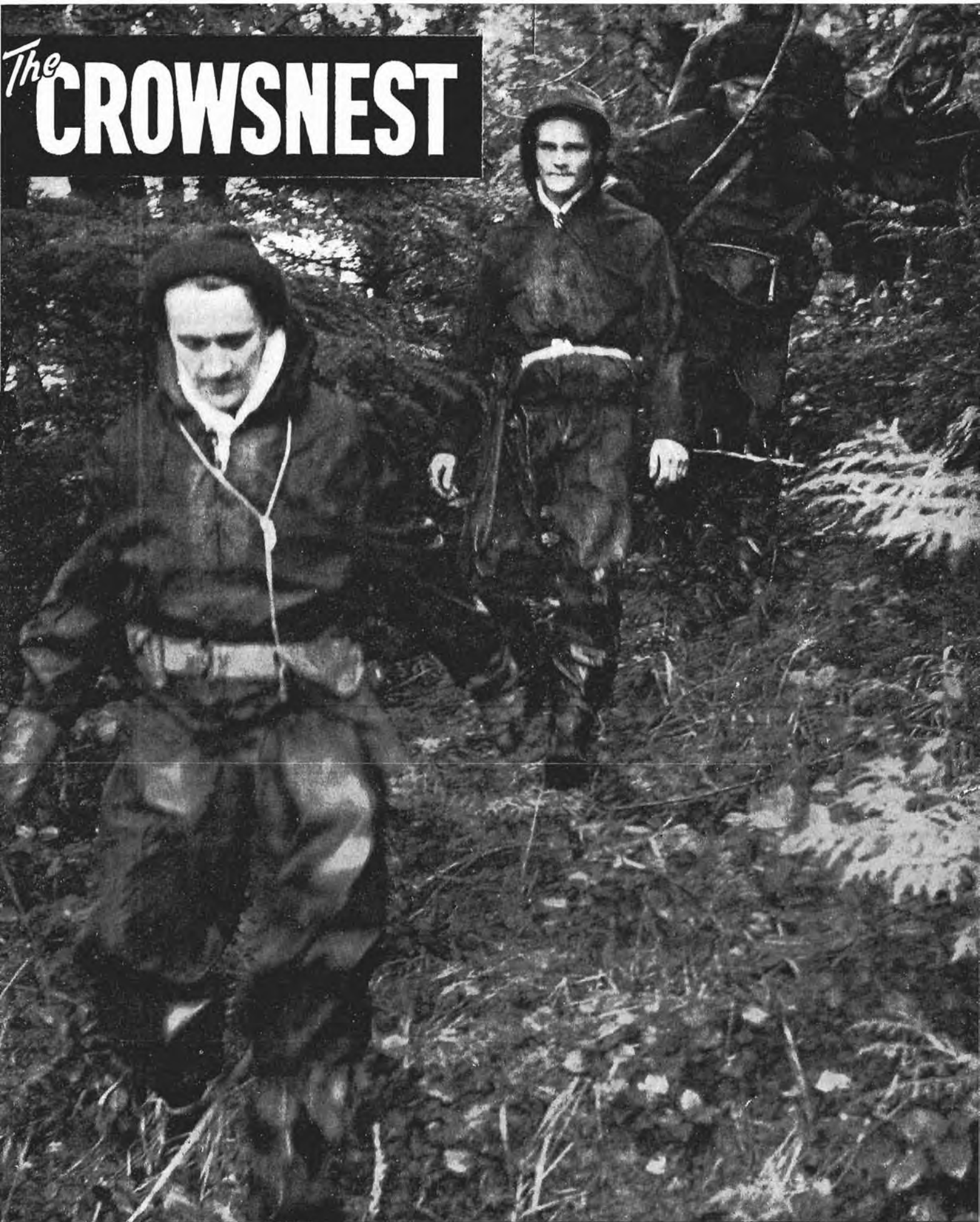
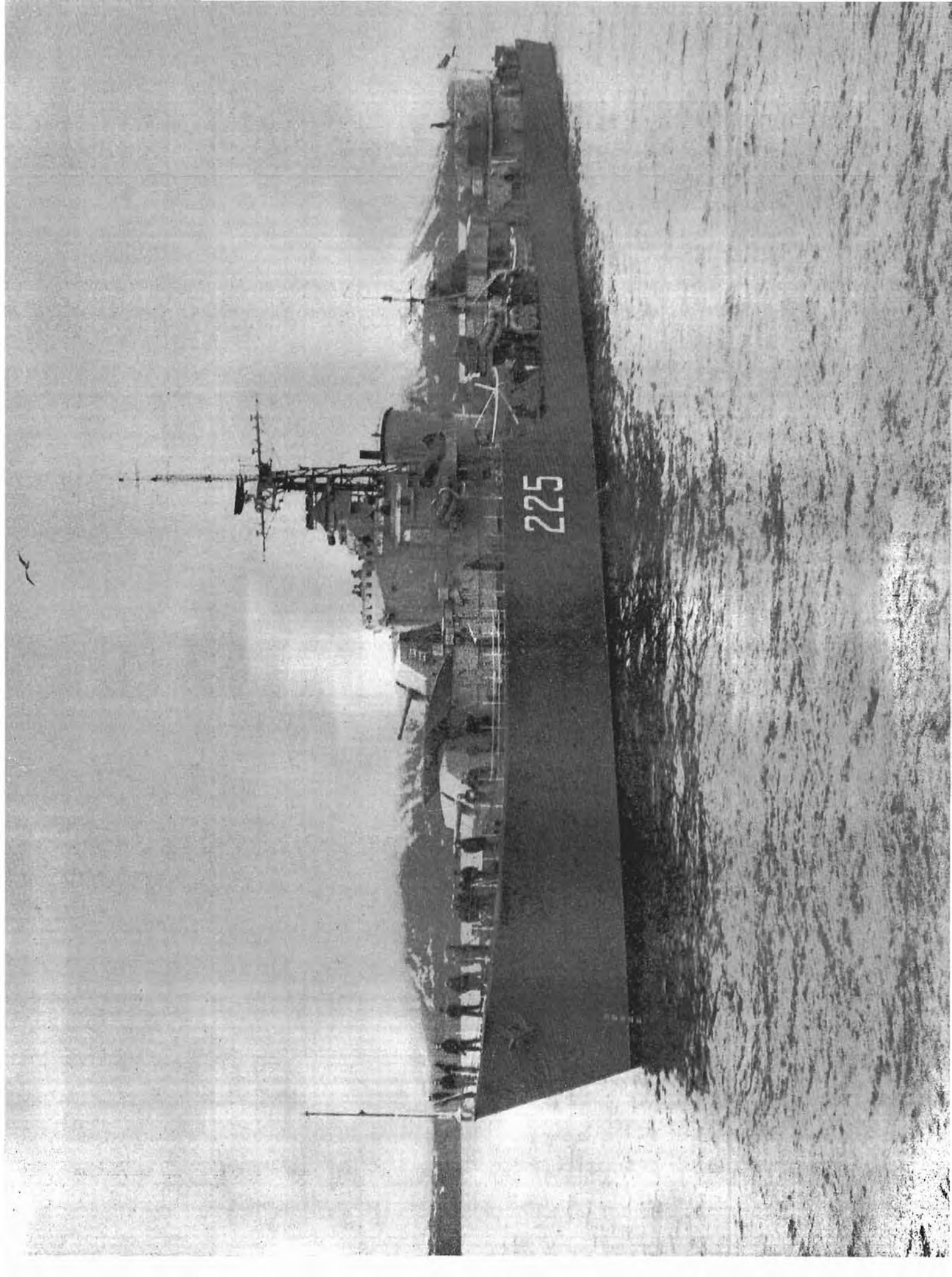


The CROWSNEST





225

The CROWSNEST

Vol. 2 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

April, 1950

CONTENTS

	Page
RCN News Review	2
'Well Done, Cayuga!'	4
Man of the Month	7
They Guard Your Health	8
'Riches to Rags'	9
Officers and Men	10
'Naden's' New Hobby Shop	14
His First Sea Draft	15
Looking Astern	16
Afloat and Ashore	18
The Navy Plays	22
51 Years Young	25
The Bulletin Board	27
Comrades in Arms	29

LADY OF THE MONTH

Recently re-commissioned, with new equipment, new armament and entirely new messing and sleeping arrangements, the destroyer "Sioux" has taken her place beside the other units of the Pacific Coast fleet. One of her first jobs after commissioning was a fast run north to Princess Royal Island, where she transferred a motor cutter and supplies to the destroyer "Cayuga," then headquarters ship for the large-scale sea, land and air search being carried on for survivors of a crashed American B-36.

The photograph shows the "Sioux" as she moves up to the "Cayuga's" anchorage just off the island. (E-10980.)



On February 28, HMCS "Huron" commissioned at Halifax. It was the second commissioning for a Tribal class destroyer whose first period of employment included wartime service off the coasts of Norway and France, on the North Russian convoy route and in the English Channel.

The "Huron" and her record are well known to the officers and men who served in the naval forces during the war. But to post-war entries in the RCN and RCN (R) she is probably something of a stranger.

For this reason, and particularly for the benefit of those present and future members of her ship's company who are unfamiliar with her history, a brief outline of HMCS "Huron's" career is presented in this month's "Looking Astern" department (page 16).

The story is that of a ship whose contributions to the traditions of the Royal Canadian Navy have been of the highest order; it is a story which we take great pleasure and pride in telling.

Cover Photo — Striking out through the dense undergrowth of Princess Royal Island, off the northern coast of British Columbia, is a search party from HMCS "Cayuga". From left to right they are PO James Brahan, in charge, AB William Sanford, Ord. Sea. James Young, AB Kendrick Bowness, and Ldg. Sea. Michael Pastuck. They formed one of the many volunteer rescue teams landed from the destroyer during the intensive search for the crew of a U.S. Air Force B-36. Twelve of the 17 crew members were found, ten being picked up by a fishing boat while two others were rescued by personnel from the "Cayuga". (See also page 4). (E-10983).

SUBSCRIPTION RATE

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

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R.C.N. News Review

Spring Training Cruises Nearing Completion

The end of March found ships homeward bound on both coasts from spring training cruises in southern waters.

HMC Ships "Magnificent" and "Micmac" sailed from Guantanamo, Cuba, on the 30th for New York, where they were scheduled to spend five days before proceeding on to Halifax. Elaborate plans for the entertainment of their ships' companies were being made by the Canadian Consulate in New York, and it was expected that the visit would be a memorable one.

On the West Coast, the "Ontario," "Cayuga" and "Sioux" left Long Beach, also on the 30th, and headed straight for their home port of Esquimalt.

Joint exercises with units of the United States Atlantic Fleet and the America and West Indies Squadron

of the Royal Navy highlighted the cruise program of the "Magnificent" and "Micmac."

The fun started on March 16, when the Canadian ships and a US task force acted as opposing fleets. They fought a long-range aerial battle in which the Canadians, heavily outnumbered in ships and planes, "lost" both the "Magnificent" and "Micmac" but succeeded in inflicting "heavy damage" on the US carrier "Phillipine Sea," battleship "Missouri" and heavy cruiser "Salem."

RCN Firefly pilots from the "Magnificent" relied heavily on speed and deception in delivering low-flying torpedo attacks on the US ships and carried out their assignments with such realism that some American officers afterwards commented that they were "uncomfortably reminded of Pacific actions when the attacking planes were not manned by our friendly cousins from the north."

The following day, the two forces teamed up for an air strike against the US naval base at Guantanamo, then carried out joint tactical manoeuvres.

When they parted company that evening, the commanders of both forces expressed themselves as being well satisfied with the results of the exercise, and particularly with the increased understanding of each other's operating procedures.

"It has been a valuable and all too short experience," signalled Commodore K. F. Adams, commanding officer of the "Magnificent" and Senior Canadian Officer Afloat. Vice-Admiral Donald B. Duncan, commander of the US Navy's 2nd Fleet, echoed those thoughts with the statement that the US units "profited greatly from operating with and 'against' the seamen and airmen of the Canadian force."

The following Monday, the 20th, the Canadian ships joined up with units of the Royal Navy and US Navy to form one of four task forces moving northward through a 600-mile-long area in one of the biggest hide-and-seek war games between submarines, surface vessels and aircraft since the end of the war.

The four fleets were opposed by 11 USN submarines, assisted by flying boats which operated out of Miami and provided the subs with information on the disposition of the surface forces. Every trick in the book was tried by both sides during the three-day exercise.

On Sunday, the 26th, the British and Canadian ships returned to Guantanamo, where a conference was held to discuss the various aspects of the exercise. Four days later the "Magnificent" and "Micmac" departed on the first leg of the homeward voyage.

Not so spectacular but just as valuable was the training program carried out by the three West Coast ships on their one-month cruise to Mexico. Headed by the new entry training ship, HMCS "Ontario," they went as far south as Magdalena Bay,



Officers and men of HMC Ships "Magnificent" and "Micmac" got a taste of real southern hospitality when they visited Charleston, S.C., Feb. 20 to 24. The City of Charleston arranged daily bus tours, two dances, a symphony concert, a talent show, a special motion picture showing and other entertainment. This photo, taken at White Point Gardens during a bus tour of the city, shows five men from the Canadian ships examining a mortar which was used at one time in defending Charleston against the Spanish. Left to right are: Ldg. Sea. Joseph O'Donnell, Halifax; AB Thomas Coyle, Monica, P.E.I.; AB Andrew Davies, Galt, Ontario; AB Joseph Rohland, Montreal, and Ldg. Seaman William Maguire, Toronto. (MAG-1274)

where they devoted a solid week to drills, evolutions and other forms of training.

The cruise was the first of any length for the "Ontario" since finishing her annual refit and the first for the "Sioux" since her conversion and modernization.

Other active units of the fleets were also busy during the month. The frigate "Swansea" made a one-week cruise which included a two-day visit to Boston, and the rest of the time operated in the Halifax area. On April 7 she will join the "Magnificent" and "Micmac" off New York and will complete the spring cruise with them.

The weather ship "St. Stephen" sails for Station Baker April 3 after spending the month at Halifax, enjoying a well-earned rest. The destroyer "Huron" was working up and the minesweepers "New Liskeard" and "Portage," having finished their annual refits, were doing the same.

Out west, the frigate "Antigonish" wound up her refit and returned to active duty, and was joined by the "Beacon Hill," brought forward from reserve to assist with the forthcoming summer training program.

First Sea Lord to Visit Ottawa

The First Sea Lord, Admiral of the Fleet, Lord Fraser of North Cape, GCB, KBE, will visit Ottawa on April 11 and 12. He will be accompanied by Captain M. Le Fanu, DSC, RN, and Lieut. P. A. Bence-Trower, RN.

Lord Fraser, as Commander-in-Chief of the Home Fleet flying his flag in the battleship "Duke of York," commanded the naval forces which sank the German battle cruiser "Scharnhorst" off the North Cape on December 26, 1943. The "Scharnhorst" was sunk shortly after she had made two unsuccessful attacks on a Russian Convoy, in the close escort of which were the Canadian destroyers "Haida," "Iroquois" and "Huron."

Early in 1945, when Commander-in-Chief of the British Pacific Fleet, Lord Fraser visited the Canadian cruiser "Uganda" when she stopped at Sydney, Australia, on her way to take part in the war against Japan.

900 Cadets Expected to Train this Summer

More than 900 cadets, most of them from University Naval Training Divisions and the balance from the Canadian Services Colleges, will carry



Even grizzled King Neptune turned out to lend a hand shovelling snow during Victoria's cold spell this past winter. Old Neptune, who has been adorning the grounds at the Canadian Services College, Royal Roads, for many years, did not appear greatly perturbed about the whole business, though there is some doubt as to how much snow he actually managed to move with his trident.

out training in ships and establishments on both coasts this summer.

A training program, covering a 4½ month period from May 1 to mid-September, has already been mapped out and provides for courses ashore and practical experience at sea.

On the East Coast, the frigates "La Hulloise" and "Swansea" will be engaged in cadet training, each of them embarking about 50 cadets at a time. Executive cadets are scheduled to spend four weeks at sea and the rest of the time in schools at "Stadacona."

The frigates "Beacon Hill" and "Antigonish" and the cruiser "Ontario" will provide berths for cadets on the West Coast. All first year cadets and those of the executive branch will go to sea in the frigates, with the "Ontario" providing training facilities for cadets of the non-executive branches in second year and above.

Benevolent Fund to Meet April 17

The fifth annual general meeting of the Canadian naval Service Benevolent Trust Fund will be held in Ottawa on April 17. Notices are going out to the Fund's 72 naval and civilian members from Halifax to Victoria.

Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN, (Ret'd), president of the Fund, will be chairman of the meeting. Among important items of business on the agenda is the election of a new board of directors.

A meeting of the current board of directors is scheduled for the morning of April 17, with the general meeting to be held in the afternoon. Defence Minister Brooke Claxton and Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, are expected to address the afternoon session.



Before heading for the beaches, men in charge of search parties were briefed in the "Cayuga's" Operations Room. Lieut.-Cdr. C. R. Parker, executive officer, goes over all aspects of the search, points out areas already covered, assigns new territory to each party and informs them of any new clues that may have turned up overnight. A visual picture of the island is obtained from a number of aerial photos clipped together in sequence. Photos were provided by the RCAF. Left to right are: Petty Officers James Brahan, James Ridout, Jack Strachan and Vincent Mielin. (E-10974)

✓ **'Well Done, Cayuga!'**

by C.T.

Destroyer Took Prominent Part
In Search for Lost Airmen

One of the greatest air-land-sea searches in the history of British Columbia took place in February following the loss of a United States Air Force B-36 over Princess Royal Island.

The story of the hunt was one of partial success, of failure and of very tough going through the dense bush and over the rugged, snow-covered terrain of the northern B.C. island.

The giant six-engined aircraft first got into difficulties during the early morning darkness of February 14, somewhere over Hecate Straits. With 16 crewmen aboard, the pilot reported he had three engines afire. The plane was icing badly... then came the last terse message, "Letting down..."

In Vancouver, at 12 Group RCAF Search and Rescue headquarters, the initial moves were quickly made. Flag Officer Pacific Coast was contacted, and by 0815 that morning HMCS "Cayuga," (Capt. M. A. Medland) steamed out of Esquimalt harbor and proceeded "with all dis-

patch" to search the area of Queen Charlotte Sound and Hecate Straits. Meanwhile, aircraft of the RCAF, the US Air Force and the US Coast Guard roared north to scour the coastline from the air.

The first day of the hunt proved fruitless. Like the search for a C-54 down in the northern Yukon, it appeared that another drawn out and unsuccessful operation was underway.

Then, the next day, came the sudden break. A fishing vessel, the "Cape Perry," sighted smoke on the beach of Princess Royal Island. Closing the island, the skipper saw figures walking on the rocky shoreline. Minutes later came the flash: Survivors from the B-36 had been found.

While the "Cape Perry" was picking up ten of the missing flyers, the "Cayuga" was searching 70 miles to seaward. She was immediately directed to Princess Royal Island.

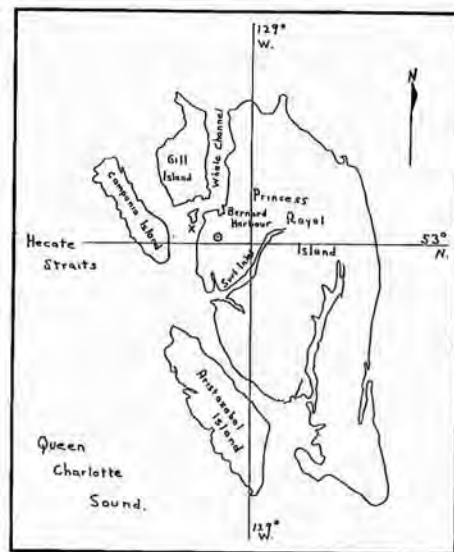
Also converging on the rescue area were the US Coast Guard Cutters "Winona," "Whiteholly," "Citrus"

and "Cahoone," as well as two RCAF high speed motor launches.

The "Cayuga" arrived off the beach at 1630 that same day and quickly landed a rescue team to bring out an injured survivor reported "hung up" on a mountain side. The position of this man, as reported by the other survivors, was approximate only, and in the failing light the task of this rescue team turned out to be most difficult and hazardous.

Staff Sgt. Vitoli Trippodi, of Brooklyn, had bailed out of the plane, with the rest of the crew, in pitch darkness and over unknown country. He landed in some trees high up on a mountainside. Caught in his 'chute harness, with both legs badly injured, he hung head downwards for ten hours before he was extricated by some of his crewmates who had landed in the vicinity. After cutting Trippodi down from his painful perch, the others were too weak to take him down the mountainside. They had to leave him and make their way to the water.

Lieut. William Kidd, of Vancouver, and CPO E. Wooley, of Langley Prairie B.C., led the "Cayuga's" 16-man rescue squad to Trippodi's side. Surgeon Lieut.-Cdr. Andrew Weir and Petty Officer Alex Matte, a medical assistant, gave Trippodi a sedative, placed him on a Neil-Robertson stretcher, and made him as



A sketch map of Princess Royal Island, where the rescue operations took place. Spot "X" south of tiny Ashdown Island is where the "Cayuga" and other vessels employed in the search anchored. The circle indicates the general area where Sgt. Trippodi and First Lieut. Charles Pooler were found by "Cayuga" search teams. Search operations were conducted from Surf Inlet to Bernard Harbour and north up Whale Channel, as well as on surrounding islands.



Most seriously injured of the B-36 survivors was Staff Sergeant Vitoli Trippodi, who spent 12 hours trapped in his parachute harness with both legs broken, hanging head downward from a high tree on a mountainside. He is shown in a Neil-Robertson stretcher as the "Cayuga's" motor boat is being lowered to take him to a waiting aircraft. He was flown to McCord Air Base in Washington for treatment. Standing by Sgt. Trippodi at left is PO Alex Matte (wearing glasses), who, with Surg. Lieut.-Cdr. A. Weir, went ashore with the team which rescued Sgt. Trippodi and provided on-the-spot medical care. (E-10970).

comfortable as possible. In complete darkness they carried him off the mountain to the safety of the ship.

A few days later, still suffering from his ordeal, Trippodi told his doctor from a hospital bed at the McCord Air Force Base in Washington, "Those Canadians are wonderful people. I wouldn't be here if that rescue party hadn't spotted me . . ."

By the third day, February 16, the picture had clarified. Ten members of the plane's crew had been rescued by the "Cape Perry" and had been flown out to McCord Air Base. Sgt. Trippodi, the eleventh to be rescued, had also been flown out. There were still six missing.

At the request of 12 Group RCAF, "Cayuga" assumed full direction of the land-sea search at Princess Royal Island, and the destroyer was also charged with co-ordinating air searches in the vicinity. 12 Group remained as the overall operational control.

Under her direction the "Cayuga" had the US Coast Guard cutters, the RCAF motor launches, RCAF para-rescue squads and units of the 129th Heavy AA Battery, RCA, who had been flown in from Victoria.

5,810 MAN-HOURS SPENT IN BUSH

Summing up the effort put forth during the nine days of searching, the following figures throw some light on the work done by the seamen from the Canadian and US ships and all the others who slogged through the forests of Princess Royal Island, hunting for survivors from the USAF B-36.

Ship or Unit	Complement	Man Hours In Bush
HMCS "Cayuga".....	210	3000
US Coast Guard Cutters (4).....	170 (over-all)	1620
Canadian Army.....	28	890
RCAF (Para-rescue squad).....	4	160
Alpine Club.....	5	140
Total searchers involved.....	417	Total 5810

Three rescue teams landed from the "Cayuga." Others were landed from the Coast Guard cutters, and Army and Air Force searchers added to the score. The terrain of Princess Royal Island was formidable. Dense bush, deep snow, mountains and ravines made progress painfully slow.

That afternoon the "Cayuga's" first rescue team, led by Lieut. G. M. De Rosenroll, of Calgary, heard faint cries in the distance. Slowly they made their way to the sounds. There, beside a small frozen lake, they found First Lieut. Charles Pooler, USAF, lying with a broken ankle.

Getting Lieut. Pooler, the bomber's second engineer, back to the beach was a battle in itself. The rescue team had a mile and three-quarters to go. It took them seven hours.

The twelfth man had been rescued. There were still five to go.

Lighting a fire was quite a trick. These men hollowed out a huge log until they came to dry, rotten wood at the heart. Then, with the aid of a flare, they got their fire going in a short order. About half an hour was the time allowed for the searchers to stop for sandwiches and dry out clothes. Left to right are AB W. Sanford, PO J. A. Brahan, AB K. Bowness and Ldg. Sea. M. Pastuck.





These four men, along with four from the US Coast Guard Cutter "Winona," experienced a wild night on Princess Royal Island. Leaving at first light one morning, they made a last desperate bid to find the five men still missing from the B-36. They spent the night three miles inland in the dense jungle-like growth and the following day struck south until they reached Chapple Inlet, where they were picked up by the "Cayuga's" motor cutter. During the night rain and snow, borne on a 60 to 75-mile-an-hour gale, drove in one side of their shelter and whistled out the other. Left to right are: Sgt. George Lecki, one of four RCAF para-rescue men aboard the "Cayuga"; PO Stan James, PO J. M. Pitts and CPO C. J. Padget. (E-10972)

search squads closed in to a few yards.

Through all the messages from the destroyer, the constant battle with the land predominated. Some search parties were out as long as 15 hours at a stretch, at times crawling for long distances on their hands and knees . . . through wet snow, up ravines, over windfalls. The bush was so dense that if a man were lying injured, unable to cry out, searchers could pass within ten feet of him and never know he was there.

Time began to run out on the hope of finding further men from the missing aircraft. But the search went on unabated. Each day came the report, "All search teams returned on board . . . nil results."

An analysis of the jump order from the B-36 and information from the captain of the bomber, who flew back to Vancouver to assist the RCAF, was not encouraging. It was apparent that the men still missing could have come down in the icy waters of Whale Channel. The finding of an empty, half inflated life raft floating in the channel supported this theory.

On February 22, nine days after operations commenced, 12 Group gave the order to call off the ground search.

The "Cayuga" remained at the island to conduct the evacuation of all ground personnel. Then she put back to Esquimalt. In her signal log was a message from the RCAF in Vancouver . . . "Well done, Cayuga!"

Being in No Respect Ready For Sea

<p>To: CAYUGA (R) DUNDURN CNAT DUNDURN WILL PROCEED AT 1200u/18/2 TO RENDEZVOUS WITH YOU CARRYING MEDICAL SUPPLIES AND OTHER STORES AS REQUESTED AND 500 TONS BUNKER BAKER FUEL.</p>	<p>From: CANFLAGPAC</p>
--	-----------------------------

1200u/17/2

At 1200U/17 February 1950, CNAT "Dundurn" lay alongside at HMC Dockyard, Esquimalt, where she had been for three years. On board, about the only equipment that could be relied upon to operate efficiently were the main engines and the steering gear. She had no crew, no radio, no stores, compasses were out of adjustment and the oiler was in the process of an unhurried refit.

HMCS "Cayuga," at Princess Royal Island, had indicated a need for fuel, stores and mail.

The "Cayuga's" requirements had to be filled.

Also alongside at Esquimalt lay CNAV "Heatherton," her crew, all civilian, on well-earned week-end leave. They were recalled, some from Vancouver, to man the "Dundurn."

Working overnight, dockyard radio experts installed wireless equipment in the "Dundurn." Engines were checked, an echo-sounder was installed and stores began to arrive on board. The refrigerator was filled to the deckhead.

By 0900 Saturday all hands were onboard; the "Heatherton's" crew had transferred to the "Dundurn." At 1200U Saturday, the 18th, a message to the Flag Officer announced that "Dundurn" was "proceeding in accordance with previous instructions."

Within the ship, order was emerging from the chaos. Few on board knew anything about tankers. A number of technicians had been drawn from the Dockyard and two naval communicators had been obtained from the Admiral's staff to assist the "Heatherton's" wireless operator.

The cooks, as usual, had been among the first to settle down to routine. They served breakfast and at noon produced a delicious dinner — fried chicken, no less. In the afternoon there were heaping plates of mouth-watering biscuits. Coffee and tea were available at all times in the galley.

As difficulties cropped up they were handled with despatch. The master, Mr. J. Patterson of Victoria, spent most of his time on the bridge.

Down in the engine room the two 400-horsepower Diesels thrashed out a steady nine knots.

CNAV "Dundurn" was operational — a tribute to the teamwork of dockyard personnel, planning by the authorities and to the crew of CNAV "Heatherton."

Tug "Clifton" Aids Disabled Fish Packer

The RCN tug, CNAT "Clifton", last month figured in a rescue operation off the west coast of Vancouver Island.

A fishing packer, the "Co-operator No. 1," after drifting for four hours with engine trouble off Hardy Bay, was taken in tow by the "Clifton" and delivered to her home port of Kyuquot Sound.

The "Clifton" had been on mine disposal duty at Winter Harbor and was sent to the aid of the fishing vessel after the latter's distress signals had been picked up in Vancouver and relayed to the naval tug.

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 or establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. — Editor.)

Chief Petty Officer Holland Hastings (Shep) Shepherd, Regulating Chief of the Electrical School, HMCS "Stadacona," Halifax, has been chosen by the personnel of the school as Man of the Month for April.

Born in Mimico, a suburb of Toronto, on May 19, 1912, he took his first steps toward a career in the Navy when he joined the Sea Cadets in 1927. Two years later, in January 1929, he joined the RCN at Halifax as a Boy Seaman.

After a year and a half in "Stadacona", during which time he learned to blow a bugle (for the extra five cents a day bugler's allowance), he entered the Telegraphist branch and went overseas for communications training and sea service in the battleship "Barham".

In June 1931, Shepherd was one of the commissioning party of the HMCS "Saguenay," under the command of Commander P. W. Nelles (now Admiral, Ret'd). Over the next few years he was to serve two other periods in this ship, the intervals between being spent ashore at "Stadacona" or overseas on W/T courses.

In May 1940, by this time a Leading Telegraphist with the non-substantive rating of W/T 2, he was drafted to another destroyer, the "St. Laurent," in which he served for exactly a year. During this period the "St. Laurent" took part in the evacuation of France, rescued 859 survivors of the S.S. "Arandora Star" (a liner carrying German and Italian prisoners which had been torpedoed by a U-boat), and shared in the destruction of a submarine.

While in the "Sally" he was advanced to the rating of Petty Officer Telegraphist.

From October 1941 until April 1945 he served ashore as an instructor in HMCS "St. Hyacinthe," the signal school at St. Hyacinthe, P.Q., at "Cornwallis" and other East Coast establishments. In May 1945, CPO Shepherd went back overseas and finished out the war in HMS "Campania", working out of Scapa Flow.

He returned to "Stadacona" late in 1945 and was still serving there when



CPO Holland H. Shepherd

he transferred in July 1947 to the rating of Radio Technician in the Electrical Branch and assisted in the installation of equipment in the new Electrical School.

With more than 20 years in the Service behind him, CPO Shepherd should know what he is talking about when he says the Navy is "a good life." Those 20 years also make his pension date not far away, a date he says he will not be too happy to see arrive. However, his hobbies and other outside interests — which in-

clude golf, stamp collecting and amateur radio — should ensure that time will not hang heavily on his hands when his work in the Navy is finished.

In addition to his other spare time activities, he is prominent in the Boy Scout movement. At present he is Scoutmaster of the first Fairview Troop.

A keen, all-around athlete, CPO Shepherd has taken part, at one time or another, in the majority of games and sports carried on in the Fleet. His proudest boast, however, is that he was one of three Canadians who played on an English hockey team at Bournemouth in the days when ice hockey in England was a rare and sometimes hazardous undertaking. The other two Canadians were Captain E. W. Finch-Noyes, now commanding officer of HMCS "Shearwater," at Dartmouth, and Mr. James Arnott, Cd. Bos'n.

CPO Shepherd lives with his wife, Alice, and their young daughter on First Avenue, Fairview, Halifax County, N.S.

Yard Craft To The Rescue

A naval harbor craft rushed to the rescue when a 16-year-old Halifax boy became marooned on a rapidly disintegrating ice floe on the waters of Bedford Basin on the evening of February 11.

The boy had been playing with three friends on the ice along the rim of the Basin when a piece broke away from the bank. His companions jumped to safety but the 16-year-old was too late, as wind and tide rapidly carried the slab away from the land.

The others shouted for help and a passer-by called police, who in turn phoned the Yard Craft office in HMC Dockyard. Coxswain Richard Hallett and his crew promptly cast off their lines and headed for the Basin. By the time they reached the boy, he was half a mile off shore.

"Boy, was I glad to see that boat," said the boy afterwards. "I was plenty scared."

THEY GUARD YOUR HEALTH

by S.P.F.

*Hygiene Dept. of RCN Strikes
Disease, Infection at the Source*

✓
IN the Medical Branch of the Royal Canadian Navy is a small, little-known department whose job it is to rob the Service's sick bays and hospitals of possible patients.

This is the Hygiene Department, and since the type of larceny it performs is an important phase of the Navy's over-all health program, its business is carried out with the full blessing and approval of all concerned.

The department's duty is to safeguard the health of naval personnel by sanitation procedures, inspections, tests and other methods. Particular attention is paid to food and living quarters, which, if unchecked, can become sources of widespread illness and disease.

The work is more preventive than combative, and is largely routine; but its significance cannot really be measured. One small test, for instance, might mean the difference between a healthy ship's company and a wholesale epidemic. This isn't likely but it is possible and as long as that is so the Hygiene Department has to be on the alert.

Members of the department are Medical Assistants who have specialized in hygiene. The Hygiene Assistant is trained in RCN hospitals and also does field work with civic and provincial health departments. On completion of his training period (approximately two years), he writes examinations set by the Canadian Public Health Association. The suc-

cessful candidate receives his Certificate of Sanitary Inspection (Canada) and qualifies, so far as the Navy is concerned, for Trade Group 3. From there on the usual avenues of advancement and promotion are open to him.

It is worth noting that the training he receives in the Navy is equally applicable to civilian life, and on his retirement from the Service could stand him in good stead, men with his qualifications being much in demand by public health units.

One of the routine duties of the Hygiene Assistant is to check the quality of the milk supplied to the Navy. (This is no small amount. In Halifax, the Central Victualling Depot distributes more than 14,000 gallons a month). Not only does he take samples of the milk arriving at the victualling yards, but he must also acquaint himself with the dairy plant supplying the milk and be on the look-out for possible health hazards that might affect its purity.

Water supply is also important; not so much where water is provided from a city's source, which has been proven safe, but in stations relying on water from wells, streams or rivers, all of which are subject to contamination. A constant check must be kept on these sources and the chlorinating systems to ensure a safe water supply.

A constant round of inspection is carried out in galleys, cafeterias, bakeries and provision distribution centres, to see that a satisfactory

standard of sanitation and cleanliness is maintained, that food is of good quality and that personnel handling, preparing and serving food observe proper sanitary procedures.

Periodically the Hygiene Assistant gives lectures to food handlers, stressing the means of eliminating sources of contamination of food. Such contamination, often the result of accident or ignorance, can lead to epidemics, mild or severe, of what is commonly called "food poisoning."

The Hygiene Department also keeps an eye on living quarters, making sure that there is a proper amount of light, heat, ventilation and cleanliness to ensure good health.

Insect, pest and rodent control, and the disposal of waste material, sewage and garbage are other problems that come within the sphere of the Hygiene Assistant.

Another responsibility is the control of communicable diseases, which involves the establishment of quarantines and the examination of persons known to have been in contact with diseases such as measles, chicken pox, scarlet fever, etc.

Last but by no means least is a program of education designed to make the whole of the Service conscious of the rules of hygiene so that every officer and man observes them automatically and thereby contributes to the maintenance of a high standard of health in the RCN.

Making rounds with the Hygiene Department. In the first photo, A/Commissioned Wardmaster Stanley Ford, Atlantic Command Hygiene Officer, and his assistant, Petty Officer Lawrence Oakley, conduct a sterile water rinse of milk cans at one of the dairies which supply milk to the Navy in Halifax. Plant Superintendent Burnley Hopkins helps out. In the second photo they are inspecting carcasses at the Central Victualling Depot. Next, Mr. Ford and PO Oakley test tap water for residual chlorine content. Finally, Mr. Ford is shown giving an inoculation to AB Albert Demers. (HS-9955, 9954, 9953, and 9952).



'RICHES TO RAGS'

*Millionaire's Yacht That Became
Warship Now Powers
Coal Mine*

OF the hundreds of ships which were in the service of the Royal Canadian Navy during the war, the fate of the former HMCS "Renard" is perhaps the most unusual.

The once proud speed yacht ends her sailing days this spring and becomes the main power plant for a mining development near Mabou, in Inverness County, Cape Breton.

The "Renard" was one of 14 yachts purchased from private owners at the start of the war for conversion into anti-submarine patrol vessels as an emergency measure. They were to help fill the breach until proper A/S ships could be built.

All but one were named after animals — "Elk," "Grizzly," the ill-fated "Raccoon" and "Otter," "Reindeer," "Husky," etc. — and it wasn't long before some wag christened them "animal class destroyers."

However, between these former pleasure craft and destroyers there was little resemblance — except in the case of the "Renard." She was a long, sleek thing, and, when the Navy had stripped off some of her fancy superstructure and added guns, torpedo tubes, depth charge rails and gray paint, she would not have had much trouble passing herself off at a distance as a small-sized destroyer.

Many officers and men who served in Halifax will remember the "Renard," her usual berth was at one of the buoys opposite what is now No. 5 jetty.

Built at Bath, Maine, as the steam yacht "Winchester" for Millionaire Peter W. (Broadway) Rouse, the 225-foot vessel was the foremost and speediest "floating palace" of the New York Yacht Club fleet during the lush "twenties". Vincent Astor, another monied man of that fabulous era, was her next owner and in 1930 had her rebuilt.

Steel-hulled, she was finished inside with teak, ivory and walnut. The owner's quarters aft consisted of a lounge, two double staterooms, four single staterooms and four bathrooms. Forward were the dining room, officers' staterooms and mess, and crew's quarters.



The "Renard" when she was the yacht "Winchester." Owned by Vincent Astor, she was noted for her lines, speed and palatial quarters.



This is the former pleasure craft shortly after being converted into a patrol vessel and commissioned as HMCS "Renard." (H-1250).

After the Second World War broke out, she was bought by the RCN and commissioned HMCS "Renard" at Halifax in 1940. From Halifax she went to Quebec to be turned into a fighting ship. Many of her luxury fittings were shorn off and weapons installed. She returned to Halifax in November of that year, complete with two torpedo tubes, two 12-pounders and depth charge rails.

The yacht played varied roles on the East Coast during the war. She was a tender to "Stadacona" in 1941 and in 1942 was fitted with high speed target towing gear.

The "Renard" was also used for torpedo practice, conducted coastal patrols, and served as a training ship. In 1944 she was declared surplus, paid off and turned over to War Assets Corporation, who sold her to W. N. MacDonald of Sydney.

The former warship has since been gathering barnacles at Sydney. When ice clears from the harbor, she will proceed on her final voyage, to tie up permanently at a wharf in Mabou.

Her powerful Parsons turbine engines, which had propelled her at 32 knots, have been stripped away and modern steam turbo generators installed. Her oil burning units have been replaced by the latest pulverized coal

burning equipment comparable to furnaces of power plants used in principal Cape Breton smelting centers. Her 8,600 horsepower boilers, condensers and auxiliaries remain.

CPO WALTER M. MASON AWARDED LS & GC MEDAL

CPO Walter M. Mason, RCN, of Saint John, N.B., an electrical technician on the permanent staff of HMCS "Brunswicker," was presented with the RCN Long Service and Good Conduct Medal in a ceremony at the Saint John division on February 22.

Capt. C. H. Bonnycastle, commanding officer of "Brunswicker," made the presentation.

"GRIFFON" ELECTS WELFARE COMMITTEE

Personnel at HMCS "Griffon" recently chose the following to serve on the Port Arthur division's Welfare Committee for the coming year: Chairman, ex-officio, Lieut.-Cdr. J. L. Freeman, executive officer; Lieut. T. C. Luck, Lieut. (S) A. C. Theobalds. PO T. C. Drombolis, PO W. E. Baxter, PO K. R. Rae, Ldg. Sea. J. Mitchell, AB P. Gambia and AB T. Gustafson.

Officers and Men



"UGANDA" OFFICERS HOLD REUNION

More than 50 serving and retired officers of the RCN and RCN(R) gathered at a reunion of ex-"Ugandas" in Admiralty House, Halifax, on February 8.

Guests of honor were the two officers who commanded the cruiser throughout her commission in the RCN, Rear-Admiral E. R. Mainguy, now Flag Officer Atlantic Coast, and Commodore K. F. Adams, who is at present Senior Canadian Naval Officer Afloat and commanding officer of HMCS "Magnificent."

The reunion took the form of a mess dinner, of which Captain E. W. Finch-Noyes, one-time executive officer of the cruiser and now commanding officer of HMCS "Shearwater," was president. Lieut.-Cdr. F. C. Frewer, former training officer of the "Uganda" and now Commanding officer of the destroyer "Micmac," was vice-president.

Rear-Admiral Mainguy commanded the 8,000-ton vessel from her commissioning in 1944 until August 1946. Under his command, the "Uganda" took part in the final phases of the Pacific war. She was one of the naval units participating in the bombardment of Sakishima and was flagship of the force which bombarded the Japanese island fortress of Truk. Early in 1946 Rear-Admiral Mainguy took the ship on a combined training and good-will cruise around South America.

Commodore Adams succeeded Rear Admiral Mainguy and commanded the ship until she was placed in reserve at Esquimalt in 1947.

The two commanding officers were introduced at the gathering by Commander R. A. Webber, now Senior Officer Reserve Fleet, East Coast, Commander of the Dockyard and King's Harbor Master, and Commander F. W. T. Lucas, now Chief of Staff to the Flag Officer Atlantic Coast.

Among the senior officers who attended the dinner were Captain (E) J. B. Caldwell, Commander (S) H. A. Black, Chaplain (P) C. deW. White

and Commander (E) Frank Harley. Lieut. (S) John Agnew and Lieut. Bruce Torrie organized the get-together.

The "Stadacona" band, under Lieut. (SB) Stanley Sunderland, provided appropriate dinner music.

NAVAL MEN TAKE PARACHUTE COURSES

CPO Redmond J. McDonald, of Sydney, N.S., became the second member of the RCN to wear the wings of a parachutist when he completed a parachute instructor's course at the Canadian Joint Air Training Centre, Rivers, Manitoba, on February 13.

The wings were presented to CPO McDonald by Lieut.-Col. David R. Ely, deputy commandant of the CJATC.

First RCN member to qualify as a parachutist was Lieut. (P) George H. Marlow, of Saskatoon, an instructor at Rivers, who went through an Army-conducted course there in the spring of 1949.

CPO McDonald completed a parachute course in the U.K. in October

1949. His recent course covered the technique of instructing aircrews in "bailing out" procedure.

A safety equipment technician, he is at present serving in HMCS "Shearwater," Dartmouth.

During the Second World War, three members of the RCNVR served as parachutists with Combined Operations. Lieut.-Cdr. Bruce S. Wright, Lieut. Bruton Strange and AB Andrew Skead won their wings at Ringway, England, and jumped in the United Kingdom and India.

Para-Rescue Training

CPO Hugh F. Clark, formerly of HMCS "Shearwater," is at present in Edmonton undergoing an 18-week parachute rescue course conducted by the RCAF.

Following the course, which commenced on February 27, CPO Clark will return to the RCN Air Station for instructional duties.

SIX CHILDREN CHRISTENED ABOARD DESTROYER

Six children of crew members of the destroyer "Sioux" were christened aboard the ship in a single ceremony recently.

Chaplain B. A. Peglar officiated, and in keeping with naval tradition, the ship's bell was used as a font.

Christened were James Walter, seventeen months, and Sandra Lynn, three years, children of CPO and Mrs. Walter Dallin; Gail Frances, two years, daughter of CPO and Mrs. T. Bligh; Georgianna Belle, three and one-half years, daughter of CPO and Mrs. E. Grant; Beverly Gail, nine months, daughter of Petty Officer and Mrs. G. Hogg, and Janet Ellen, seven weeks, daughter of Ldg. Sea. and Mrs. J. Slater.

ARMOURERS JOIN "HURON"

Among recent drafts to the destroyer "Huron" were the following Armourers: CPOs Elwin Conroy, Leslie Eyland, William Curry and Don Andrews and POs Walter Sanderson and William Green.



CPO R. J. McDonald, presently serving in HMCS "Shearwater," became the second man in the RCN to earn the wings of a parachutist when he completed a parachute instructor's course at the Canadian Joint Air Training Centre, Rivers, Man., on February 13. Here Lieut.-Col. David R. Ely, deputy commandant of the centre, pins the wings on CPO McDonald's tunic.

MEMORIAL SERVICE HELD FOR NAVAL PILOT

A memorial service was held on the flight deck of HMCS "Magnificent" February 19 for Lieut. (P) Leslie F. Peever, RCN, of Lynn Valley, B.C., who was killed the previous day when his aircraft crashed into the sea on taking off from the carrier.

Chaplain H. R. Pike, of Toronto, conducted the service.

Commodore K. F. Adams, commanding officer of the "Magnificent," paid tribute to Lieut. Peever as a "gallant officer and gentleman who was popular among his shipmates."

As the firing party fired three volleys over the sea, a wreath was dropped on the waters by Commodore Adams. The service was concluded by a ship's bugler sounding the "Last Post" and "Reveille."

Lieut. Peever, 25, was born in North Battleford, Sask. He joined the RCAF in June 1943 at Vancouver. Two years later he transferred to the Fleet Air Arm of the Royal Navy as a petty officer. He subsequently joined the RCN (Reserve) as a sub-lieutenant and in October 1948 entered the RCN as a lieutenant (P).

After taking refresher and operational flying training at HMCS "Shearwater," Dartmouth, he was appointed to 826 Squadron of the 18th Carrier Air Group. He flew with the group from HMCS "Magnificent" and at Quonset Point, R.I., as well as from the RCN Air Station, Dartmouth.

COMPLETE SPECIALIST COURSE IN HYGIENE

Three Medical Branch men, POs L. V. Smith and Frederick Kelly and AB William Fawns, recently completed a course for Hygiene Assistant II.

The course, conducted in HMCS "Naden" at Esquimalt, consisted of instruction in the various fields of environmental sanitation, including theory of preventive medicine, knowledge of communicable diseases, food handling and general living conditions afloat and ashore.

MANY NEW FACES AT ALBRO LAKE

Numerous changes in personnel of the Albro Lake Naval Radio Station have taken place in the past few weeks.

The following men have joined the station staff: CPO Cassam Marlin, POs Charles Dixon, James English, William Thompson, George Smith and Robert Meadows, Able Seamen Richard Braithwaite, John Ruddy,

Edward Duncan and Harold Haines and Ordinary Seamen Gerald Mason, Stewart Hall, George Thompson, Maurice Caya, Leon Closs and Paul Roberge.

Similarly a number of men have left Albro Lake for duty in other establishments and ships. POs Wilson Moulard and Douglas Palmerston, Ldg. Sea. Arnold Renshaw, and Able Seamen Robert Raudman, Robert Boucher and Ronald Dennis joined

the "Magnificent;" Ldg. Sea. James Mackenzie and Able Seamen William Hogg and Harold Bird went to "Naden;" Ldg. Sea. William Clarke and Ord. Sea. Allan Osle are in the "St. Stephen;" Ord. Seamen William Jones and Joseph Schreiner were drafted to the Gloucester Naval Radio Station; PO Samuel Iscoe went to "Shearwater" and PO Charles Scott and AB William MacGovern to "Stadacona." — *B.A.B.*



Full divisions were held at HMCS "Naden" February 14 when the Pacific Coast base said its official good-bye to Commodore J. C. I. Edwards, left, and welcomed Commodore G. R. Miles, centre, as the new commanding officer. Commodore Edwards is now on retirement leave after more than 38 years in the service. Officer of the guard, right, is Lieut. W. S. Blandy.

LOWER DECK ADVANCEMENTS

Following is a further list of advancements of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group opposite his name.

ADAMS, David C..... P2FM2(NQ)
 ADAMSKI, Stanley W..... P2FM2(NQ)
 AQUANNO, Frank..... P2AO2
 BAILEY, Donald..... P2FM2
 BAKER, James R..... LSCS1(NQ)
 BAYLISS, David T..... LSAN1(NQ)
 BELL, John H..... P2AO2
 BROWN, Robert F..... LSAF1(NQ)
 BRUNELLE, Paul J..... P1AO3
 CAUDLE, Douglas A..... P2AL2
 COOK, Robert F..... LSAN1
 CUMMINGS, George A..... C2AT4
 DALLEY, Robert H..... C1AL3
 DAVIES, Hugh B..... LSAL1
 DAWSON, William..... P2AL2

EDWARDS, Gordon A..... P2AN2
 FULFORD, Norman..... LSAL1
 HAGUE, John R..... P2FM2(NQ)
 JOHNSTON, William G..... P2AL2
 LANGLOIS, Arthur W..... LSAN1(NQ)
 LARGE, Edward C..... P1SM2(NQ)
 LEMON, Shirley G..... P1RA3
 MacDONALD, James H..... P1SM2
 MacDONALD, Keith W..... P2FM2
 McLAUGHLIN, Irvin J..... P2AN2
 MASKELL, Ralph..... P2AN2(NQ)
 NEWALL, Alastair..... P2AO2
 O'NEILL, John D..... P2AN2(NQ)
 PARLEE, Gordon B..... LSAN1(NQ)
 RHODES, William E..... P1SM2(NQ)
 SHARKEY, Roy M..... LSAN1(NQ)
 STILL, Wilfred E..... P2CA3
 TOWN, Norman C..... P1TA3
 VANDEWATER, Vernon R..... P2AO2
 WADE, Ernest A..... P2FM2
 WEBSTER, Harold A..... P2AC2

SUB-LIEUTENANTS TAKE COMMUNICATIONS COURSE

Twelve RCN sub-lieutenants arrived back in Canada aboard the "Empress of France" last month after completing courses overseas. They are taking a further five-weeks course at the Communication School, Halifax, before being appointed to various RCN ships and establishments.

In the group are Sub-Lieuts. Robert P. Morris, Halifax; Michael Barrow, Toronto; J. J. Brooks, Toronto; William G. Brown, St. Catharines, Ont.; Stanley Dee, Vernon, B.C.; John W. Graham, Whitecourt, Alberta; W. L. D. Hayward, Hamilton, Ontario; Gordon T. Hodgson, Taber, Alberta; Charles E. Lord, Regina; E. Stanley Parker, Vancouver; Robert C. O'Neil, Ottawa, and Albert J. Smith, Saskatoon.

MTE GRADUATES PETTY OFFICERS' CLASS

The following men recently completed a 19-week course in the Mechanical Training Establishment at Halifax which qualified them for the rating of Petty Officer, first class,

in the Stoker Mechanic branch: John R. Brown, Moose Jaw, Sask.; Cathel J. McLeod, Edmonton; Russell J. Mackay, Transcona, Man.; William A. Hopkins, Victoria; Malcolm S. Greeley, Dartmouth, N.S.; Verle L. Bignell, Big Valley, Alta.; Harry A. Driemel, New Westminster, B.C.; Donald R. McDonald, Wapella, Sask.; Walter A. Haufnagel, Regina; Allen B. Whittaker, Victoria; Keith B. Erven, Ponoka, Alta.; William J. Wilson, Ronald H. Wark and Gerald Donahue, all of Halifax, Wilbert R. Thompson, Nipawin, Sask.; Nels R. Bondeson, Calgary; Robert H. Johnson, Melville, Sask., and Mile Kereiff, Castlegar, B.C.

TORPEDO DETECTORS COMPLETE COURSE

Successful graduates of a 16-week qualifying course for Torpedo Detector, third class, which completed at Halifax in mid-February, were Leading Seaman Edward A. Bray, AB Floyd W. Carson and Ordinary Seamen Arthur F. Lovell, William G. Stauffer, Robert R. Dorval, Lloyd L. Halpin, Thomas W. Douglas, Rowan J. Carroll, Eric C. Mason, Robert A. Kinsella and Gilbert Ainsworth.

RADAR PLOT RATINGS FINISH TRAINING

Following a 12-week course at the Navigation Direction School, Halifax, 16 men qualified as Radar Plotters, third class, on February 3.

Graduates were AB Clarence Skidmore and Ordinary Seamen John Siddall, Eugene Welch, Thomas Bradley, Douglas Tracy, William Holland, Norman Leonard, George Andrews, Joseph Pattenden, Robert Laur, Gerald Fleming, Harvey Dupre, Robert Desgagne, Fred Hindle, James Mills and Lyle McKearney.

Retirements

Mr. Charles E. Johnston, Commissioned Bos'n

Age: 42
Address: 405 Chebucto Road, Halifax, N.S.
Joined: February, 1925, as a Boy Seaman.
Served in: HMS "Colombo," "Victory," "Nelson," "Vernon"; HMCS "Stadacona," "Festubert," "Champlain," "Saguenay," "St. Laurent," "Skeena," "Fraser," "Avalon," "Cornwallis," "Naden," "Iroquois" and "La Hullose."
Retired: February 25, 1950.

Chief Petty Officer Albert E. Gadsby

Rating: C1SM3
Age: 49
Address: 782 Cave Street, Victoria, B.C.
Joined: March, 1929, as a Stoker, second class.
Served in: HMS "Victory," HMCS "Naden," "Thiepval," "Vancouver," "Skeena," "Armentieres," "St. Laurent," "Stadacona," "Niobe" and "Ontario."
Awards: Long Service and Good Conduct Medal, April, 1944.
Retired: March 31, 1950.

Chief Petty Officer Maurice O. Taylor

Rating: C2CW3
Age: 39
Joined: March, 1930, as an Ordinary Seaman.
Served in: HMS "Victory" "Centaur," "Pembroke," "Courageous"; HMCS "Stadacona," "Champlain," "Saguenay," "Fundy," "Restigouche," "Niobe," "Athabaskan," "Loch Achanalt," "Peregrine," "St. Hyacinthe," "Iroquois" and "La Hullose."
Retired: March 31, 1950.

Petty Officer Charles G. G. Davis

Rating: P1ET4
Age: 38
Address: Cedar Grove Inn, Royal Oak, B.C.
Joined: March, 1930, as an Ordinary Seaman.
Served in: HMS "Vernon," "Neptune"; HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Stadacona," "Venture," "Cornwallis," "Ontario" and "Antigonish."
Awards: Long Service and Good Conduct Medal, April, 1945.
Retired: March 17, 1950.



Less than two months after opening its doors, The Navy Date Club at HMCS "Naden" arranged its 100th "date".

Here Mrs. William Galbraith, of the Jill Tars Association, hands free theatre tickets to AB Walter Stubbs, of Flin Flon, Manitoba, while Mrs. Gladys Dodds, president of the Jill Tars, pins a corsage on the coat of Miss Daniels, of Victoria, before the newly-introduced couple goes out for the evening.

Members of the Jill Tars, organizers and sponsors of the Navy Date Club, are in their office in "Naden" from 1400 to 1700 on Mondays, Wednesdays and Fridays to arrange dates for sailors in the Pacific Command. (E-10847).

**OFFICERS ELECTED
BY QUEBEC NOAC**

Lieut.-Cdr. J. A. Lucien Bedard, VRD, was elected president of the Quebec Naval Officers' Association at the annual meeting held in HMCS "Montcalm" on Feb. 7.

He succeeds Cdr. Achille Pettigrew, KC, VRD, who becomes Honorary President.

Other officers elected were: Godfrey Schreiber, first vice-president; Alexander Labrecque, second vice-president; Maurice Kieffer, secretary; H. R. Payson, treasurer, Pierre Boutin, Aurele Fraser, George Cochran, J. B. Cloutier and H. F. Quinn, directors, and J. E. Simard and George Kelly, auditors.

**PRESENTATION MADE
TO SASKATOON PRESIDENT**

In recognition of his work on behalf of the Saskatoon Branch of the Naval Officers' Association of Canada, a presentation was made to H. S. Rowbotham, president, at a meeting of the group on February 10.

Mr. Rowbotham left Saskatoon recently to accept a position as solicitor with the Central Mortgage and Housing Corporation in Ottawa. — J.B.W.

**LAKEHEAD BRANCH
ELECTS OFFICERS**

K. M. McCaffrey was elected president of the Lakehead Branch of the Naval Officers' Association at the annual meeting held recently. He succeeds S. Clark. T. C. Luck was elected secretary.

**New Communicators
Hosts to Old**

When CR 27 class celebrated its graduation from the Communication School in Halifax, on February 3, it had as special guests two former Communicators, Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and his Chief of Staff, Cdr. F. W. T. Lucas.

Rear-Admiral Mainguy and Cdr. Lucas had been in the club to attend the opening of the "Mardi Gras" and a meeting of the local Navy League branch, and when this became known they were invited to the class function by CPO G. C. Greene, Comschool Regulating Chief, and PO A. L. Bonner, both of whom had served with the two officers in the past.

An hour later shop talk was flying far and wide as Communicators old and new spun yarns and traded reminiscences.



Members of 7-H mess in HMCS "Magnificent" pose proudly with the cake they won for having had the cleanest mess during captain's rounds on board the carrier. (Mag-1208).

**COMMUNICATORS FINISH
BASIC TRAINING**

Eleven men recently completed the first phase in their training as Communicators at the Communication School, Halifax, and have now joined ships and shore stations for further training and experience.

The course, which started in May last year and finished on February 10, qualified the men in wireless and visual signals.

Successful graduates were AB Donald E. Cosby, Hamilton, Ont., and Ordinary Seamen Donald C. Lory, New Westminster; George F. Freeman, Saskatoon; Edward D. Vincent, Winnipeg; William Donnelly, Toronto; Harry A. Snaith, Morrin, Alberta; Donald E. Bruce, Charlottetown; John K. O'Reilly, North Bay, Ont.; Kenneth R. Bjorndahl, Saskatoon; Gordon L. Edwards, Medicine Hat, Alberta, and James G. MacAulay, Tracadie, P.E.I.

**SEVERAL STAFF CHANGES
MADE AT "PREVOST"**

Several changes have taken place recently in the permanent staff at HMCS "Prevost," London.

PO Gerald Soucy joined from the "Magnificent" to take over stores duties from Ldg. Sea. Robert D. Sutherland, who has been drafted to "Stadacona." AB Leo M. Joiner, from

"La Hullose," has relieved Ldg. Sea. George L. Fletcher, who is now in the "St. Stephen." AB Gerald Matheson, formerly of HMCS "Shearwater," has taken over from AB Ronald L. Carter, who is hospitalized with a heart ailment.

**PROMOTE SHIPWRIGHTS
TO COMMISSIONED RANK**

Chief Petty Officers Joseph Thomson, of Ottawa, and Cedric M. Holland, of Winnipeg, both members of the shipwright branch, have been promoted to the rank of Acting Commissioned Constructor. On completion of divisional courses they will take up new appointments, the former with the Superintendent of the Dockyard, Esquimalt, and the latter on the staff of the Principal Overseer at Sorel, P.Q.

**GUNNERY RATINGS
EARN AA3 BADGES**

After a 10-week course at the Gunnery School, Halifax, the following men qualified as anti-aircraft ratings, third class: Petty Officer Malcome D. Payne, Saint John, N.B., and Leading Seamen Philip O. Wile, Bridgewater, N.S.; James A. Wallace, Montreal; Leo Roy, Hull, P.Q., and Donald W. Silliphant Saint John.



There seems to be no end to the ingenuity of the men who spend their spare time in the Hobby Shop at "Naden." Here Ord. Sea. Gerald Murray of Tilbury, Ontario, puts the finishing touches to a purse he is making for his aunt. He will get three pairs of socks in return. This is the fifth project for Murray, who first took up handicraft in hospital. Others included two wallets, a pair of slippers and another purse. (E-10889).

'NADEN'S' NEW HOBBY SHOP

One of the most popular centres of spare-time activity at HMCS "Naden" is the four-months-old Hobby Shop, which amateur craftsmen, through their prolific production of handiwork of all descriptions, have literally turned into a small-sized factory.

The Hobby Shop, opened last December 1, was the outgrowth of what was originally planned as a club. It was found that most of the men at the base preferred an arrangement whereby membership was not required, so action was taken accordingly.

It is a non-profit organization whose purpose is to provide men at the West Coast base with a useful means of employing their off-duty hours. It achieves this by furnishing the necessary facilities — quarters, tools and expert assistance — and by supplying materials at the lowest possible rate.

Given a home in an old galley in Howe Block, the shop had nothing to begin with but a few chairs and tables. Now it has a fair number of tools, most of them belonging to the organizer and officer-in-charge, Lieut. G. J. Brockhurst, and to the man who looks after the shop, Able Seaman

Charles Moscovitch. Other tools, including a woodworking lathe, have been borrowed from the occupational therapy department of the RCN Hospital.

The average turnout in the evenings is about 20. Strangely enough, payday is one of the busiest times, 40 or 50 crowding into the place to take up old projects or start new ones.

In spite of the many other diver-



Charged with the care and operation of the "Naden" Hobby Shop is Able Seaman Charles Moscovitch, of Montreal and Victoria. Here he examines a model racing car, while in front of him can be seen other hobbyists' projects in various stages of completion. AB Moscovitch first started hobby work at the controlled mining base at Halifax during the war, mainly on leatherwork. He has since extended his interests to a variety of crafts. (E-10888).

"Stad" Boosts the Bank

Personnel at HMCS "Stadacona," 352 in all, donated a total of 348 pints of blood to a Red Cross blood donor clinic held at the RCN Hospital, Halifax, February 16. The donations were added to Red Cross stocks for distribution in plasma and raw form to 36 hospitals on the Nova Scotia mainland and in Cape Breton.

The clinic was held in order to maintain the minimum store of 2,000 pints required per month by the Red Cross blood bank in the province.

sions, the shop was jammed to capacity during the Christmas season. In one week more than 40 hooked cushion covers were made, in addition to other objects, to be used as gifts.

The hobbyists turn out an amazing variety of handicraft and many of them show considerable skill. Wallets, purses, slippers and belts, ship models, lamp stands and jewel boxes, rugs and cushion covers are only some of the things made by the sailors. Some are for personal use, others for wives, sweethearts and mothers.

The "Naden" Hobby Shop does not claim to be unique, by any means. Many men aboard ship and in other establishments pursue pet projects and often get together in much the same manner to share ideas and tools. But the originators of the West Coast scheme do deserve to feel proud of their venture, of the enthusiasm and interest it has aroused, and of the contribution it has made to life in the Esquimalt barracks.

HIS FIRST SEA DRAFT

by D.C.L.

(Being a narrative of his initial impressions of life afloat by an ordinary seaman of the Communications Branch who in February went to sea for the first time.)

I have added a new phrase to my vocabulary, and I must confess I hope said phrase and my name are not associated too often. The phrase is "Pierhead Jump."

I had my first experience with a pierhead jump on February 13. I was peacefully reclining on my bunk, awaiting time for the noon meal, when a leading seaman arrived from the Communication School with: "You have exactly three hours to make your presence known in the 'Maggie'". The "Maggie", HMCS "Magnificent", Canada's aircraft carrier, was due to leave Halifax for points south at 1600. I was also informed that I would have a priority draft, along with three other rates, but the words meant very little as I scooped my worldly goods into a kit bag and lashed my hammock.

In my haste I do not doubt but that I donated much gear to unknown possessors — but I was finally going to sea! The idea appealed to me and I mentally kissed the school's regulating chief, and bade all shorebound acquaintances farewell.

Arriving on board the "Magnificent", I was first impressed with her size. The ship resembles a complete shore base, compressed into one building. Everywhere there are little tunnels and companionways, dotted with doors. Making use of these doors and tunnels are about 1,000 men, and at times they all seem to congregate in a single spot.

At about 1600 the "Magnificent", accompanied by the destroyer "Micmac", steamed out of Halifax harbor and into open water. Our first stop was to be Charleston, South Carolina, a full week away.

Once out to sea, the senior ship of the RCN developed a roll which I found quite amusing — for a short time. The roll had not yet had any great effect on my internal organs and I enjoyed my first meal at sea.

After supper I listened to the "salts" of the mess speculate on what adventures and thrills this trip would produce. I was in gay spirits thinking of Havana, Charleston and New York City, but my happy feeling was shattered in a million pieces as an arch-

enemy reared its head. I refer to a sleeping arrangement, common to the Navy, for which I have developed a pet dislike — the hammock!

Since my new entry days this back-acher and I have become strangers, entirely due to my convenient lack of memory. But once more I must forget about beds and mattresses and concentrate on a piece of canvas, held high in the air by ropes. It was bad enough having to sleep in the thing, but first it had to be properly "slung", an art I never have acquired. Though smiles might have passed the lips of onlooking messmates, I did manage.

By morning I had acquired a distinct pain across the middle of my back, and the roll of the ship had produced a different sort of ache across the middle of my stomach. I had it coming and going. Thoughts of breakfast were beyond the endurance of my stomach and I acted accordingly. For the following three days food never passed my lips, in either direction. On the fourth day I developed a slight hunger and had a big feed of milk. Now I have gradually reached the stage where I can eat with the most seasoned veteran of the seven seas. I may have lost a little weight, but I can proudly say I have never in my life been seasick . . . yet!

On the afternoon of our first day at sea, "flying stations" was piped and the big ship made ready to fly off her aircraft. The ability of the pilots of the Royal Canadian Navy will never cease to amaze me. They line their planes up at the 500-foot mark and,

with no apparent concern, zoom into the sky. Their appearance in take-off and flight is as beautiful as their engines are noisy, and definitely needs to be seen to be fully appreciated.

The "Magnificent" continued normal sea routine until the morning of February 18. On this morning one aircraft took off, then crashed over the starboard bow of the carrier. As a result of the crash, Lieut. (P) L. F. Peever, RCN, of Lynn Valley, B.C. lost his life. The observer, Chief Petty Officer Peter Arnoldi, from Toronto, survived, and was picked up by the destroyer "Micmac." The destroyer then raced her patient to Charleston for treatment. He later recovered completely.

I shall never forget the effect of Lieut. Peever's loss upon the crew. When the search by sea and air was finally abandoned, the ship's captain, Commodore K. F. Adams, announced over the speaker system that Lieut. Peever was missing and presumed dead. Everyone in sight stopped and gazed in the direction the plane was last seen. The eyes of some were wet. We knew he was gone, yet it seemed almost impossible to realize. In a ship, the spirit of comradeship is universal and very great, and although many of us did not know Lieut. Peever personally, the effect was the same as though we did.

The following morning, Sunday, the ship's company fell in on the flight deck for a memorial service. The day was warm, the sun shone brightly and
(Continued on Page 32)



Close to 2,000 persons visited HMCS "Magnificent" when she was opened to the public February 22 during her visit to Charleston, S.C. Here Able Seaman Nicholas S. Senczyszyn of Kapuskasing, Ontario, shows a group of cadets from The Citadel Military College of South Carolina over a Firefly aircraft on the carrier's flight deck. (MAG-1278).

Looking Astern



HMCS "Huron," the third Tribal class destroyer to be completed for the Royal Canadian Navy, was commissioned in the United Kingdom on July 19, 1943. The "Iroquois" and "Athabaskan" had been finished previously, while the "Haida" was to be commissioned the following month.

The "Huron" completed her working up program in Scapa Flow and was then assigned to the Home Fleet as part of a striking force. She remained with the Home Fleet during the first fall and winter of her commission, she and the other Canadian Tribals joining British forces in sweeps along the Norwegian coast and in escorting convoys to Murmansk.

The four destroyers were part of the screening force for the convoy which lured the German battle cruiser "Scharnhorst" to her destruction by HMS "Duke of York" off Norway's North Cape in December 1943.

In February 1944, the "Huron," together with the "Haida" and "Athabaskan," was transferred to the Plymouth Command. They were to

form, with Royal Navy and Polish destroyers, the Tenth Destroyer Flotilla.

HMCS "Huron" made her first sortie from Plymouth near the end of February. This was part of Operation Tunnel — a continuous series of pre-invasion patrols directed against German convoys in the English Channel and the Bay of Biscay. To carry out this operation, groups of destroyers, frequently supported by a cruiser, placed themselves athwart the well-known shipping routes in the Bay and the Channel. Thus they sought to intercept and destroy the merchant ships and escorts of the enemy convoys.

At the same time, the "Huron" and her sister destroyers were engaged in another operation. This was Operation Hostile, in which the destroyers served as a covering force in mine-laying activities. While fast Royal Navy layers went in to mine enemy waters, the destroyers stood off to seaward, prepared to deal with any enemy ships which might interfere.

Both Operation Tunnel and Operation Hostile were important phases of the preparations for D-Day.

By the middle of April, the three Canadian Tribals had taken part in many of these operations, but none of their patrols had brought them in contact with the enemy.

Action at Last

On April 25 the "Haida," "Huron," and "Athabaskan" sailed on patrol with HMS "Black Prince" (cruiser) and HMS "Ashanti" (destroyer). Three German Elbing class destroyers were known to be berthed in the French port of St. Malo. The British-Canadian force stationed itself in a position about ten miles off Ile de Bas and began to patrol the area.

A half-hour after the patrol began, the "Black Prince" got a radar contact at 21,000 yards. The destroyers confirmed this a moment later. The echoes were classified as three Elbings approaching the force. The radar reports had hardly been analyzed when the situation suddenly changed. The enemy ships reversed course, presumably turning back to St. Malo. The cruiser and the destroyers gave chase at 30 knots.

When the range had been reduced to 13,000 yards, the "Black Prince" fired starshell over the enemy. The destroyers proceeded to overtake and engage him. They were in two subdivisions, the "Haida" and "Athabaskan" forming one, "Huron" and "Ashanti" the other. The destroyers opened fire, with the "Ashanti" scoring the first hit. The chase continued, but a few moments later the "Black Prince's" guns jammed and the destroyers took turns in putting up starshells.

In the ensuing action the "Huron" and "Ashanti" continued their fire until they lost the two enemy ships they had engaged among the rocks off the coast. The "Haida" and "Athabaskan" had engaged the other Elbing and set him afire. The second sub-division joined in the bombardment and the German ship was seen



His Majesty the King is shown inspecting the ship's company of the newly-commissioned HMCS "Huron" at Scapa Flow during a visit to the Home Fleet. Immediately behind him is Lieut.-Cmdr. (now Captain) H. S. Rayner, DSC and bar, RCN, the commanding officer. (DA V-18765).

to sink as the destroyers formed up to return to Plymouth.

Night Engagement

During May, the "Huron" and "Haida" took part in several more patrols. These included offensive and defensive sorties off Ushant and the north-west coast of France. The patrols continued into June.

On June 6 the two destroyers had returned to base for fuel. That evening three German Narvik class destroyers were reported moving northward up the Bay of Biscay. They were probably heading for the Channel to rendezvous with other German destroyers from Brest.

By night-fall six ships of the Plymouth command had taken up patrol positions outside the western mouth of the Channel. This force included HM Ships "Tartar," "Ashanti," "Eskimo" and "Javelin," and the Polish destroyers "Blyskawica" and "Piorun." The patrol continued into the 7th and 8th without result. On the 8th the "Huron" and "Haida" relieved the sub-division consisting of the "Javelin" and "Piorun."

The patrol continued quietly until after midnight. At 0117 a radar echo at a range of 19,000 yards was reported by the senior officer in HMS "Tartar." The flotilla altered toward the contact. It was estimated that four enemy ships were approaching.

Starshell illuminated two enemy destroyers, both of which immediately altered course away and began to make smoke. As the range decreased to 5,000 yards, hits were observed on one of the enemy ships. The action continued with both sides firing. HMS "Tartar" was hit and set afire, and withdrew to the fringes of the battle.

A Narvik destroyer engaged by the "Huron" and "Haida" had increased speed and opened up the range to 14,600 yards. It was almost an hour before the "Huron" closed sufficiently to fire starshell, which illuminated the enemy. The "Huron" immediately opened fire with main armament and was joined by the "Haida." The Narvik made smoke and was tem-

porarily lost. But the "Huron" regained and illuminated the target a short time later. The "Haida" opened fire. Several hits were scored by the two ships and at 0518 the enemy was aground and on fire off Ile de Bas.

When the ships entered Plymouth harbor from this patrol, battle ensigns flew from their peaks.

More Business

Later in the month the "Huron" had another encounter. On June 27 she sailed on patrol with HMS "Eskimo." Radar soon located an enemy convoy approaching. The escort consisted of two trawlers and a minesweeper. The enemy made smoke and attempted to flee under the covering fire of shore batteries. The "Huron's" gunfire was accurate and the minesweeper was set afire soon after the action began.

In the meantime, the "Eskimo" had entered the smoke screen in pursuit of one of the trawlers. While she was thus occupied, the second trawler came close on her port bow and opened fire with 3-inch guns, Bofors and Oerlikons. A 3-inch shell pierced the "Eskimo's" hull, rendering useless the steering motor and the electrical system. The "Huron," outside the smoke screen, could not distinguish friend from foe and had to hold her fire. Then the trawler which the "Eskimo" had been chasing ran out of the smoke screen. The "Huron" brought her guns to bear on the enemy and after four minutes the German vessel blew up. The second trawler had taken advantage of the smoke and the diversion and had made good her escape.

The "Huron" carried out several offensive sweeps during July off the west coast of France and in the vicinity of the Channel Islands. One of these was in company with HMS "Tartar." The two destroyers made contact with five German trawlers off St. Malo but the enemy escaped under the protective fire of shore batteries.

On August 6, HMCS "Huron" was relieved of operational duties by HMCS "Iroquois" and was ordered to proceed to Halifax for refit. She arrived on August 13 and completed refit in November. She then sailed for

Cardiff to be fitted out with new radar equipment before beginning work-ups at Scapa Flow.

She was next assigned to the Home Fleet. Her duties at first consisted of escort work between Scapa Flow and the Clyde.

Then on April 16, HMC Ships "Huron," "Haida" and "Iroquois" sailed with a Murmansk convoy. The voyage to the Russian port was uneventful. The return passage, however, produced some action. Hardly had the ships got outside the approaches, on April 29, when a British frigate was sunk by a torpedo. The U-boat which fired the torpedo was herself sunk shortly after.

Another torpedo was observed as it passed through the water, narrowly missing the "Haida." The "Iroquois" had a similar experience an hour later. When the escorts had successfully repelled the U-boat attack, the weather took a turn for the worse, and a wind of gale force made the rest of the passage most uncomfortable.

The convoy arrived at Scapa Flow on May 6—two days before V-E Day.

When the German surrender was announced, plans were made for the Canadian ships to return home to prepare for Pacific operations. During the latter part of May, the "Huron" and "Haida" left Scapa Flow with the cruiser HMS "Berwick." They carried relief supplies to Trondheim and other ports along the Norwegian coast. The ships returned to base and then the "Haida" and "Huron" sailed for Greenock, Scotland, on May 24. HMCS "Iroquois" joined them in the Clyde on the 30th, and the three ships sailed for Halifax on June 4.

At Halifax, the "Huron" and her sister ships began conversion and refit. But with the Japanese surrender, she was paid off into maintenance reserve. In February 1946 she was placed in the Reserve Fleet of the Atlantic Command. Later she was taken in hand for extensive alteration and modernization, got new weapons and equipment, and on February 28, 1950, returned to active duty in the Fleet.

ON PATROL . . . HMC SHIPS "HAIDA" AND "HURON," HM SHIPS "TARTAR" AND "BLACK PRINCE." (R-1038).





ATLANTIC COAST

HMCS "Cornwallis"

The 700th New Entry to be trained at "Cornwallis" since it was recommissioned last May completed his courses and left the establishment at the end of February to carry on his career in the Navy.

Forty new houses on "Cornwallis Heights" were occupied during February and the lucky tenants report the new dwellings "fill the bill perfectly."

Among recent visitors to the establishment was Captain F. F. Baslini, Naval Attache to the Italian Embassies in Washington and Ottawa.

— F.C.P.

HMCS "Portage"

Lieut. Eric P. Earnshaw succeeded Lieut. W. W. Maccoll as commanding officer of the ship early in February, the latter returning to the "New Liskeard" as CO. Lieut. A. F. Rowland, first lieutenant, joined from the West Coast and a number of new

faces are to be seen around the messdecks.

On February 7, the "Portage" arrived in Saint John, N.B., to begin a two-month refit. With numerous dockyard mateys and their gear on board, and chipping hammers being wielded throughout the ship it is understandable that she is not as habitable as usual. However, the local hospitality has more than made up for any temporary discomfort in shipboard life.

With the ship in refit, part of her crew has been drafted to the "New Liskeard" and others are taking various courses in "Stadacona."

Ordnance Training Centre

The current Armourers' conversion course, the last specialist course to be held at the centre, entered its final phase in February and will conclude in early summer. In future, such specialist courses will be held at the new Ordnance Training School at HMCS "Naden," Esquimalt.

Gunnery School

The Gunnery School in "Stadacona" continues to go "all out," averaging 13 classes constantly under training.

A QR3 class completed February 13 and a class of AA3's concluded February 17. An LR1 prelim class finished up at Halifax February 22 and sailed in the liner "Franconia" on the 26th for England to complete the course.

Those who sailed were POs Robert S. Warne, New Waterford, Cape Breton; Francis Roach, Vancouver; Thomas E. Burry, Toronto; Ernest J. Tuttle, Esquimalt; Jack S. Hermiton, Victoria; George S. Boardman, Halifax; John Elder, Victoria; and Marshall Burnett, Victoria.

The school took on the aspects of a Mounted Police barracks during February when 23 RCMP (Marine Section) constables were put through squad and 2-pounder drill by Navy gunnery instructors.

Two distinguished visitors arrived during February, Captain Franco Francisco Baslini, Naval Attache to the Italian Embassies in Washington and Ottawa, and the Honorable Mohammed Ali, Pakistan's High Commissioner to Canada.

Reinforcements came early in the year to aid in harvesting the bumper crop of gunnery rates. Among them were Lieut. A. B. C. German, of Ottawa, who joined January 16, PO R. W. White, from "Donnacona," and PO George Borgal, from HMS "Excellent."

Communication School

Several new classes started at the school during February. Nineteen leading seamen are taking a qualifying course for petty officer, under the instruction of POs A. L. Bonner and A. E. Young.

CR 35 got underway with 20 men embarked on a 36-week course which will qualify graduates as Communicators.

Seven officers started a short communication acquaintance course and



As part of the training of naval pilots and observers, search and strike exercises are frequently carried out by aircraft from HMCS "Shearwater," using as targets RCN ships arriving at or departing from Halifax. Here some Sea Fury pilots of the 19th Carrier Air Group are briefed by their group commander, Lieut.-Cdr. (P) V. J. Wilgress, of Ottawa, prior to taking off for an "attack" on the "Magnificent" and "Micmac." Left to right in foreground are Lieut. (P) A. A. Schellinck, Dartmouth; Lieut. (P) Edward A. Fox, Duncan, B. C., and Lieut. (P) J. P. Cote, Quebec City. (DNS-2366).

12 sub-lieutenants, who recently returned to Canada from training overseas, have commenced a similar course. — G.C.G.

PACIFIC COAST

HMCS "Antigonish"

With refit and the usual disturbances accompanying it over, the "Antigonish" is ready to take her part in the 1950 summer training program.

Aside from the occasional sports events, from which the ship's company brought home a few victories, there has been little doing except in the Communication Branch. Here the ship's staff was for a while standing extra watches while monitoring distress frequencies in the hope of picking up a signal from a US aircraft missing in the Yukon.

Farewells were said to five "old timers" who left the ship recently for duty elsewhere. Lieut. A. F. Rowland went to the "Portage" as Executive Officer; PO R. J. McPherson, former "buffer," and AB Neil Cave, were drafted to HMCS "Unicorn," and PO John Meads and AB Gilbert O'Malley joined the "Rockcliffe."

Among new men welcomed aboard were PO Floyd Dekker, Ldg. Sea. Alfred Bock and AB Charles Green-grass.

TAS Training Centre

CPO Charles Stroud and PO C. Buckley, former members of the TASTC staff, have been drafted to the destroyer "Athabaskan," while CPO Charles Simsey, formerly on the Manual Party staff, has joined the Centre.

PO Doug Ingram is back after taking the Leadership Course at "Cornwallis."

Activities in the Torpedo section of the Centre were somewhat curtailed recently when the decks were sanded and new covering was laid. The result was worth the inconvenience.

Two Reserve officers, Lieuts. H. L. Cadioux and F. E. Corneille, have completed a Seaward Defence and Mine Warfare course and four officers from the "Ontario" have gone through a two-week Torpedo Control Officers' course.

NAVAL DIVISIONS

HMCS "Donnacona"

(Montreal)

Commodore G. R. Miles, former Naval Officer-in-Charge, Montreal Area, took his final salute at a march past of "Donnacona's" ship's company on January 25, shortly before



Little Richard Roberge, son of Petty Officer and Mrs. Albert Roberge, of Victoria and New Westminster, believes in standing on his own two feet. Since the age of three months he has been able to balance on his father's outstretched hand. Above, four-month old Richard displays his talent while his parents proudly look on. (E-10772).

leaving to take up the appointment of Commodore of the RCN barracks at Esquimalt.

On January 31, Commodore Miles was honored by officers of the establishment at a reception in the wardroom.

Former RMC and Royal Roads Cadets held a reunion in the form of a reception and dinner in "Donnacona" on February 2. A week later a successful smoker was held to honor members of the establishment's football team, Eastern Canada intermediate champions.

The Ladies' Auxiliary met on February 20 to reorganize on a permanent basis. Meetings will be held monthly to which guest speakers will be invited. — R.F.D.S.

HMCS "Malahat"

(Victoria)

Highlight of recent activities at HMCS "Malahat" was the week-end cruise of 30 members of the Victoria College UNTD to Vancouver aboard the division's training and headquarters ship, the "Sault Ste. Marie," to compete in an all-day sports program with UNTD members from the University of B.C.

At HMCS "Discovery," where the meet was held, the Victoria lads

put up a good fight, but lost two out of three of the major games.

The first, deck hockey, was won by the Victoria UNTD by a score of 7 to 5. In volley ball, the Vancouver lads won two out of three games and went on to take the basketball game, 27 to 19.

Other games included table tennis and badminton.

To finish off the day, the Vancouver cadets played host to their Victoria visitors at a dance held in "Discovery's" wardroom and gunroom.

The "Soo" took the Victoria UNTD's back to Esquimalt the following day. — R.A.V.J.

HMCS "Star"

(Hamilton)

Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, visited HMCS "Star" on February 7. He inspected the ship's company at divisions and later made a tour of the establishment.

While in Hamilton Sir Robert visited one of the large industrial plants in the city.

The chief and petty officers' mess staged its annual St. Valentine's Day dance on February 18 in the drill hall. The affair was rated one of the best held at "Star" for some time. — C.S.J.L.

HMCS "Catarqui" (Kingston)

January was highlighted by the annual inspection of the division by Captain H. L. Quinn, Director of Naval Reserves, and members of his staff. The three-day visit was brought to a close with a mess dinner at which DNR and party were guests of honor.

In mid-February, Dr. R. C. Wallace, principal of Queen's University, delivered his annual address to members of "Catarqui's" University Naval Training Division. He told the men, "whatever you do after graduation, you will benefit from these weekly training nights and your summer training aboard some ship."

The ship's company said good-bye recently to two members of the permanent staff, CPO Arthur Geizer and Ldg. Sea. Edward Cadue.

The basketball league has aroused

considerable interest, and although defeated in two recent games with Royal Military College and the YMCA, the establishment's team is showing improvement every time out.

The annual UNTD dance took place on February 17, with more than 100 couples attending.

HMCS "Prevost" (London)

Capt. (E) G. L. Goudy, RCN(R), of Naval Headquarters, was a recent visitor to the Division. Capt. Goudy is visiting a number of cities in which there are Naval Divisions, surveying technical and vocational schools in connection with engine room training.

Another visitor was Lieut. C. W. Fleming, who examined the facilities for communication training in the Division. — J.A.P.

HMCS "Chippawa" (Winnipeg)

The Winnipeg Division welcomed a number of official visitors during February. Early in the month Commander J. C. Littler, former Reserve Training Commander, West Coast, called at the establishment with his successor, Commander J. M. Leeming. Officers of the division took the opportunity to discuss various phases of reserve training with the visitors.

Later, Commander G. M. Wadds, Deputy Director of Weapons and Tactics at Headquarters, and Mr. Colin McKay, Commissioned Electrical Officer, inspected the establishment with a view to its ultimate specialization in training in anti-aircraft gunnery.

Senior officers of "Chippawa" were privileged to form part of the escort for His Honor the Lieutenant Governor at the opening of the Manitoba Legislature.

On the social side, February was a busy month for the ship's company. Starting the month was the opening of the new gunroom, which was celebrated by a UNTD dance. A stag party, designed to further the interests of the drum and bugle band, was a successful mid-month affair.

Taking St. Valentine's Day as an appropriate excuse, the Wardroom Officers Wives Association, the Naval Officers' Association and the Naval Veterans Association each sponsored a successful evening of entertainment around that date.

The sympathy of the ship's company was extended to the commanding officer, Commander L. D. G. Main, on the death of his father early in the month.

HMCS "Griffon" (Port Arthur)

During the month of February "Griffon" was on the itinerary of a number of official visitors. Among these were Cdr. G. M. Wadds, Cdr. J. M. Leeming, Lieut. (L) F. C. Palmer, Lieut. (S) J. A. McBurney and Mr. Colin MacKay, Commissioned Electrical Officer. Cdr. Leeming was carrying out his first inspection of the division since his recent appointment as Reserve Training Commander, West Coast.

Officers of the division held informal discussions with the visitors on matters pertaining to training and equipment.

On the opening of navigation on the Great Lakes in the spring, a crew from



HMCS "Chippawa," the Winnipeg Naval Division, has two mascots. They are "Petty Officer" Billy Graham, Mascot Mk I, and Admiral, Mascot Mk II, and the two of them march up front when the division goes on parade.

"Griffon" will go to Hamilton to bring the newly acquired Fairmile motor launch to its new home at Port Arthur.

The executive officer, Lieut.-Cdr. J. Freeman, acted as commanding officer of the Division during the absence of Cdr. E. O. Ormsby on duty at Naval Headquarters.

HMCS "Unicorn" (Saskatoon)

Instructor Commander C. H. Little, Staff Officer University Naval Training Divisions, inspected the UNTD of the University of Saskatchewan at HMCS "Unicorn" on February 20. Commander Little also discussed cadet training generally with Cdr. (SB) J. B. Mawdsley, commanding officer of the UNTD, and, in an address to the division's officers, outlined the training program and career opportunities for cadets.

UNTD cadets held their first Valentine Ball on board on February 10. The various committees made the affair a smooth-running function, enjoyed by all in attendance.

Admiral, the straying English bulldog mascot of the establishment, was returned to "Unicorn" after a radio announcement of his loss. As the dog



In an hilarious pie-eating contest, held following an exhibition hockey game at Lantz Siding, N.S., between HMCS "Shearwater" and Shubenacadie, the winner was Able Seaman Kenneth Wilson (above), a member of the Navy team. The naval airmen were less successful at hockey, losing by a 6-4 count. (DNS-2324).



Fifteen members of the P. and R.T. staff and the junior hockey team of HMCS "Naden" staged a skit as their contribution to the "Family Night" benefit show at Victoria Memorial Arena. The show, held under the joint auspices of the Police and Fire Departments of Victoria, was in aid of the B.C. Orphans' Home and the Victoria Minor Hockey League. In addition to the skit, the Navy band provided musical entertainment throughout the evening, and the Communication Branch decorated the arena with signal flags.

The P. and R.T. extravaganza, produced by AB James Jack, was entitled "Snow-drop and the Seven Drips" and had the packed house "rolling in the aisles". Shown above are the members of the cast. Front row, lying down, AB Ken Pollack, (Drip 1); Centre row, Ord. Sea. Morgan Salter and Ord. Sea. Norman Smith (horse), CPO Fred Potts (the Wicked Queen), PO John Stoddard (Snowdrop), Lieut. H. E. Taylor (Prince Charming), Ord. Sea. James Beech (the groom), and AB Bob Stephens and AB Bill McNair (horse). Back row (Drips 2 to 7, inclusive) PO Mel Padget, PO Ray Irwin, Ldg. Sea. Dick Evans, PO Ron Dawson, PO Hal Halikowski and PO Peter Moskven. (E-10894).

sleeps in the boiler room at "Unicorn" he sometimes looks a trifle soiled, but on his return to the ship it was found he had been washed and scrubbed until he looked as if he had just stepped out of a show ring.

Lieut.-Cdr. E. L. Pendlebury, formerly executive officer of "Unicorn," has relinquished that post to become training officer.

Lieut.-Cdr. J. R. Strachan has been appointed to succeed Lieut.-Cdr. Pendlebury as executive officer. — J.B.W.

HMCS "Queen" (Regina)

Defence Minister Brooke Claxton, on an inspection tour of western military installations, stated in Regina that HMCS "Queen" shared with HMCS "Queen Charlotte" top priority for the building of new barracks.

"It's a question now of when the money can be made available," he said.

During his late January visit the Defence Minister was conducted on a tour of the proposed site of the new barracks.

On the social side, the chief and petty officers entertained about 40 guests at a box social and dance in their mess on February 11.

HMCS "Carleton" (Ottawa)

Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of the Ottawa division on February 2. Captain Quinn inspected the ship's company at divisions and later made a tour of the establishment.

The night of February 11 was a busy one in "Carleton." In the wardroom the officers entertained at a mixed dinner, while the ship's company held a sleigh drive followed by a "bean feed" and dancing. Both affairs were well attended.

Training is progressing favorably, with more than 50 men and about 40 UNTD personnel under instruction.

Redecoration of the chief and petty officers' mess and the seamen's mess is nearly complete. With the exception of some new furniture, all material and labor have been supplied by the members and the results obtained will place both messes among the smartest in the service.

The Navy Plays



West Coast Hoopsters Win Tolmie Trophy

HMCS "Naden's" first season in the Saanich and Suburban Basketball League was a winning one. The sailors scored a decisive victory over the Army team in the two-game total-point series for the Premier Tolmie Cup, emblematic of the league championship. The "Naden" quintet also won the right to participate in the Vancouver Island playoffs.

Much of the credit for the team's performance is due to Lieut. E. G. Gigg, coach, and Mr. F. Lubin, Commissioned Gunner, manager of the squad.

The "Naden" entry in the Victoria and District Basketball Association also enjoyed a successful season. The Navy seniors fought their way into the finals with a 95-93 two-game victory over the Brentwood Aces,

defending champions. They were stopped in their bid for the championship, however, losing 123-93 in a similar series with the league-leading Knott and Elford team.

Stewards' Puck Team Has Great Season

The Admiralty House hockey team has been rolling up an impressive record in league and exhibition games in the Atlantic Command. The Admiralty House squad, first all-steward team in the RCN, has won 10 and tied three in 18 games.

Holding down fourth place in the 12-team "Stadacona" inter-part league, the stewards were scheduled to meet the Supply team in the playoff semi-finals. They also were arranging exhibition games with Chester, Lantz Siding and Army teams in the Halifax area.

"Shearwater" Winding Up Winter Sports Program

Volleyball, hockey and basketball highlighted the sports program at HMCS "Shearwater" during February.

The naval airmen were tied for first place in the Halifax City Volleyball League with HMCS "Stadacona", both teams having been defeated only once in league play. "Shearwater's" defeat was at the hands of the YMHA by a 2-1 score. Members of the team are Cdr. (S) D. T. R. Dawson, Mr. J. Arnott, Commissioned Boatswain, PO Thomas Scanlon, Ldg. Sea. James Taylor, Ldg. Sea. Ernest Burlock, AB Roy Sharkey, AB Wallace Stensrud and AB Real Langlois.

"Shearwater" has three entries in the Atlantic Command Inter-part Hockey League. A team from the School of Naval Aircraft Maintenance won a playoff berth and is gunning for the championship.

The basketball team was defeated by Dalhousie Tigers in the semi-finals of the Halifax City Basketball League playoffs. Competition continues keen in the ten-team inter-part league at the air base.

Calgary-Regina Meet Won by "Tecumseh"

The HMCS "Queen" hockey team, which has been enjoying considerable success in the Regina Inter-Service League, went down to a double defeat when they journeyed to Calgary for an exhibition series with HMCS "Tecumseh."

The Calgary sailors won the first game, played at Carstairs, Alberta, by a 6 to 2 margin. In the second game, played at Calgary, "Tecumseh" again showed the way with a 9-6 win.

The Albertans carried their superiority into the badminton competitions, making a clean sweep of three singles and three doubles matches. Although the Regina tars went home defeated and tired — the one squad having doubled in both hockey and badminton — they were enthusiastic about continuing the inter-division sports series.



First and only stewards' hockey squad in the RCN is shown above in front of Admiralty House, Halifax. The Ad House team enjoyed a highly successful season, winning 10 and tying three of 18 games. Front row, left to right are: AB George R. Marchment, Toronto; PO John Crabb (coach), Hamilton; Lieut. Clifford Coles, mess secretary; CPO Arthur Saxby (manager), Toronto, and Ord. Sea. Robert Muir, Montreal. Centre row: Ord. Sea. Howard Lyon, Arnprior, Ontario; PO Breen Driscoll, Halifax; Ldg. Sea. John Kosak, Sudbury; Ldg. Sea. Allen Wright, Toronto, and Ord. Sea. Roland Maheux, Eastview, Ontario. Back row: AB James C. Bowman, London, Ontario; Ord. Sea. John Slaney, St. Lawrence, Nfld.; AB William Button, Dalhousie, N.B.; Ord. Sea. Claude Pelley (equipment), Quebec City; Ord. Sea. Andre Lajoie, Shawinigan Falls, P.Q., and PO Harold C. Moore, New Glasgow, N.S. (HS-9897).

"Cornwallis" Cagers Stretch Victory String

HMCS "Cornwallis" wound up the regular schedule in fifth place in the Central Valley Hockey League. Although it failed to make the playoffs, the team decided to carry on and scheduled several exhibition games.

The basketball team continued to add to its impressive record having suffered only one defeat up to the beginning of March. The lone setback was at the hands of the RCAF Greenwood Flyers, who scored a one-point early-season win over the "Cornwallis" quintet.

"Griffon" Sailors Edge Lakehead Army Unit

HMCS "Griffon" emerged victorious in a series of sports competitions with the Lake Superior Scottish Regiment (Motor). The Lakehead sailors defeated the soldiers at deck hockey and then split points in the volleyball and rifle shooting events.



Lieut. A. W. Curry, RCA, of Edmonton, Carrier Borne Army Liaison Officer in HMCS "Magnificent", does not believe in starting at the bottom of the ladder when it comes to fishing. Not for him a long apprenticeship in the angler's art. The first time Lieut. Curry lowered a baited hook into any waters was on January 21, in Five Fathom Hole, off Bermuda. With 20 fathoms of three-quarter-inch rope, a meat hook and an undetermined quantity of issue beef, he started his piscatorial career in pursuit of nothing smaller than a shark. The success of his efforts may be judged by the photograph above. The shark was reputed to be at least seven feet long and to weigh over 250 pounds. (Mag-1223.)



During the visit of HMC Ships "Magnificent" and "Micmac" to Charleston, a friendly tournament was staged between golfers from the Canadian carrier and the US Navy Base at Charleston. Low score, an 82, was registered by Lieut. (O) Hal Pickering, of the 18th Carrier Air Group. A group of the golfers is shown above. Left to right are: CPO J. H. Murphy, RCN; Halifax; Chaplain H. R. Pike, RCN, Toronto; Lieut. (E) Ray Johns, RCN, Victoria; Warrant Gunner S. Cox, USN; Lieut. Pickering; Disbursing Clerk Henry Howe, USN; Chief Yeoman James Soward, USN; Electrician James Savage, USN, and Lieut. P. A. McClure, USN, recreation officer of the US Navy Base, Charleston. (Mag-1281).

Boxing Meet Held At "Cataraqui"

HMCS "Cataraqui", Kingston, staged a mammoth inter-service boxing meet in late February. Taking part were the Royal Canadian Artillery Anti-Aircraft School at Picton, the Trenton RCAF Station, and Naval Reserve units from Kingston, Brockville, Trenton, and Picton.

The soldiers came off best in the nine-bout fight card, winning four, while the Air Force copped three engagements. The Brockville unit scored both the Navy's victories to round out the program. Engraved silver trophies were presented to the victorious fighters while silver spoons carrying an RCN(R) crest went to the losers.

The action-packed show was under the direction of Lieut. Roy Windover, RCN(R), and CPO Stan Burton.

Manual-Band Squad Leads Field at "Naden"

The race for the "Cock of the Barracks" trophy continued its hectic pace at HMCS "Naden" in February. The Band and Manual team climbed into first place with a 56-point total, with the Communications and Navigation Direction squad in second position, four points back. The de-

fending champion Supply team was in third place with 51 points.

With soccer competition cancelled due to adverse weather conditions, basketball, volleyball and .22 rifle matches completed the sports bill.

"Naden" Hockey Teams Gain Playoff Berths

As the hockey season neared its close, two teams from HMCS "Naden" won their way into play-off positions last month.

In the Victoria Commercial League, the Navy senior team was in third place, three points behind the league leaders. The RCN's junior team snapped its losing streak and scored a steady stream of victories during the latter part of the schedule to advance into a second place tie with the Victoria All-Stars.

"Chippawa" Sets Pace In Badminton Tourney

Winnipeg's popular inter-service badminton tournament got under way in late February with the Navy team from HMCS "Chippawa" walking away with the first series. The Army team, second in the standings, was a full 20 points behind the pace-setting sailors. — L.B.McI.



Members of the undefeated Reserve Fleet team which took top honors in the first division of the Atlantic Command Inter-Ship Hockey League are shown above. Front row, left to right: PO Lewis Wood, Halifax; Ord. Sea. John Cribb, Brownsburg, P.Q.; AB Joseph Eddison, Saint John; PO Garfield Howe, Dartmouth; AB Reginald Lacroix, Pembroke, Ontario; Ord. Sea. Yvon Gingras, Montreal, and AB Andrew Watson, Halifax. Back row: Lieut. F. M. Proud (sports officer), Vancouver; CPO Ed. McSweeney, Halifax; Lieut. E. A. Wiggs, Quebec City; Ldg. Sea. John Campbell, Toronto; Ord. Sea. Claude Woodington, Halifax; Ord. Sea. Norman Seeley, Thornhill, Ontario; AB Albert Ethelstone, Halifax, and Lieut. J. B. Young (manager), Vancouver. (HS-9917).



HMCS "Micmac" wound up in top place in the second division of the Atlantic Command Inter-Ship Hockey League. The team is shown in the photo above, shortly before the ship sailed on the spring training cruise. In the photo are: Front row, left to right, CPO Cecil Moore, Fairview, N.S.; CPO Richard Gardiner, Halifax; Ord. Sea Bert Parker, Arichat, N.S.; Ldg. Sea. Dexter Howell, Dartmouth, and AB Keith A. Hawn, Halifax. Back row, AB Allan Perkins, Sherbrooke, P.Q.; PO James Williamson, Dartmouth; Ldg. Sea. Reginald Ellis, Dartmouth; AB Robert Glennen, Rosemount, P.Q., PO Victor W. Dougherty (coach), Halifax; AB Edward Schoen, Winnipeg; CPO Clifford Giles, Bedford, N.S.; Sub. Lieut. Keith Lewis, and Lieut.-Cdr. F. C. Frewer, commanding officer of the "Micmac." (HS-9866).

Reserve Fleet, "Micmac" Inter-Ship Champions

Due to the fact that the "Magnificent," "Micmac" and "Swansea" were scheduled to sail February 13 on the spring cruise, the Atlantic Fleet's inter-ship hockey and basketball leagues wound up their schedules early in the month.

Reserve Fleet was the big winner, taking the first division championship in both hockey and basketball.

"Micmac" sailed away with the second division hockey title. The

ship's team is scheduled to meet New York Rovers of the Eastern U.S. Amateur Hockey League in an exhibition game when the "Micmac" calls at New York April 7 to 12.

Communicators Pacing "Stad" Bowling League

HMC Communication School was showing the way in the 29-team "Stadacona" Inter-part Bowling League at the end of February, with the "A" team holding top spot and

Communication "B" team in third position.

Rifle teams have been organized in the Communication School and have been entered in the "Stadacona" Rifle League.

Well-known Boxer Joins Ottawa Division

HMCS "Carleton" has enlarged its sports facilities and now boasts one of the few regulation sized basketball courts in Ottawa. The division's boxing team has added two new head protectors and a heavy bag to its equipment. The mitt squad took on added strength recently with the enlistment of Ronnie Lascelle, prominent Ottawa boxer, as an ordinary seaman in the RCN (Reserve).

Hamilton Division Holds Third Boxing Card

The boxing shows at HMCS "Star" are getting bigger and better. The most recent fight card, the third of the winter season, brought together boxers from the Hamilton naval division, the Ontario Agricultural College, Guelph, and the Shamrock Athletic Club of Hamilton. Two local professional wrestlers staged an exhibition match to round out the top-notch card. — C.S.J.L.

"Jervis Bay" Cadets Defeat Collegians

Sports facilities at HMCS "Unicorn" are made available to Sea Cadets and other organizations in Saskatoon as part of the naval division's community effort. In a recent basketball game, the Sea Cadet Blues of RCSCC "Jervis Bay" earned a 39-33 win over Bedford Road Collegiate. Sea Cadets Ensley, Peden, Upton and McClocklin starred for the victorious "Jervis Bay" team. — J.B.W.

Navy Firemen Complete League Play Undefeated

The Navy Firemen's hockey team posted a great record of 17 victories and one tie in their 18-game schedule to end up well out in front in regular play in the Police and Firemen's Hockey League of Greater Victoria. Play-offs for the Bickle-Seagrave Trophy started early in March.

Members of the Navy team are Art Mebs, Earl Powell, Don McKerns, Marcel Borslow, Bob Cleaver, "Bergie" Bergstrom, "Luke" Lucas, Alex Hope, Gordie Morrison, Norm Stewardson, "Mac" MacClintock, Bill Davison and "Chuck" Charlton. Al Hardy is manager and Em Holt coach.

51 YEARS YOUNG

by H.C.W.

Retired Bos'n, "Peggy" Evans
Looks Back on Notable
Athletic Record

A **S**PLENDID argument in favor of the physical benefits to be obtained by pursuing the healthy, vigorous life offered by the Navy can be seen any day at Admiralty House, Halifax, in the person of Mr. Colin Preston (Peggy) Evans, MBE, Bos'n, RCN, Ret'd.

Mr. Evans, who has been hall porter at "Ad House" since his retirement from the Service in 1947, is a broad-shouldered six-footer whose thick thatch of brown hair, springy step and athletic proportions belie his 51 years.

One would be even less likely to believe he had passed the half-century mark after seeing him in action on the athletic field, the gym floor or in the boxing ring. Mr. Evans can still give a capable demonstration of the strength, skill and agility that made him a fleet boxing champion and outstanding all-round athlete back in the '20's.

It would probably be safe to say that there isn't an officer in the Atlantic Command who doesn't know, if only by sight, courteous, quietly personable "Peggy" Evans. Few, however, are aware of his extensive background as a sailor-athlete.

Mr. Evans was born at Chatham, Kent, England, on October 29, 1899. Chatham was, and is, one of the Royal Navy's three big manning ports and it was natural for a young Chathamite to select the Navy as a career, particularly at a time when his country was at war. Early in 1915, Colin Preston Evans became Boy Seaman Evans.

A fast growing youngster and strong as a bull, he entered the fistic world at 16, and two years later copped the middleweight championship of Malta. He was serving in the sloop "Berberis" in the Mediterranean Fleet at the time and saw action in the Adriatic and the Med.

Later, as an able seaman in HMS "Hawkins", flagship of the China Fleet, he captured the coveted Hong Kong Challenge Belt and the fleet heavyweight championship, though still in the light heavyweight class. In 1921 he left the Far East and joined the destroyer "Wessex". A year later he went to the "Wanderer", where he



How many men over 50 can do this? Fifty-one-year-old Colin Preston (Peggy) Evans, Bos'n, RCN, Ret'd., veteran of 32 years' service in the Navy, former boxing champion and all-round athlete, does a hand-spring from the box horse in the "Stadacona" gymnasium, just as though there were nothing to it. (HS-7670).

picked up his leading seaman's rate.

By this time he had ventured so far into the athletic field that he decided to make it a full-time job. He qualified at Portsmouth as a physical and recreational training instructor, then stayed on for a year as staff boxing instructor.

In 1922 he won the light heavyweight title of the Royal Navy and Marines, was runner-up in the 1924 tourney while interpart champ, and then won the Contender's championship in 1925 at a tournament participated in by all three Services.

His bustle as a PTI got him a berth in HMS "Marlborough", an old battleship fitted out as a sea-going boys' training ship and, while aboard her, he received his petty officer's badge. While putting brawn on the boys, he packed on more muscle himself and in 1926 won the heavyweight championship of the Royal Navy and the Royal Marines. Altogether, he fought more than 100 bouts with seldom a loss. Only mark of the pugilistic trade he possesses is a dented nose.

Canada first saw Mr. Evans in 1930, when he arrived on three years' loan

to the RCN to serve in the former "Stadacona" in the dockyard. Among the pictures in his voluminous scrap-book is one of the entire ship's company — two platoons of men and a platoon of frock-coated officers — drawn up for Sunday Divisions. He can point out men in the picture who have become captains and commodores. In 1932, while in Halifax, he received the Long Service and Good Conduct medal from the RN.

This country must have made a lasting impression on him, for he married Mary Livingston, of Springhill, N.S., and made Halifax his permanent home. Later the Royal Canadian Navy was to benefit more fully from his services.

In 1933, it was back to the boy seamen's barracks at Shotley, Suffolk, for "Peggy" and later, at his home port of Chatham, he put new entries through their paces. Then he was drafted to Bermuda as Fleet PTI, receiving authority to put up his chief petty officer's buttons on arrival.

After years of strenuous service, CPO Evans was due for retirement, but the Second World War got under way first. Returning again to the United Kingdom, he helped open the Artificer Training Establishment at Rosyth, Scotland. Here he ladled out his usual brisk doses of P.T.

By 1943 a transfer to the RCN and a reunion with his family were effected. After a short time at HMCS "Cornwallis", Mr. Evans went back to "Stadacona" and hasn't budged from the establishment to this day.

During the war, his knowledge of physical fitness and physical combat was imparted to more than 1,700 sailors who passed through the Shore Patrol Training Centre, which he helped organize as second-in-command. In 1946 his name appeared on the King's birthday honors list and the MBE ribbon joined the others on his husky chest.

Before hanging up his uniform in September 1947, his last effort was to pass ten classes of chief and petty officers through a disciplinary course. He then went on the retired list, but the establishment was glad to see his bluff and genial countenance about the barracks a month later when he became hall porter in the wardroom.

Boxing was by no means Mr. Evans' only sport. He played Rugby Union for the Royal Navy team, for Hampshire and for the RN Atlantic Fleet, and is remembered by many Maritime sportsmen as the man who helped

organize the Halifax Rugby Referees Association back in the early '30's.

He was a member of the winning field gun's crew in the "Olympia", the Royal Tournament at London, in 1924. He played a competent game of soccer, and was on champion water polo teams, as well as fencing and bayonet fencing teams. In track and field he was a fast sprinter and excelled in the shot-put.

Nowadays he confines his activities to brisk work-outs in the "Stadacona" gym and acting as third man in the ring at boxing tournaments. However, there's no doubt that "Peggy" Evans could acquit himself well if ever the occasion arose for him to get back into harness.

Purely Coincidental

The stork is an obliging fellow, claims Ordnance Lieut. William Onysko, of HMCS "Huron."

It seems that Lieut. and Mrs. Onysko were expecting an addition to the family, with the arrival scheduled for February 21. This was also the scheduled commissioning date of the "Huron", making it a day of double significance for the Onyskos.

When the ship's commissioning was postponed for one week, it seemed the two events would take place on separate days. But the stork, in a spirit of rare co-operation, delayed his visit accordingly. On February 28, at 0614, Katheryn Therese Onysko was born. At 1135, HMCS "Huron" was commissioned.

TO 'CORNWALLIS'

*From coast to rocky coast they come,
With shaggy hair and drapes,
Some full of glee and others glum,
All sizes and all shapes.*

*They have a left foot and a right,
They also have two hands
That swing and sway, a fearsome sight,
At their P.O.'s commands.*

*With Why? and When? and Where? and How?
They question naval rules,
They shudder at the steaming chow,
And think the powers all fool's.*

*They leave their gear a-scuffling,
They wear their boots in blocks,
They set their D.O.'s mulling,
O'er how to pull the chocks.*

*The G.I.'s rant and rave and roar,
The D.B.P.O.'s fume,
The school-bobs cram their heads with lore,
Until there's no more room.*

*Their div. chiefs strain with all their might,
To take their mothers' places,
To tuck them into bed at night
And see they wash their faces.*

*The Navy's mighty grist-mill grinds,
Until the moment's here,
When, seasoned "salts" with well-trained minds,
To other ships they steer.*

*They've cursed "Cornwallis" loud and clear,
They've scorned her very name,
But some who learned to sailor here
May rise to naval fame.*

Ord. Sea. G.W.I.,
Winnipeg (and "Skeena" division)

The Bulletin Board

New Style Seamen's Uniforms Approved

Naval Board has approved the designs of the first hand-made prototypes of the new style blue and white seamen's uniforms and 15,000 of the former and 30,000 of the latter are to be ordered.

This, however, is only the first step in the usually lengthy and somewhat complicated process of getting the new uniforms from the prototype stage into the hands of the men who will wear them. Other necessary steps include drawing up specifications for the mass production of the garments, calling for tenders, examination of bids received and award of contracts.

Each step takes time, and each must be fully completed before the next can commence.

While everything is being done by the Service to bring the new uniforms into production as soon as possible, issue is not expected to start until after January 1, 1951. Even then, unforeseen delays, which are not unlikely, could postpone completion of the contracts until later in the year.

Vacancies in RCN For UNTD Members

Approximately 20 vacancies in the executive, engineering, ordnance and supply branches of the RCN are available to members of university naval training divisions who graduate and complete their UNTD programs this Spring. Vacancies in the executive branch include opportunities for specialization in naval aviation.

Selection boards will be held in Halifax, Ottawa and Esquimalt, and those accepted will be granted permanent force commissions as acting sub-lieutenants to date May 15, 1950. Promotion to lieutenant and seniority in that rank will vary according to degree standing and naval courses. Shortest time in which promotion to lieutenant can be gained is 25 months and the longest 41 months.

This plan is in accordance with established naval policy and is to be carried out annually. It is one of several avenues to commissioned rank in the Royal Canadian Navy which have been introduced in recent years.

Advancement to Able Rating, Air Mechanic Branches

Men of the Air Mechanic Branches who through no fault of their own were unable to acquire the "QS" qualification required for advancement to the Able Rating may now be advanced under the following conditions:

Ordinary Seamen of the Air Mechanic Branch who have served 15 months in the RCN, have passed the initial trades course for Air Mechanic and who are recommended for advancement may be advanced to Able Seaman effective from the date of attaining 15 months seniority as an Ordinary Seaman.

Men in the Able rating whose advancement was delayed because they lacked the "QS" qualification but were in all other respects fully qualified for advancement may have their advancement to the Able rating adjusted to the date of completion of 15 months service in the RCN.

Blazer Designs Approved For Chiefs, POs First Class

Officers, Chief Petty Officers and Petty Officers, First Class, may wear a blazer with a distinctive badge and buttons on occasions when civilian clothing is being worn.

The badge is to be embroidered in silk thread and worn on the left breast pocket. The designs are:

(a) Officers — a red naval crown superimposed on a white maple leaf.

(b) Chief Petty Officers and Petty Officers First Class — a red fouled anchor superimposed on a white maple leaf.

Buttons are to be gilt metal and their designs are:

(a) Officers — a naval crown engraved in the centre.

(b) Chief Petty Officers and Petty Officers, First Class — a fouled anchor engraved in the centre.

Badges and buttons may be purchased through Service clothing stores where the sale of clothing is authorized. A tailoring specification for blazers is available in all clothing stores for the benefit of personnel concerned.

Supplementary Allowances Payable Outside Canada

The rates of supplementary allowances payable to naval personnel serving outside Canada have been revised, effective January 1, 1950, as a result of the surveys of cost of living on that date.

In general, the allowance for personnel serving in the United States as

CLERK OF THE CHEQUE

The following ethological discourse, quoted from the Archives of the British Admiralty, outlines the responsibilities of the supply officer's counterpart in the Royal Navy of the 17th Century. Recorded about 1691, it is believed to have been written by Samuel Pepys, who was Secretary of the Admiralty from 1686 to 1689.

"I come now to the Clerk of the Cheque, who is an officer of great trust, and musters and cheques all men . . . His office consists of many intricate and difficult parts, and requires an expert Clerk; one that knows the rules and methods of the Navy; a Man of good judgement in business, sharp-sighted and crafty, to prevent the shifts, shams and cosenages, that else will be put upon him; of skill to discern the goodness and right qualities of the stores served in . . . and in fine to be vigilant, painful, honest, and withal, a very just man; or else he may do many men much wrong, and discourage many good men.

"This officer is of that general use, that he has need to be endowed with as many good parts as can be found gathered into one man: I mean, endowments of the soul; as faith, justice, charity, and all spiritual graces, and of the mind; as wisdom, patience, affability, and all the intellectual graces; and of the body; as temperance, chastity, labour and industry, vigilance and carefulness; and a true observer of the methods and rules of the Navy; and no breaker of those rules, which are prescribed him in his instructions, which are or should be, as a table of commandments to him; and, in fine, if he be not well skilled and qualified, as he is in a station of much service, so may he do much dis-service."

(From the "Monthly Newsletter" published by The Bureau of Supplies and Accounts, U.S.N., September 1949.)



This is the last photograph taken at sea of HMCS "Haida" before the destroyer became jetty-bound as depot ship of the Reserve Fleet in Halifax. It looks as though the "Haida" is down by the stern, but that is only an illusion created by a big roller that has humped up between the camera and the ship and by the fact that the sea has rolled the "Haida" to starboard. (*Mag-1124*).

a whole and for London and Liverpool in England have been substantially reduced. The allowances payable when serving in the United Kingdom outside London and Liverpool have been slightly increased. For example, the monthly supplementary allowance of a Chief Petty Officer 2nd class in London was \$68, whereas it is now \$63. If he were serving in Portsmouth, the old rate would have been \$57, while the new one would be \$60.

Progressive Pay Entitlement Extended

Progressive Pay is granted to naval personnel after a specified number of years service in a particular rank or rating. Entitlement to progressive pay is not straightforward in every case because various regulations permit greater or lesser service to count under a variety of circumstances. The progressive pay of officers must be computed and authorized from Naval Headquarters in every case. In the case of men, progressive pay can be authorized locally in ships or establishments, but complex cases of entitlement should be referred to Headquarters for decision.

Effective July 1, 1949, progressive pay in the rank of lieutenant for over nine years service has been approved. This is particularly applicable to officers promoted to lieutenant from warrant officer or commissioned officer who can count all service after promotion from the lower deck toward progressive pay as a lieutenant. Without this additional increment of

pay, many officers would receive one or possibly no pay increase during their service as a lieutenant.

Another amendment concerning progressive pay is being published. This change will permit officers and men of the RCN to count toward progressive pay any former service in a higher rank or in the same or equivalent rank or rating whether in any of the permanent armed forces of His Majesty or in any component of His Majesty's armed forces while serving on continuous general service during a period of emergency. The service allowed to count will be only in the rank or rating held on October 1, 1946, or on date of entry if entered after that date. All applications to count such service must be referred to Naval Headquarters for authorization before any action can be taken.

Travelling Accommodation Regulations Modified

The regulations for accommodation when travelling by rail have been revised for naval personnel and will be published shortly.

The change is a modification which deletes the specific upper or lower berth authorized under a class of travel during overnight journeys. This means that when either a tourist or standard rate is applicable under the regulations, the exact berth is not stated, and, in consequence a lower berth can normally be issued. An upper berth need be used in future only when a lower is not available.

When the class of accommodation to which an officer or man is entitled under KRCN 71.02 is not available, he can be issued with the next class of accommodation available in the order shown in the regulation if the journey is of sufficient importance that no delay can be accepted.

Weddings

Captain J. V. Brock, Naval Headquarters, to Mrs. Patricia Elizabeth Jephson, of Stourton Hall, near Stourbridge, Worcestershire, England.

Lieut. B. A. L. Ewens, HMC "PTC 124," to Miss Joan M. Pateman, of Toronto.

Lieut. Alan M. Cockeram, HMCS "Cornwallis," to Miss Carmel M. Boucher, of Halifax.

Instr.-Lieut. Lawrence Farrington, HMCS "Cornwallis," to Miss Margaret H. Crosby, of Yarmouth.

Ldg. Sea. John Welch, HMCS "Brunswick," to Miss Stella C. Miller, of Saint John, N.B.

AB Maurice Caya, Albro Lake Naval Radio Station, to Miss Merna Campbell.

AB Michael Kruger, Albro Lake Naval Radio Station, to Miss Rose Pratt.

Births

To Lieut. (S) Vincent Henry, Naval Headquarters, and Mrs. Henry, twin daughters.

To Lieut. S. M. King, HMCS "Cornwallis," and Mrs. King, a daughter.

To Mr. H. J. Andrews, Cd. Bos'n, HMCS "Cornwallis," and Mrs. Andrews, a son.

To Mr. David S. Taylor, Cd. Gunner, Gunnery School, "Stadacona," and Mrs. Taylor, a daughter.

To CPO John Turner, HMCS "Cornwallis," and Mrs. Turner, a daughter.

To PO Gordon D. Lothian, HMCS "Portage," and Mrs. Lothian, a son.

To PO Kenneth F. Henderson, HMCS "Brunswick," and Mrs. Henderson, a daughter.

To PO Duncan Wallace, TASTC, "Naden," and Mrs. Wallace, a son.

To PO R. Pitt, HMCS "Cornwallis," and Mrs. Pitt, twin sons.

To PO John Goodman, Albro Lake Naval Radio Station, and Mrs. Goodman, a daughter.

To Ldg. Sea. Henry Majeau, Electrical School, "Stadacona," and Mrs. Majeau, a daughter.

To Ldg. Sea. H. J. Penney, Electrical School, "Stadacona," and Mrs. Penney, a daughter.

To Ldg. Sea. John Groves, HMCS "Antigonish," and Mrs. Groves, a daughter.

To Ldg. Sea. Roy Wheeler, HMCS "Cornwallis," and Mrs. Wheeler, a daughter.

To Ldg. Sea. Clifford Gee, Gloucester Naval Radio Station, and Mrs. Gee, a son.

To Ldg. Sea. Frank J. Guinta, HMCS "Haida," and Mrs. Guinta, a son.

To Ldg. Sea. James W. McLean, HMCS "Brunswick," and Mrs. McLean, a daughter.

To AB Douglas Clements, HMCS "Antigonish," and Mrs. Clements, a son.

To AB Harry Dingle, Gunnery School, "Stadacona," and Mrs. Dingle, a daughter.

To AB T. Richardson, HMCS "Portage," and Mrs. Richardson, a son.

Comrades in Arms



THE CANADIAN ARMY

Feeding the Troops

That old one about the cook being a blacksmith by trade is passé in the Canadian Army.

Nowadays he doesn't get to mess around in the mess hall with the type of rations the Army dishes up unless he really can cook and has proven it.

Working on the theory that the way to a man's heart is through his stomach (on which, as Napoleon said, an army marches), the Canadian Army has gone all out to improve the soldier's diet.

The first major step in the program was to take the preparation of meals and pack rations and dump it right in the collective laps of a number of food experts, dieticians and top notch cooks and butchers specially trained for the job.

But good food, regardless of how tastily it might be prepared, loses something if served under unappetizing conditions. Fully aware of this, the Army has commenced work on a series of modern, multi-windowed mess halls with kitchens so compact and so up-to-date that they have been described by officials as a "housewife's dream."

One such mess hall, now being built for personnel of the Royal Canadian Electrical and Mechanical Engineers School at Barriefield, Ontario, is a neat, 500-man, one-storey structure of reinforced concrete faced with white stucco. To ensure the utmost in light, ample window space has been arranged and a multi-windowed cupola atop the building will add further natural illumination. Another new feature, insofar as military buildings are concerned, will be full forced-air ventilation to eliminate cooking odors from the kitchen and provide the maximum in pleasant dining conditions.

Research into what a soldier (or sailor or airman) enjoys eating and how he likes it prepared is carried out continuously by food and nutrition experts attached to the Director-

ate of Inter-Service Development, at Ottawa, with particular attention being paid, as far as the Army is concerned, to arctic and field rations.

The various ration packs developed are carefully tested by field parties or, on a reduced scale, by food panels set up at Headquarters.

The object of sending the test parties into the arctic and sub-arctic regions is to determine the suitability and the adequacy of the foods being tested before they are considered acceptable for forward troops living in tents without kitchen facilities. Such food trials normally cover a 15-day period and all ranks participating report on the items tested. Typical questions asked are: Is the food well liked and adequate? Is it conveniently and easily eaten? Is it satisfactorily packaged and packed? In what ways can it be improved?

Personnel comprising food panels have an easier time of it but, as is the case with the field parties, their reactions to a wide range of packaged and tinned foods will help military researchers and scientists decide

whether or not the rations will be adopted for use by servicemen.

At Headquarters, soldiers sample only a mouthful of each item contained in the neatly boxed rations. Currently they are "taste-testing" the new ten-man Arctic Ration Pack and for three 15-minute periods each, day throughout the week-long tests, leave their desks to nibble at what Army and Defence Research Board food experts put before them.

They, too, are required to answer a questionnaire showing whether they liked, disliked or were indifferent toward a product. In addition, they are asked to indicate any defects they may feel exist in the color, texture, odor or flavor of the samples.

The jump from bully beef and biscuit to salads and savory meat dishes has not been accomplished overnight. It has been a long and difficult job and the work is far from finished. The chief problem authorities freely admit, is to eliminate monotony in meals, whether kitchen prepared and daintily served, or of the pre-cooked, catch-as-catch-can variety.



Major L. V. Perry, centre, of the Army's Directorate of Military Training, cautiously sniffs a sample from the new ten-man Arctic Ration Pack before trying it during "taste-testing" experiments. Fellow members of the food panel are Lieut. George Cliche, left, and Capt. P. C. Watson. For a week, 50 men devoted three 15-minute sessions daily to testing the rations. Their reactions, recorded on a questionnaire, will help military researchers and scientists decide whether or not the rations are satisfactory and adequate for field use. (Z-6025).



Members of the RCAF attending the first course to be held at the Operational Training Unit, Greenwood, N.S., spent two weeks this winter learning anti-submarine warfare at the Torpedo Anti-Submarine School in HMCS "Stadacona," Halifax. The fliers attended lectures, shipboard exercises and learned air-sea warfare from the Navy's point of view. Shown here during the course of a "game" on the tactics table in the TAS school are, left to right, Flt. Lieut. A. B. Bellis, Lieut. P. C. Cooke, RCN, lecturer, and Wing-Cdr. D. T. French, DFC (HS-9884).

THE RCAF

Survival School

An aircraft crash-lands in the Arctic or the barren tundra of the far north and its crew staggers out, hoping that their distress signals have been picked up and that rescue will come soon. A month later one of the searching planes spots the wreckage, and parascue men are dropped to the scene.

What they find may depend on how well the aircraft's crewmen knew their survival techniques, as taught at one of the world's most unusual schools, the RCAF's School of Survival at Fort Nelson, B.C., and at Cambridge Bay, on Victoria Island, beyond the Arctic Circle.

More than 250 Air Force personnel have taken the course since it began in January 1949 and have learned firsthand that there is no royal road to learning as regards northland survival techniques. As one officer facetiously put it: "If you're still alive at the end of the course, you've passed it!"

The course is necessarily rigorous, for survival techniques cannot be taught in a classroom. Conditions facing a crew forced down in the barrens or the Arctic would likely be severe, and the school is operated on the principle of duplicating such conditions.

The RCAF doesn't expect the three-week course to work miracles, but it does expect that the special training will accomplish two main objects. First, it helps to rid personnel unused to ground operations in the North of the longstanding fear of the Arctic, a fear that hampered man's efforts in northern exploration for hundreds of years. Survival specialists say that this fear of the North — and of its unknown dangers — must be overcome if survival techniques are to be learned, just as fear of the water must be eliminated before one learns to swim. Secondly, the Air Force expects that those taking the course will learn enough about looking after themselves in the North to take full advantage of the country's resources if they are forced down.

"A lot of people, even today, scare up bogies in their own minds about the North and the Arctic, bogies that actually don't exist," says F/L S. E. Alexander, Arctic survival specialist at Air Force Headquarters, Ottawa.

"There's nothing mysterious about the North. Survival is merely a question of knowing just what the dangers are, how to recognize them, and how to take full advantage of the resources offered by the country. It's

a matter of using common sense, plus various techniques."

In charge of the school itself is Flying Officer R. J. Goodey, who, like F/L Alexander, is a former Mountie with long experience in the Arctic. He is assisted by F/O J. B. Prescott and by several Indian guides.

On arriving at Fort Nelson, students are given a brief period of lectures, then are taken into the bush to learn first-hand how to go about the business of staying alive under conditions such as might prevail if they had been forced down. They are shown how to build shelters, snare rabbits and other small game, the types of plants that will sustain life, and how to avoid pitfalls that lie in wait for the uninitiated. The course then flies to Cambridge Bay, where the students learn techniques adapted to the Arctic proper.

Members of the course are given emergency rations covering their training period but, according to the instructors, "These leave an awful empty feeling in your middle if they aren't supplemented by something else."

Getting hold of "something else" is one of the big points of the training, and may turn out to be anything from the woolly lousewort to Arctic mice. The woolly lousewort, by the way, is officially described as the most tasty plant food in the Arctic.

Each member of the course is given a sleeping bag and items normally included in an aircraft's emergency kit, and a limited number of firearms is issued, to be used collectively. The course runs 24 hours a day, and there is no question of retiring to warm quarters at night, sleeping in shelters they have built themselves being part of the men's training. When it gets down to 50 below, each student knows just what his marks are, without being told.

Special emphasis is placed on Arctic cookery, and the students learn that an amazing number of things can be used for food, running from sea weed to snakes. Survival specialists point out that a man could starve to death in the Far North, unaware that many forms of animal and plant life capable of sustaining life lie within reach.

Just as an Eskimo in a Canadian city would have to learn survival rules, so must RCAF aircrew learn the green and red light signals of the North, and these cover many fields other than eating. They learn, for instance, to crawl into their sleeping bags minus pajamas, and not to rub snow on a frozen ear or nose. They learn the dangers of perspiring during

cold weather, and that using an axe on frozen green wood is a good way to lose a leg. They learn that hundreds of things considered normal in more southern climes just don't make sense in the Far North.

No one expects the Survival School to turn its graduates into equals of the Eskimos in looking after themselves, but with the Air Force doing more northern flying each year, the instruction is growing in importance. Survival training is like a parachute — no flyer ever wants to have to use it, but if you have to, it's nice to have it handy.

SERVICE COMMUNICATIONS SYSTEM LAUNCHED

A major event in the history of service communications in Canada took place at Halifax on February 21 when Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, filed the first message to open officially the new, Navy-operated Joint Tape Relay Centre in HMC Dockyard.

The Halifax centre is the eastern terminus of the National Defence Communications System, a coast-to-coast, tri-service hook-up scheduled to be in full operation this spring.

Other centres have been established at Ottawa, Winnipeg, Edmonton and Vancouver and are gradually working into the system. Once all equipment is installed and operating, the set-up will be rated as one of the most modern



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, files the first message from the new Joint Tape Relay Centre at Halifax. Left to right are: Rear Admiral Mainguy, Sdqr. Ldr. A. A. Stephens, RCAF, Group Signals Officer, Maritime Group Headquarters; Captain R. J. Auty, of Eastern Command Signals, and Cdr. M. G. Stirling, Director of Naval Communications. In the background is Cdr. F. W. T. Lucas, Chief of Staff to FOAC (HS-9960).



The first presentation of the Claxton Trophy was made at Royal Roads during a formal dance following the annual sports tournament between the Royal Military College, Kingston, and Royal Roads. The trophy, donated by Defence Minister Brooke Claxton, will be awarded annually to the winning team in the Canadian Services Colleges' sports meet. In the photo above, Commodore G. R. Miles, Commodore, RCN Barracks, Esquimalt, presents the trophy to Cadet Archie Bowen (right), captain of the victorious RMC team. It was the second win in as many years for the Kingston cadets who swept all events except boxing. Master of ceremonies for the presentation was Cadet R. M. Withers, of Royal Roads, centre.—(E-11036).

semi-automatic relay systems on the continent.

Integrating the main lines of communication of the three armed services and employing the latest in equipment and techniques, the system will enable messages to be handled in larger quantities and at greater speeds. The unit in Halifax, for example, can handle up to 6,000,000 words over a 24-hour period. Other features are economy of manpower and avoidance of duplication.

The project has been three years in the making. Besides the setting up of the joint tape relay system, it has entailed the adoption of joint communication procedures by the three services and the standardization of equipment.

The tape relay centres will function completely as tri-service units, but to allow simplicity of administration, responsibility for their operation will in each case be in the hands of a single service. The Army will administer the Ottawa and Edmonton centres and the RCAF those at Winnipeg and Vancouver. All land and sea teletype messages from the services and certain government departments will be

handled at the centres.

The main communications system will have various tributaries — to Newfoundland, Labrador, Vancouver Island, etc. — and will be linked with armed forces systems in the United Kingdom, Australia, New Zealand and the United States. Procedures have been standardized with those of the American services to facilitate message handling.

The Halifax centre, situated on the top deck of Atlantic Command Headquarters, has a staff of 32 supervisors and clerks and is manned 24 hours of the day. Four technicians are on hand to maintain the complex equipment.

Back In Harness

Mr. Reginald E. Leal, Commissioned Gunner, RCN, Ret'd., was out of one uniform and into another within a month. Mr. Leal, who retired on pension from the Service at the end of January, was appointed a Sub-Lieutenant in the Royal Canadian Sea Cadet Corps "Nelson" at Halifax.

In his new role, Mr. Leal will impart to Sea Cadets of Halifax his knowledge of seamanship and other subjects, gained in 20 years in the Service.

(Continued from Page 15)

FIRST SEA DRAFT

a light wind stirred our half-masted ensign. The men were fallen in on both sides of the flight deck, facing centre, while the officers lined up along one end. In the centre of the deck was a small white cross bearing the name of Lieut. Peever. At the base of the cross lay a wreath.

The assembled ship's company was then called to attention by the executive officer, and the order, "off caps," was given. The service opened with a few appropriate words by the Padre, followed by the hymn, "Oh God Our Help In Ages Past." Selected portions of the scripture were read by the Padre, followed by the Lord's Prayer repeated by the ship's company. Two minutes' silence was then observed.

Following the singing of the hymn "Rock of Ages", Commodore Adams spoke a few words in memory of Lieut. Peever, then picked up the wreath and walked aft. As he dropped the wreath in the sea, three volleys of musketry shattered the air. A bugler played the "Last Post" and then "Reveille."

SEAGULL CLUB OPENS NEW WING

The grand opening of the "Mardi Gras", social and recreational wing of the Navy League Seagull Club at Halifax, took place February 3 with more than 400 sailors and their guests attending.

The wing includes a dance hall arranged in cabaret style, billiard room and reading and rest room.

Entertainment for the opening was provided by Uncle Mel's talented troupe. Taking part were Flora Montgomery, Blanche Inglis, Charlotte Guy, Lila Tredwell, John Sinclair, Bert Coote, Audrey Farnell and Julius Silverman. Uncle Mel was master of ceremonies and Blanche Inglis directed the show.

Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, Commodore A. M. Hope, Commodore of the RCN Barracks, Commander F. W. T. Lucas, Chief of Staff to FOAC, and A. I. Lomas, president of the Halifax Branch and Nova Scotia Mainland Division of the Navy League, looked in on the proceedings.

Members of the Navy League committee in charge of the Mardi Gras are Mrs. Martin Ellis, Mrs. Peter

Cosh and Mrs. Colin White. Lionel Shatford is chairman of the Seagull Club and C. F. Carnet is manager. Mrs. John Haverfield, Mrs. Gordon Spergel and Mrs. Cosh were chaperones at the opening.

Much of the work of renovating and decorating the new wing was done by Navy wives — members of the Women's Auxiliary of the RCN — and by members of the Seagull Club. The purpose of the Mardi Gras is to provide a place for dancing, refreshments and relaxation for naval personnel. The Seagull Club has been in operation for some months.

THREE "CHIPPAWA" MEN RECEIVE PROMOTION

Three RCN(R) petty officers attached to HMCS "Chippawa", the Winnipeg naval division, have been advanced to chief petty officer second class. The new chiefs are Myron Arsenych, Joseph Gallo and Charles Gilraine.

LETTERS TO THE EDITOR

Sir:

I was visited, a few days ago, by Reverend L. M. Outerbridge, who was my Chaplain when I commanded HMS "Puncher." He left with me a box of the "Puncher Souvenir Books," which he had not been able to dispose of since he had no record of the addresses of some of the ex-ship's company of that ship.

It occurred to me that an announcement in your columns, to the effect that we now have a limited number of these books on hand and would be glad to send one to any bona fide member of "Puncher's" ship's company who served in that ship during the war years and who had not already received a copy, might be helpful.

Application should be made to the Naval Secretary, Naval Headquarters, Ottawa.

Yours faithfully,
R. E. S. Bidwell
Commodore RCN
Assistant Chief of Naval Staff (Plans).

Sir:

I was grieved to see in the "Looking Astern" section in your February issue that you state that "Moose Jaw's" second attempt to hit the U-501 with a 4-inch shell was merely a "warning shot." In "Moose Jaw" we all felt from the beginning of the action that warnings were quite superfluous, not to say undesirable.

National Wren Reunion Planned at Toronto

Plans for a national reunion of former members of the Women's Royal Canadian Naval Service, to be held in Toronto August 25, 26 and 27, were laid at the annual meeting of the Wren Association of Toronto in HMCS "York".

Among the functions planned for the gathering are a banquet, a ship's concert to be staged along wartime lines, a church service and a tea. Mrs. Beverley H. Beck is chairman of the reunion committee.

The following Toronto Association officers were elected at the meeting: President, Miss Isabelle Archer; vice-presidents, Miss Ruth Mulvihill and Mrs. Robert Fleming; corresponding secretary, Mrs. Gordon Brunt; recording secretary, Miss Elizabeth Titus; treasurer, Miss Dorothy Beer; welfare committee, Miss Ruth Sinclair; publicity, Miss Eleanor Eagers; hospital visiting, Miss Betty Craik; general committee, Miss Lucy Charles, Miss Mary Walker, Miss Alice Mottram and Miss Dorothy Morgan.

It may interest you to know that the Germans informed me that the passing of the shell knocked down the men on the conning tower. We were sorry to hear it, for we had meant it to send them the other way.

F. E. Grubb,
Commander, RCN,
(Formerly Commanding Officer,
HMCS "Moose Jaw.")

Sir:

I am endeavouring to collect material for a small historical booklet of the activities of HMCS "Swansea." To aid in this I would be most grateful if this fact might be publicized in The "Crow'snest," and officers and men who have served in this ship be asked to contribute articles of historical interest, photographs and any other material which they consider would be suitable for this publication.

I trust that anyone who is willing to assist in this endeavour will not object if articles are edited should space or other requirements make this necessary. Any editing necessary will be done sparingly and with care to preserve accuracy.

Contributions should be addressed to The Commanding Officer, HMCS "Swansea," c/o Fleet Mail Office, Halifax.

J. P. T. Dawson
Lieut.-Cdr. RCN,
Commanding Officer,
HMCS "Swansea."

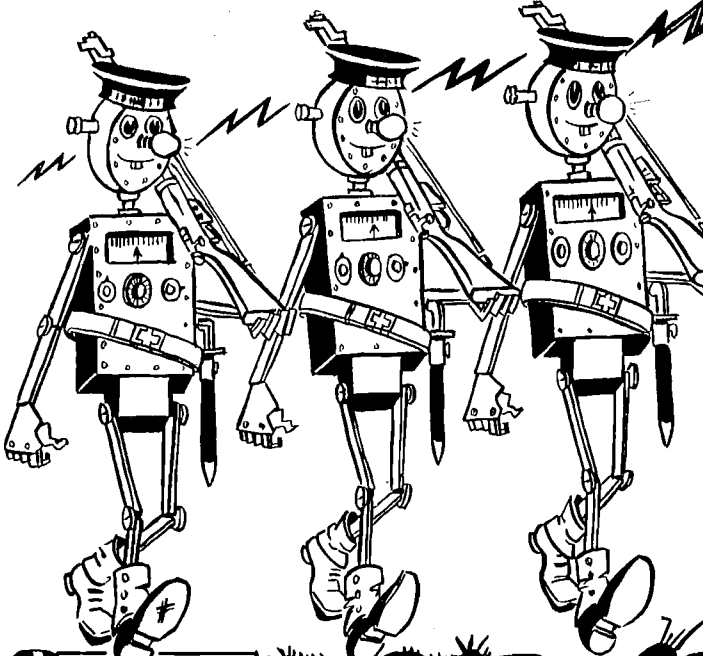
Robot men to fight next war

LONDON— A CANADIAN SCIENTIST HAS PREDICTED THAT ROBOT MEN WITH A SENSE OF SMELL TOUCH AND HEARING WILL REPLACE HUMANS IN THE NEXT WAR....

NEWS ITEM

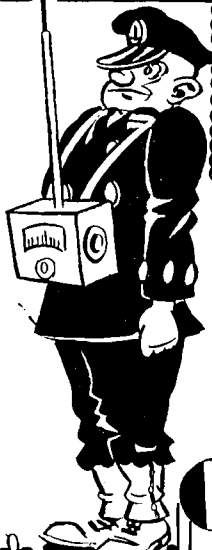


"... DID FAIL TO KEEP NEGATIVE POTENTIAL ON HIS CATHODE TERMINAL, THUS BECOMING INOPERATIVE"

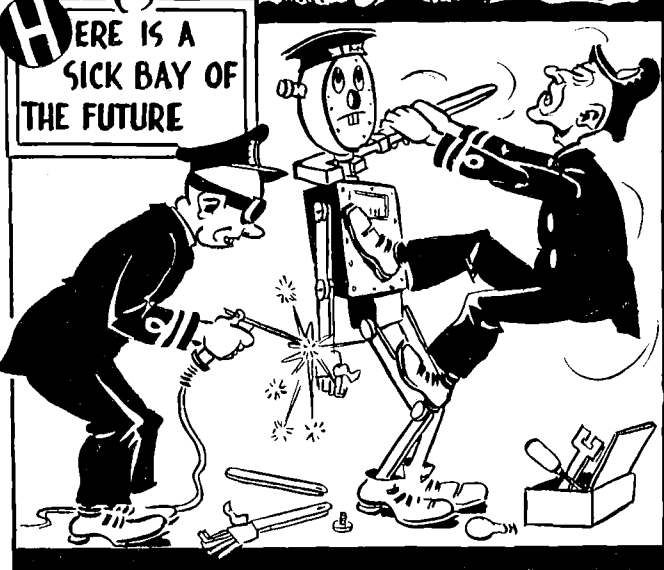


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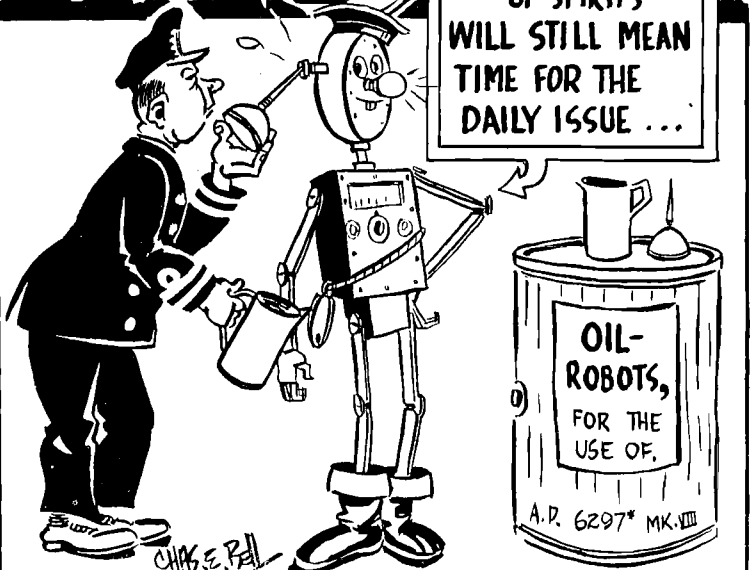
AS THE R.C.N. ADAPTS ITSELF TO THIS ELECTRONIC AGE, A COLOR GUARD OF THE FUTURE MAY LOOK LIKE THIS!



DISCIPLINE WILL HAVE TO BE MAINTAINED.



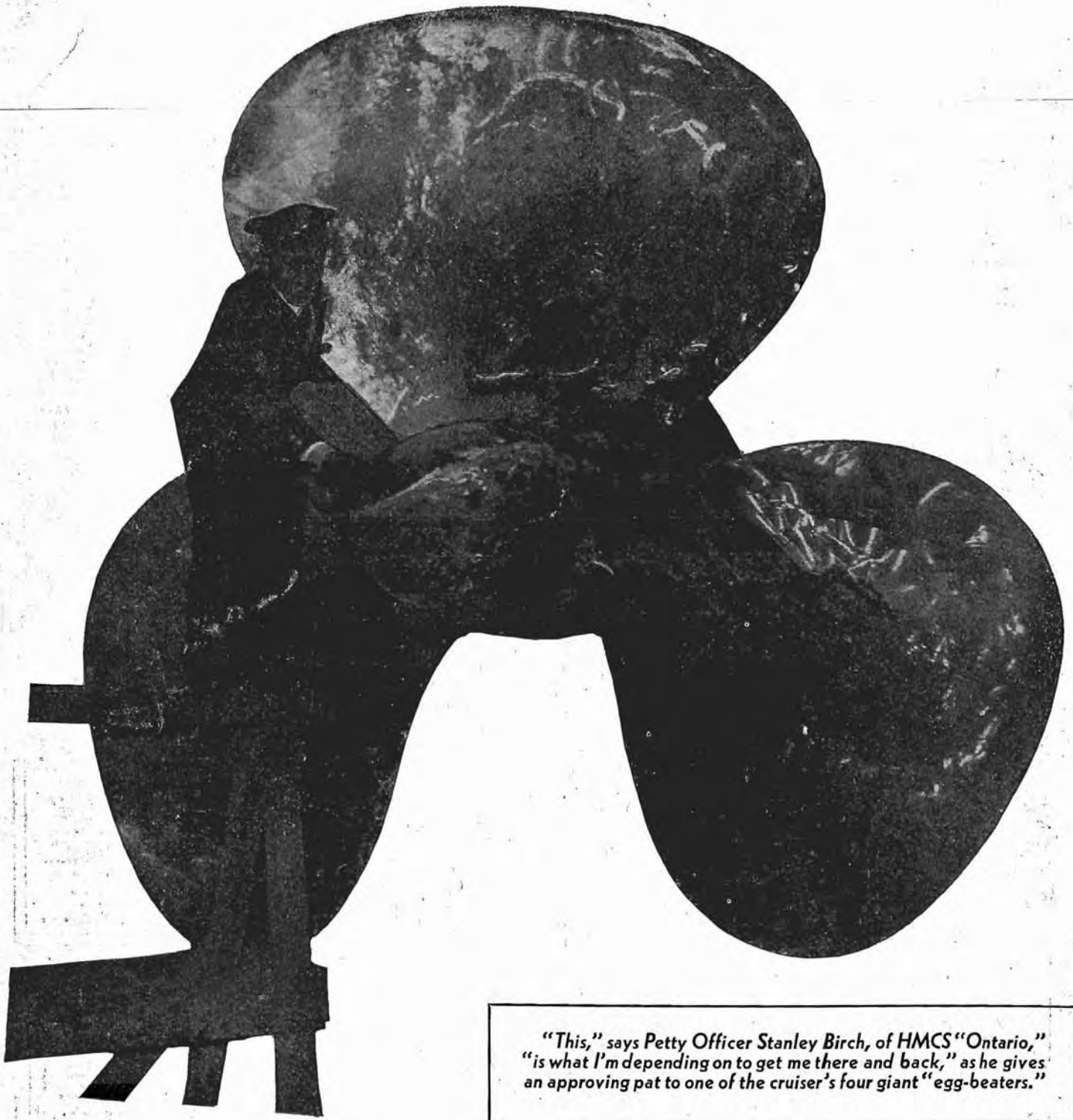
HERE IS A SICK BAY OF THE FUTURE



FOR ROBOTS, "UP SPIRITS" WILL STILL MEAN TIME FOR THE DAILY ISSUE ...

OIL-ROBOTS, FOR THE USE OF.
A.P. 6297* MK.VIII

CHAS. E. PELL



*"This," says Petty Officer Stanley Birch, of HMCS "Ontario,"
"is what I'm depending on to get me there and back," as he gives
an approving pat to one of the cruiser's four giant "egg-beaters."*