intended that the ships' colors be used in uniforms worn by teams taking part in competitive sports, in boats' flags when participating in regattas, for decorative purposes and so on.

#### **OFFICIAL COLORS**

##### *White and Royal Blue*

|                |              |
|----------------|--------------|
| "Discovery"    | "Revelstoke" |
| "Fort Francis" | "Stadacona"  |
| "Griffon"      | "Swansea"    |
| "Nootka"       | "Unicorn"    |

##### *White and Azure Blue*

|             |              |
|-------------|--------------|
| "Chippawa"  | "Shearwater" |
| "Llewellyn" | "Scotian"    |
| "Prevost"   | "York"       |

##### *Gold and Royal Blue*

|              |            |
|--------------|------------|
| "La Hullose" | "Star"     |
| "Micmac"     | "Winnipeg" |
| "Oshawa"     |            |

##### *Gold and Azure Blue*

|             |                    |
|-------------|--------------------|
| "Algonquin" | "Haida"            |
| "Chatham"   | "Sault Ste. Marie" |
| "Cataragui" | "New Waterford"    |

##### *Gold and Black*

|               |               |
|---------------|---------------|
| "Antigonish"  | "Rockcliffe"  |
| "Beacon Hill" | "St. Stephen" |
| "Brunswick"   | "Tecumseh"    |
| "Iroquois"    |               |

##### *Gold and Emerald Green*

|           |           |
|-----------|-----------|
| "Bytown"  | "Portage" |
| "Ontario" |           |

##### *Gold and Dark Green (Hunter Green)*

"Hunter"

##### *Gold and Dark Green*

"Malahat"

##### *Gold and Scarlet*

|                |           |
|----------------|-----------|
| "Cayuga"       | "Nonsuch" |
| "Lloyd George" |           |

##### *Gold and Crimson*

"Huron"



"His ship came in with a heavy list."

# The Man of the Month

*"The Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. —Editor.)*

Leading Seaman Christopher (Coke) Coulthard has been unanimously chosen by his Montreal shipmates as HMCS "Donnacona's" Man of the Month — not because he has put in a long and salty spell of service (he hasn't), but because he is making a real job of his spare-time career as a member of the Royal Canadian Navy (Reserve).

Coulthard served in the RCNVR from 1943 until 1945. When the war packed up and he was demobilized, like thousands of others he climbed back into his civvies and returned to his peacetime job. But the pull of the Navy and a firm belief that his duty to his country did not end with the war drew him into the Reserve and he entered the Montreal Division in December 1947.

In the two years that have elapsed since then, there has seldom been an activity in the Division in which he has not been involved. Whenever a job has needed doing, whether it be getting a mascot (a goat) for the football team, setting up a committee, organizing a dance or simply the carrying out of routine training, "Coke" Coulthard has been there, quietly and effectively pulling a healthy share of the weight.

A native of Montreal, Ldg. Sea. Coulthard was employed by the

Shawinigan Water and Power Company before joining the Navy in March 1943 as an ordinary seaman. He served in the Montreal Naval Division from March until May 1943, then was drafted to HMCS "Cornwallis" for new entry training. He spent two months at the Annapolis Valley establishment, then headed back inland to HMCS "St. Hyacinthe," the signal training school at St. Hyacinthe, P.Q.

Here he mastered the intricacies of W/T and transferred to the rating of ordinary telegraphist. In February 1944 he was drafted to HMCS "Stadacona," the RCN Barracks at Halifax, where he served for approximately six months before joining the staff of the Crystal Beach W/T Station. Later he was attached to the communications staff of Atlantic Command Headquarters.



Ldg. Sea. Christopher Coulthard

(photo by A. W. Stevens)

His only sea draft came up in June 1945, when he joined the minelayer "Whitethroat." He served in this ship until early in September of that year, when he returned to "Donnacona." He was demobilized there in November.

Following his discharge, Ldg. Sea. Coulthard went back to work with the Shawinigan Water and Power Company but later transferred to the Dominion Structural Steel Company, where he now holds the position of office manager. During the two years following the war, courses at Sir George Williams College and the McGill School of Accountancy kept him busy during his spare time.

On December 10, 1947, he rejoined the Reserve at Montreal, and began to make his presence felt in many of the enterprises carried on in the establishment. At present he is vice-president of the Seamen's Mess, secretary-treasurer of the Ship's Fund Committee and assistant treasurer of "Donnacona's" football team. With respect to the latter, it has been acknowledged that the winning of the Eastern Canada intermediate football championship by the Division's team was due in no little part to the efforts of Coulthard and those other members of the Sports Executive who organized and handled the "behind the scenes" work so important to the success of any athletic organization.

His pleasant smile and ready good humor have made Ldg. Sea. Coulthard one of the most popular men in the Division, while the high example he sets and the encouragement he gives to those just entering the Service have a great deal to do with their getting off on the right foot as members of the Reserve.



# Cruising Down The River

Race Against Winter Freeze-up Anything  
But Pleasure Trip for Yacht's Crew

How would you like to make a trip by yacht from Toronto to Halifax?

Does the thought inspire visions of warm, leisurely days spent skimming over the water? . . . of pleasant nights passed in picturesque ports?

Sounds great, but it didn't quite work out that way for the four officers, 12 men and one dog who made the Toronto-Halifax voyage in the training yacht "Oriole IV" in late November and early December.

They had to contend with ice, Arctic fog, gales and snowstorms; they spent the better part of a night fighting a fire ashore at Brockville, Ontario; their auxiliary engine and power supply were erratic, and to heat their quarters they had only one small coal stove. In other words, the 17-day trip was anything but a pleasure cruise.

Still, it had its good points. There was the experience gained, which in most cases was considerable. Best feature of all was the food. Officers and men were unanimous in declaring the meals prepared by Able Seaman Warren L. Brown to be just about the best they had eaten in the Service. Said one man with 15 years in the Navy behind him: "How the cook ever wrestled with the pots and pans in those seas and still produced such good meals I will never know."

The "Oriole IV" is a Bermuda-rigged, steel-hulled ketch of 90 feet over-all. Under full sail she logs 10.5 knots; her auxiliary engine, without sail, is capable of giving her a speed of five knots. The property of the Navy League of Canada, she has been loaned to the RCN to be used as a seamanship training vessel at "Cornwallis."

After spending two busy weeks fitting her out for the voyage, her crew took the yacht away from her berth at the Terminal Warehouse,

Toronto, on the morning of November 24. At the helm was her commanding officer, Lieut. Herman Baker, MBE, RCN (R).

The vessel had a race on her hands; for the winter freeze-up was fast approaching and any delay might well mean the difference between getting to Halifax on schedule and not arriving there until next spring.

After going through a brief snowstorm, the "Oriole IV" put into Cobourg, her first port of call. At Kingston, the next stop, Arctic fog held them up for several hours and the day's steaming took them only as far as Brockville, 50 miles down the St. Lawrence. It was here that the most exciting experience of the trip occurred.

At about 2300 the quartermaster notified the First Lieutenant of a fire in the business section of the town. At once the whole crew, with the exception of the duty watch, turned out to lend a hand. For most of the night they manned hoses and

battled the blaze alongside the regular firemen.

The following night they got as far as Prescott. Then they began to encounter ice. At Lachine, the "Oriole" had to jog back and forth to free herself from ice which had frozen her to the jetty overnight. Then she followed in the wake of a lakeboat which cleared a path for her all the way to Montreal.

From there she went on to Sorel, where more fog caused another delay. At Quebec, the next stop, the "Oriole" was met by HMCS "Portage", which was to escort her the rest of the way to Halifax.

When it came time to sail, both vessels were surrounded by ice and the "Portage", after getting clear herself, hauled the yacht into open water. The "Oriole" continued in tow until the middle of the night, when the line parted and the yacht resorted to her auxiliary.

*(Continued on Page 36)*



The ship's company of the "Oriole" is shown on board the yacht shortly after her arrival in Halifax. Front row, left to right, are AB W. R. Wood, Ord. Sea. R. M. Steeves, Leading Dog "Six-O", AB Sydney Simmons, Ord. Sea. C. S. Sackfield, AB Warren L. Brown. Rear row, AB D. H. Delisle, Ord. Sea. Kenton R. Sutherland, PO T. B. Anderson, Lieut. (S) John D. Agnew, Lieut. P. A. Baldwin, Lieut. Herman A. Baker, RCN(R). Lieut. J. M. Cutts, CPO Raymond A. Moore, CPO L. H. Lafond, Ldg. Sea. Donald W. Murphy and Ord. Sea. Howard W. Glover. (HS-9405.)





HMCS "Stadacona" collected more than \$900 in cash, plus Christmas dinner, clothing and toys for some 30 needy families in the Halifax area. Every department and school in the establishment contributed to the drive. Three members of the staff at the Mechanical Training Establishment are shown loading a truck with hampers before setting out on one of the trips. Left to right are PO J. Raymond Brown, Moose Jaw, Sask., PO William E. Erickson, Victoria, and CPO Fred Janson, Montreal. (HS-9463).

## 'Good Will Toward Men'

Sailors Bring Christmas Cheer  
To Needy Families, Orphaned Children

**O**FFICERS and men of the Atlantic Command of the RCN dug into their pockets and gave up their time to bring comfort and happiness to a number of underprivileged families in the Command area at Christmas.

Money was collected for food, clothing, entertainment and toys for 60-odd families and more than 400 orphans at Moncton, Halifax and Dartmouth.

Most stirring gesture was made by 40 sailors at the Coverdale Naval Radio Station, near Moncton. Each donated a pint of blood, which, sold to the Moncton Hospital, provided \$400 for the entertainment of 120 orphans from the Hub City.

The party was held at the station and Santa Claus (PO S. R. Miller) was on hand to distribute to the children precisely the gifts they had asked for. Not only were presents and good things to eat provided, but the tars also presented each of the two orphanages in the area with a

combination radio-phonograph. Moncton Kiwanians procured the presents for the children and arranged transportation.



Personnel at the Coverdale Naval Radio Station gave time, energy and blood to make underprivileged children in Moncton happy at Christmas. The 40 men at the station sold their blood at \$10 per pint to raise a fund which went into a Christmas party at the station for children from two Moncton orphanages. Petty Officer Donald Cameron is shown above as he donated blood before the party. Doctor N. J. Belleveau and Nurse Madeleine McInnes are performing the "operation."

Last year crew members of the frigate "Swansea" put on a bang-up orphans' party, but this Christmas they outdid themselves. Their party, on December 20, was for 65 children, 43 of them orphans and polio victims from Halifax. The guests received presents from Santa Claus (CPO "Butch" Reddin), saw movies and ate candy. Two clowns prowled the flats throughout the affair.

\* \* \*

Meanwhile, at "Stadacona" another 150 orphans were being entertained. The small fry took over the "Stad" gym, where personnel of the Electrical School had erected slides, swings, a pirates' cave stocked with candy, a magic mirror and numerous other features. Saint Nicholas (CPO Sam Short) presided and distributed gifts.

"Stadacona" didn't forget needy homes, either. Thirty destitute families in the city were provided with Christmas dinners and all the trimmings, and with these went clothes, toys and a total of \$900 in cash. Each school and department in the establishment "adopted" a family and vied with the others in making the proceedings a success.

At the "Magnificent's" party on December 16, underprivileged children ate ice cream, "flew" a candy-striped Link trainer and romped through the gaily decorated hangar deck — converted in three days from aircraft stowage to a carnival midway.

The youngsters — 150 of them — rode the merry-go-round, manned sturdy little swings, got lost and found again, and received presents from Santa Claus (Lieut. (E) J. "Moose" Miller). Another attraction that caused as much excitement among the carrier's crew as among the small guests consisted of three electric trains, all in operation at once.

\* \* \*

At the Naval Armament Depot, Dartmouth, the armament workers played hosts to needy children and orphans from the Dartmouth area on December 21. A voluntary subscription among the workers provided funds for a party for the kiddies as well as more than \$200 to buy food for their families. Again Santa (depot employee Robie Dillman) appeared and handed out gifts.—H.C.W.

### HALIFAX NOAC HOLDS YULETIDE GATHERING

A successful New Year's Eve party was held by the Halifax Branch of the Naval Officers' Association of Canada in "B" Mess at HMCS "Stadacona." On January 2, members gathered with their guests at a reception following the official levees.

The annual Christmas party attracted a larger number of children and parents than ever before. The small guests disposed of impressive quantities of ice cream and soft drinks, saw movies and swarmed over Santa Claus, who reminded older members of Commander George H. Stephen.

The branch is now well into its winter program. Members meet on Wednesday and Saturday nights in "B" Mess, and on Sunday nights join with officers and guests of HMCS "Scotian," the Halifax Naval Division, in the division's wardroom.

## THIS PRESENT EVEN SURPRISED SANTA

Christmas for six-year-old Bobby Jewsbury, son of Petty Officer Harry Jewsbury, of HMCS "Ontario," and Mrs. Jewsbury, turned out even better than he or his parents had hoped.

A few months ago, Bobby was stricken with rheumatic fever and lost the use of his legs. His doctor told him he would walk again, and continually urged him to keep trying. Nevertheless, Bobby was frightened and uncertain.

Then came the Children's Christmas Party sponsored by the ship's company of the "Ontario."

Following the party, Santa Claus gathered up his bag of toys and set

out to call on all those youngsters who had been unable to attend. This brought him to the Jewsbury home in Victoria, where he talked with Bobby for a while and gave him a present.

After Santa had left, Bobby became so excited over having seen and talked with Saint Nick that he forgot he couldn't walk and started out across the floor. At first he fell quite a bit, but gradually his legs became stronger.

By Christmas Day he was moving around more naturally, still a little stiff-legged, but happy in the thought that soon he would be walking and running as well as ever.



MRS. HARRY JEWSBURY AND BOBBY  
*Santa's Gift Was Unexpected*  
(OC-197-1)

# Officers and Men



## YOUNGEST SEAMEN TAKE COMMAND

The custom of having the youngest man in the ship take over as commanding officer on Christmas Day was carried out by naval vessels and shore establishments in the Halifax area this year.

From the aircraft carrier "Magnificent" down to the little wooden minesweeper "Llewellyn," the youngest aboard swapped uniforms with their COs, and, with discreet assistance from their "juniors," conducted Captain's Rounds and otherwise went through the motions of being Commanding Officers-for-a-Day.

Following are the ships and establishments which carried on the tradition and the young seamen involved: "Stadacona" — Ord. Sea. James F. White, Halifax; "Shearwater" — Ord. Sea. John Prince, Hagersville, Ontario; "Magnificent" — Ord. Sea. J. W. Malloy, Weston, Ontario; "Micmac" — Ord. Sea. Robert W. Barclay, Islington, Ontario; "Swansea" — Ord. Sea. Guy Dorion, Montreal; "Portage" — Ord. Sea. Hugh Cook, Yarmouth, N.S.; "St. Stephen" — Ord. Sea. J. O. Weatherbee, Amherst, Ontario; "Llewellyn" — Ord. Sea. Michael Gauthier, Quebec City.

## ELECTRICAL TECHNICIANS FINISH LONG COURSE

November 25 saw the successful conclusion of another course for electrical technicians in the Electrical School, "Stadacona". The class, which consisted of CPOs and POs, commenced January 10, 1949.

Members of the class were Chief Petty Officers Alan (Digger) Scaysbrook, Toronto, and Gene Brown, Halifax, and Petty Officers John Knox, Victoria; Albert Burke, Mont-

real and Dartmouth; Harry Snow, Canso, N.S.; Cy Jenkins, Victoria; Jim Maple, Powell River, B.C.; Dick Baker, Hardisty, Alberta; Bill Majorki, Regina; Ken Leadlay, Guelph; Harry Brown, Cochrane, Ont.; Vic Abbott, Montreal; James Russell, Dartmouth; Stan Virgent, Toronto, and Johnny Gibb, Halifax. —H.S.

## SIX MEN QUALIFY AS TAS INSTRUCTORS

The following men qualified recently at the Torpedo Anti-Submarine School, Halifax, for the non-substantive rating of TAS Instructor: CPOs Delbert K. Dorrington, Donald A. Munroe, W. F. Fernie and Barnard V. Irvine and POs William D. Dixon and George E. Jamieson—G.M.C.



Christmas morning found the youngest sailor in ships and establishments of the RCN carrying out the duties of "Captain" while the Commanding Officer reverted to the rate of his young successor. Here Captain E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," delivers a snappy salute to AB John Price, 17, of Hagersville, Ontario. (DNS-2217).

## APPOINTMENT CHANGES ARE ANNOUNCED

The following changes in the appointments of RCN officers have been announced recently:

Cdr. J. C. Littler, to "Stadacona" as Executive Officer. Formerly Reserve Training Commander, West Coast.

Cdr. R. A. Webber to "Haida" in command and as Senior Officer Reserve Fleet, Halifax, retaining appointment as Commander of the Dockyard and King's Harbor Master.

Cdr. P. E. Haddon, to staff course. Formerly Executive Officer, HMCS "Stadacona."

Cdr. R. C. Chenoweth, to staff course. Formerly Manning Commander, West Coast.

Cdr. R. P. Welland, to "Athabaskan" in command. From staff course.

Cdr. W. M. Landymore, to Naval Headquarters as Director of Manning and Personnel Statistics. From staff course.

Cdr. J. M. Leeming, to "Naden" as Reserve Training Commander, West Coast. Formerly First Lieutenant, HMCS "Ontario."

Lieut.-Cdr. R. M. Steele, to Naval Headquarters as Deputy Director of Naval Reserves. Formerly Reserve Training Commander, East Coast.

Lieut.-Cdr. R. M. Young, to "Naden" as Manning Commander, West Coast. Formerly Director of Manning and Personnel Statistics at Headquarters.

Lieut.-Cdr. Maurice F. Oliver, to "Ontario" as First Lieutenant. Formerly Deputy Manning Commander, East Coast.

Lieut.-Cdr. D. M. MacDonald, to "Stadacona" as Reserve Training



Commander, East Coast. Formerly Commanding Officer, HMCS "Portage."

Lieut. B. A. L. Ewens, RCN (R), to "PTC 724" in command. From HMCS "York," Toronto.

Lieut. (P) C. G. Smith, to "Stadacona" as Deputy Manning Commander, East Coast.

Surg. Captain E. H. Lee, to "Stadacona" as Principal Medical Officer and Command Medical Officer on staff of Canflaglant. Formerly PMO, "Magnificent."

Surg. Cdr. M. C. Wellman, to "Magnificent" as Principal Medical Officer. Formerly Assistant Medical Director General at Naval Headquarters.

Surg. Lieut.-Cdr. R. A. G. Lane, to Naval Headquarters as Assistant Medical Director General, with acting rank of Surgeon Commander while holding appointment. Formerly Command Medical Officer, Atlantic Command, and PMO "Stadacona."

### TECHNICAL COURSE HELD FOR SUPPLY OFFICERS

Seven officers of the Supply Branch recently completed a 13-week technical course at the Supply School, HMCS "Naden". The course included such subjects as naval pay, victualling, secretariat, naval and air stores, court martial procedure, cookery and service routine and customs.

Those taking the course were: Lieutenants (S) G. J. Smith, F. Anderson, C. Crothers, J. M. Champagne, D. G. Meredith and J. E. Drummond, and Mr. Fred Barrett, Commissioned Cookery Officer.

### EIGHT TD2s GRADUATE FROM "NADEN" CENTRE

Eight men recently were graduated from the TAS Training Centre at "Naden" with the non-substantive rating of Torpedo Detector, second class. Successful candidates were PO T. Shields, Leading Seamen B. Forbes and B. Bottomley, and Able Seamen G. Colquhoun, R. Hooke, E. Paulsen, G. Dickson and L. Brahan.

Two TD3 classes are now about half way through their training syllabus at the centre. Teaching the classes Seaward Defence is PO G. Hornett, while PO D. Mann instructs in Detection and PO G. Buckley in Weapons.

Drafts from the training centre include those of POs A. Tassell and C. Scott. The former has gone to the destroyer "Sioux" and the latter to "Discovery," the Vancouver Naval Division.

Mr. Len Corbett, Commissioned Gunner (TAS) (T), has taken over administration of stores for the centre.

### EDMONTON NOAC ELECTS OFFICERS FOR YEAR

Richard M. Edwards was re-elected president of the Edmonton Branch of the Naval Officers' Association of Canada at a meeting held in HMCS "Nonsuch" on December 2.

Others named to executive positions were Eric McCuaig, vice-president; Stuart Purvis, secretary-treasurer, and T. E. Thompson, Dennis Pearce, J. E. Milburn, Dr. C. M. Learmonth and George H. Stout, executive members.



The entire history of the Royal Canadian Navy in Windsor was represented by four former commanding officers who gathered at HMCS "Hunter" to present service medals to members of the ship's company. In the photograph above are, left to right: Lieut.-Cdr. Jordan H. Marshall, RCN(R), Cdr. Nigel Bruce, RCN(R), (Ret'd), Lieut.-Cdr. A. M. Kirkpatrick, RCN(R), (Ret'd), Lieut.-Cdr. John Loaring, RCN(R), (Ret'd), and Cdr. W. A. Wilkinson, RCN(R). Lieut.-Cdr. Marshall was the division's first commanding officer when it opened in 1939, and the others followed in the order in which they appear in the photo, with Cdr. Wilkinson currently in command.

### PETTY OFFICER BURIED WITH NAVAL HONORS

Petty Officer Robert Dunleavy, RCN, who died suddenly in the RCN Hospital, Esquimalt, on December 22, was buried with full naval honors at Brockville, Ontario, on December 28. RCN and RCN(R) personnel from Ottawa and Kingston and members of the Brockville naval unit were in attendance and provided a firing party, pallbearers and flower bearers.

A memorial service was held at HMCS "Naden" by Chaplain (P) Lea Gillard, RCN, with a large number of shipmates and friends attending.

PO Dunleavy was serving in HMCS "Naden" and had previously been a member of HMCS "Crescent's" ship's company. He was suddenly taken ill on the morning of December 22, suffering from a severe abdominal condition. He died later in the day.

PO Dunleavy was 35 years of age. He was born at Brockville and joined the RCNVR in 1939. During the war he served on the North Atlantic and took part in D-Day operations in the English Channel. He transferred to the permanent force after the war.

# HALF YEARLY PROMOTIONS

Twenty-three officers of the RCN and RCN (Reserve) were named in the January half-yearly promotion list. Nineteen were promoted to higher ranks and four were confirmed in ranks in which they had been acting. The permanent force was represented by 16 members and the Reserve by seven.

Following is the list of promotions.

## ROYAL CANADIAN NAVY

### *To Be Commodore (E)*

Captain (E) Arthur C. M. Davy, OBE, Engineer-in-Chief and Deputy Chief of Naval Technical Services, Naval Headquarters.

### *To Be Captain*

Commander Jeffry V. Brock, DSC, Director of Naval Plans and Operations, Naval Headquarters.

Commander Morson A. Medland, Commanding Officer, HMCS "Cayuga."

### *To Be Captain (E)*

Commander (E) John B. Caldwell, MBE, Assistant Chief of Naval Technical Services (Air), Naval Headquarters.

### *To Be Surgeon Captain*

Surgeon Commander Eric H. Lee, Command Medical Officer, Atlantic Command, and Principal Medical Officer, HMCS "Stadacona."

### *To Be Commander*

Lieut.-Cdr. Frederick E. Grubb, Naval Headquarters, for duty with the Chief of Naval Personnel.

Lieut.-Cdr. John M. Leeming,

Reserve Training Commander, West Coast.

### *To Be Commander (E)*

Lieut.-Cdr. (E) Raymond J. McKeown, HMCS "Niobe."

Lieut.-Cdr. (E) Frank Harley, Officer-in-Charge, Mechanical Training Establishment, HMCS "Naden."

### *To Be Commander (L)*

Lieut.-Cdr. (L) Harold D. McCormick, HMCS "Niobe."

### *To Be Ordnance Commander*

Ordnance Lieut.-Cdr. Roy V. Henning, Director of Fire Control, Naval Headquarters.

### *To Be Instructor Commander*

Instructor Lieut.-Cdr. Raymond S. Martin, Naval Headquarters.

### *To Be Commander (S)*

Acting Commander (S) Douglas K. M. Graham, Supply Officer

## CAPTAIN C. N. LENTAIGNE RECEIVES PROMOTION

The promotion of Captain C. N. Lentaigne, DSO, RN, to the rank of Commodore 2nd class, while holding his present appointment as Assistant Chief of the Naval Staff (Air) with the RCN, has been announced by the British Admiralty.

One of the early specialists in naval aviation, Commodore Lentaigne came to Canada a year ago on loan to the Royal Canadian Navy as Director of Naval Aviation at Headquarters. In April 1949 he was appointed ACNS (Air) and an additional member of the Naval Board.

HMCS "Cornwallis."

Lieut.-Cdr. (S) Frank D. Elcock, HMCS "Bytown," presently taking courses with the US Navy.

### *To Be Surgeon Commander*

Acting Surgeon Commander Frederick G. W. MacHattie, HMCS "York," for Public Health Course at University of Toronto.

### *To Be Commander (SB)*

Lieut.-Cdr. (SB) Hugh A. Stowell, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

### *To Be Captain*

Commander William E. S. Briggs, DSC, Commanding Officer, HMCS "Scotian," Halifax.

Commander Reginald Jackson, OBE, Commanding Officer, HMCS "Tecumseh," Calgary.

### *To Be Surgeon Captain*

Surgeon Commander Harry S. Morton, OBE, HMCS "Donnacona," Montreal.

### *To Be Commander*

Acting Commander Neville S. C. Dickinson, Executive Officer, HMCS "York," Toronto.

Acting Commander William W. Spicer, Commanding Officer, HMCS "Queen," Regina.

Lieut.-Cdr. Richard P. White, OBE, Executive Officer, HMCS "Carleton," Ottawa.

### *To Be Surgeon Commander*

Surgeon Lieut.-Cdr. Lemuel E. Prowse, HMCS "Queen Charlotte," Charlottetown.



COMMODORE (E)  
A. C. M. DAVY



CAPTAIN  
J. V. BROCK



CAPTAIN  
M. A. MEDLAND



CAPTAIN (E)  
J. B. CALDWELL



SURGEON CAPTAIN  
E. H. LEE

## Retirements

### Mr. Lionel F. Westfield, Acting Gunner\*

Age: 39  
Address: 1367 Vista Heights, Victoria.  
Joined: January 1928, as a Boy Seaman.  
Served In: HMS "Victory," "Excellent," "Furious," "Nelson," HMCS "Naden," "Armentieres," "Stadacona," "Skeena," "Fraser," "Avalon," "Assiniboine," "Givenchy," "Scotian," "Ontario," and "Montcalm."  
Awards: Long Service and Good Conduct Medal, July, 1943.  
Retired: January 25, 1950.

### Mr. Reginald Edward Leal, Acting Gunner\*

Age: 39  
Address: RR 6, Belleville, Ontario.  
Joined: January 1930, as an Ordinary Seaman.

Served In: HMS "Victory," "Iron Duke," "Warspite," "Excellent," "Puncher," HMCS "Saguenay," "Stadacona," "Champlain," "Cornwallis," "Niobe," "Prince Robert," "Naden," "Burrard," "Peregrine," "Somers Isles," "Haida," "Huron," "Qu'Appelle," and "Iroquois."  
Awards: Long Service and Good Conduct Medal.  
Retired: January 13, 1950.



### Chief Petty Officer Dosithe Desjardins

Rating: C1G13  
Age: 38  
Joined: January 1930, as an Ordinary Seaman.  
Served In: HMS "Excellent," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Naden," "Skeena," "Restigouche," "Prince Henry," "Niobe," "Avalon," "Cornwallis," "Donnacona," "Carleton," "Bytown," and "Chippawa."  
Retired: January 24, 1950.

### Chief Petty Officer Jean B. Robillard

Rating: C1SM3  
Age: 43  
Joined: January 1930, as a Stoker, second class.  
Served In: HMS "Victory," HMCS "Naden," "Armentieres," "Vancouver," "Skeena," "Fraser," "York," "Ottawa," "Assiniboine," "Stadacona," "Protector," "Kenogami," "Orillia," "Sherbrooke," "Hamilton," "Saguenay," "St. Clair," "Hochelaga 11," "Niobe," "Sioux," "Scotian," "Niagara," "Peregrine," "Algonquin," "Givenchy," "Warrior," "Queen" and "Chippawa."



Awards: Long Service and Good Conduct Medal.  
Retired: January 30, 1950.

## DATE CLUB FORMED ON WEST COAST



The first twenty men registering with the Date Club at Esquimalt were recipients of free theatre passes for themselves and their dates, donated by the Odeon and Royal theatres of Victoria. Ord. Sea. Jim Morgan, of Swift Current, Sask., and Leonard Olson, of Winnipeg, fill in their cards. Members of the Jill Tars Club "on duty" at the bureau are Mrs. William Galbraith, standing, chairman of the Date Club and "Club Mother," Mrs. Walter Dallin, centre, and Mrs. Cathy Ebbelling. (E-10575)

The problem of how to "get acquainted" with girls and families "ashore" in Victoria and Esquimalt has been solved for Navy men newly arrived at the RCN's West Coast base.

### Petty Officer Joseph F. G. Dube

Rating: PIET4  
Age: 40  
Address: 36 Berlin St., Halifax.  
Joined: January 1928, as an Ordinary Seaman.  
Served In: HMS "Victory," "Iron Duke," "Vernon," "Pembroke," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Restigouche," "Gaspé," "Ambler," "Avalon," "Louisburg," "Wassaga," "Hochelaga," "Chaleur II," "Caraquet," "Cornwallis," "Peregrine," "Petrolia," "Scotian" and "Iroquois."  
Retired: January 20, 1950.

### Petty Officer George P. Burkmar

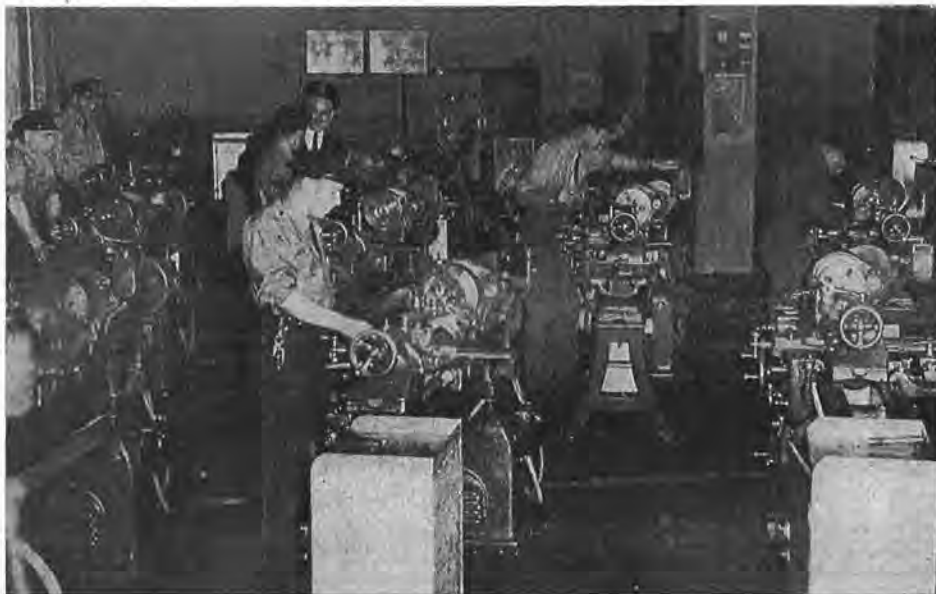
Rating: P1CM3  
Age: 40  
Address: RR1, Saanichton, B.C.  
Served In: HMS "Victory," "Nelson," "Champion," HM Signal School, Portsmouth; HMCS "Naden," "Stadacona," "Skeena," "Armentieres," "Fraser," "Restigouche," "St. Hyacinthe," "Venture," "Hochelaga," "Fredericton," "Niobe," "Athabaskan," "St. Francis," "Rockcliffe" and "Chippawa."  
Awards: Long Service and Good Conduct Medal.  
Retired: January 1, 1950.

Now in operation at HMCS "Naden" is the Navy Date Club, which arranges introductions and undertakes to fill for young sailors what otherwise might be empty hours in a strange town.

The bureau is sponsored and run by the Jill Tars Club, whose members are wives of serving and former Navy men. They take turns staffing the office in the central canteen building at "Naden" three afternoons a week — Mondays, Wednesdays and Fridays — from 2 to 5 o'clock. When a sailor makes a request for a date, a girl's name is selected from an index filing system in which are listed individual tastes, interests, heights, ages and other information. This enables the Jill Tars to arrange a suitable "match."

The club is similar in many respects to the "Boy Meets Girl" Date Bureau organized earlier by the Naval Officers' Wives Auxiliary in Halifax. Mrs. Gladys Dodd, president of the Jill Tars, reports a very favorable reaction among sailors stationed at Esquimalt in the few weeks the club has been in operation.





A section of the machine shop at the MTE. (HS-9023.)

## 'Plumbers' Paradise'

Mechanical Training Establishment  
Schools Men of Engineering Branch

FOR the 20 years from its inception to the lusty, imperative days of 1942, the Engineering Branch of the Royal Canadian Navy had no official home in Canada. Personnel were shipped abroad to Devonport, Portsmouth and Chatham to assimilate the awesome array of technicalities going under the name of Marine Engineering.

Today, however, three modern buildings proudly standing out on the hilly "campus" of HMCS "Stadacona", mark the Mechanical Training Establishment.

Soon after the war's start, Ottawa gave the green light to the establishment of the MTE and the construction of a permanent habitation. Temporary quarters were set up in now vanished Dockyard stores buildings, for use until the new home was ready. Then, early in 1943, like Grant taking Richmond, the "plumbers" moved in.

Workability was inherent in the design of the new buildings, and within their walls were built lecture rooms, storerooms, machine shops, coppersmith shops, offices, draughting rooms, model shops, projection rooms

and other instructional centres. Into these, in turn, poured the vast amount of machinery, tools and equipment needed for training purposes.

Taking on a diversified group in its post-war renaissance, the Establishment has given training to 914 persons, one-tenth of the whole Naval strength. Its students have included officers and apprentices, engine room artificers and RCMP redcoats. Its curricula have listed such varied subjects as bricking, typing and

cabinet making, not to speak of a wide range of technical procedures and methods.

Eighty-nine percent of those attending the school have obtained pass marks, a higher average than any university or vocational school in the country. Several groups, among them air artificers, armourers and TAS writers, have 100 per cent passing records to their credit.

Primary among the courses offered is that for Petty Officer Stoker Mechanics, which is given all men of the Engineer Branch of PO second class rate. For 20 weeks the harassed stoker devours instruction in mechanics, physics, thermodynamics, mathematics, operation of main and auxiliary machinery, boiler brickwork, fitting, coppersmithing, damage control and general marine engineering.

For the men who pass this course with 80 per cent or more and are recommended, there is further training in the form of the ERA Candidates' course, a 16-month shore stretch embodying intensive academic and practical study to enable the resulting ERA to cope skilfully and successfully with problems of ship propulsion and its allied subjects.

The MTE curriculum also includes specialization courses, such as the Internal Combustion Engine course and the Refrigeration course, and conversion courses for armourers and



The MTE has given training to a diversified group.

shipwrights. Orientation courses are given direct entry personnel, and dockyard apprentices receive instruction there. Engineer's and TAS writer courses further augment the academic activities, while reserve training sets a hectic pace during the summer months. All air artificers receive basic training at the MTE. Eleven RCMP officers, in order to ensure that power failures in their water craft don't turn their familiar motto into a triviality, have taken diesel maintenance courses.

In order that the maze of men, machines and mathematics does not get inextricably tangled, a permanent staff of one Commander (E), seven other officers, and 40 chief and petty officers is on hand.

Apart from daily engineering instruction, the staff is liable to be called upon for extra-curricular activities such as printing tickets for smokers or replacing the heel on a lady's shoe. Maintenance problems in the barracks usually fall to the lot of the MTE, and the descaling of ships' evaporator coils has long been a



Most famous of the MTE's graduates so far has been Petty Officer "Stand Easy," shown here receiving some personalized instruction from Cdr. (E) J. S. Horam, Officer-in-Charge, (HS-6457).

standing commitment.

Foremost among the fascinating wonders of the establishment is the so-called "Corvette Shop," judiciously set aside from the two main buildings and an entity unto itself. Therein is housed a 2700-horsepower reciprocating engine (driving nothing, but fondly termed "Stadacona's" "main

engine," making "Stad" the only stone frigate so equipped), a three-drum boiler, and all ancillary pumps, fans, condensers, etc., and a distilling set (water only). There, the budding Chief Stoker or ERA can have a field day going from full ahead to full astern, surprising his chums in the boiler room and at the same time gaining valuable training in the operation and maintenance of ship machinery installations.

Ever eager for further expansion, the MTE has inaugurated two new features: firstly, instruction three evenings a month to reserve engineering personnel of HMCS "Scotian," the Halifax Naval Division, and the initiation of a three-week familiarization course in conjunction with the Junior Officers' Technical Course, during which time junior Executive Officers are given an insight into the Engineering Branch, its functions and organization, and familiarization with machinery and its operation, in order that they may have a better appreciation of its problems.

The MTE is proud of its record. Proof of this can be observed anytime, any day in the capable manner in which their duties are discharged by those men upon whom the mobility of the fleet depends.



Ldg. Sea. (now PO) J. R. Cameron, of Victoria, gets a few pointers from Mr. Alfred Wildsmith, Warrant (now Commissioned) Engineer, of Halifax, during a practical lesson in boiler-cleaning at the MTE. (HS-5145).

# Looking Astern



## THE FIRST ALL-CANADIAN U-BOAT KILL

This is a portion of the story of Convoy SC 42, which sailed from the port of Sydney, Nova Scotia, on the thirtieth day of August in 1941, 64 ships strong, and arrived in the United Kingdom some 20 days later with a loss of 15 ships, of many lives, and large quantities of supplies.

In that convoy were vessels carrying fuel oil, grain, lumber, ammunition, trucks and stores of many other kinds. The Royal Canadian Navy had not then been built up to anything like the strength it later attained. The convoy was guarded by a destroyer and three corvettes. "Skeena" was the destroyer. The corvettes were "Orillia," "Kenogami," and "Alberni."

The first seven days of the voyage were uneventful. This does not mean that they were safe, for later events made plain that the convoy must have been observed by the enemy. He made good use of the time available to him, and assembled forces which delivered a concentrated attack which began on the eighth day.

The attack lasted for almost three days.

At around dusk of the tenth of September the convoy was in great danger. It had been shadowed during the day, and as the daylight faded the wolf-pack closed in.

Reinforcements had, in the meantime, been ordered. They were not very heavy. They consisted of the corvettes "Chambly" and "Moose Jaw", which were engaged on a training cruise south of Greenland. Many of the men in those ships had had little or no previous sea-time.

Steaming in line abreast, the two corvettes approached the battle area through a pitch black darkness. Three hours before midnight, star-shell and flares were sighted ahead, for the convoy was by now under heavy attack.

Seventeen minutes later, "Chambly" obtained asdic contact with a submarine, and attacked immediately with depth charges. "Moose Jaw"

altered course to put herself in position to follow up.

A most surprising thing then happened. Not more than four hundred yards off "Moose Jaw's" port bow, a submarine came to the surface and at once attempted to escape into the darkness of the night. It became known later that this was the "U-501."

"Moose Jaw" at once gave chase, using her signal lamps as search-lights, with "Chambly" following behind. "Moose Jaw" opened fire with her four-inch gun, but after only one round, the gun jammed. Her only effective armament now consisted of her .5 machine guns and small arms.

This fact was unknown to the enemy, who decided to attempt an attack by torpedo and tried to get directly ahead of the corvette. "Moose Jaw" quickly turned to avoid this and tried to hold a position on the U-boat's quarter. The submarine altered course again, and the manoeuvring continued for some seven minutes.

And then figures were seen, running along the U-boat's deck towards her forward gun. "Moose Jaw" still had only her secondary armament effective. There were but two courses open. The first was flight: the second was to engage the enemy more closely. The second alternative, born of a long and honorable tradition, was immediately taken. "Moose Jaw" went alongside the submarine and called upon it to surrender.

The two vessels steamed alongside each other, at high speed, each seeking an opening: the one to destroy, the other to escape.



HMCS "CHAMBLY"



Suddenly, from the base of the U-boat's conning-tower, a man made a desperate, tremendous leap, and landed on the corvette's upper deck. This man was the commanding officer of the submarine.

Others tried to follow, but "Moose Jaw", not knowing if this was an act of surrender or an attempt to board, and not being prepared to repel boarders, sheered off.

In a last wild move to escape, the submarine now attempted to cross the corvette's bows. The little ship welcomed the target, and, with her engines at "full ahead", bore down upon the U-boat and rammed, striking the enemy vessel in the forward diving rudders. After the impact, the U-boat moved across the corvette's bows at much reduced speed.

At this moment, the four-inch gun's crew succeeded in clearing the jam, and a warning shot was fired over the U-boat. Most of the enemy then commenced to abandon ship.

By this time "Chambly" was close enough to lower a boat, and to place

The wartime badge worn on her gunshield by HMCS "Chambly" expressed the spirit of defiance which prevailed in the doughty little corvettes. (A-1490).



a boarding-party aboard the submarine. The enemy were ordered below decks, but even at pistol point refused to go; the U-boat's sea-cocks had been opened and she was beginning to sink.

Members of the boarding-party, undeterred by this knowledge, went below. It was necessary that this be done, for both instruments and documents aboard the stricken U-boat might have had great future value. Their recovery could have saved the lives of sailors. But the instruments had been smashed, and no documents were to be found.

A sudden rush of water was heard, and the men in the U-boat realised now that they had only seconds in



Capt. J. D. Prentice, DSO, DSC and Bar, RCN (Ret'd.)

which to escape. They scrambled towards safety. All escaped but one, who, unable to get clear, was caught in the swirling water as the U-boat sank and was drowned. He was Stoker William Brown, of Toronto. All but eight of the submarine's crew were rescued.

By their work that night, the two corvettes reduced the force of the attack on Convoy SC 42, and saved those who might later have fallen victim to "U-501" had she escaped.

It is out of actions like these that the traditions of Navies are born. It



"Moose Jaw's" badge portrayed a fierce-looking moose, a U-boat in its horns, pursuing a perspiring paperhanger. (NF-903).

is from their remembrance that such traditions grow and, in the course of time, become woven into the fabric of a fleet.

EDITOR'S NOTE. — Eleven officers and men of the "Chambly" and "Moose Jaw" won awards for the part they played in this episode of the war at sea.

The Commanding Officer of "Chambly", Cdr. J. D. Prentice, received the Distinguished Service Order, while Lieut. E. T. Simmons, RCNVR, who led the boarding party, and Lieut. J. A. R. Allan, anti-submarine control officer of "Chambly," both won the Distinguished Service Cross. The Distinguished Service Medal went to two of "Chambly's" crew, Chief ERA William Spence, RCNVR, and Signalman Hugh E. Tobin, RCNVR.

The following were mentioned in despatches: Lieut. F. E. Grubb, RCN, Commanding Officer of "Moose Jaw;" Sub. Lieut. H. E. T. Lawrence, RCNVR, of HMCS "Moose Jaw;" Mate A. F. Pickard, RCNR, HMCS "Chambly;" Mate H. W. Ruddle-Browne, RCNR, HMCS "Moose Jaw;" Ldg. Stoker Robert E. George, RCNR, HMCS "Moose Jaw;" and AB Leo P. Lehto, RCNR, HMCS "Chambly."



## ATLANTIC COAST

### HMCS "Magnificent"

"Magnificent" returned December 6 from San Juan, Puerto Rico. To the best of our knowledge, "Magnificent" and "Haida" had been the first Canadian ships to call there in 17 years. On the strength of the welcome that was accorded us, we hope that other RCN ships may avail themselves of the hospitality awaiting them there.

San Juan is an old and historic city but is fast becoming modern. It is the capital city of Puerto Rico and is also the headquarters of the 10th US Naval and Military Districts. Service recreational facilities there are excellent.

As we entered the harbor, sailing past the Fort Morro Castle, (which repulsed Drake but temporarily fell to the Earl of Cumberland), we wondered how the inhabitants of earlier times would have received the White Ensign. In our case, the gunfire was only that of international salutes.

Shortly after our arrival, an information booth was established on the jetty by the San Juan tourist bureau. This booth did much to simplify our problems for the duration of our stay. As we waited for buses which were to take us on a tour of the city and surrounding country, enchanting señoritas in the booth hastened to answer our queries.

This introductory bus tour was eminently successful. Arranged by Bos'n Jim Arnott, its one short-coming was that it was over-subscribed. For three hours the buses roamed the city and countryside, allowing stops for the Canadians to practice their Spanish and enjoy cool refreshments.

The remainder of the three-day stay was marked by a series of functions, official and unofficial. It was with real regret that the two ships slipped their lines and put to sea on November 30, ending a visit that had seemed all too short.

### Gunnery School

The hoarse voices of the Gunnery Instructors testify to the large amount of training being carried on at the Gunnery School, Halifax. More classes are currently under instruction than at any time since the peak war years.

The first course for Quarters Ratings first class since the war is in progress and the ten men taking it are expected to graduate on March 31. Until recently, RCN men earned this non-sub rating at the Royal Navy's Gunnery



The custom of awarding a cake, with all the trimmings, to the mess having the cleanest deck at captain's rounds is carried out with gusto on board the "Magnificent." Above, Commodore K. F. Adams, commanding officer, presents the prize to CPO Bill Rye, of 26 M Mess, which "took the cake" for cleanliness December 2. In the background are, left to right, CPO Doug Ripley, CPO Burpee Dodsworth, CPO Fred Evans and CPO Jimmy Hann, all stoker mechanics.

School at Whale Island near Portsmouth.

For the first time since the war, AAIs are being qualified in Canada. About 15 men are at present taking this course at the school. It will complete in mid-March. Canadians previously qualified for AA1 at Whale Island.

Lieut. (G) John Husher, of London, Ont., formerly gunnery officer of the destroyer "Nootka", has joined the school staff in charge of the close range weapons section, the gun battery and parade work.

### Communication School

The Communication School, Halifax, suspended training activities on December 19 to allow all men to proceed on leave and to enjoy the holiday season generally.

Two classes wound up on that day, bringing to 15 the number of courses held during 1949, and to 225 the number of officers and men successfully completing courses during the year.

Lieut. (P) (C) H. A. Porter has assumed the duties of Officer-in-Charge of the school and Lieutenants A. M. Cupples, L.R. Carr and G. A. Hoyte joined the training staff. CPO Duncan MacFarlane went to the RCN Depot for Communicator drafting duties and CPO G. C. Green took over the regulating duties at the School.—G. C. G.

### HMCS "Portage"

Early on the morning of December 11, the "Portage" secured alongside Jetty One in Halifax after escorting the yacht "Oriole," which has been loaned to the RCN by the Navy League, from Quebec City. Adverse weather conditions made the trip — during the latter part of which the



"Oriole" was under tow — an eventful and interesting one. (See page 9)

Following the paying off of "New Liskeard" and the transfer of the majority of her ship's company to the "Portage," a dance was held in the Seagull Club on November 5. "New Liskeard" went into refit and the "Portage" took over the former's duties with the Naval Research Establishment on the East Coast.  
— W. A.

### HMCS "Swansea"

Promotion to the rank of Lieutenant (E) (Star) of Commissioned Engineer Frank Mackintosh was suitably celebrated in HMCS "Swansea" recently. The ship's engineer officer was honored by his brother officers at a reception, and was presented with a cake bearing a large star and the appropriate number of candles to mark his birthday, which fell within the same period.

With most of her ship's company away on leave, things were quiet in the "Swansea" during December and early January. —G.C.F.

### HMCS "Shearwater"

The newly-formed dramatic society at HMCS "Shearwater," known as the Shearwater Players, put on a three-night production of the comedy, "Dear Ruth," in mid-December and won prolonged applause from the audiences and words of praise from the local press. The Halifax Mail-Star stated the play "provided the best



Members of the cast of "Dear Ruth," the December production of the Shearwater Players, are shown above. Back row, left to right, are CPO Robert Dalley, PO Irvin Benoy, PO Douglas Cooke and Lieut. (L) Stephen Derbyshire. Front Row: Mrs. L. Lowman, Mrs. Betty Brown, Miss Sybil Hebert, Mrs. Marion Doherty and Mrs. Caroline Grady. (DNS-2192)

local entertainment of the current season."

Rear Admiral and Mrs. E. R. Mainguy were in the opening night audience and after the performance went back stage to congratulate the cast.

The Shearwater Players grew from a nucleus of interested persons who had previously participated in amateur theatricals. The group is composed entirely of service personnel and civilian employees at "Shearwater"

and their families. Its aims are to provide scope for the talents of its members and to promote enjoyment of and interest in the legitimate theatre. All members are amateurs and proceeds from their productions go to the Ship's Fund.

The play, "Dear Ruth," was produced by CPO Charles E. Lowman, presently on course at "Stadacona," who also designed the set. Ralph J. Kehoe, a civil service clerk, was director. The cast was as follows: Mrs. Petty Brown, wife of Lieut. (E) (AE) A. Brown; Mrs. Marion Doherty, wife of Commander (AE) J. Doherty; Mrs. Louvain Lowman, wife of CPO Lowman; Mrs. Caroline Grady, wife of Lieut.-Cdr. (O) P. H. Grady; PO Douglas Cooke; Lieut. (L) S. W. Derbyshire; Miss Sybil Hebert; AB Kenneth Martin and PO Irvine Benoy. Properties were under the capable management of CPO Art Chamberlain; Evelyn Martin and Vivian Derbyshire were wardrobe mistresses; PO Douglas Cooke was advertising manager and PO Dennis Morris was business manager.

### NEW ENTRIES ADD WEIGHT, HEIGHT

The medical department of HMCS "Cornwallis," which periodically carries out weight and height tests on selected groups of new entries, has come up with another interesting set of statistics.

A division of new entries was weighed and measured on arrival at the base, and again on leaving 21 weeks later. It was found that the average increase in weight was slightly more than three and a half pounds. These figures take into account one man who lost 24½ pounds. Forty-five pounds overweight on arrival, he was placed on a special diet. Along with his loss of weight, he gained two-and-one-eighth inches in stature.

The tape indicated that there was an average increase in height of three-quarters of an inch. One man gained three inches.

"Cornwallis'" medical officer, Surg. Lieut.-Cdr. D. B. Maunsell, reported that all members of the division "were exceedingly fit physically and exceptionally well developed."



## PACIFIC COAST

### HMCS "Antigonish"

December saw the "Antigonish" pay visits to Ocean Falls and Prince Rupert, on the B.C. mainland, and to Port Alice, Alert Bay and Port Alberni on Vancouver Island.

At all ports a warm welcome was extended and at two of them, Ocean Falls and Port Alice, the ship's company was taken on conducted tours of pulp and paper mills.

Sports also held the spotlight and numerous games of basketball and one of ring hockey provided lively hours of competition between teams from the "Swish" and the local standard bearers.

### Petty Officers' Mess

Shortly before Christmas, the mess decided to make a contribution to the residents of the Protestant Children's Orphanage in Victoria, and accordingly voted \$50 from mess funds to buy fruit, candy and other goodies for the youngsters at the home.

A very successful Sadie Hawkins Day dance was held recently in the Petty Officers' Mess. During the evening more than 230 people danced to the music of Bernie Porter and his orchestra.



Looks like Daisy Mae finally caught up with Li'l Abner and Marryin' Sam is all set to go on with his super de luxe 98-cent wedding. PO A. Kelly, dressed as Daisy Mae, and PO D. Trask, as Li'l Abner, took cash prizes for their costumes at the Petty Officers' Sadie Hawkins Dance at "Naden." All Marryin' Sam (PO S. R. Wallace) got out of the deal was a sore arm from hoisting the heavy volume of KRCN. (E-10406).

While dress was optional, there were prizes for the best costumes and many of the guests turned up in Dogpatch styles. First prize winners were PO and Mrs. K. Perry, who came dressed as "Hairless Joe" and "Lonesome Polecat." PO D. Trask, as "Li'l Abner," and PO A. Kelly, as "Daisy Mae," also took prizes.



In 25 years of catering to the Navy's laundry needs, Soui Kee, of Esquimalt, has become well versed in naval custom and etiquette. He never fails to salute the quarterdeck as he passes over the gangway. Above, PO Jim Fee, PO James (Dolly) Doyle and AB Jack Chadvaire, of HMCS "Ontario," return the courtesy and smilingly stand to attention. (OC-175-3).

Page twenty-two

Bouquets for the dance arrangements go to the committee composed of PO C. B. McIlroy, PO Charles Halfyard, PO Duncan Wallace and PO S. R. Wallace.

### HMCS "Cayuga"

Torrey David Gillott, two-month-old son of AB and Mrs. John G. Gillott, was christened in a ceremony in the wardroom of HMCS "Cayuga" recently. Chaplain Thomas L. Jackson officiated. Ldg. Sea. R. McGirr was godfather and Ruth Kamman, of Victoria, was the child's godmother.

## [NAVAL DIVISIONS

### HMCS "Discovery"

(Vancouver)

Several staff changes have taken place at the Vancouver Naval Division during the past few weeks. Lieut.-Cdr. Glen McDonald, newly promoted to that rank, has taken over as Executive Officer, succeeding Lieut.-Cdr. William E. Flavelle, who has retired. Lieut.-Cdr. Harry MacDonald has been appointed staff officer (administration), a post formerly held by Lieut.-Cdr. A. A. Turner, who is now in Headquarters, Ottawa. Lieut. Bill Davison succeeded Lieut. Andy Ross as First Lieutenant when the latter became new entry training officer. PO "Red" Andrews has left the Division for new duties in the cruiser "Ontario."

More than 200 children of RCN and RCN (R) personnel and underprivileged youngsters from the Vancouver area had the time of their young lives at "Discovery's" annual children's Christmas party.

A huge Christmas tree, silver colored and decked with multi-colored lights, dominated the drill deck. Santa Claus arrived down a specially rigged chimney and distributed presents to each child. Apples, oranges, sandwiches, cake, candy, ice cream and milk in generous quantities also were supplied. One of the highlights of the program was provided by Lieut.-Cdr. Glen McDonald, whose performance on the accordion was well received.—W. J. H.

## HMCS "Hunter"

(Windsor)

New Year's Eve parties were held by both the Officers' Wardroom and the Chief and Petty Officers' Mess in "Hunter." For the former the drill deck was gaily decorated for the dancers, while the Chief and Petty Officers and their guests welcomed the New Year amid appropriate settings.

Earlier, about 140 children of both RCN and Reserve personnel were entertained at the annual children's Christmas party. Ldg. Sea. Donald Monforton and AB John Hogan were highly amusing as clowns, and gifts and good cheer were dispensed by a Santa Claus who bore a striking resemblance to Mr. George A. Grivel, Commissioned Gunner, RCN, staff training officer. Movies and pony rides also helped to entertain the young guests. — *R.M.P.*

## HMCS "Chippawa"

(Winnipeg)

December saw the temporary cessation of a series of visits by the Engineer Department, headed by Ljeut. (E) L. L. Leigh, to various industrial plants around the city. A particularly interesting and instructive visit was paid to a local distributor of diesel tractors, where "Chippawa" men saw films and demonstrations and heard lectures on the construction and maintenance of diesel equipment.

On another occasion some time was spent at a machine shop specializing in the re-building of internal combustion engines. Here, reservists watched highly skilled craftsmen operating the most modern equipment available and gained much valuable experience.

Highlight of the month was the Children's Christmas Party, put on for the first time as a real naval pirate party. Officers and men turned out in a weird variety of costumes with heavily bearded faces to match — courtesy of the Ex-Wrens' Association



On hand for the presentation of war medals to University Naval Cadets of Acadia University, Wolfville, N.S., who served in the Second World War was Dr. Watson Kirkconnell, president of the university, shown congratulating Cadet (L) Robert F. Duston of St. Stephen, N.B., after presenting the third year engineering student with four medals. Others in the photo are, left to right: Cadet Ralph Jenkins, Charlottetown; Surgeon Cadet Roger Donaldson, Glace Bay, and Cadet George R. Todd, Saint John. On hand to get the training program under way were instructors from HMCS "Scotian," the Naval Division in Halifax. They were Lieut. A. A. MacLeod, Staff Officer University Training, CPO James Evans and CPO Ludger LaFond. (HS-9054).

make-up department. A complete fair ground on the drill deck, equipped with merry-go-round, swings, seesaws, slides and breeches buoy, helped entertain the 300 excited youngsters.

Other popular features were the fishpond, where every angler made a catch; an electrically operated skiff on the swimming pool; three Shetland ponies to provide rides around the drill deck, and, of course, Santa Claus, who arrived on a 12-pounder gun carriage pulled by a crew of pirates. — *L. B. McI.*

## HMCS "Montcalm"

(Quebec)

A large and varied program of entertainment was laid on for the visit to Quebec City of the French training cruiser "Jeanne d'Arc," commanded by Le Capitaine de Vaisseau Beausant.

Captain E. F. Noel, commanding officer of "Montcalm," was host to the ship's officers at a dinner at the

Quebec Garrison Club, while the Division's Cadets sponsored a dance for the French Cadets. The Chief and Petty Officers of "Montcalm" held a smoker for their French opposite numbers in the Canadian Legion Hall and the men from the cruiser were entertained at a dance at the Division.

## HMCS "Carleton"

(Ottawa)

The annual Naval Ball was held in HMCS "Carleton" on December 28. The affair was sponsored jointly by the Ottawa Branch of the Naval Officers' Association of Canada, the Bytown Officers' Mess and "Carleton." Senior officers from Naval Headquarters and "Carleton" and members of the executive of the Naval Officers' Association were among the guests.

More than 500 attended the ship's company's New Year's Eve dance held on board Saturday, December 31.

Lieut. G. F. Clarke has joined the permanent staff of the Division on



special naval duty as Staff Officer (Training). Lieut. R. L. Gleadow, formerly of HMCS "Star," is now "Carleton's" Gunnery Officer.

Sub-Lieutenants G. J. Giroux and M. J. Ryan, both members of the UNTD of "Carleton," graduated recently from St. Patrick's College, Ottawa, with Bachelor of Science degrees.

The Ottawa Ex-Wrens' Association held its annual Christmas dinner in the wardroom in December. Mrs. P. B. Cross, president of the group, presided. Mrs. Adelaide Sinclair, wartime head of the Women's Royal Canadian Naval Service, was among those present.

Ldg. Sea. Michael Connors, a popular member of the Division's permanent staff, has left for a course at "Stadacona." He has been succeeded by AB G. Hayes.

### HMCS "York"

(Toronto)

Nearly 300 children of permanent force and reserve personnel of "York" on December 17 enjoyed one of the best Christmas parties on record at the Division.

Old Santa himself, who came down a real chimney and fireplace to distribute gifts to each child, a miniature midway, a Punch and Judy show and lots of candy and other goodies kept the youngsters amused and happy throughout the afternoon.

The Punch and Judy show was produced by PO Peter M. Younger while two clowns — CPO John G. Brown and PO Younger — made sure there wasn't a dull moment.

Thanks to the efforts of CPO Edward Lancaster, Santa Claus made his entrance via a real fire-place, complete with mantelpiece and fronted by a carpet and Christmas tree.

The enthusiastic efforts of the entire ship's company were formally recognized by CPO Wilfred R. Franklin, president of the Chief and POs' Mess, who thanked everyone concerned for their co-operation and hard work.



Final tribute, with full naval honors, was paid on board HMCS "Cayuga" to Lieut. Alexander C. Jones, RCN (R), (Ret'd), who died recently in Victoria.

Lieut. Jones, a former Merchant Service officer, was in charge of the Chart Depot in HMC Dockyard, Esquimalt, at the time of his death. During the war he commanded the minesweeper "Outarde" on the west coast.

Above, as the pallbearers stand with bowed heads and the funeral firing party rests on its arms reversed, Chaplain F. H. Godfrey reads the burial service before the body is committed to the deep. (E-10616)

The kiddies didn't seem to notice, but their elders thought Santa Claus must have been a close relative of PO William R. Mahon.

### HMCS "Donnacona"

(Montreal)

A gigantic Christmas tree, ablaze with lights, the pride and joy of the electrical department; decorated carts pulled by real ponies, a slide claimed by its makers to be the largest indoor slide in Canada, a breeches buoy, two fish ponds, swings and see-saws combined to make "Donnacona's" third annual Christmas party the "biggest and best yet."

Over this array of entertaining paraphernalia swarmed dozens of children of the Division's ship's company as well as parties of youngsters from the Children's Memorial Hospital and St. Justine's Hospital of Montreal. Christmas music by the "Donnacona" band added to the festive air.

Santa Claus, accompanied by the Pink Sugar Plum Fairy and the Blue Snowflake Fairy, made his appearance

on a decorated naval gun carriage drawn by a band of ferocious-looking pirates, comical clowns and chubby policemen (all members of "Donnacona's" wardroom).

Tea was served by the Ladies' Auxiliary, which, under Mrs. A. G. Hodge, had organized the party.

Radio Station CKVL, Verdun, made a 15-minute recording during the party which was played over the station on December 21 and again on Christmas Day — R.F.D.S.

### HMCS "Queen"

(Regina)

Members of the Regina Branch of the Naval Officers' Association joined with officers of the Division as hosts at "Queen's" traditional New Year's reception for government and civic officials, RCMP and Armed Services representatives.

About 80 youngsters of permanent force and reserve officers and men received presents from Santa Claus at the Division's children's Christmas party in the appropriately decorated drill hall. The program included community singing and refreshments, the latter served by the Women's Auxiliary to the Chief and Petty Officers' Mess.

The Wardroom and the Chief and POs' mess have been completely renovated and both have been the subject of much favorable comment.

Now that the complement for the UNTD at "Queen" has been filled, an intensive training program has begun under Lieut.-Cdr. E. D. Walker and Lieut. Reginald Bing-Wo.

### HMCS "Cataraqui"

(Kingston)

Three silver ashtrays, presented by Surface Division 4-66, United States Naval Reserve, Dunkirk, New York, now grace the Wardroom, the Chief and Petty Officers' Mess and the Men's Mess at "Cataraqui." The ashtrays, appropriately inscribed, were presented by the officers and men of the United States unit in



appreciation of the warm welcome tendered them during an official visit to Kingston of three USNR craft last summer.

Eight men from "Cataraqi" took training in the "Magnificent" and "Haida" during the Fall cruise. Several returned home proudly bearing their titles of "Honorary Texans," which were bestowed on all those aboard the "Haida" when she rescued 18 American fliers from the sea north of Bermuda.

Lieut. Arthur F. Holloway, RCN(R), has temporarily relinquished command of the UNTD Division in "Cataraqi" and will be absent from duty for a year. He has been succeeded by Lieut. Peter Cornell, RCN(R).

### HMCS "Star" (Hamilton)

Due to the mild weather, Santa Claus was forced to abandon his sleigh for his annual visit to "Star" and arrived alongside in a harbor patrol boat. Although complaining slightly of seasickness, he was nevertheless able to carry out his duties of distributing gifts to nearly 100 children to everyone's satisfaction.

The youngsters were from families of both permanent force and Reserve personnel of the Division.

Sponsored by the Women's Auxiliary, the party featured, besides Santa and his gifts, a magician and quantities of hot dogs, ice cream and candy.

Popularity of the ship's company New Year's Eve dance was indicated by the appearance of SRO signs early in December. This year's dance maintained the high standards set in previous years and 1950 was warmly welcomed at Hamilton's Naval Division. — C.S.J.L.

### HMCS "Nonsuch" (Edmonton)

A capacity audience of nearly 1,000 persons filled the drill hall at "Nonsuch" for the first winter concert of the Division's band. A balanced program of marches, light classics and boogie woogie was well received.

Highlight of the concert was the Sunset Ceremony, which concluded the program. The color guard was made up of Sea Cadets under Sub Lieut. W. Doyle, RCSC. Mr. F. C. Short, Commissioned Gunner, RCN, made an excellent master of ceremonies.

Rear-Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest speaker at a meeting of the Edmonton United Services Institute on November 25. He chose as his topic, "The Navy's Job." Following the more serious part of the program, Rear-Admiral Houghton displayed another of his accomplishments by performing for an hour as a magician. Before returning to Ottawa, he paid an informal visit to "Nonsuch."

## HOW IT STARTED

### Holystone



The name "Holystone" is an example of the ironic humour that sometimes prevails in naval terminology.

The stone in question has no particular characteristics that would warrant it being called "holy"—nor are the men who operate it usually of a saintly or angelic demeanour. They are, in fact, often at odds with the regulations governing the conduct of His Majesty's Naval Forces. As punishment for their misdeeds, offenders were often required to clean the wooden deck surface of the ship by scouring it vigorously with a stone. In order to manipulate the stone effectively it was necessary to take up a kneeling position—hence, the origin of the word "holy stone."

Captain Howard L. Quinn, Director of Naval Reserves, inspected the Division during his annual tour of Western Naval Divisions and took the salute at a march past. He complimented the commanding officer, Commander Lyle Hoar, and his training staff on the high standard the Division had attained.

### HMCS "Prevost" (London)

With the coming of winter all outdoor training has ceased and the Division has settled down to a few months of intensive instruction in the various classrooms and on indoor technical equipment. Full use is being made of the Night Action Room and rifle range.

The Division's Fairmile, "PTC 779," and the harbor craft have been placed in winter storage at Hamilton and Port Stanley respectively.

The drum and bugle band is increasing in quantity and improving in quality every week under the able direction of Petty Officer Jenner. With the promise of new instruments, enthusiasm is at a high pitch.

A recent visitor to the Division was Cdr. A. Gillies, USNR, commander of the USNR divisions in New York City, who delivered an interesting address.

### WINNIPEG RESERVISTS EARN QR3 RATES

The first group of Quarters Ratings, third class, to be trained by a Naval Division in Canada graduated recently from the Gunnery School at HMCS "Chippawa."

Successful candidates were Ordinary Seamen A. St. Marie, C. Kadash, K. Pearce, M. Zyloway, W. Gemmell, E. St. Marie, G. Coombe, C. Cooke, W. Lisff and C. Query.

Instructed by Lieut. J. A. Morris, Gunnery Officer of the division, and PO W. A. Smith, the class completed the first part of its course in "Chippawa's" gun battery, then went to "Naden," at Esquimalt, for final training.

# The Navy Plays



## **Auspicious Sports Debut Made by "Micmacs"**

HMCS "Micmac," latest addition to the east coast fleet, has already made her mark in inter-ship sports competition. The destroyer men have won both their hockey games to date, topping "Magnificent" 6 to 5 and "Swansea" 6-3. The high scoring line of Lieut.-Cdr. F. C. Frewer, the ship's commanding officer, CPO Cecil R. Moore and AB Keith Hawn, and Ldg. Sea. Dexter (Dixie) Howell, on defence, were outstanding in both games. The team is resplendent in new blue and gold sweaters, bearing the ship's name.

The basketball team has been enjoying equal success in recent games, trouncing "La Hullose" and "Portage" by wide margins. PO Victor Dougherty handles the squad.

"Micmac" has organized a rifle team that has all the earmarks of a top-flight aggregation. The four sharpshooters, all members of last year's Navy team, are PO Robert W. Saturely, PO Frank E. Rushton, CPO Clifford E. Giles and PO Gordon E. Board. Plans are to compete against both RCN and RN ships during the spring exercises.

Contract bridge has its place in the sports program. A team consisting of CPO Richard F. Gardner and CPO Alex Burns has challenged any two-some in the fleet to a match.

## **Haddad Seeking British Empire Title**

Petty Officer Eddie Haddad, Canadian amateur lightweight boxing champion, wound up training at HMCS "Naden" in mid-January and boarded a plane for New Zealand and

the British Empire Games. The 21-year-old sailor was fit and confident despite an enforced lay-off during December due to a shoulder ailment.

Haddad carries an enviable ring record into the Games. He has won 46 of his 47 fights—23 via the KO and TKO route. His only loss was a close decision in the quarter-finals at the Olympic Games in 1948. He qualified for the British Empire team by successfully defending his lightweight crown at Port Arthur in October.

## **"Unicorn" Pucksters Play Exhibition Tilts**

Picking up where they left off last year, HMCS "Unicorn's" band and hockey team have been taking an active part in ice carnivals and shows in the Saskatoon area. The band has been providing musical entertainment while the division's puck-chasers have played in exhibition games. In its latest appearance, at Vonda, Sask., the "Unicorn" squad scored a 5 to 2 victory over an RCAF team from Saskatoon's 406 Squadron.

## **Tri-Service Hockey Team**

A single hockey team is carrying the colors of the Armed Forces at Halifax this winter. The team, which is drawn from permanent force members of the Navy, Army and RCAF stationed in Halifax, is being handled by an inter-service board of managers. Cdr. (L) H. G. Burchell, RCN, manager of the Navy's Maritime championship team of last year, was originally named as coach but had to relinquish the post when appointed to HMCS "Magnificent." S/L William Martin is manager and Major Gordon Potts assistant manager.

## **Close Race Features "Naden" Competitions**

The Supply Department, defending champion in the Cock-of-the-Barracks competitions at HMCS "Naden", is being hard pressed in the winter series of events by the combined Band and Manual team. With the schedule more than half completed, a lone point separates the two teams. The Communications and Navigation Direction squad is also well up, being only  $3\frac{1}{2}$  points out of first place.

Soccer, basketball, volleyball, swimming and .22 rifle shoots round out the inter-departmental sports program, with the two top teams holding sway in most of the competitions. However, other departments are showing the way in soccer and volleyball. The Communications and ND team holds a commanding lead in the soccer league, while the Gunnery School has repulsed all opposition and is comfortably perched on top in the volleyball loop.

Other teams entered in the race for the trophy are Supply School "B", MTE, Medical, Supply School "A", and TAS and Electrical School.

## **Communicators Set Bowling League Pace**

Communication School entries continue to show the way in the "Stadacona" Inter-part Bowling League. Communications (A) heads the loop, while Communications (B) and (C) hold down second and fourth places respectively.

The School's hockey team has been improving steadily under the watchful eye of Coach PO Albert Young. In their clash with the powerful Admiralty House squad, the Communicators held the opposition to only two goals, a feat that no other team in the Inter-part league has equalled to date.



## FOOTBALL CHAMPIONS



The football team from HMCS "Donnacona" finished the season with two championships to its credit. The Montreal sailors cooped the Quebec Rugby Football Union title and then went on to win the Eastern Canadian Intermediate crown. Back row, left to right, are D. McLaughlan, S. Kirbyson, H. Middleton, J. Chambers, J. Hiltz, J. Davis, H. Batten, and M. Heayberd. Centre row, left to right: Dr. Scobie, A. Sims, Coach Roy Chesley, I. Ferguson, G. Poirier, H. Dermer, F. Button, C. West, B. Law, J. Drake, J. Currie, Coach Mac Parsons, and N. Zoss. Front row, left to right: B. Pugh, E. McLeod, A. Smith, L. Hiscock, D. Farish, J. Simpson, G. Loisseau, D. MacQuisten, B. Gowan, S. Salvatore, and the team mascot and water boy. (Photo by A. W. Stevens)



HMCS "Stadacona" made it three consecutive championships in the Halifax Canadian Football League by defeating Wanderers in a sudden-death final for the 1949 title. The team is shown above with the Purdy Trophy in the foreground. Front row, left to right, are: PO Albert Trepanier, AB Reynolds Agnew, CPO Duncan Leslie, AB Ed McLeod, Commissioned Stores Officer Les Jackson, manager; Commodore A. M. Hope, Commodore, RCN Barracks; Commissioned Engineer Frank Hindle, coach; Commissioned Ordnance Officer Al Turner, PO John Prestanski, Ldg. Sea. Gordon Seymour. Centre row. Ord. Sea. R. J. Marks, equipment; PO Gordon Lothian, Lieut. Bob Greene, PO Norman Sellars, Ord. Sea. Harry Abbott, Ordnance Lieut. Bill Onysko, AB Fred Treleaven, CPO Duncan Stevenson, Ldg. Sea. Jack Friis, AB Ken McElroy. Back row: Ord. Sea. Roy Hobbs, AB Willie Shephard, CPO Ed McSweeney, Ord. Sea. Jim Kitchen, AB Dave Lawson, equipment manager; PO Len Murray, Ord. Sea. Allan McRae, AB Morley McAllister and PO Victor Dougherty. (HS-9227).



## **"Catarauqui" Units Hold Sports Meets**

Inter-unit sports meets are proving popular at HMCS "Catarauqui". During December, four districts in the Kingston area clashed in competitions which included basketball, volleyball and boxing. Napanee and Brockville reservists met in the first inter-unit competitions, with the former cleaning up on the evening's play. Later in the month, Belleville and Picton tangled in the second set of events.

In conjunction with the inter-unit sports program, the officers and men of "Catarauqui" sponsored a sports dance early in December, with proceeds going towards the purchase of playing equipment.

A badminton club has been formed at "Catarauqui", with one evening a week set aside for this activity. The club has enjoyed a good turnout since its inception.

## **"Star" Boxing Club Stages First Card**

The newly-formed HMCS "Star" Boxing Club staged its first fight card in mid-December, with 17 bouts on the evening's program. The boxers, all recruited from the ship's company, of "Star" and the Hamilton Sea Cadet corps, showed some good ringcraft and plenty of enthusiasm.

In the Officers' Indoor Softball League, the "Star" team went down to defeat by the lop-sided score of 51-11 at the hands of the RCASC. Since that sad date, the naval officers have been practising in dead earnest and hope to atone for the debacle with a win next time out.

## **TAS Hockey Team Bows to Electricians**

The TAS School hockey team, coached by AB James Hardy, won two games and lost one in its December schedule in the Halifax Inter-Part League. The TAS-men defeated Communications School 7 to 1, scored a 2-0 shut-out over "Shearwater", but took a 10-0 beating from the Electrical School.

## **"Montcalm" Opens Hockey Season With Tie Game**

HMCS "Montcalm" opened the hockey season by battling to a 4-all tie with the Royal 22nd Regiment. The two teams matched goal for goal during a see-saw contest that produced some exciting hockey. The Quebec City sailors are looking forward to the next meeting of the two teams and are confident the outcome will be in their favor.

## **"Queen" Scores Easily In Hockey Debut**

HMCS "Queen" made its debut in the newly formed Regina Inter-Service Hockey League a winning one by overwhelming the permanent force Army team by a lopsided 13 to 1 count. Other teams in the circuit include the RCMP and Reserve Army.

## **Sea Cadets Enjoy "Naden" Sports Facilities**

It was an exciting day for 20 members of Port Alberni's Royal Canadian Sea Cadet Corps "Alberni" when they visited Victoria recently as guests of Victoria's RCSCC "Rainbow," the Navy League of Canada and the Royal Canadian Navy.

The Port Alberni Cadets rendezvoused with 30 from "Rainbow" outside the "Naden" gate at 1030 and, with the RCN band preceding them, marched into the barracks to



CPO Albert E. Sewell hit a virtual jack-pot of prizes at the Pacific Command Rifle Association's annual meet at Heal's Range near Victoria. In all, the sharp-shooting Chief copped 19 different awards including 12 cups and trophies. (E-10546).

participate in Divisions, prayers and the march past with the regular Navy.

Following the march past, the assembled cadets heard a short address by Commodore J. C. I. Edwards, commanding officer of "Naden."

The cadets were dinner guests of the Navy, then in the afternoon engaged in a round of competitive sports, including swimming, bowling, a .22 rifle shoot and basketball, and followed up with a tour of HMCS "Ontario." Supper was also at "Naden" and then the 50 cadets were whisked off to the Armouries in Victoria to witness the Port boxing championships.

The night was spent in Victoria, with "Alberni" cadets guests at the "Rainbows'" homes. In the morning they toured the "Rainbow" barracks before leaving for home.

## **"Prevost" Victorious In Hockey Opener**

The London Garrison Hockey League opened in December with HMCS "Prevost" scoring a victory in its first encounter. The naval entry in the seven-team loop is coached by Lieut.-Cdr. A. W. Park, RCN(R).

## **NAVY "HAM" ARRANGES OTTAWA-ANTARCTIC CALL**

The tinkering of Lieut.-Cdr. (L) J. M. Doull, RCN, an ardent radio "ham," made possible one of the longest long-distance calls on record, January 2. Lieut.-Cdr. Doull, who is attached to the staff of the Electrical Engineer-in-Chief at Naval Headquarters, arranged a radio conversation between Mr. A. R. St. Louis, of Ottawa, and his son Peter, 7,800 miles away on Deception Island, near the South Pole. Peter, a 26-year-old RCAF pilot, is a member of a party assigned to rescue 11 British scientists marooned on the lonely British Antarctic meteorological base.

Lieut.-Cdr. Doull established contact with the rescue party on December 30 and 31 and arranged for the broadcast. On January 2, Mr. St. Louis exchanged New Year's greetings with his son. "Peter came in so clear—it was as though he were sitting in the room talking to me," Mr. St. Louis said when the unique call was completed.

# VARIETY GROUP MAKES DEBUT

Two-Hour Stage Show  
Makes Great Hit

WITH an effective nucleus of experienced hands pacing the show, the RCN Variety Group presented two hours of song, dance and mirth at HMCS "Shearwater", in the auditorium of "Stadacona" and on board HMCS "Magnificent."

The show, successor to the "RCN Revue" staged last August during Navy Week, was rated even better than the original and was sparked by fresh routines.

The latest effort unfurled new scenery, new costumes (thanks to Mrs. Barbara Jackson) and new life. The opening number, especially the "can-can" dance, made a particular hit. The opener featured songs and catchy rhythm measures by 12 couples, from which emerged well-drilled performers for each of the three songs involved.

Petty Officer Dennis B. Shaw, president of the Variety Group, drew on his considerable music hall lore to display snappy technique as MC of the program and lusty lead in three rollicking skits which brought the house down. He was particularly effective as the "Sultan" in the "Toast of Bombay" and was ably flanked by his "harem"—AB Bob Tutton, Ord. Sea. Bob Redmond, AB Glenn Munroe, AB Bill Reynard, AB Bruce Duncan and AB Bob Carl.

Dancing arranged by PO Vic Dougherty and Sheila Challice for the RCN Revue, when staged in the recent production won even more acclaim. New costumes, background and lighting effects set them off well.

Members of the "Stadacona" band, who provided a score for the whole show, sent six of their boys on stage to hammer out some solid Dixieland jive for appreciative crowds. In the sextet were AB E. L. Piffero (trumpet) PO J. F. McGuire (clarinet), AB Fred Covey (sax), AB Roger Fisher (trombone), AB S. S. Moody (tuba) and AB Jim Campbell (drums). Accompanying the Dixie Six on the piano was AB Allan Shaw.

One of the most uproarious skits was entitled "Heads of Departments". In this one four matelots, strung with fathoms of gold lace, parodied words and deeds of high-ranking officers.

Lyrics by Flora Montgomery, CBC actress and singer, and Nathalie Hanspiker were well received. Miss Hanspiker, a local night spot singer, was voted "best scenery in the show" by the greater portion of the male audience.

Young ladies participating in the show included Sheila Challice, Heather Williams, Mona Richards, Jo Towers, Verna Viguers, Edna Vokey, Donna Rennie, Norma MacDonald, Pat Bailey, Lois Belbin, Marge Warren, Mrs. Barbara Jackson, Miss Hanspiker and Miss Montgomery.

Bulk of the new talent was from the "Shearwater Players", a thriving dramatic society at the naval air base. Male members of the cast included AB Bob Carl, Lieut. Bob McKay, Ord. Sea Gordon Soutter, AB Glenn Munroe, AB Pat Paddon, AB Bill Reynard, PO Harry Adams, AB Bruce Duncan, Ord. Sea. Bob

Redmond, AB Bob Tutton, AB Bryce Lincoln, Ldg. Sea. Bob Hodgson, PO Shaw, AB Adrian Westall, PO Dougherty and PO Doug Cooke.

The "Stadacona" band was under the capable baton of PO Herb A. Jeffrey. Their efforts, as in the RCN Revue, "made the show".

As was said in the program: "Any similarity between this and a show is purely co-incidental and is due entirely to the ever failing efforts of: Musical Director—Mrs. Dora Challice; Band Director—Petty Officer Herb Jeffrey, Dance Arrangements—Petty Officer Victor "Kip" Dougherty and Sheila Challice; Choral Arrangements—Marge Warren; Wardrobe Mistress—Mrs. Barbara Jackson; Make-up—R. A. Challice; Decorations—Stadacona Shipwrights and "Shearwater Players;" Stage Manager—PO Don Coxon; Properties—Warrant Supply Officer Les Jackson; Stage Electrician, CPO Robert Dailley; Programs and Tickets—Petty Officer Doug Cooke; Advertising—Able Seaman Norman Whiteland, generally hindered by Denny Shaw, without whose help this show could have gone on three weeks previous."



Three Heads of Departments pay homage to the Chief of Staff in a skit that "rolled 'em in the aisles" in the RCN Variety Show. Left to right are Ord. Sea. Gordon Soutter (Chief of Staff), Ldg. Sea. Bob Hodgson (Commander (S)), PO Harry Adams (Surgeon Commander) and AB Bruce Duncan (Commander (E)). (DNS-2052).

## Plain Plug

About once in a blue moon a new book comes out which definitely demands a review at some length in this magazine. Space in *The "Crow's-nest"* is scarce, but a full page or thereabouts is devoted in this issue to "*Modern Arms and Free Men*", by Dr. Vannevar Bush, for the simple reason that, in a certain sense, it is perhaps the most important book that has appeared since this magazine was started. The purpose of this review is to try and get every officer and man to read the book. It is, if you like, a plain plug. Read on, and you will see why.

First, as naval people, let us take a look at ourselves and our business. Why are we here at all? We are here, employed by the Canadian taxpayer, to help produce that security without which we cannot hope for national or individual progress. We are here to help keep the peace, and to help guarantee victory if all efforts to keep the peace should fail. We are a part of the most expensive defence program that our country has ever maintained. This is not "blah": it is plain, down-to-earth fact. What is more, the defence program of this nation is not being maintained for anybody's edification or amusement: it is being maintained because there is a real, if presumably distant, possibility of war, and because modern war is an immensely complicated activity, increasingly dependent on scientific development, on complex equipment and something more than average horse-sense on the part of the men and women who have to do the fighting. Unhappily, but of necessity, the defence business has become a somewhat more than fulltime job for those concerned.

"*Modern Arms and Free Men*" is a sort of hand-book on the scientific aspects of the defence business. It is written by the man who headed 6,000 American scientific experts during the Second World War, and who

probably knows more about the scientific aspects of war than all but a handful now living. It is written in simple language for the ordinary man and woman. It contains a remarkable amount of information about the true nature of modern war, and gives a reasonable forecast—necessarily very general—of what a future war might be like.

To the naval reader, the two chapters on naval warfare will certainly be of the highest interest. "We have twice entered war while underestimating the power of the submarine, and twice the outcome has been in doubt," the author observes, adding, wisely enough, "We must not do it again." It is to be hoped that the immense significance of that simple paragraph may sink deeply into the consciousness of the general public. It will certainly not be Dr. Bush's fault if it doesn't, for his chapter on undersea warfare ought to make plain to anyone who can read simple English that the modern submarine presents one of the toughest nuts yet to be cracked, and that it is capable of employment to a point where, in the event of war, "we should face the severe threat that a nearly immune submarine fleet might determine the outcome of the war in the favour of the enemy." The author, who himself is a leading practical anti-submarine scientist, does not suggest that the outlook is hopeless. On the contrary, he is certain that the job can be done. He is also certain, however, that it will be tough.

Writing of course for Americans, he observes that "we need a vigorous program in the hands of a virile and generously supported Navy, in the closest of co-operation with science and technology throughout the country." There is plenty in that for Canadians to think about, too.

The book's greatest value to those of us who are actively engaged in the

defence business lies in the width of its scope. Within the limits of security, there is no scientific aspect of modern warfare with which it does not deal. What are the true dangers of atomic bombing? Of bacteriological warfare? Is the day of the battle-fleet, or the bombing fleet, over? Is the so-called "push-button" war a real economic possibility? These are but a few of the vitally important questions raised and discussed, if not finally answered.

It is good and right that we in the Naval Service should concentrate upon our own objectives and their attendant problems. It is, however, at least desirable that we should make a serious attempt to understand the defence problem as a whole, including its political and economic aspects. The book contains chapters on Subversive War, Cold War, Totalitarianism and Dictatorship and Democracy. It is remarkable in its economy of words, and the simplicity with which complex matters are explained and discussed. It is a most able and valuable contribution to intelligent understanding of the nature of one of the most serious problems of our age. For this reason, it seems to this writer that the 16 chapters dealing more specifically with non-naval matters are likely to be of more value to us than the two which treat of things we know, or ought to know. They will clarify and educate, and—assuming the reader is taking his job in Canada's defence organisation seriously—will prove most fascinating reading.

The book should be in the library of every ship and establishment in the RCN. It will prove of real interest to every officer and man, and, for the matter of that, to every responsible citizen to whom the words "democracy" and "freedom" have true meaning. — W.S.

(Published by Musson Book Company, Toronto. Price: \$1.35).



# Hoot Mon!

It was a quiet, sunny noon in late September and an air of contentment hung over HMCS "Ontario."

Suddenly the ship's company was startled by an awful wail, suggestive of a dying cow, emanating from X-gun deck. While most of the hands were content to let the animal pass away, if that was her wish, a few succumbed to their humanitarian instincts and rushed aft.

There they discovered, not a cow, but three of their shipmates blowing lustily into plaid covered sacks that bristled with little stems. It was the beginning of the "Ontario's" popular pipe band.

The germ of the idea made its first appearance early in August, when a notice in the daily orders advised that the ship was starting a pipe band and volunteers were sorely needed. About 25 brave souls responded, but unfortunately none could play the mysterious instrument

and it became necessary to work from the ground up. Little was said for several weeks and it wasn't until that sunny day in September that everyone realized the seed had borne fruit.

During a lull in the music, it was discovered that a well known Victoria physician, Dr. R. Scott-Moncrief, had donated a set of pipes to the ship and had loaned another until such time as the band was organized and procured its own equipment. He also presented a very fine leopard skin for the bass drummer and a practice chanter. It looked now as if the band was beginning to be a "braw" outfit.

One thing led to another. The three pipers on board tried a bit of teamwork and it turned out very nicely. Bugle band drummers were transformed into pipe band drummers and finally a bass drummer got into the act. Soon the sound of pipe music became as common in the

ship as the humming of fans and motors.

As the days passed, the hours of practice began to tell and the "screeching" was slowly replaced by music that would make the heart of a Highlander burst with pride.

The band's first public appearance came late in September. The pipe, "Hands to stations for leaving harbor", also mustered the pipe band, and from that time on, whenever the ship entered or left port, it was to the tune of the bagpipes.

The band's crowning effort was staged in October, when it led a church parade into Esquimalt. The local children seemed fascinated by the music and collected in such numbers as to make the original Pied Piper of Hamelin green with envy.

Responsible for the development of the pipe band was Captain H. F. Pullen, commanding officer of the "Ontario," who sparked the idea and



gave it his complete support. Dr. Scott-Moncrief's interest and generosity and the recruiting of Commander (S) J. R. Anderson assisted materially. But probably the greatest con-

tribution of all came from the ship's company, who committed no murders during the long and weary hours of practice and generally suffered in martyr-like silence.

tion of which ends "...on the quarterdeck of HMCS 'Antigonish'."

In the background, however, is seen a Blue Ensign — tut, tut.

Is the Communications branch slipping?

Yours truly,

R. Donnithorne,

C.O.O., RCN.

*Don't blame the Communicators. The "Crowsnest" caption writer just didn't look closely, else he would have recognized the jackstaff of the "Antigonish." — Ed.*

\* \* \*

HMC Communication School,  
HMCS "Stadacona,"  
HALIFAX.

Dear Sir:

In the November issue of The "Crowsnest" you stated under "Looking Astern" that bodies from HMCS "Shawinigan" were recovered by "Truro," "Ungava" and several ML's.

This is incorrect. The bodies and carley floats were spotted by RCAF Canso aircraft and picked up by frigates comprising EG16, after several days' search in very cold weather.

The bodies were then transferred to the minesweepers off Sydney, N.S., and taken by them into the port.

PO A. E. Young.



The newly-formed pipe band of HMCS "Ontario," is shown on "A" gun turret. Left to right are Ord. Sea, Lorne Knox, Brandon; AB John Sutherland, Winnipeg; and Ordinary Seamen Roy Terry, Toronto, Fred Wheeler, Cornwall, Ontario, Sam Greer, Windsor, and Frank Labute, Vancouver. (OC-187-3).

## LETTERS TO THE EDITOR

Seaforth, Ontario,  
December 12, 1949

Sir:

I have just been shown a copy of your breezy little paper containing a write-up about CPO Fred Stiner. Being his father, I am naturally interested.

I might say I was reluctant in giving consent to his enlistment; but all has turned out well. While Fred was not a problem child, the RCN (and you may quote me) had what he needed. They have done a real job.

Had I known he was being written up, I might have given CPO Sam Short, author of the article, the following information:

Fred Stiner is one of Ripley's believe-it-or-not items.

He was born 37 years ago today at 12 o'clock, i.e., born at 12 o'clock on the 12th December, the 12th month of the year, the 12th year of the century. Dr. A. E. Rennie, attending at

his birth, estimated his weight at 12 pounds.

Such concurrent numbers in a birth date cannot happen again until the beginning of the next century: one o'clock, January 1st in the year 2,000.

Yours truly,

Harry Stiner

\* \* \*

HMCS "Ontario"  
at Esquimalt.

Sir:

Congratulations on your very fine Christmas issue of The "Crowsnest", which had news of the West Coast ships' parties, etc., printed in Ottawa and distributed in Victoria before the local papers had the type set up.

I am sure you received many thousands of compliments from all sources, so will be most able to receive the following unseasonable "natter."

On page three, you have printed a photograph (OC-138-13) the cap-

### Unique Ceremony

The United States Navy drew an assist in upholding one of the Canadian Navy's long-standing traditions when 6½-month-old Michael Allan, son of Lieut. M. A. Turner, RCN, and Mrs. Turner, was christened on board the destroyer USS "Cone" at Atlantic Command Headquarters of the USN, Norfolk, Virginia. Lieut. Turner is serving at Norfolk on the staff of the Commander in Chief of the US Atlantic Fleet, Admiral W. H. P. Blandy.

The christening was performed in the wardroom of the "Cone" by Cdr. Roderic Lee Smith, USN, chaplain of the Amphibious Forces, US Atlantic Fleet. Cdr. LeRoy Taylor, the ship's commanding officer, acted as proxy godfather for Captain W. W. Turner, RCA, Shilo, Manitoba, while Mrs. Noel Eird, a close friend, was proxy godmother for Miss Phyllis Houghton, of Victoria. Cdr. Wayne Harkness, USN, was the other godfather.



# Comrades in Arms



## THE CANADIAN ARMY

### *Voice of the North*

One of the major operational roles of the Canadian Army in peacetime is the maintenance of communications in sparsely settled regions. In the north, this role is handled by the North West Territories and Yukon Radio System, operated by the Royal Canadian Corps of Signals.

Although army radio communication services for the Northwest Territories dates back to 1923 and expanded steadily until 1939, the Second World War necessitated the closing of stations and reduction of personnel. Many operators went overseas with the Army and replacements became almost impossible to find.

Now, with the North Country on the crest of a wave of prosperity and development, the necessity for swift, efficient communications has increased a thousandfold.

This is the land of gold strikes, oil fields, radium mines and the fur trade. Often described as America's Last Frontier, the North is still highly flavored with the romance and adventure that flowed from the pens of Robert W. Service and Jack London.

Men of the NWT and Yukon Radio have, in the past, experienced a full share of this excitement. Operators have assisted in delivering babies at isolated posts, joined search parties for aircraft forced down in the wilderness, fought bush fires and had a part in dozens of other unusual and interesting dramas of the North.

The importance of the system to Canada as a whole cannot be over-emphasized. Apart from linking many lonely posts and settlements and handling traffic for mining companies and other commercial enterprises, it has been a valuable source of meteorological

information. In this connection, reports are rendered several times daily to the Central Bureau in Toronto from all the main stations of the system and all stations supply hourly weather reports for the benefit of aircraft operating in the Northwest.

The life of a wireless operator or technician serving on a northern station varies considerably, depending upon his particular circumstances. At some posts married quarters are provided and in many cases the men "live out". Normally, rations are supplied and the scale of issue is generous, but if a man so wishes, he may elect to provide his own subsistence.

Such necessities and comforts as toilet articles, tobacco and cigarettes are usually available in the settlements but some articles have to be ordered from the "outside". As air-mail rates are high, it is the custom to get in supplies during the summer

navigation period.

The period of service in the North is three years, with a maximum of four. Leave is generally allowed to accumulate so that a man may have a three or four months' holiday when he completes his term of engagement and returns to the "outside".

The radio system is manned by men of the Royal Canadian Corps of Signals and, apart from its other functions, is an important part of Canada's northern defences.

Personnel of the system receive regular active force pay and allowances as well as a special allowance for northern service.

The qualifications required for service on the system are no higher than for other branches of the Army. Prospective recruits must be physically fit and have an average high school education, while experience in amateur radio is a decided asset.



The wireless station at Mayo, Yukon, operated by personnel of the Royal Canadian Corps of Signals, is typical of many of the stations dotted across the Northwest Territories and the Yukon. From these stations communications are maintained between the far-flung northern ramparts of Canada and the rest of the Dominion. (*Canadian Army Photo*).



## DEFENCE CHIEFS ATTEND WASHINGTON MEETING

The chiefs of staff of Canada's Navy, Army and Air Force headed a delegation to Washington in mid-January for the first meeting of the United States-Canada Regional Group of the North Atlantic Treaty organization.

They met with US chiefs of staff to fit strategic plans for the defence of North America into the broader defence picture of the North Atlantic Treaty. Canadian Service chiefs attending the meeting at the Pentagon, US Military headquarters, were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, Lieut.-Gen. Charles Foulkes, Chief of the General Staff, and Air Vice-Marshal W. A. Curtis, Chief of the Air Staff.

### GENERAL BRADLEY ON NAVAL AIR

Press reports of the testimony given last October by General Omar N. Bradley, chairman of the United States Joint Chiefs of Staff, before the Armed Services Committee of the House of Representatives, left with a large proportion of the reading public the impression that General Bradley was anti-Navy.

An examination of General Bradley's testimony shows that

such is not the case. General Bradley did not attack the Navy as a fighting service. What he did do was criticise statements made by Navy witnesses who had appeared before the Committee earlier and voice his disagreement with some of the charges they had made.

Disregarded, apparently because they did not constitute "hot" news, were certain of General Bradley's statements which clearly expressed a belief in the need for a strong Navy. Since the argument centred chiefly around who was going to do what in the air, of particular interest are General Bradley's remarks in support of Naval Aviation. Some excerpts from his testimony are quoted below:

"... Each service should be allowed to develop and have the weapon it feels it needs for the mission it is assigned."

*"Now I personally believe in Naval Aviation and especially in the hunter-killer task forces that are needed to fight Soviet submarines; and I endorse whole-heartedly an adequate program of Naval Aviation to assure us of control over enemy navies; and the ability to subdue the sterner submarine menace."*

"Twice before in the history of our

nation, submarines from the other side of the Atlantic have all but won a war before a telling shot could be fired... Anti-submarine warfare is a grave concern for our Navy and merits their utmost efforts. The Navy's hunter-killer technique, where several ships, including submarines, destroyers, cruisers and aircraft carriers, team up to hunt down and sink enemy submarines, is to date their best offensive method.

"I hope that these remarks have left the deep and lasting impression that I firmly believe in a strong Navy and in the need for a Naval Air Arm."

## Weddings

Lieut. George B. Wither, HMCS "Sioux," to Miss Isabelle F. Thornes, Fort William, Ontario.

Lieut. Ross Dickinson, HMCS "Rockcliffe," to Sub-Lieut. (NP) Jean S. Davidson, formerly of Gourack, Scotland.

PO G. Hornett, HMCS "Naden," to Miss Gladys Petersen, Preeceville, Sask.

PO J. Bing, HMCS "Ontario," to Miss Monica Boyce, Victoria.

PO E. Towers, HMCS "Naden," to Miss Shirley Simmonds.

AB Lawrence Neifer, HMCS "Antigonish," to Miss Claire D. Pottinger, Victoria.

AB Robert McPherson, HMCS "Antigonish," to Miss Audrey M. Meikle, Vancouver.

AB W. Simmonds, HMCS "Cayuga," to Miss Elaine Austin, Nanaimo, B.C.

AB Douglas Goodwin, HMCS "Portage," to Miss Dorothy McDonald.

AB Wallis K. Brydges, HMCS "Discovery," to Miss Margaret E. McLean, Vancouver.

AB John David Luton, HMCS "Rockcliffe," to Miss Shirley F. Peters, Vancouver.

Ord. Sea. C. H. Overall, HMCS "Stadacona," to Miss Marion Sutton, Gagetown, N.B.

Ex-Wren Molly Keizer, Halifax, to Mr. George McGuinnis, also of Halifax.

## Births

To Lieut.-Cdr. Harry Beck, Executive Officer, HMCS "Rockcliffe," and Mrs. Beck, a daughter.

To Lieut. E. P. Earnshaw, Naval Headquarters, and Mrs. Earnshaw, a daughter.

To Lieut. (SB) B. J. Gillespie, HMCS "Stadacona," and Mrs. Gillespie, a daughter.

To PO Peter Lesoway, HMCS "Antigonish," and Mrs. Lesoway, a son.

To PO J. L. M. King, HMCS "Portage," and Mrs. King, a son.

To PO Arthur O'Connor, HMCS "Portage," and Mrs. O'Connor, a son.

To Ldg. Sea. "Mike" Belanger, HMCS "Montcalm," and Mrs. Belanger, a daughter.

To Ldg. Sea. Frank Tinline, HMCS "Portage," and Mrs. Tinline, a son.



Non-commissioned officers of the three services in Saskatoon recently sponsored a Military Ball in the Bessborough Hotel. Members of the dance committee which handled arrangements for the successful affair are shown above. Left to right are, back row, Sgt. Major B. Patterson, PO C. McQueen, PO P. Meagher, CPO W. Surline, Flt. Sgt. S. Kisby, Sgt. Major A. Smith, CPO C. Chapman, WO H. B. Smith, Sgt. Major W. Stahl, Flt. Sgt. P. Bibbey, Sgt. Major F. Williams and CQMS J. MacDonald; front row, Mrs. Patterson, Mrs. McQueen, Mrs. Meagher, Mrs. L. Wright, Mrs. Kisby, Mrs. A. Smith, Mrs. Chapman, Mrs. B. Smith, Mrs. Stahl, Mrs. Bibbey, Mrs. Williams and Mrs. MacDonald.



"Newfie" demonstrates his noiseless "indoor bark" as Dr. J. E. MacLean, Halifax veterinary surgeon, gives him a final checkover prior to his sailing in the "Magnificent" with 18 Carrier Air Group. With him are two men from the Carrier Air Group, AB Lucien M. Moran of Kirkland Lake (left), and his warder, Ldg. Sea. James B. Adam of Goderich, Ontario. (HS-8772).

## Don't Feed 'Newfie'!!

That is almost a by-word at the Naval Air Station, Dartmouth, and aboard the "Magnificent", especially among members of the 18th Carrier Air Group.

The reason? — They have as mascot a Newfoundland dog whose gastric gyrations have cost them more than \$100 in veterinary bills.

"Newfie" weighs 114 pounds, stands about 33 inches from head to toe and has wagged around this earth for about three and a half years. He likes to eat. And that means everything from 10 pounds of steak at a sitting to chocolate bars. And nuts . . . and bolts . . . and screws . . . and other small airplane parts!

"Newfie" and his nanny-goat eating habits attached themselves to the Dartmouth Station a couple of years ago. Sailors always welcome any pet, and so young "Newfie" made his quarters in a spare bunk provided afloat or ashore by flight mechanics attached to the Air Group.

The pooch, assigned to Ldg. Sea. James B. Adam of Goderich, Ontario, for care and maintenance, showed signs of mooching abilities early. His favorite treat was, and is, a hot dog, scrounged from some matelot making purchases at the ship's canteen.

The hardy stomach gave out when "Newfie" was traipsing around Quonset Point, Rhode Island, last summer while 18 CAG was there for flying training.

"Newfie" lapsed badly and was placed on a special diet by solicitous "vets" at the US naval air base. His "special victualing" cost the Air Group 42 cents per day while the summer wore on. The heat down there bothered him somewhat, too, because of his thick coat of hair, and so he was shaved. He looked more like a lion than anything for a long time after that.

"Newfie" is well travelled, having flown by Dakota to Rivers, Manitoba, when 18 CAG went there in 1948 for training. He shipped aboard the "Magnificent" as a Chief Air Artificer, later went to Quonset Point, and has put in time aboard the destroyer "Iroquois".

Following an inspection by Dr. J. E. MacLean, veterinary surgeon in Halifax, "Newfie" was permitted to go to sea aboard the "Magnificent" for last year's Fall cruise.

To get back to eating—his favorite pastime—"Newfie" is "victualled in" at "Shearwater" and sits at the end of

a mess table for meals. Everybody saves a tidbit of a good dish for "Newfie", who tucks away as much as 10 pounds of scraps per meal.

"Newfie" doesn't like civilians, to the delight of the Air Group. But he can always recognize a matelot out of uniform. The few times he has gone ashore, the sailors have always found him and scooted him back to the base by taxi.

"Newfie" has only one big specialty—an "indoor" bark and an "outdoor" bark. Indoors he goes through the motions of a bark. Outdoors he lets out a whoop that almost tears the hangar roof off.

Besides his tummy, "Newfie" has one other worry. That is that he'll be sent back to Rivers again and will meet a certain Sergeant Major. It seems that at Divisions one Saturday, "Newfie" took exception to an order uttered by the officer in charge of the combined services march past. A horrified Sergeant Major had "Newfie" thrown in the "cooler" until he settled down.

Though his appetite is a constant source of concern to the 150 officers and men in the Air Group, "Newfie", nevertheless, has captured the hearts of all who know him and is the only dog whose devotion to the "fly-boys" endures day in and day out. There is always a pack of dogs around the air station, but "Newfie" outlasts them all.

### "Uganda" Reunion

A reunion of former officers of HMCS "Uganda" who are now serving in the Atlantic Command of the RCN will be held in Admiralty House, Halifax, Wednesday, February 8.

The reunion will take the form of a mess dinner. Among those attending will be two former commanding officers of the cruiser, Rear-Admiral E. R. Mainguy and Commodore K. F. Adams. Captain E. W. Finch-Noyes will act as President and Lieut.-Cdr. F. C. Frewer as Vice-President.

## ACTION INFORMATION

(Continued from Page 5)

close-range surface information is clearly displayed on the plot, work out course, speed, size and identity of targets, inform ships in company of the situation, and answer the questions of the harassed and frequently impatient Command.

Junior men may operate radar, plot the air or surface picture, man radio communication lines, or any one of a score of similar jobs, all of which are vital though some seem dull.

The RP must be quick-witted and not easily tired. He works long hours. To advance in the branch, he must learn a good deal about electronic equipment and radio, and have a firm grasp of relative speed problems and chartwork.

His responsibility to his shipmates, on safety grounds alone, is enormous and must be always in his mind.

So please remember, you part-of-ship POs, that the man you have a hate on because he never seems to turn up at chipping stations may have saved your life last night without your having been aware of it!

## "ORIOLE'S" CRUISE

(Continued from Page 9)

A day and a half later, in the Gulf of St. Lawrence, a winter gale caused the "Oriole", to run off for 14 hours under bare poles. Snow reduced the visibility to zero and the two vessels lost contact. As the wind backed to the northward, the "Oriole" hove to under a makeshift storm sail in an endeavor to keep off a lee shore (the Gaspé coast).

This measure proved successful and, the storm finally subsiding, the "Portage" found her and again took her in tow. Except for another gale, nothing eventful happened then until they cleared the Gut of Canso and started the last leg to Halifax.

The two craft encountered strong westerly seas and the "Oriole", at the end of the towline, behaved much like a yo-yo. At the same time, she started to ice up and it became necessary to slow the speed of advance to two knots.

At 0215 on Sunday, December 11, the journey ended and "Portage" and "Oriole" secured to Jetty One in Halifax.

It is interesting to note that while only about half of the 12 men in the yacht's crew had had previous sea time, not one was seasick during the entire voyage. Needless to say, when

they stepped ashore in Halifax those who had undergone their initiation to the sea—and some of the others, too—felt a good deal saltier than they had three weeks previously.

The "Oriole" was refitted in Halifax and commissioned January 16 under the command of Lieut. P. A. Baldwin.  
—J.D.A.

## GLOSSARY

**Tack**—Change direction. Properly, taking the wind on another quarter.

**Lay To**—Grasp or understand. Properly, to take up the position indicated.

**Jack**—A sailor. Jack-tar.

**Jaunties**—Masters-at-Arms.

**Crushers**—Regulating Petty Officers, now Regulators.

**Buffers**—Chief Bos'n's Mates.

**Jack Dusties**—Formerly Victualling Assistants, now Victualling Storemen.

**Sloshies**—Cooks.

**Scribes**—Writers.

**Three Badgers**—Three badges red, blooming near dead. Men possessing three Good Conduct Badges, indicating at least 13 years' service.

**Old Man**—Commanding Officer.

**Jankers**—Formerly No. 10A punishment, which involved pack drill.

**Clown**—Self explanatory.

**Adrift**—Absent over leave.

**Mudhook**—Anchor.

**Pill Roller**—Medical Assistant.

**Wood Butcher**—Shipwright.

**Flunkie**—Seaman detailed as officer's servant.

**Dhobey**—Laundry.

**Snobber**—Cobbler.

**Sparks**—Wireless or radio man.

**Knobbies**—Nickname. Hall's are also dubbed "Knobbies."

**Pancake**—Aircraft landing.

**Flat-top**—Aircraft Carrier.

**Island**—Aircraft Carrier's superstructure.

**No. 1**—First Lieutenant.

**Chief Yeoman**—CPO Signalman.

**Swain**—Coxswain.

**Rattled**—A defaulter in the report. "Run in."

**Weighed-Off**—Punished.

**Bunting Tossers**—Signalmen.

**Dusters**—Stokers.

**Engines**—Engineer Officer.

**Schoolies**—Instructor Officers.

**Musters**—Falling in, such as for divisions, etc.

**Pilot**—Navigating Officer.

**Waist**—Midship part of upper deck between bow and stern.

**Tumble Home**—Sides of ship near upper deck inclining inwards abaft the flare to the stern.

**Fenders**—Anything that will prevent boat striking anything that will endanger it. Usually padded canvas bags.

**Wheel**—Steering apparatus.

**Stand-Easy**—Morning and afternoon break, usually ten minutes.

**Burn**—To have a smoke.

**Tadpole**—One who has not yet crossed the equator.

**Scrubbing the Keel**—Greenhorns were frequently sent off to "scrub the keel."

**Shrouds**—Stays to keep the mast from swaying athwartships.

**Main Sheets**—Tackle with which the mainsail is controlled.

**Rake**—Inclination of mast and funnels from the vertical.

**Horse**—Bar of iron across the stern of a boat.

**Head**—Forepart of the ship.

**Harness Casks**—Large tubs for containing salt meat (Ancient).

**Hog**—Scrubbing a vessel's bottom. (Ancient—a "hog" was a stiff brush).

**Buoyed Ligan**—Ligan is, properly, anything buoyed and thrown overboard for subsequent recovery.

**Grog**—Watered rum.

**Ping Merchants**—Anti-submarine operators.

**Scuttlebutt**—Messdeck gossip.

**Canavhed**—Canadian Naval Headquarters.

**Fishmen**—Torpedomen.

**Asdics**—Pertaining to anti-submarine. Properly, Allied Submarine Detection Investigation Committee.

**Matelots**—Sailors.

**Tin Can**—Destroyer (American).

**Pierhead Jump**—A quick draft.

**Drink**—Ocean.

**Mouse**—To bind a hook with spun yarn to prevent it from unhooking.

**Chokey**—Cells or detention.

**Blue Peter**—Blue square flag with white square centre (letter "P"), signifying ship about to sail.

**Old Davey**—Davey Jones.

**Bucket**—Unwritten law. Buckets are never called pails.

**Dogwatch**—Colloquially: If a man has not been long in the service he is said to have been in "only a dogwatch." Properly, the two two-hour watches between 1600 and 2000.

**Port Lamp**—Red steaming light on the port side. A prank is to send a newly-joined hand to get "red oil" for the port light (or green for the starboard).

**Clip**—Door clips for securing water-right doors.

**Salt**—One who pretends to know it all. Also an old hand.

**Rime**—This is poetic licence. Properly, "ream". It means to clear the vent of the gun firing mechanism with a reamer. Rime comes from the way it is often pronounced, "rime the vent."

**Killick**—A Leading Seaman. In early days an anchor was known as a Killick. The single anchor denoting his rate led to a leading seaman being called a "killick."

**Spindrift**—Spray swept from the tops of the waves by the wind.



## ★ SPINDRIFT

Now the ways of the Navy are quaint ones  
And the speech has its own special "tack".  
The terms that you hear really ain't ones  
You'll "lay to" unless you're a "Jack".

We've "Jaunties" and "Crushers" and "Buffers",  
"Jack Dusties" and "Sloshies" and "Scribes".  
To refer to the Navy's old duffers,  
Say "Three Badgers" in one of your jibes.

The "Old Man" gives out with the "jankers",  
To the "clown" who was mayhap "adrift".  
You don't say the ship merely anchors,  
It's "let go" the "mudhook" and swift.

"Pill Roller", "Wood Butcher" and "Flunkie",  
And "dhobey" and "Snobber" and "Sparks".  
They all have a place in the Navy,  
Just as sure as all "Knobbies" are Clarks.

It's "pancake" and "flat-top" and "island",  
"No. 1", the "Chief Yeoman" and "Swain".  
I'd rather stay here on the dry land,  
Than be "rattled" and "weighed off" again.

"Buntin Tossers" do battle with "Dusters",  
And "Engines" looks after spare parts,  
The "Schoolies" give no thought to "musters",  
And "Pilot" pores over his charts.

The "waist" "tumbles home" near the stern,  
No "fenders" you'll find on the "wheel",  
"Stand easy's" the time for a "burn",  
Send a "Tadpole" off "scrubbing the keel".

The "shrouds" won't be found on a casket,  
The "main sheets" are not for a bed,  
The "rake" puts no leaves in a basket,  
And the "horse" isn't found at the "head".

"Harness casks" don't belong in a barnyard,  
Any more than there's pork when we "hog",  
"Buoyed ligan" is not for the discard,  
Watered rum all the sailors call "grog".

"Ping Merchants" no more get elation,  
Heaving "scuttlebut" hither and yon,  
Since "Canavhed" caused consternation,  
Merging "Fishmen" and "Asdics" as one.

The "Matelot's" "tin can" is his penthouse,  
And "pierhead jumps" aren't in the "drink",  
We say "mowze" and spell it like "mouse",  
And "chokey" . . . that's Navy for "clink".

Oh! Strange are the terms of the Navy—  
"Blue Peter" . . . the ship's set to sail,  
Sailor's Heaven . . . below with "Old Davey",  
And it's "bucket" . . . don't call it a pail.

When you've been in the Navy a "dogwatch",  
Tried to fill the "port lamp" with red oil,  
Know a "clip" is not called a doorlatch,  
You're a "Salt", "Jack" . . . according to Hoyle.

Here endeth this "rime" of the Service,  
Let's hope you get steeped in its lore,  
And if some of the terms make you nervous,  
Then a "Killick" will tell you the score.

(CPO L. W. TURNER.)

\*See Glossary on preceding page.

