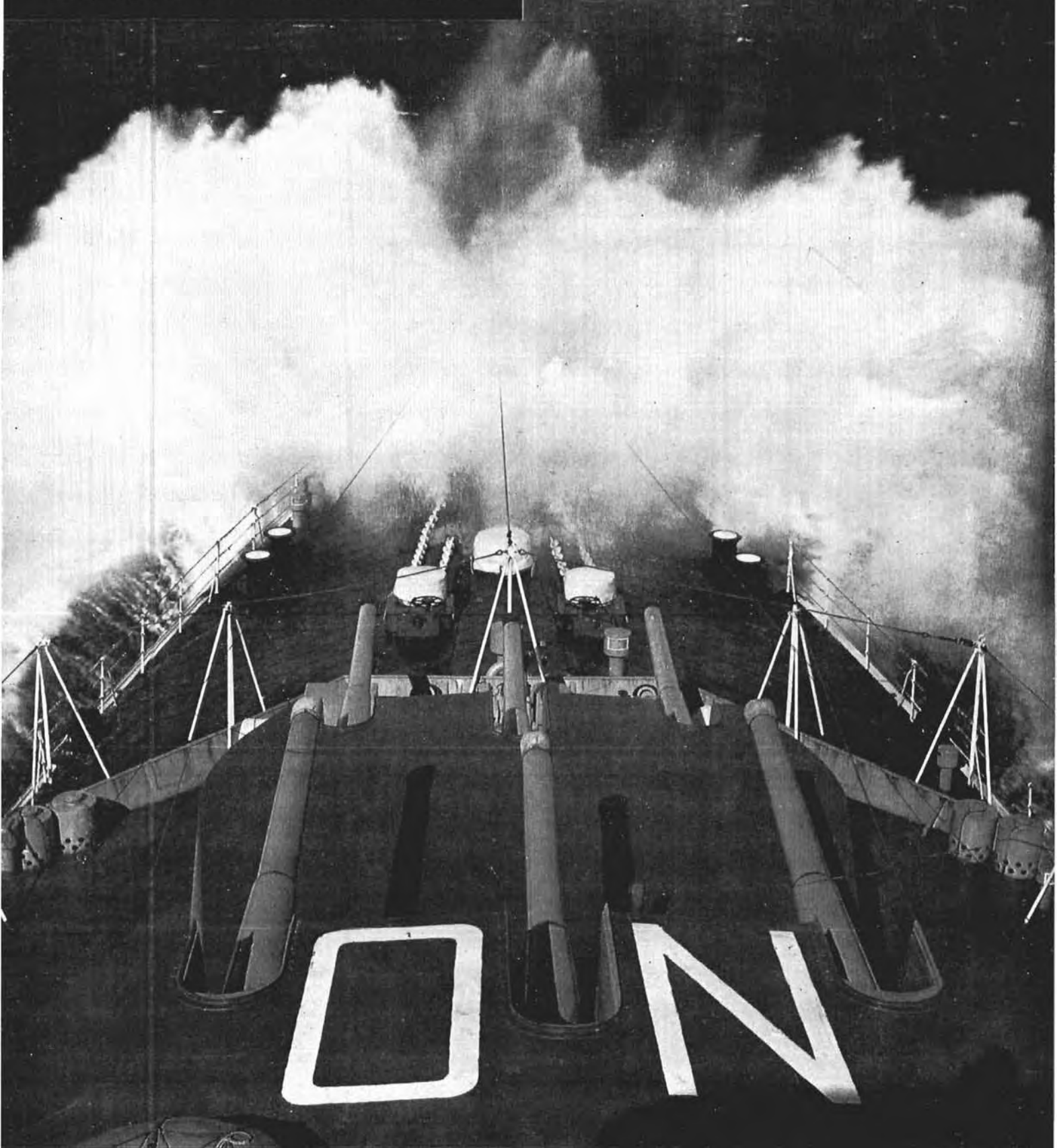
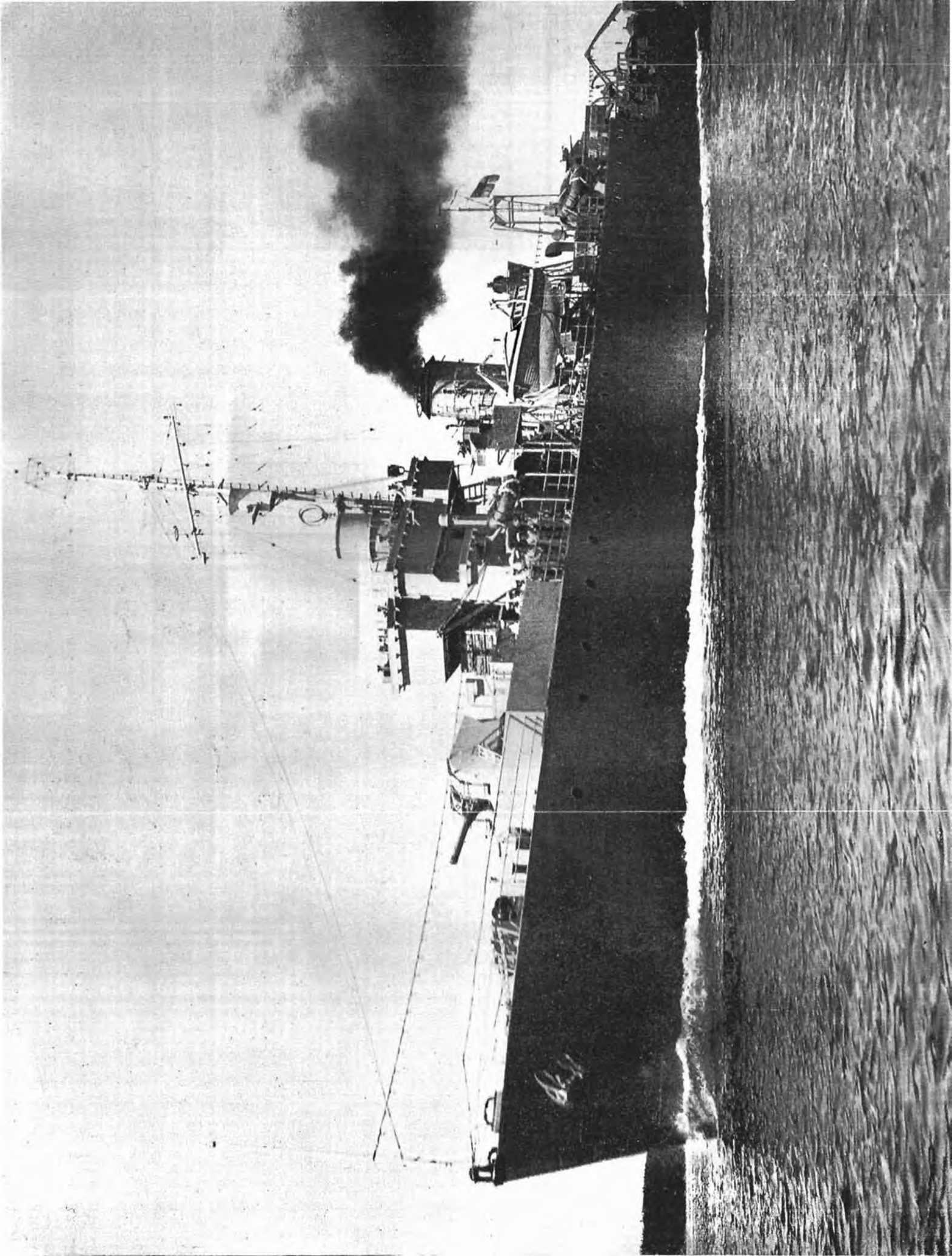


The CROWSNEST



Vol. 2 No. 9

July, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

July, 1950

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Cover Photo — A cloud of spray breaks over HMCS "Ontario's" bow as the cruiser turns on the steam during speed trials in Hawaiian waters. The "Ontario," her forecastle glistening with a fresh coat of paint, was mid-way through her training cruise to Hawaii when this photo was taken. Her speed? In the neighborhood of 32 knots.

The letters ON on "B" gun turret were put there for the benefit of the fly-boys, just to make sure they would know the "Big O" when they saw her. (RCN photo by PO Norman Keziere. Neg. OC-259-2).

LADY OF THE MONTH

We are tempted to nominate Miss Anne Neves, Hawaiian hula dancer (below), who qualifies in our book strictly on the strength of her excellent taste in reading material, but custom dictates that we stick to the lady on the opposite page, HMCS "SAULT STE. MARIE," depot and training ship for the Victoria naval division, HMCS "Malahat". (E-9830.)



Miss Neves was one of a troupe of dancers who greeted HMCS "Ontario" on the ship's arrival at Pearl Harbor. She is shown on the cruiser's quarterdeck with Ord. Sea. Ken Crooker, RCN, of Hamilton, PO George Baker, USN, and a copy of the "Crowsnest". (OC-268-1.)



Another favorite of ours is Joe the Crow, No. 1 mascot at "Cornwallis". Joe is reported to be so fond of the "Crowsnest" that he devours every copy he can get in his clutches. Here, however, he has condescended to share one with PO John Quinn. Joe, by the way, is a Navy Crow; all other crows are Civvy Crows. (DB-884-3.)

The Editors

Page one

R.C.N. News Review

Navy Day, Battle of the Atlantic Sunday

The first Saturday in October has been designated as Navy Day and the day following as Battle of the Atlantic Sunday.

On Navy Day, which this year falls on October 7, ships and establishments of the Royal Canadian Navy will hold "open house" to the general public and the citizens of Canada will be given the opportunity to become better acquainted with their Navy.

Displays and demonstrations will be staged as part of the "open house" program.

On Battle of the Atlantic Sunday, naval church parades will be held in the various localities in which there are naval bases, training establishments and divisions. It is hoped that special services will be conducted in churches across Canada in commemoration of the part played by the Royal Canadian Navy and by Canada's Merchant Navy in the struggle to preserve the vital ocean lifeline to Great Britain, and that tribute will be paid to the naval and merchant seamen who lost their lives in the war at sea.

West Coast Destroyers Sail July 11 for Halifax

Officially, the European cruise does not start until late in August but for three West Coast destroyers — "Cayuga," "Sioux" and "Athabaskan" — it begins on Tuesday, July 11. That is the date on which they sail from Esquimalt to join, a month later in Halifax, the other three ships — "Magnificent," "Huron" and "Micmac" — of the Canadian Special Service Squadron.

The squadron is scheduled to leave Halifax August 23 for Londonderry, where for two weeks the Canadian ships and carrier-borne aircraft will carry out intensive exercises at the Joint Anti-Submarine Training School.

While the ships are at 'Derry, Rear-Admiral E. R. Mainguy will hoist his flag in the "Magnificent" to command the squadron as Flag Officer for the balance of the cruise.

The commanding officer of the "Magnificent", Commodore K. F. Adams, will assume the additional post of Chief of Staff to the Flag Officer

Commanding. As such he will continue to exercise tactical command of the squadron and deal with administrative matters affecting the six ships.

Rosyth is the first stop after 'Derry, then the Canadian Ships begin a "grand tour" that will take them to six continental countries — Norway, Denmark, The Netherlands, Belgium, France and Portugal, all of them member-nations of the North Atlantic alliance.

The program calls for them to visit nine different ports, from Oslo in the north to Gibraltar in the south. In between these will be Copenhagen, Rotterdam, Amsterdam, Antwerp, Portsmouth, Cherbourg and Lisbon. Gibraltar will be the last stop before heading westward for Bermuda. There the squadron will spend three days before east and west coast ships part company and set course for their respective bases.

The "Magnificent," "Huron" and "Micmac" are due back in Halifax on November 26; the "Cayuga," "Sioux" and "Athabaskan" get home December 18, more than five months and 22,000 miles after their departure from Esquimalt.

Naval Board Flag Flown At Sea For First Time

The flag of the Naval Board of Canada was worn at sea May 30 for the first time since the Board was established, back in 1942.

The Board flag was broken out at the masthead of HMCS "Magnificent," displacing the Commodore's broad pendant, prior to the carrier's departure for "Operation Neverfail" and it remained there throughout the day.

The occasion was the official presence in the ship of three members of the Naval Board, Vice-Admiral H. T. W. Grant, Rear-Admiral F. L. Houghton and Commodore C. N. Lentaigne, as observers of the exercise. Custom dictates that the Board flag is to be worn if two or more Board members are embarked in an official capacity. This was the first time in eight years that such an occasion had arisen.

The Naval Board flag consists of an Admiralty anchor in gold placed horizontally in the centre of a flag of red and blue bisected diagonally, the blue portion being nearest the staff and the red portion uppermost.

Fog Puts Crimp in Anti-Sub Show

"Operation Neverfail," originally planned as a large-scale, one-day demonstration of anti-submarine warfare and involving six ships, three air squadrons and a submarine, had to be modified considerably when fog moved in on the proceedings off Halifax May 30.

It was disappointing for those who had planned the exercise program and for the officers and men in the ships and air squadrons scheduled to take part, but they had the consolation of knowing that the curtailed show they did put on made a favorable impression on a distinguished observer.

General A. G. L. McNaughton, chairman of the Canadian section of the Canada-U.S. Permanent Joint Board on Defence, termed what he had seen "very satisfactory . . . The mission that has been assigned to the Royal Canadian Navy is being accomplished with great success."

General McNaughton and other members of the PJBD, who were meeting in Halifax at the time, went to sea in the "Magnificent" to witness the exercises. Other observers included Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Dr. O. M. Solandt, chairman of the Defence Research Board; C. M. Drury, Deputy Minister of National Defence; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commodore C. N. Lentaigne, Assistant Chief of Naval Staff (Air), and members of the RCAF Staff College course from Toronto, who were in Halifax for a period of instruction in naval warfare.

CNS Makes Annual East Coast Inspection

Vice-Admiral Harold T. W. Grant, Chief of the Naval Staff, made his annual inspection of ships and establishments in the Atlantic Command from May 30 to June 1.

Admiral Grant embarked in HMCS "Magnificent" on May 30 to observe flying and anti-submarine exercises carried out by ships and aircraft of the RCN. The next day he inspected the Dockyard and HMCS "Stada-

cona" and on June 1 visited ships of the command and the RCN Air Station.

Following his tour of inspection, Admiral Grant sent the following message to Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast:

"I have much enjoyed the opportunity of walking around the Dockyard, HMCS Stadacona, Magnificent, Shearwater, Swansea, St. Stephen, Dundalk and Riverton, and meeting so many officers and men of your command. It was a pleasure to note the growing sense of pride in the Navy evidenced by the appearance of ships and personnel and to feel that officers and men appreciate their responsibilities as citizens of a country ready to defend its freedom."

Senior Appointment Changes Announced

New appointments for three senior officers of the RCN and the retirement of a fourth were announced in June.

Rear-Admiral Harry G. DeWolf, at present Flag Officer Pacific Coast, will become Vice Chief of the Naval Staff on September 11. He will succeed Rear-Admiral Frank L. Houghton, who proceeds on retirement leave early in September.

Succeeding Rear-Admiral DeWolf as Flag Officer Pacific Coast will be Rear-Admiral Wallace B. Creery, who has been Chief of Naval Personnel since August, 1948. He will take up his new duties on August 30.

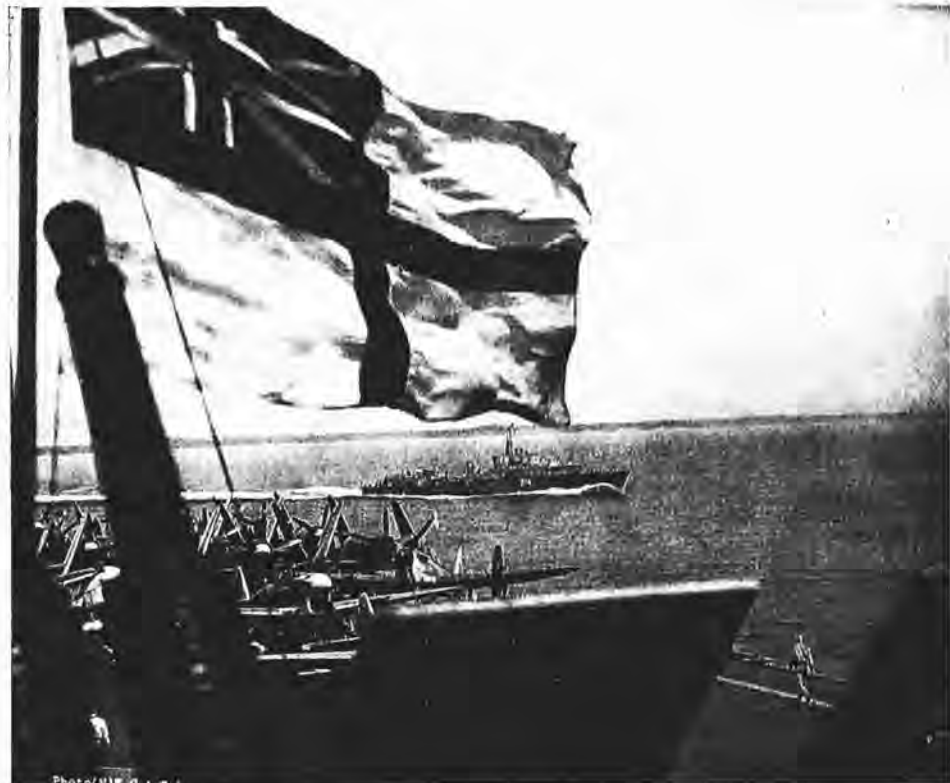
New Chief of Naval Personnel will be Captain James C. Hibbard, currently taking advanced staff courses. He will be promoted to the acting rank of commodore when he assumes the appointment of CNP on August 5.

In their new appointments, both Rear-Admiral DeWolf and Captain Hibbard will serve as members of the Naval Board.

"New Liskeard" Joins in Gulf Stream Survey

HMCS "New Liskeard" joined five United States research vessels early in June to carry out a multiple ship survey of the Gulf Stream. The main purpose of the survey — named Operation Cabot — was to obtain information on the behavior of the stream over a large area during a given period.

The complex pattern of the Gulf Stream has long puzzled oceanographers, who have found it impossible to obtain a plot of the ocean circulation with only one or two observing vessels. However, with six ships, all fitted with special scientific instruments developed during the past few years, the scientists hoped to



With Firefly and Sea Fury aircraft ranged on her flight deck, HMCS "Magnificent" proceeds to sea to take part in a demonstration of anti-submarine warfare off Halifax. On her port quarter is HMCS "Micmac," the carrier's plane guard. Fog forced a curtailment of the exercise but General A. G. L. McNaughton, one of a number of distinguished observers, expressed himself as being very satisfied with what he saw. (HS-11166.)

gather a maximum amount of information regarding the location, speed and behavior of the Gulf Stream. Headquarters ship of the operation was the USS San Pablo.

The survey, lasting approximately three weeks, was a co-operative project between the Woods Hole Oceanographic Institution, the Hydrographic Office of the U.S. Navy, the Canadian Naval Research Establishment, the Atlantic Oceanographic Group of Canada, the U.S. Fish and Wildlife Service, and the Scripps Institution of Oceanography.

"St. Stephen" Making Last Atlantic Patrol

After more than two and a half years in the North Atlantic weather reporting service, HMCS "St. Stephen" will shift her activities to the Pacific Coast. With two other wartime frigates, the "Stonetown" and "St. Catharines," now under conversion at Sorel, P.Q., she will patrol Station Peter, 800 miles west of Victoria. All three ships will be completely manned by Department of Transport personnel and will alternate on the station.

Following her return from Station Baker on July 5, the "St. Stephen" will remain at Halifax for 12 days

before sailing for Esquimalt on her last voyage with an RCN crew. On the trip down the east coast she will make a single stop, at Charleston, S.C. On the Pacific side, she will put into Acapulco and Long Beach before arriving at Esquimalt on August 15.

Avengers Arriving At RCN Air Station

Delivery of the RCN's new anti-submarine aircraft — the Grumman Avenger — was well under way by the end of June. More than 25 Avengers had been flown into the RCN Air Station, with more to follow at the rate of about eight a week. In an agreement with the United States government, from whom the planes were purchased, the Avengers are delivered to Quonset Point, R.I., from where aircrew personnel of 826 Squadron take over and fly them to Dartmouth.

The planes are to be taken in hand by Canadian aircraft plants to be fitted with additional anti-submarine equipment. In the meantime, personnel of 826 Squadron, which will be the first to be armed with the new aircraft, have begun acquaintanceship training and are flying the Avengers from HMCS "Shearwater."



✓ by L. B. McL.

OPERATION "Redramp" is over, and with its conclusion the Winnipeg naval division, HMCS "Chippawa," "pipes down" from one of the biggest combined operations in Canada's peacetime history. It was a combined operation in the fullest sense of the word, for in the long-drawn battle with the Red, everyone, civilian and serviceman, was on the front line, fighting on the one, big team.

Co-operation prevailed throughout the operation. In the Navy's case, this involved not only working in concert with the civilian authorities and with the Army and the Air Force, but co-operating within itself.

"Redramp" brought together almost everyone in Winnipeg who has ever had some interest in the sea and naval affairs. In the beginning, the Navy's flood-fighting crew consisted of active reserves, UNTDs and members of the permanent force staff from "Chippawa." But as the threat of disastrous flooding developed, the naval effort rapidly expanded to include RCN personnel from the coasts, permanent force staffs and reserve volunteers from other divisions, members of the Naval Officers' Association, retired officers, Emergency List men, members of the WRCNS Association, Sea Cadet officers and ratings, members of the Navy League, members of the women's auxiliaries attached to "Chippawa" and the man and woman in the street who wanted to pitch in and help the Navy.

In the initial stages, during the third week of April and some time before military control was established, some members of the Reserve felt the

impact of a flash flood. To their aid came shipmates with pumps and sandbags, under the direction of Lieut. S. H. (Barney) Oldfield, RCN(R).

This first party included Sub-Lieut. Bill Wilson, RCN(R), CPOs Myron Arsenych, Al Care, Charles Gilrairie and Joseph Onysko, POs Stanley Griffon, James Allen, Charles Brown, Francis Gilrairie, C. Butler, Ian Barron and James Borthwick, Ldg. Seamen James Cowie and Howard Williams, Able Seamen George Taylor and Donald Henneberg and Ord. Seamen Joseph E. Cormack, Eugene Guilbault, Joseph Hamel and Clifford Marse.

The effort grew, and moved into Elm Park, a part of the suburb of St. Vital soon to be hardest hit by the flood. Naval headquarters was set up in a garage, with two-way radio communications to the St. Vital police station.

Working for days on end without sleep, and living on sandwiches and soft drinks, the "Chippawa" men spearheaded the fight to save at least part of this beautiful residential area. But the rapidly rising Red overcame the best efforts that could be put forward and eventually the Elm Park

crew had to be pulled out, many of them working over their waists in water to salvage the precious pumps. This first round had been a heart-breaking one . . . and it went to the Red River.

Up to this time the principal effort had been on diking and pumping duties. Then, with the evacuation of flood stricken towns in southern Manitoba, "Chippawa" was called upon for an additional task. Within an hour after an appeal had been broadcast by the local radio stations, almost the entire ship's company came aboard on the night of May 4 to set up sleeping and living accommodation for refugees due to arrive overnight by train.

The various ladies' auxiliaries and members of the Wrens' Association took in hand the task of making up the beds which were put together by reserve and retired officers and reserve ratings of the division. Members of the NOAC who had come aboard to discuss plans for their spring dance promptly cancelled it and pitched in to make the spaces they planned as cloakrooms and sitting rooms into dormitories for the homeless. For almost a week the ship was "home" to evacuees, who at times totalled 400 men, women and children.

By this time it was apparent that help on a volunteer basis would be inadequate and the commanding officer, Cdr. L. D. G. Main, RCN(R), in consultation with Naval Headquarters, called on all reserve and retired personnel in the Winnipeg area for full-time duty.

The response was instantaneous and complete. Not only were reserve officers and men prompt in appearing on the scene, but many whose last active connection with the Navy was

From 18 to 700

The amount of organizational and administrative work which had to be done in "Chippawa" during the flood emergency can more readily be appreciated when it is realized that prior to the crisis period the total permanent force staff at the Winnipeg division was 18, while at the height of operations there were almost 700 officers and men on "Chippawa's" books.

This total does not include about 200 civilians working in "Chippawa" or under the control of the Navy in Winnipeg.

about five years ago turned up, asked for, and were given a job to do. It frequently turned out that the specialized knowledge of some of these retired officers and men was of great value in the type of operation which the Navy had by this time undertaken.

From their work on dikes and individual pumping duties, naval personnel turned to the job of rescue and evacuation by small boats, a task which was to be under their exclusive control. In general charge of the organization of "Boats" was Lieut.-Cdr. Henry Dadson, RCN(R), Ret'd. With everything from canoes to naval diesel cutters coming into the boat pool, and arriving from such points as the Lakehead and Portage la Prairie — and including a splendid contribution of boats and fishermen from the fishing town of Gimli — the boat pool at one time came to more than 150 small craft.

During the period between May 5, date of the major break in the Winnipeg dikes, and May 10, organizational changes had to be made to meet the rapidly developing situation. On May 10 a necessarily complex, but smooth-working organization went into effect under the orders of the commanding officer, "Chippawa," as Naval Officer-in-Charge, Winnipeg, perhaps the first time such a title has been given in a completely landlocked city.



A weary dike worker, Ord. Sea. G. Dickson, of Winnipeg, amuses Donald Cameron, youthful evacuee from St. Boniface, during a brief rest period at "Chippawa." (O-1408-13)

Lieut.-Cdr. W. G. Brockie, RCN(R), executive officer of the division, was placed in direct control of the ship's activities and routine, Lieut. E. J.

Hyman, RCN, the staff officer, became Chief of Staff to NOIC and Lieut.-Cdr. Eric Pinfold, RCN(R), went to Flood Control Headquarters as permanent naval liaison officer. This latter position developed into a direct liaison, as well, with "Pumps" and "Boats" as reports and requests for aid came to Flood Control Headquarters through the flood area distress officer.

At about this time "Pumps," under the command of Lieut.-Cdr. (E) W. P. Dean, RCN(R), moved its maintenance shop from "Chippawa," where it had been working night and day on the repair and servicing of outboard motors and pumps, to the Provincial garage, where greater facilities were available.

With reserve motor mechanics and ERA's working side by side with volunteer civilian mechanics and the staff of the garage, somewhere in the neighborhood of 150 pumps, with capacities varying from 10,000 to 250,000 gallons per hour, were kept in operation. Although the Navy's main pumping effort was in the badly flooded areas, white caps and blues could be seen in many parts of town as solitary seamen and stokers manned pumps at strategic subways.

Reinforcements by now were pouring in from neighboring divisions and from the coasts. The Senior Officer of the Reserve Fleet, Halifax,



Working with a suction pump behind a dike in one of the flooded areas of Winnipeg are Lieut. K. A. Laidlaw, RCN(R), Ret'd., PO James Harris and Lieut. D. A. MacDonald, RCN(R), all of HMCS "Chippawa." (O-1408-31)

Cdr. R. A. Webber, DSC, RCN, arrived to place his experience at the disposal of boat and amphibious craft operation. Cdr. Webber was Chief of Staff to the Flag Officer Pacific Coast at the time of the 1948 Fraser Valley flood and was responsible for much of the staff work in connection with the Navy's participation in Operation Overflow.

At the same time, a shallow water diving team, led by Lieut.-Cdr. (P) H. J. G. Bird, RCN, came fully equipped to assist in rescue and salvage work. It was a common, if somewhat unusual, sight to see a Navy amphib. and diving team working at a downtown manhole in an attempt to restore or preserve electrical services.

By this time, too, the Navy had been assigned control and manning of DUKWs and other amphib. In some cases Army drivers and signalers remained with the vehicles to give invaluable help. In other cases, naval drivers were given a hasty course in their operation and took over. All but one of the craft were commanded by naval officers, the exception being a Sea Cadet officer. One of the finest drivers was Petty Officer Bill Smith, RCN(R), who had never before driven such a craft.

The DUKWs chalked up two particular feats, which are selected as only being among many worthy of recognition. One was the splendidly organized and swiftly carried out

evacuation of a stranded refugee train. Within five hours more than 550 people had been successfully transferred by five DUKWs to a place of safety. These included more than 45 babies under one year of age.

The other operation involved the delicate task of bringing out from an isolation hospital two paralysis patients and their 600-pound iron lungs. In spite of a swift current flowing in water ten feet deep, the entire operation was carried out without a hitch.

Sub-commands had been set up, each with the general title of "Naval Area." These areas took in eight of the badly flooded districts and each had its quota of power and rowboats, manned by civilians and servicemen under the charge of the local naval officer. The reason for establishing these areas was to allow the constant patrol of flooded homes, to assist in evacuation and to work closely with municipal authorities as required. Some of the areas, notably No. 1 in St. Vital, under Lieut.-Cdr. William Mason, RCN(R), and No. 3 in Fort Garry, under Lieut.-Cdr. Colin Angus, RCN(R), had as additional tasks the rescuing or feeding of stranded livestock.

To back up this front line operation there were various vital departments in "Chippawa." The Communications branch was in the thick of the fight from the beginning and was almost swamped by the volume of work and by its initial lack of equipment, plus the fact that Emergency List communicators were not, at first, well versed in new procedures. They trained with experience and with the aid of RCN personnel from the coasts and other divisions. With wholehearted co-operation from Army Signals, the messages "got through."

Victualling presented a major problem and in the first stages of the operation was handled by WRCNS personnel from their dry canteen. Working in the face of the odds imposed by having only two electric plates, the Wrens did a splendid job in keeping wet and hungry men well fed.

With the arrival of large drafts from outside points, it became apparent that a larger victualling system must be set up. This was accomplished under the direction of Lieut. (S) Jack McBurney, RCN, at a few hours' notice. Lieut. (S) R. A. Fee, RCN, opened up the old ship's galley and within 24 hours it was operating on a short order, round-the-clock basis, serving between 1,500 and 1,600 meals a day.



Two Navy-manned DUKWs evacuated all patients, including two iron lung patients, from the King George Hospital. The photograph shows the first DUKW moving away from the hospital with a 600-pound iron lung secured amidships. The patient, who can live outside the lung for about 10 hours, may be seen just aft of the iron lung. (O-1408-52.)



Amphibious DUKWs rescued more than 550 men women and children from a flood marooned special train six miles south of Winnipeg. The flood refugees, who had been driven from their homes by rising water, were transferred to another train which took them to Dauphin, Man. Five DUKWs, under the command of Lieut.-Cdr. (P) H. J. G. Bird, RCN, took part in the five-hour operation. (Canadian Army photo PC-2499.)

Besides this, the "Chippawa" galley was the "manufacturing centre" for coffee and sandwiches which were sent out to working areas all over town. This was a major undertaking in itself.

Holding the fort and keeping "Chippawa" from putting to sea in the flood which reached the south wall to a depth of three feet was a vital task involving at first the Engine Room branch and then all those not engaged in outside duty. Engine room personnel closed off sewer outlets and improvised washing and sanitary facilities, at the same time putting the immediate stock of pumps to work.

Outside, working parties built at top speed one of the best dikes in the whole area. Composed entirely of sandbags, it finally was holding back over three feet of water. Lieut. J. Currie McMillan, RCN(R), Ret'd, president of the Naval Officers' Association, was O-i-C "Chippawa" dike and was ably assisted in his job by Lieut. Earl Grant, RCN, and CPO J. Freeman, RCN(R).

One effort which should not go unnoticed was the work carried on by the women's personnel office. Wives of "Chippawa" officers and

men took on the problem of organizing teams of volunteer women workers

and of training them in the intricacies of naval procedure. Working with a total of 205 women, this office was an indispensable part of the entire operation.

The work done by any one department would make a story in itself. The Electrical branch, for example, refitted an air conditioning system which had not operated for four years . . . placed sterilizers in the sick bay . . . installed an inter-office communication system . . . and was out in the field with portable floodlights strung up under hazardous and difficult conditions. CPO J. Steele, AB A. Rostick, AB R. Kerr and AB A. Thompson were the original members of this hard-working party. During the period when flooding of the ship itself was expected, the electrical personnel set up a complete auxiliary lighting system.

Something like 6,000 TABT inoculations were given to servicemen and civilians by the Medical branch, under the direction of Surgeon Lieut.-Cdr. R. W. MacNeil, RCN(R). The "docs" and nurses coped with everything from running a baby nursery to ordering over-fatigued workers to bed. The greatest period of stress on the medical staff came during the

(Continued on Page 31)



The WRCNS Association's dry canteen in "Chippawa" was a busy place. Flood workers, in their short off-duty periods, were given free soup, sandwiches, cakes, milk, coffee, etc., by the hard-working staff of former Wrens. (O-1408-3)

NO HOUSING PROBLEMS HERE

*'Cornwallis' Married Personnel
All Settled in New Homes*

Married personnel serving in HMCS "Cornwallis" are sitting pretty as far as housing problems are concerned.

With the completion this spring of 110 new housing units at the training centre every married officer and man on the establishment's staff had been allotted a house by May 1, one year after the base re-commissioning.

Built on a hillside overlooking Annapolis Basin, the new homes range from one-storey cottages to three- and four-bedroom houses and duplexes. Each housing unit is equipped with refrigerator, electric stove, hot water heating unit and oil furnace.

The first houses to be completed were allocated according to a point system which allowed 10 points for each child and four points for each year of service. House No. 38 was the first to be occupied, the keys being handed over to CPO B. N. Inglis and Mrs. Inglis last December 25, shortly

Kitchens in the 110 new housing units at "Cornwallis" are bright, compact and conveniently planned. This one, the kitchen of CPO and Mrs. B. N. Inglis, is a typical example. (DB-884-7.)



The first family to move into the new married quarters at HMCS "Cornwallis" was that of CPO Brian Inglis. Twin sons Brian, left, and Arthur, who arrived December 6, boosted their father's name to the head of the list of those awaiting houses. The photo was taken in a corner of the Inglis's living-room. (DB-884-6.)

after the arrival of twin sons raised them to the top of the list.

Other allocations followed early in the year and by the time the last

dwelling was ready for occupancy all housing requirements had been met.

"It is just like a little town in itself and we get around the absence of bright lights by making our own entertainment," said one naval wife in describing the new housing site.

The contractors are now busily landscaping the property. While lawns and gardens can hardly be expected to amount to much this year, the residents of this all-naval community believe that by next summer they will have a model village that will be a real showplace.



"Cornwallis's" Birthday

HMCS "Cornwallis" completed on April 30 its first year as a peacetime naval training establishment. On the ship's birthday, May 1, Captain A. P. Musgrave, the commanding officer, cleared lower deck, reviewed the past year's progress and urged on all hands an even greater effort in the 12 months ahead.

In the evening, a birthday dance and social was held in the recreation centre for members of the staff and guests.

In the year since commissioning, nearly 1,500 men arrived at "Cornwallis" for training. Of these, 977 completed their courses and were drafted to various ships and establishments, while more than 400 are still under training.

'DISCOVERY' CHOOSES 'DOC' MYLES

On St. Patrick's Day, 1930, a tall, raw-boned, blonde young man joined HMCS "Naden," the Esquimalt naval barracks, as a new entry ordinary seaman.

This embryo sailor had once been a drugstore errand boy and it was as a result of this experience that he acquired early fame among his mess-mates and a nickname he has carried throughout his naval career.

Soon after his joining, a chum complained of a sore throat, but balked at visiting the sick bay. The ex-drugstore runner told him not to worry but to gargle with "this." "This" turned out to be permanganate of potash, for which the M.O. has quite a few uses, none connected with gargling. But it cured the sore throat in a matter of seconds and hung on the former errand boy the enduring nickname of "Doc."

On his documents you'll find his name listed as Ronald Albin Myles, Chief Petty Officer First Class, and at present he is in charge of the RCN recruiting office at HMCS "Discovery," the Vancouver naval division and headquarters on the lower B.C. Mainland for the Royal Canadian Navy (Reserve). In "Discovery," where he has been serving since February 2, 1947, "Doc" Myles is regarded by his shipmates as guide, mentor and all-around friend.

Ronald Albin Myles was born in Vancouver on December 7, 1910. He received his early education at Henry Hudson and Kitsilano schools, both of which overlook the waters of the Gulf of Georgia, with its constantly changing picture of ships, of all sizes and nations, plying in and out of the port of Vancouver. In those days, "Doc" and his chums would often nip down to the beach, lie in the sand and dream of far-away places. Young Myles did not suspect then, though, that in a few years the sea would call him to a full-time career.

Later he entered Vancouver Technical School, but left before finishing his course in order to go to work. His first job was with the drugstore; then for four years he was a butcher.

His spare time he devoted to sports and as a youngster Myles acquired quite a reputation as an athlete. He was named king of the kid baseball pitchers in Vancouver in 1922, and in 1928 he won the junior championship of the Marine Drive golf club.

But slicing meat didn't appeal to him and sports headlines couldn't be converted into cash, so Myles, with his eye on the future, began to look around for work that combined attractiveness and permanency.

He settled on the Navy, which offered not only an interesting career but security in troublesome economic times.

Myles took his new entry training at "Naden," then went to the destroyer "Vancouver" for a three-year stretch. After a short break ashore, he was off to sea again, this time in the "Skeena," where he remained for two years.



CPO RONALD A. MYLES

In 1937 "Doc" went to England, being drafted to HMS "Pembroke," at Chatham, to commission the newly-acquired destroyer, HMCS "Fraser," as chief quartermaster.

In May 1938 he found himself theoretically aboard that illustrious ship, HMS "Victory," awaiting a Seaman Gunner's course at Whale Island. On completing the course, he was named as one of the commissioning party of HMCS "Ottawa" but an infected foot kept him in hospital and he missed his ship.

So back to "Naden" went Myles and it was not until January 1939 that he finally joined the "Ottawa." He left her in May 1940, picked up his leading seaman's hook in the same month and spent the next year drilling and instructing recruits at

"Naden."

From there he went to HMCS "Prince Robert," and stayed in her until February 1942, meanwhile getting his petty officer's rate. In March 1942 he was drafted to Halifax, and eight months later proceeded overseas, with the buttons of a chief petty officer on his sleeves.

He served short terms in the cruiser "Arethusa" and battleship "Malaya" and took a three-month course in HMS "Excellent" before reporting, in July 1944, to HMCS "Iroquois".

Into the month that followed was crammed enough excitement and action to last "Doc" Myles for the rest of his career, naval and otherwise.

On the night of August 5/6, in company with HM Ships "Bellona," "Ashanti" and "Tartar" and HMCS "Haida," the "Iroquois" participated in two separate engagements in the Bay of Biscay. Six enemy ships were sunk, two by the "Iroquois," and several others damaged.

On August 15, the "Iroquois" teamed with HM Ships "Mauritius" and "Ursa" in a patrol off La Pallice, during which one German destroyer was damaged, a merchant ship and two minesweepers were driven ashore and a minesweeper and tanker were sunk.

On August 23, the same combination destroyed eight enemy ships in Baie d'Audierne.

Most of these actions occurred close enough to the land for enemy shore batteries to add their voices to the din, and "Doc" recalls some of their shots coming a little too close for comfort.

After the war ended, Myles went back to the Pacific Coast, and in April 1946 joined HMCS "Uganda." The following February he was drafted to "Discovery" and there he has been ever since.

In the peacetime years, "Doc" has devoted most of his spare time to his family — a wife and three children — and his home — a five-roomed house in picturesque Lynn Valley, on Vancouver's North Shore. He likes to garden and to fish and a trout stream running through the rear of his property makes the latter a most convenient hobby.

He also takes an interest in community affairs in Lynn Valley. He serves as a director on the Lynn Creek Community Centre board, and has

(Continued on Page 32)



OFFICERS *and* MEN



New Appointments Are Announced

The following are among appointment changes for RCN officers announced recently:

Capt. J. V. Brock to HMCS "Cayuga" in command and as Commander, Canadian Destroyer Division (Pacific). Formerly Director of Naval Plans and Operations at Headquarters.

Capt. M. A. Medland to "Bytown" for courses. Formerly commanding officer, "Cayuga", and CANCOM-DESPAC.

Cdr. D. W. Piers to Headquarters as Director of Naval Plans and Operations. Formerly Deputy/DNPO.

Cdr. E. E. G. Boak to staff course. Formerly executive officer, HMCS "Shearwater".

Cdr. P. D. Taylor to HMCS "Sioux" in command. Formerly on staff course.

Cdr. D. W. Groos to "Shearwater" as executive officer. Formerly commanding officer, "Sioux".

Cdr. (L) J. C. Gray to "Niobe" as Staff Electrical Officer on the staff of the Naval Member of the Canadian Joint Staff, London. Formerly Staff Officer Electrical Personnel at Headquarters.

Cdr. (L) H. D. McCormick to HMCS "Ontario" as Electrical Officer. Formerly Staff Electrical Officer on the staff of NMCS, London.

Lieut.-Cdr. (L) S. H. Galloway to "Bytown" as Electrical Overseer on the staff of the Principal Overseer for Montreal area. Formerly Electrical Officer, "Ontario".

Lieut.-Cdr. (L) S. E. Paddon to Headquarters on staff of the Chief of Naval Personnel as Staff Officer Electrical Personnel. Formerly Senior Instructional Staff Officer at the Electrical School, HMCS "Stadacona".

Lieut.-Cdr. (L) R. M. Battles, to "Stadacona" as Senior Instructional Staff Officer of the Electrical School. Formerly on the staff of the Electrical Engineer-in-Chief at Headquarters.

Lieut. (S) William Woodward to Headquarters on staff of the Chief of Naval Personnel as secretary-treasurer of the Canadian Naval Service Benevolent Trust Fund. Formerly on staff of the Supply School, "Naden".

Lieut. (S) Harry McClymont to Headquarters for special duty on staff of the Chief of Naval Personnel. Formerly secretary-treasurer of the Canadian Naval Service Benevolent Trust Fund.

UNTD COs Hold First Conference

The first conference of commanding officers of the 25 University Naval Training Divisions of the Royal Canadian Navy (Reserve) was held in Ottawa on May 29 and 30.

Officers from every province in Canada, representing more than 35 universities and colleges, attended.

Delegates were addressed by Defence Minister Brooke Claxton, Rear Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, Capt. K. L. Dyer, Deputy Chief of Naval Personnel, and Capt. H. L. Quinn, Director of Naval Reserves. Instr. Cdr. C. H. Little, Staff Officer University Naval Training Divisions, was chairman.

All phases of the University naval training program, including training facilities and training generally, selection boards, recruiting, pay and allowances, clothing, administration and discipline, were discussed.

Supply Branch Men Pass for Commissions

Twelve men of the Supply branch recently passed a qualifying course for commissioned rank at the Supply School, HMCS "Naden".

Those who qualified for the rank of Commissioned Writer Officer were CPOs Norman Boot, Roland J. Edwards, Robert J. Burgess, George Harvey, Harold Passmore and Harold Smith. CPOs Adrian Michaud, Lloyd Harding, Harold Buck, Thomas S. Williams and Frank Dewling and PO Peter E. Fane qualified for the rank of Commissioned Stores Officer.

"Star" Seamen's Mess Elects New Officers

Petty Officer R. E. Bromley was elected president of the seamen's mess at HMCS "Star," Hamilton, at the annual meeting recently. PO R. Laidlaw was elected secretary and AB Donald Blaind and Ordinary Seamen Stanley Gamelin and Jack Lee were named executive members.



A Long Service and Good Conduct Medal and various sports trophies were presented by Commodore A. M. Hope, Commodore of the RCN Barracks, Halifax, at a ceremony held recently in the establishment. Shown above, left to right, are AB James W. Hardy, coach of the TAS School team which won the "Stadacona" inter-part hockey championship; CPO Ellis Parker, who was presented with the LS and GC Medal; CPO Leslie Paige, captain of the winning Gunnery school team in the inter-part rifle competitions; CPO William H. McCartney, whose shooting showed the most improvement in the inter-part league; CPO Kenneth Neal, captain of the third place Electrical school rifle team, and CPO Jack Wolfe, whose Regulating branch team took second honors in inter-part rifle competitions. (HS-10731.)

Appointments, Drafts Change Supply School Staff

Recent appointments and drafts have caused several changes in the staff of the Supply School at "Naden."

Lieutenant (S) Percy Sands has joined from the "Cayuga" as senior divisional officer, relieving Lieut. (S) W. Woodward, who has gone to "Bytown" as secretary of the Canadian Naval Service Benevolent Trust Fund.

PO W. Ona, one of the first from the school to undergo the leadership course at "Cornwallis," has returned full of praise for the course. Due back shortly from the same course is CPO Gordon Dark.

PO R. Bonoyer, meats and dietetic instructor for the past 14 months, has gone to sea in the "Ontario," while CPO Pete Loveric, from "Naden," has joined the staff.

Communicators Complete Course at Halifax

Nine men of the Communications branch recently completed a qualifying course at the Communication School, Halifax, for Trade Group 1 under the instruction of CPO George McCue.

Those taking the course were Ordinary Seamen Roy Hobbs, Timmins, Ont.; John Jewell, Brandon, Man.; Clayton Moran, Grandview, Man.; George Ching, Brampton, Ont.; Fred Fraser, Fredericton, N.B.; Gerald Callaher, Edmonton; John Malfair, Carrot River, Sask.; William Smith, Calgary, and Anthony Veinpel, Mimico, Ont.

Personnel Changes at Albro Lake Station

Among recent newcomers to Albro Lake Naval Radio Station are CPO Edward Jackson, PO Gordon D. Lothian, Ldg. Sea. Clifford Latham and AB F. L. Mattatal.

CPO Melvin F. Davis, PO H. W. Cooper and Ldg. Sea. J. J. Hemphill are among those who have left the station within the past few weeks. All three have been drafted to sea.

Awards Presented to "Prevost" UNTD

Awards for outstanding achievement in the University Naval Training Division of HMCS "Prevost," London, were presented at a ceremony attended by more than 150 guests.

Cadet H. Kennedy, Toronto, won the First Year Proficiency Award; Cadet J. G. Wilson, London, Second Year Proficiency Award; Cadet K. Wrong, London, Marksmanship Award; Cadet R. A. Evans, London,

General Efficiency Award, and Cadet D. Arscott, London, Cock of the Walk Award.

Instr. Cdr. C. H. Little, Staff Officer UNTD, from Naval Headquarters, presented certificates of promotion to the rank of cadet to 33 first year men. Eight cadets were promoted to the rank of acting sub-lieutenant.

Following the ceremony, Campbell Calder, M.L.A., addressed the gathering. Later, Mrs. Hart, wife of Cdr. N. C. Hart, commanding officer of the "Prevost" UNTD, and Mrs. W. H. Shuttleworth presided at tea in the wardroom.



Five serving and former Admirals of the Royal Canadian Navy were photographed together during graduation ceremonies at the Canadian Services College, Royal Roads, on April 29. Left to right are Rear-Admiral V. G. Brodeur, CB, CBE, RCN, Ret'd; Vice-Admiral H. T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff; Rear-Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast; Admiral P. W. Nelles, CB, LLD, RCN, Ret'd, and Rear-Admiral H. G. DeWolf, CBE, DSO, DSC, RCN, Flag Officer Pacific Coast. (Photo by courtesy of Bill Halkett, Victoria Daily Times.)

Weddings

Lieut. P. F. L. Wilson, HMCS "Magnificent", to Miss Margaret O. Cameron, of Halifax and Boston.

CPO Eric Nurse, HMCS "Athabaskan," to Miss Marjorie Sweet, of Edmonton.

PO Edward Haddad, HMCS "Naden", to Miss Rosemarie Austin.

Ldg. Sea. John W. Cumbers, HMCS "Cedarwood," to Miss Ruth S. Beckett, of Vancouver.

Births

To Lieut. W. J. Magee, HMCS "Cornwallis," and Mrs. Magee, a daughter.

Former Seaman Gets High Marks at Royal Roads

Cadet Jerome M. Vivian, of Drumheller, Alta., who joined the RCN as an ordinary seaman in December 1948, has completed his first academic term at the Canadian Services College, Royal Roads, with an excellent record. Cadet Vivian stood eighth in a class of 85 in his final examinations, just missing first class honors.

A resident of Drumheller prior to joining the Navy at HMCS "Tecumseh," Calgary, Cadet Vivian was serving in HMCS "Naden", when he was selected to attend Royal Roads.

To Mr. William F. Krogel, Comm'd. Radio Officer, HMCS "Shearwater", and Mrs. Krogel, a daughter.

To CPO A. P. Allen, HMCS "Cornwallis," and Mrs. Allen, a daughter.

To PO Kenneth Potter, HMCS "Antigonish", and Mrs. Potter, a daughter.

To PO D. Pritchard, HMCS "Rockcliffe", and Mrs. Pritchard, a son.

To Ldg. Sea. D. Morton, HMCS "Rockcliffe", and Mrs. Morton, a son.

To AB Bruce Timmons, HMCS "Discovery", and Mrs. Timmons, a son.

To AB S. Slater, HMCS "Rockcliffe," and Mrs. Slater, a son.

To AB H. I. Picken, HMCS "Portage", and Mrs. Picken, a son.

To AB Melvin A. McDonald, HMCS "Rockcliffe," and Mrs. McDonald, a son.

PREP SCHOOL GRADUATES FIRST CLASS

The RCN Preparatory School at HMCS "Naden" graduated its first class early this Summer and 32 men, from chief petty officer to ordinary seaman, returned to general duty with their history sheets marked "Qualified educationally for commissioned rank".

The Prep School came into being last fall (See "Crowsnest," Christmas 1949). Its purpose was to provide selected personnel from the "lower deck" with the opportunity to acquire educational qualifications either for promotion to commissioned rank or advancement to higher rating.

At a short graduation ceremony held at the Central School in "Naden", Commodore G. R. Miles, Commodore of the RCN Barracks, paid tribute to the hard work of both the instructor officers and the students. He pointed out that there was always room for good men at the top, and cited as examples two RCN admirals who had come from the "lower deck".

The Prep School academic course consisted of Senior Matriculation mathematics (algebra, geometry and trigonometry), physics, chemistry, English and French.

Outstanding student was Petty Officer John W. Page, of Victoria, with an average of 93 per cent. Others passing with honors were Chief Petty

Officers Fred W. Bryan, Winnipeg, and Peter S. Cox, Victoria; Petty Officer Walter E. Bell, Victoria, Ord. Sea. Paul Godbout, Sherbrooke, P.Q., and Ldg. Sea. Thomas A. Deakin, Victoria.

Others passing the Prep School course were: PO William O. Bates, Ladner, B.C.; PO Peter F. Berakos, Fort William; Ord. Sea. Victor H. Fast, Langley Prairie, B.C.; PO Harold J. Grace, Victoria; PO Oliver J. Grenon, Winnipeg; PO Ernest K. Lukemeyer, Esquimalt; Ord. Sea. John F. Thurmeier, Southey, Sask.; AB John R. Cook, Hanna, Alberta; Ord. Sea. William R. Vallevand, Demaine, Sask.; PO Vernon E. Judson, Victoria; AB Roy B. Dunlop, Saskatoon; AB Paul A. Roggevean, Edmonton; PO Norman E. Sallis, Vancouver; AB Peter Alekson, Vancouver; PO Norman E. Bryon, Langford, B.C.; PO Roy S. Davis, Victoria; Ldg. Sea. George Dickie, Esquimalt; PO Richard A. Eldridge, Maple Creek, Sask.; CPO James A. Ferguson, Kamloops, B.C.; CPO John R. Haight, Victoria; CPO Roderick G. McPherson, Victoria; CPO Richard Meadows, Victoria; CPO George W. Peakman, Esquimalt; CPO Ronald D. Sedger, Victoria; PO Ross E. Thompson, Victoria, and Ord. Sea. Russell J. Volker, Whonock, B.C.



The three men who topped the class at the conclusion of the first RCN Preparatory School course are shown above with the Pacific Command Education Officer, Commander J. D. Armstrong, of Regina, one of the proponents of the Preparatory School scheme. Left to right are CPO Fred W. Bryan, of Winnipeg, who had an average of 89.5 per cent; Ord. Sea. Paul Godbout, Sherbrooke, P.Q., whose average was 85.3, and PO John W. Page, Victoria, who was high man with an average of 93 per cent. (E-11305)

Lieut. (L) D. V. Carroll on Retirement Leave

Lieut. (L) Douglas V. Carroll, 41, one of the RCN's top radio engineers, proceeds on retirement leave on July 18 after 25 years' service. He later will take up an engineering position in the radio industry.



Lieut. Carroll has figured prominently in many advances in communications in the RCN. He was in charge of the construction of the transmitting station at Newport Corner, N.S., and the installation of its equipment. More recently, he supervised the installation of the Navy's extensive radio teletype and microwave control systems.

Born in London, England, Lieut. Carroll came to Canada in 1917. He joined the RCN as a boy telegraphist in 1925, subsequently serving in a number of RCN and Royal Navy ships and establishments.

Promoted to warrant rank in 1941, he subsequently held several appointments ashore, among them those of Port Wireless Officer and officer-in-charge of the Naval Radio Station, Halifax.

He came to Headquarters in November 1945 as officer-in-charge of the radio engineering section on the staff of the Electrical Engineer-in-Chief.

For his work in the construction of the Newport Corner station, Lieut. Carroll was appointed a Member of the Order of the British Empire. Active in civilian engineering organizations, he is a member of the Institute of Radio Engineers and the Engineering Institute of Canada.

Pacific Command Commended

Following his annual inspection this spring of West Coast ships and establishments, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, sent the following message to the Flag Officer Pacific Coast, Rear-Admiral H. G. DeWolf:

"It is evident that officers and men of the Pacific Command, afloat and ashore, have developed a pride of service and sense of responsibility essential to the efficiency and happiness of the Navy and the welfare of Canada. Please convey my appreciation to commanding officers and dockyard officials for the smart appearance of ships, establishments and personnel."

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 shown opposite his name:

ALLEN, Norman J.....LSMO1

BALL, Donald.....LSMO2
 BALL, Francis G.....LSSM1(NQ)
 BALL, Wendelin J.....PIAN3(NQ)
 BELL, Albert E.....LSCM1
 BELL, Gordon E.....LSAN2(NQ)
 BENNETT, Albert.....P2CO3
 BERAKOS, Peter F.....P1ER4
 BERMAN, John A.....P2MA2(NQ)
 BONNER, Leonard R.....LSSM1
 BOUTCHER, Raymond E.....LSCM1(NQ)
 BOYLE, James.....C1ET4(NQ)
 BREAKELL, Robert G.....P2LA3(NQ)
 BRIENEN, Bernard H.....LSSM1(NQ)
 BRUER, Gerald C.....LSCM1(NQ)
 BRYDGES, Wallis K.....LSAAS(NQ)
 BUCKLAND, John R. E.....P1TA3
 BULMER, Peter E.....P2VS2
 BURROUGHSFORD, Bruce L.....P2LA2

CAMERON, Donald H.....LSBD1(NQ)
 CAREY, Ivor F.....LSFM2(NQ)
 CARLSON, Gordon C.....LSSM1(NQ)
 CHALMERS, Alexander L.....C2CM3
 CHAMBERLAIN, James K.....LSCM1(NQ)
 CLEMETT, Glenn H.....LSRC1(NQ)
 COOPER, Gordon O.....LSCM1(NQ)
 COUSINS, Robert J.....LSAA1(NQ)
 COYLE, George J.....LSCM1
 CURSON, Frank W.....P1SH4

DALE, Donald A.....LSCM1
 DALE, Percy H.....LSSM1(NQ)
 DENNIS, Ronald G.....LSCM1
 DINNEY, Ronald C.....LSFM1(NQ)
 DUNCAN, Edward G.....LSCM1(NQ)
 DUKE, John H.....LSAL2
 DYMCHUK, George.....LSCO2(NQ)

EASTLAND, William H.....P1TA3
 EVANS, Richard J.....P2PT1
 EVANS, Thomas H.....C1ER4

GILBERT, William L.....LSFM2(NQ)
 GRANT, Sterling L.....P2MA2
 GRIFFON, Richard W.....LSRC1
 GRIMARD, Joseph J. L.....LSRP1

HAINES, Harold J.....LSCM1(NQ)
 HALL, Kenneth G.....LSAN1
 HAYES, Harold P.....C2ER4
 HILL, Ian A.....LSFM1

JACKSON, Donald H.....P1GA3
 JACKSON, Edward.....C2CM3
 JACKSON, Kenneth.....LSLA2
 JENKINSON, William L.....LSAAS(NQ)
 JENSEN, Kurt J.....LSCS1(NQ)
 JOINER, Leo N.....LSSM1(NQ)
 JONES, William G.....P1SW2
 JULSON, Mervin M.....LSVS1

KINSEY, Robert.....C2MA3
 KIRBY, Joseph J.....LSCM1

LAPORTE, Arthur L.....LSSM1(NQ)
 LATHAM, Gordon J.....LSRC1(NQ)
 LeBLANC, Joseph G. A.....LSAAS(NQ)
 LEGAULT, Edgar O.....P1GA3
 LINDSAY, John P.....C2ER4

McGOWAN, James D.....LSCM1(NQ)

McKENZIE, Ian D.....C2ER4
 McMILLAN, Harry T.....P1CK2
 MANN, Reginald W.....LSCM1(NQ)
 MARQUIS, Henri P.....LSCO1(NQ)
 MARTIN, Russell M.....LSAAS(NQ)
 MITCHELL, George W.....LSAL2(NQ)
 MOHNS, Boyd.....LSTD1
 MOORE, Charles L.....LSAAS(NQ)
 MORGETROYD, James.....P1GA3
 MORRISON, John C.....P2SM3
 MOSLIN, Edward S.....P2SW1
 MOSS, Cameron.....C2AT4(NQ)
 MURRAY, Robert G.....LSAAS(NQ)

NAPIER, Chester A.....P1MA2
 NEWTON, Douglas S.....P2PW2
 NICHOLSON, John.....LSAL2(NQ)

ORTON, Lawrence A.....P1TA3
 OSBORNE, James C.....C2ET4
 OSCROFT, David.....LSNS1(NQ)

PATRY, Robert.....LSCM1
 PAYETTE, Joseph R.....LSTD5(NQ)
 PENDLEBURY, Roger J.....LSCM1
 POLLOCK, Kenneth.....LSPT1
 PSUTKA, Eugene.....C2RT4

RAUDMAN, Robert M.....LSCM1(NQ)
 ROSE, Percy G.....LSTD5
 RUDDY, Christopher K.....P2MA2(NQ)
 RUXTON, James.....LSMA2

SANDERSON, William G.....P1TA3
 SEEDHOUSE, Stanley E.....LSSM1
 SHAW, Gilbert H.....LSAAS(NQ)
 STEINBURG, Noel.....P1ER4
 STENSURD, Wallace M.....LSPT1
 STEVENS, Bernard.....P1CK2(NQ)
 SWINDALL, Ronald N.....LSVS1(NQ)

TATE, Herbert H.....C2CM3
 TAYLOR, Walter E.....LSRPS(NQ)
 TEEPELL, Clarence L.....P2MA2(NQ)
 TEMPLETON, Alan.....LSCO1(NQ)
 THOMAS, David.....C2SL2

TIFFIN, Russell.....LSCS1
 TOLL, Keith A.....C1ER4
 TROUGHTON, Gordon.....LSAF2

WATCHORN, George C.....P2OR3(NQ)
 WATTERS, Frederick A.....C1CV3
 WAY, Clifford J.....C2SW2
 WHEATLEY, Gordon H.....LSQRS(NQ)
 WHITE, Richmond F.....LSAAS(NQ)
 WHITWORTH, Derek.....P2MA2
 WILSON, Charles W.....LSAAS(NQ)
 WOOD, William.....P1GA3

YOUNG, Thomas J.....LSSM1

TAS Training Centre Graduates TD3 Class

Twelve men qualified for the non-substantive rating of Toronto Detector, third class, at the Torpedo Anti-Submarine Training Centre, Esquimalt, early in May.

Graduates were Ldg. Sea. G. Barnes, Able Seaman G. Innes and Ord. Seamen D. Storey, K. Wright, D. Campbell, R. Dunlop, J. Hoffman, J. Cassler, P. G. Mulholland, A. Remphrey, S. Wythe and W. Lord.

Regulating duties at the TASTC have been taken over by CPO W. Fernie. CPO R. Malin and PO D. R. Ingram, recently returned from the leadership course at "Cornwallis," have rejoined the instructional staff.

The first of 16 RCN(R) cadet classes got under way in mid-May. These will continue until the end of August.



Shown above with their instructors are the members of the fourth chief and petty officers leadership course to be completed at HMCS "Cornwallis." Front row, left to right, are: PO J. H. Jones, PO J. Goucher, PO R. L. Johnson, (Instructor), Cd. Bos'n H. J. Andrews, (Instructor), Lieut.-Cdr. J. C. O'Brien, (Officer-in-Charge), CPO C. Hancock, (Instructor), PO F. E. Mason, PO G. A. Baker.

Centre row: PO E. S. Shepard, PO R. C. Sallis, PO S. Case, CPO F. A. Jones, PO I. W. Turner, CPO F. Dennis, CPO A. P. Allen, PO N. Ellison, PO W. F. Lynch, PO B. A. Clarke. Rear row: CPO A. C. Geizer, PO W. T. Lockhart, PO D. K. Hayward, CPO R. S. Johnson, PO R. E. Utley, CPO R. Fraser, PO R. R. Peel, PO C. Decandido, PO D. R. Ingram. (DB872-1)

Conditional Advancement

To Take or Not to Take, That Is the Question

✓
ONE of the tougher decisions a man in the Navy has to make—and nearly every one has to, sooner or later—is whether or not to accept an offer of conditional advancement.

Acceptance brings a boost in rank, more pay and earlier advancement to the next highest rating. It also means the transfer of home port division from Halifax to Esquimalt, or vice-versa, and, in most cases, the uprooting of family, the finding of a new home and the settling of children in new schools, with all the accompanying problems.

In some instances the offer is made when a man is at sea and he is faced with the added difficulty of having to make up his mind on the question without getting a chance to talk it over with his wife.

He is a wise man, therefore, who gives serious thought to conditional advancement beforehand, so as to be able to come to a quick and certain decision when the offer lands in his lap.

To help in this, rosters for each branch are being published in Naval General Orders, showing each man's position and the number of points he has gained. This enables him to calculate his chances of advancement with respect to other men in his rating and branch and to make a reasonably good estimate as to when he may be offered advancement.

Why, in the first place, is there such a thing as conditional advancement?

The straightforward answer is: To balance the numbers in each port division with that division's requirements.

This balance is actually achieved in three different ways:

By drafting men for service out of their home port division;

By voluntary change of home port division, and

By conditional advancement.

Here we are dealing only with conditional advancement, which takes the following form: Suppose there is a continuing requirement in the Esquimalt port division for a chief petty officer 2nd class in a certain

branch, and the petty officer 1st class who heads the list of those eligible for the vacancy is in the Halifax division. Then that man is offered advancement to chief petty officer 2nd class on the condition that he transfer to the Esquimalt port division.

If he refuses, the next man in line automatically becomes eligible for the job. If he is a Halifax man, the conditional advancement routine is gone through again.

What can happen if conditional advancement is turned down? A recent case serves as an illustration.

A petty officer was offered a conditional advancement. He refused. It was offered to another petty officer, who accepted. Later there was a requirement for two men to serve out of their home port divisions and the two men—the latter now a chief petty officer, the former still a PO—boarded the same train en route to their new duties. Obviously the petty officer who had accepted conditional advancement had made the better deal. (In this case the drafts were unavoidable and the circumstances occurred through no fault of the RCN Depot).

Another way of examining the problem is to check the roster. Today's roster may show several men with the same number of points, yet it is quite possible for them to be widely separated on the next one, as a result of advancement recommendations received in the interval. In other words, there is no guarantee that a man's relative position on his roster will remain constant.

There is a further angle to consider. A man who is not at the head of a roster may be offered conditional advancement because those who have more points than he has do not happen to be fully qualified. If he refuses, and if those above him should subsequently attain the required standards, then they will be given priority on the next offer that comes around, and in any case will receive normal advancement ahead of him. Thus, a leading seaman standing seventh on the roster, who refuses conditional advancement to petty officer 2nd class, may find

eventually that he has to wait for the six men ahead of him to be advanced before he gets his chance.

One of the reasons why some men refuse a conditional advancement is because they are receiving the pay of the higher rate which they are being offered. They get this "difference of pay", as it is called, because they are carrying out duties which would normally be performed by men with more highly paid ratings.

Financially, it would appear as though the advancement would be of little or no benefit to them. However, the conditions which result in men being credited with difference of pay are only temporary. As each advancement is made and the number of fully qualified men increases, the number of those getting difference of pay is reduced.

The advancement system is highly competitive, with many factors contributing to each individual's point total. To be offered a conditional advancement means a man is out in front in the race, but it would be well for him to remember that the race isn't over until the advancement has been accepted and made. He should remember, too, that acceptance will qualify him that much sooner for the next step upward, while a refusal may represent, in consequence, a substantial loss of money when reckoned over a long period.

Each individual has his own private problems to consider, and in this day and age these are of considerable complexity. That there are sound, legitimate reasons for refusing a conditional advancement is conceded.

However, it is strongly recommended that each and every man who expects, in the course of events, to receive an offer of conditional advancement discuss this matter thoroughly at home, in the mess and with his divisional officer, and review it from time to time, so that when the offer comes he will be prepared to give a well-considered answer.

Some who refuse too hastily may regret the decision later, when they find they are being left behind on the lower rungs of the career ladder.



The new men's accommodation building, now under construction at HMCS "Stadacona," Halifax, as it looked in the latter part of May. (HS-11119.)

NEW BARRACKS 'LAUNCHED'

*Rear-Admiral Taylor Performs
Ceremony at 'Stadacona'*

The new men's accommodation building at HMCS "Stadacona," Halifax, received its cornerstone with due ceremony on Friday, May 12.

Rear-Admiral C. R. H. Taylor, CBE, RCN, Ret'd., who started the wheels rolling on the building project during his term of office as Flag Officer Atlantic Coast, officially sealed the stone in place and, with a tap of his silver-engraved trowel, declared the cornerstone "well and truly laid."

Opening the ceremony, Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, said it was most fitting that Admiral Taylor should be the one to lay the cornerstone, for to him went much of the credit for the construction of the building. Admiral Mainguy pointed out that shortly after Admiral Taylor became FOAC, the latter began a vigorous campaign to improve the accommodation and facilities for men serving in the Command, and the new barracks block attested to the success of his efforts.

Commodore A. M. Hope, Commodore of the RCN Barracks, told those present that a sealed leaden box would be enclosed in the cornerstone. Its contents would include copies of current publications, "Stadacona" daily orders, the barracks menu for the day, a weather report for May 12 and a photograph of Admiral Taylor.

In keeping with ancient custom, a

silver coin was placed on top of the cornerstone. This practice dates from

the early days of sail, when a silver coin was put at the foot of a ship's mast to ensure good fortune for her company.

After the lead box had been placed in its cavity, Admiral Taylor sealed it over and the stone was moved into place.

During the ceremony, Chaplain (P) Horatio Todd conducted prayers for the well-being of the men who would dwell in the building and Chaplain (RC) J. W. Noonan bestowed the blessing on the block.

Among those present were Lieut.-Gov. J. A. D. McCurdy of Nova Scotia, Mayor Gordon S. Kinley of Halifax, Major General H. W. Foster, General Officer Commanding Eastern Command, and Air Commodore R. C. Gordon, Maritime Group Commander RCAF.

The building is being erected on the site of the former Wellington barracks, and the contractors estimate it will be entirely finished by early summer of 1951. Of brick, concrete and steel construction, it will be a fire-proof structure consisting of a basement and three decks. On the first deck will be cafeterias, galleys, lounges and a few cabins. The other two decks will be entirely taken up with cabins and washrooms.



With a tap of his engraved silver trowel, Rear-Admiral C. R. H. Taylor, CBE, RCN, Ret'd., declared the cornerstone of the new "Stadacona" men's accommodation building "well and truly laid." Admiral Taylor campaigned vigorously for the new building during his term of office as Flag Officer Atlantic Coast and it was largely through his efforts that the project was undertaken. (HS-10916.)

Afloat and Ashore

PACIFIC COAST

While the weatherman frowned on the Pacific Coast for the greater part of May, he did not curtail the usual activities, nor did he interfere with the commencement of the reserve training program.

As the month rolled on, RCN(R) cadets arrived at the Reserve Training Establishment in ever-increasing numbers. The Pacific Training Force, composed of the frigates "Antigonish" and "Beacon Hill," embarked 50 cadets each for a month-long period of training and sailed for their favorite training grounds — or waters — at Bedwell Harbor. Both ships visited Nanaimo to land a parade for the May 24 celebrations in that city.

Meanwhile, back at "Naden" other cadets, both RCN(R) and those from Royal Roads, continued their naval education on the parade ground and at various schools while awaiting their turns in the frigates.

Following her return from the Hawaiian Islands, the cruiser "Ontario," spruced up for the May 24 holiday and began in earnest to train boats' crews. The ship's company also went to work building an entry for the fancy boats parade at the Gorge Regatta. This effort, a replica of a Hudson's Bay Co. ship, took first prize.

In the destroyers, boats' crews could be seen getting into top shape, while the frequent workouts by platoons entered in the parade proved their worth by producing one of the smartest naval units ever to be landed on the west coast. The destroyers, too, spent a short two days at three US cities. HMCS "Sioux" participated in Armed Forces Day ceremonies at Bremerton, Washington, the "Cayuga" went to Seattle and the "Athabaskan" represented the RCN at Tacoma.

At "Naden," the tempo of activities increased as the May 24 holiday neared and two old favorites were popularized once more — the sunset ceremony and the naval band. Three times during the week of the 24th the sunset ceremony was staged and three times the turnout was terrific, testifying to its popularity. In addition, the ceremony was conducted earlier in the month in Esquimalt, during Esquimalt Day celebrations.

The grand parade on May 24 was adjudged the "best ever," particularly the naval entries. Hundreds of bluejackets, representing all ships and establishments, headed by the band and a color party parading the Ensign, led the gigantic two-hour show through the streets of Victoria. Also in the parade were two trucks carrying torpedo and anti-submarine

equipment in actual operation.

Once the parade was over, all the paraders had to do was return to their respective ships, eat and get ready for their part in the Gorge Regatta, or to participate in the many sports or other events slated for the afternoon.

Little wonder that May 25 was comparatively quiet throughout the Pacific Command.

Gunnery Training Centre

Almost all classes from the Gunnery Training Centre at HMCS "Naden" were among those volunteering to go to Winnipeg for flood fighting duties. The men were flown to the Manitoba capital early in May by the RCAF.

UNTD cadets replaced the flood fighters at the GTC and were put through divisional courses as well as a gunnery course.

As with the other departments in "Naden", May was a busy month for the GTC. The Navy takes a prominent part in Victoria's observance of the May 24 holiday and this year the celebrations were bigger and better than ever. Parades, band concerts, sunset ceremonies and other commitments were carried out, with most of the work of training and preparation falling to the Gunnery branch.

Mr. E. A. McFayden, Commissioned Gunner, formerly on the staff of HMCS "Discovery", has joined the Gunnery Training Centre.

HMCS "Rockcliffe"

Back from flood fighting duties at Winnipeg are PO R. Marshall, AB T. Bowie, AB S. Giles, AB R. Wilson and AB M. Doherty. They did a fine job wherever they were required and assisted materially during the emergency.

His shipmates in HMCS "Rockcliffe" bade farewell recently to AB James Scullion, who was drafted to the "Cayuga".

On the sports side "Rockcliffe's" softball team beat "Sault Ste. Marie", 11-6, while "Naden" defeated the soccer team in the Command soccer finals to take the trophy.



Crew members from the submarine USS "Ronquil" visited their opposite numbers in HMCS "Cayuga" during the latter ship's courtesy visit to Seattle on U.S. Armed Forces Day. Here sailors from the two ships spin yarns over coffee in the "Cayuga's" messdeck. (E-11496.)

HMCS "Athabaskan"

Manoeuvres and exercises with other units of the fleet and with ships of the United States Navy have kept the "Athabaskan" active since her commissioning. Now she is busily preparing for the "big cruise" to Halifax and points east.

Classes have started in the ship for those interested in qualifying for petty officer second class. At the same time, several men have passed their provisional swimming test at the "Naden" pool and now are waiting to pass their deep sea test.

A two-day visit to the US Naval Base at Tacoma, Washington, provided the highlight of the late Spring when the "Athabaskan" participated in US Armed Forces Day and shared honors with a US destroyer escort and an oiler in the celebrations. Visitors during the "open gangway" periods were high in their praises of the ship.

Hardly had the "Athabaskan" returned to her home port when she was in the midst of the May 24 celebrations in Victoria. Three platoons were landed under the command of Lieut-Cdr. T. S. R. Peacock, executive officer, and took part in the gigantic two-hour parade through the city.

Later in the day the "Athabaskan" showed her mettle in the annual regatta at the Gorge when she took three second prizes.

HMCS "Cedarwood"

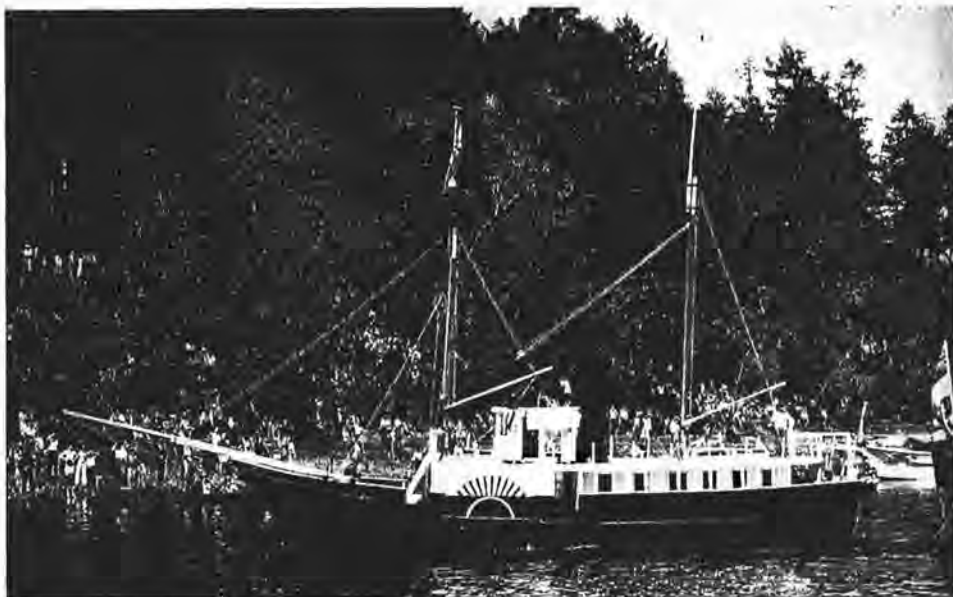
HMCS "Cedarwood" is now back on her oceanographic duties and crew members are displaying souvenirs and mementoes of her latest cruise to Phillips Arm. Fishing was one of the main off-duty pastimes and catches included everything up to a 40-pound skate.

CPO M. B. Pearse, after 20 months in the "Cedarwood," has gone to the "Rockcliffe" for duty with the Reserve Fleet. He was in charge of the engine room aboard the ship. His relief is PO J. E. (Duke) Elliott, formerly of the "Rockcliffe."

HMC "PTC 724"

"PTC 724", having undergone an extensive refit, is again assisting with the reserve training program along with the frigates "Antigonish" and "Beacon Hill".

After six months in "724," AB Keith Botwood returned to his division, HMCS "Tecumseh", Calgary, while POs Kenneth Potter, John Stacey and Russell McKay and Ldg. Sea. Roy Bannerman have joined the ship.



A scale model of the Hudson's Bay Company's old freighter, the S.S. "Beaver," won for HMCS "Ontario" first prize in the fancy boat contest at the regatta on Gorge Inlet, Victoria, on Victoria Day.

The original "Beaver," (right), first steam vessel to sail out of Vancouver harbor, was built in England for the HBC in 1835. A crew of 12 sailed her across the Atlantic and around Cape Horn to Fort Vancouver in 225 days.

She was built to a design which would enable her to enter rivers and creeks inaccessible to rival trading companies. The vessel was 101 feet long, had a beam of 33 feet at the paddle boxes, drew 11½ feet and grossed 187 tons. Two 35 horsepower engines drove her paddles. She had five 9-pounder guns as armament.

On July 26, 1888, the "Beaver" ran aground at the entrance to Vancouver harbor



and her 53 years of service came to an end.

A house flag donated by the HBC helped to add a touch of realism to the scale model built and manned by the crew of the cruiser, (E-11503 and 11561.)

Communications Training Centre

During May more than 50 RCN(R) Cadets and a dozen Reserve officers took courses and training at the CTC. Mr. F. M. Skinner, Commissioned Communications Officer, AB H. Bird and AB W. Charles were among those who flew to Winnipeg to help in flood control. They assisted in setting up radio communication in the area.

After finishing up his work at Winnipeg, Mr. Skinner took up a new appointment in Ottawa. He was relieved at the CTC by Mr. Roy Clark, Commissioned Communications Officer, formerly Naval Distributing Authority, HMC Dockyard.

Conversion and communications courses at Halifax have taken their toll among west coasters in the communications branch. About 20 candidates have left for the east, causing many shifts to fill the vacancies.

A dance and social evening for all communications officers and men in the Pacific Command, held late in May, was a large success.

HMCS "Sioux"

The ship paid an official call at Bremerton over the weekend of May 20-21 and landed 100 men to form part of a huge Armed Forces Day parade in the Washington city.

On returning to Esquimalt, the ship's company made preparations for a month's leave period, on completion of which the "Sioux" will sail with the "Cayuga" and "Athabaskan" for Halifax.

In mid-May the ship participated in combined exercises with the "Cayuga," "Athabaskan," units of the US Navy and RCAF aircraft.

Earlier, the "Sioux" embarked Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, at Vancouver and took him and his party to Esquimalt for an inspection tour of Pacific Command ships and establishments.

The ship's company was pleased to hear that the seriously ill Greek seaman who was taken from his ship 400 miles out at sea by the "Sioux" late in April, had completely recovered

and rejoined his ship at Vancouver. The destroyer made an emergency run to rendezvous with the Greek merchantman 400 miles west of Vancouver Island on April 29. The seaman was transferred to the destroyer by boat and taken to the RCN Hospital at Esquimalt.

ATLANTIC COAST

Chief and Petty Officers' Mess

Once again the chief and petty officers' mess is back where it belongs—in its own home in "S" Block. For the past three months the mess has

been undergoing a complete renovation and the change is well worth the inconvenience. New furniture has been provided in addition to the general "refit" of the mess itself.

There have been other changes. CPO Thomas Dicks has taken over officially as president with the following committee: PO A. L. Bonner, secretary-treasurer; CPO F. T. Trottier, first executive member, and CPO D. K. Dorrington, second executive member.

A mess levee was held May 11 when more than 200 members atten-

ded and paid their respects to the retiring president, CPO Leslie A. C. Paige. The levee also marked the re-opening of the chief and petty officers' block following its re-decoration. Special guests at the function were Cdr. J. C. Littler, executive officer of "Stadacona," and the officers-in-charge of the various schools in the establishment.

During the evening Cdr. Littler, who also is honorary president of the mess, presented gifts to CPOs Paige and Trottier in appreciation of their services during their terms in office.

HMCS "Portage"

After a 10-day work-up period and a week-end visit to New London, Conn., the "Portage" carried out four days of intensive exercises in Gardiner Bay, Long Island, early in May.

Although the area around the bay is private property, permission was obtained to land sports and recreational parties in off duty hours. A softball diamond was built and hiking and boating were popular with the ship's company.

Two "old-timers" in the ship, Lieut. (S) J. A. March and Sub-Lieut. C. Court, left the "Portage" recently to take up new appointments elsewhere.

Albro Lake Radio Station

A 200-foot steel tower has just been completed near the main building on the station. To the many curious questions concerning the tower, the reply has been that it is to be used in conjunction with the new microwave radio equipment now being installed.

Equipped with four red lights at the 100-foot level and a beacon at the top, the tower can be seen for many miles around.

Seven of the 25 units in the Albro Lake married quarters project are now occupied. After completion of the pump house, the balance will be ready for occupancy in the near future.

Damage Control School

A new damage control compartment mock-up has been completed at the Damage Control and Firefighting School. With a number of openings to admit water—to simulate actual conditions at sea—the mock-up will provide an efficient means of demonstrating leak stopping and shoring under varying conditions.

Approximately 300 UNTD Cadets as well as the normal training classes are expected to make use of the mock-up during the summer.



Two platoons from HMCS "Cayuga" marched in the U.S. Armed Forces Day parade at Seattle May 20, and received a warm reception from the thousands of persons lining the route. In the above photo, Lieut. W. M. Kidd is shown leading the Canadian naval party. (E-11492.) Below is a certificate presented to the "Cayuga" to commemorate the occasion.

The Firefighting School on McNab's Island is not yet in full operation, but a great deal of work has been done in the construction line by the school's staff. Lieut. (SB) Neil Duval, of Victoria, has joined the school from the "Magnificent" as Firefighting Officer.

CPO Cecil Mason and PO Joseph Peters have returned from Philadelphia where they took a six-week course in damage control. PO W. L. Howie, who has been with the school for the past 15 months, has been drafted to the "Magnificent." His relief is PO Gabriel Canuel.

HMCS "New Liskeard"

CPO Douglas (Dusty) Miller, CPO Frederick W. Trottier and AB D. S. (Sammy) Goodwin left HMCS "New Liskeard" recently for new duties or courses in "Stadacona".

CPO Miller had been Chief Bos'n's Mate in the "New Liskeard" and the "Portage". AB Goodwin, after completing two periods of service in the ship, is now undergoing courses in "Stad".

A preliminary meeting of the ship's Welfare Committee was held recently. Present were Lieut. R. T. McNulty, executive officer; Lieut. (P) J. G. Wright, welfare officer; PO H. W. Foreman, PO C. Smylie, Ldg. Sea. F. R. MacDonald, Ldg. Sea. E. A. Tinline and AB E. Bastarache.

NAVAL DIVISIONS

HMCS "Unicorn"

(Saskatoon)

Five officers and 13 men from HMCS "Unicorn" answered a request May 9 for volunteers to assist in fighting the Winnipeg flood.

The men, each of whom is experienced in the handling of small boats, were under the charge of Lieut. C. W. O'Connor. Some of the party travelled to Winnipeg by train, while the rest were flown in a Mitchell bomber of the City of Saskatoon Reserve Squadron, RCAF.

HMCS "Star"

(Hamilton)

United States Ships "Egret" and "Seagull" paid a visit to the division on the week-end of May 27-28. While the two ships were alongside, all messes in the establishment were open to the visitors. The United States consul in Hamilton entertained at a reception in honor of the officers of the vessels.

On Sunday, May 14, reserve air maintenance personnel from "Star"

and "York" visited the US Naval Air Base (Reserve), at Niagara Falls, N.Y. The Canadians were conducted on a tour of the base and inspected training and air maintenance facilities there.

Approximately 80 UNTD Cadets from McMaster University and the Ontario Agricultural College have left "Star" for annual summer training at Halifax or Esquimalt. — C.S.J.L.



Training facilities at the U.S. Navy base at Pearl Harbor were made available to HMCS "Ontario" during the cruiser's visit this spring. Here a plotting team from the "Ontario" practices in the Combat Information Centre. Left to right are Lieut. A. L. Collier, AB Robert Banka, AB William Hume and Lieut. T. L. Hebbert. (US Navy photo.)

HMCS "Scotian"

(Halifax)

Prizes and awards were presented at a special parade which marked the end of training season in HMCS "Scotian."

Among those who received prizes were Lieut. D. I. Darling, captain of the officers' rifle team, who was presented with the inter-part rifle trophy by Capt. W. E. S. Briggs, commanding officer of the division; PO A. A. MacGillivray, who received the Halifax Naval Officers' Association award for the "best all around rating" from J. S. Wilson, Halifax NOAC president; Cadet Robert Warnell, the medal for the "best all around UNTD Cadet;" Ord. Sea. V. M. Spurr, medal for the "best new entry," and Ord. Sea. G. R. Bradley, winner of the field training trophy.

HMCS "Donnacona"

(Montreal)

Approximately 150 officers and men from "Donnacona" took part in a combined operation at Oka on the week-end of May 13-14. More than 1,000 Reserve personnel from the three Services in the Montreal area were involved in the exercise, which was under the overall command of Brigadier G. Gauvreau. Serving

with the offensive group, the Reserve Navy men manned landing craft and established a beach head for the attacking force.

Less than 24 hours after a radio appeal for aid in the flood areas at Winnipeg, four officers and 16 men from HMCS "Donnacona" were on their way to the Manitoba capital. The party was commanded by Lieut.-Cdr. R. G. Bell, RCN(R), and was flown to Winnipeg by RCAF transport.

Towards the end of April a reception was held in the wardroom in honor of the many people of Montreal who, during the past year, had given their time and support to the "behind the scenes" activities of the division.

At present "Donnacona" is being de-stored preparatory to remodelling the building. When the division re-opens in the Fall it will have greatly increased training facilities. — R.F.D.S.



Four ordinary seamen under training in HMCS "Ontario" received some instruction that wasn't on their syllabus when the cruiser arrived in Pearl Harbor. Three dancers who greeted the Canadian ship in the traditional Hawaiian manner endeavored to teach the hula to, left to right, Ord. Seamen Lloyd Hartman, Kingston; Matthew Penny, St. John's, Nfld., Lawrence Hurtubise, Quebec, and Conrad Boufard, Montreal. (OC-268-4.)

Ord. Sea. David Dundas, of Saskatoon, watched the proceedings with interest and later did his own interpretation of the hula for his messmates (below). Musical accompaniment was provided by Ord. Sea. Jack Deakin, of Montreal, on the accordion, and PO Tom Plume, of Victoria, on the guitar. (OC-273-1.)



HMCS "Discovery" (Vancouver)

A token donation of \$200 was sent to HMCS "Chippawa" to assist in the relief of Manitoba flood victims. The money was voted on an equal basis from the ship's fund and from the wardroom. Even while this fund was being raised in "Discovery," the division was preparing to swing into action in the event of a repetition in British Columbia of the disastrous summer floods of 1948.

If arrangements can be worked out, personnel of "Discovery" will be

invited to join those of HMCS "Malahat" on week-end cruises in HMCS "Sault Ste. Marie." The ship is scheduled to visit a number of B.C. and United States ports on training cruises throughout the summer.

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, visited "Discovery" early in May and spoke briefly at a luncheon given in his honor by wardroom officers and members of the Naval Officers' Association. Captain Sir Robert Stirling-Hamilton and Lady Stirling-Hamilton, in the West on a final tour before returning

to Great Britain, also visited the establishment. Cdr. J. S. Davis, Senior Officer, Reserve Fleet, at Esquimalt, called at the division during the course of an inspection tour of Sea Cadets in the Lower Mainland area. Premier Joseph Smallwood, of Newfoundland, was another visitor. —W.J.H.

HMCS "Hunter" (Windsor)

Activity at HMCS "Hunter" during the early part of May centred around the preparation of boats for summer training. Both permanent force men and reserves have been busy preparing "PTC 762." The deck and superstructure have been scraped and refinished and the wardroom and seamen's mess have been scrubbed and cleaned.

The RCN staff, under Lieut.-Cdr. D. Lloyd Davies, Staff Officer, has the motor cutter ready for the water, while the harbor craft is back in service after being repaired by civilian contract.

Cdr. W. A. Wilkinson, commanding officer of "Hunter," was the inspecting officer when RCSCC "Agamemnon" paraded for annual inspection under its commanding officer, Lieut. Stuart Kelly, on April 25. Lieut.-Cdr. Kenneth Grant, Deputy Director of Sea Cadets, from Headquarters, attended the inspection and spoke briefly.

A Naval Officers' Association party in the wardroom on April 22 and a chief and petty officers' dance on May 19 rounded out the social activities for the month.

HMCS "Catarqui" (Kingston)

The division's Fairmile motor launch, HMC "PTC 721", returned to "Catarqui" on May 11 after spending the winter in storage. The vessel is now being painted inside and out prior to commencing summer training duties.

Capt. A. H. G. Storrs, Naval Member of the Directing Staff, National Defence College, Kingston, was inspecting officer at the annual inspection of RCSCC "St. Lawrence" at HMCS "Catarqui" on May 18.

A football club has been formed at the division and has become decidedly popular. In its first two starts the team won one game and lost the other. Approximately 300 persons attended a boxing meet held on board on May 5 and were treated to an action-packed show.

HMCS "Prevost"

(London)

On May 20, Lieut.-Cdr. T. F. Owen, commanding officer, Lieut.-Cdr. (E) F. A. L. Block-Hansen, engineer officer, and Lieut. L. J. C. Walker, staff officer, went by car to Sarnia where they took delivery of "Prevost's" harbor craft, which had been in winter storage, and brought the vessel back to its home base at Port Stanley. They made the return trip from Sarnia to Port Stanley, a little more than 200 miles, in 19 hours, including a stop-over in Windsor.

The division's Fairmile motor launch has also been put back in operation, after spending the winter in storage. Last-minute touches were applied by a working party consisting of CPOs David Henderson and Andrew Halwerda, PO Aldwyn West and Ldg. Sea. Gordon Latham.

The ship's company carried out a combined operation with the Army and RCAF at Port Stanley and Port Bruce on June 3-4. Lieut. (S) J. S. Richardson was given the task of procuring a 40-foot hulk which was to be destroyed during the exercises.

During the recent recruiting drive throughout Western Ontario, the staff officer, Lieut. Walker, addressed prospective recruits in various schools in nine different cities.

"Unicorn" Seamen Rescue Woman From River

Two men from HMCS "Unicorn," the Saskatoon naval division, on May 5 rescued from the South Saskatchewan River a young woman who had fallen from Saskatoon's 25th Street Bridge.

Able Seamen David Brooks, RCN, and David Early, RCN(R), went to the woman's rescue in a small dinghy, but had to abandon ship when the boat, which had been out of the water for some time, sank just after they had pulled the woman aboard.

As the boat went down, Brooks, a poor swimmer, wrapped his lifebelt around the woman, then struck out for shore. Early, a non-swimmer, took hold of the girl, relying on his life-jacket to keep him afloat. At the same time, his foot caught in a rope from the dinghy, and he made his way to the river's edge with both the young woman and the boat. When he was within a few feet of safety, two men dived in and helped him the rest of the way to shore.

AB Brooks, a member of the permanent force staff at "Unicorn," set out on another rescue operation four days later. He was one of a party of men from the Saskatoon division who went to Winnipeg to assist in evacuation and flood control duties.

HMCS "Carleton"

(Ottawa)

Full use is being made of the two new jetties constructed this spring at HMCS "Carleton". One of the jetties, built by members of the Naval Headquarters Sailing Club, now accommodates eight 14-foot Admiralty-type sailing dinghies. It is hoped that in the near future two more boats may be acquired. The other jetty, 75 feet in length, is used to berth a 46-foot harbor craft, two motor cutters and two whalers.

Lieut.-Cdr. Jacques Bonneau, commanding officer of "Carleton's" University Naval Training Divisions, was host at a reception on board May 30 for UNTD commanding officers attending their annual conference in Ottawa.

NOAC News

DOMINION COUNCIL MEETS IN B.C.

The annual meeting of the Dominion Council of the Naval Officers' Association of Canada was held on the West Coast June 8 to 10.

The first two days were spent in session at HMCS "Discovery," Vancouver, and the final day's program featured a trip to Esquimalt and informal visits to ships and establishments of the Pacific Command.

Entertainment included a reception and a dance at which the Naval Officers' Association of B.C. was host and a reception given by the Victoria Branch of the NOAC in the wardroom at HMCS "Naden".

Capt. P. B. German, RCN, Ret'd., president of the Dominion Council, was chairman of the conference.

LAKEHEAD NOAC MAKES DONATIONS

The Lakehead Branch of the Naval Officers' Association voted to donate \$25 to the Manitoba flood relief fund at a recent meeting in HMCS "Griffon", Port Arthur.

This brought to \$135 the donations made by the Lakehead Branch during the past three months. Other gifts went to the Canadian Legion Disaster Fund, \$25; Fort William Red Cross, \$15; Port Arthur Red Cross, \$15; Cancer Society, \$5; Fort William Legion Fund, \$30; Easter Seal Fund, \$20, and Ex-Naval Men's Association, \$25.

HMCS "Tecumseh"

(Calgary)

The division's amateur radio club has now been operating for some weeks and a good start has been made on a collection of QSL cards. Routine W/T schedules are being carried on with "Malahat", Victoria; "Discovery", Vancouver, and "Queen", Regina. Several attempts have been made to contact "Chippawa", in Winnipeg, without success.

Work is continuing on the machine shop at "Tecumseh".

Among distinguished visitors to the division during the latter part of April were Vice-Admiral H. T. W. Grant, who made an informal call at "Tecumseh" on the 24th, and Capt. Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, who visited the division, accompanied by Lady Stirling-Hamilton, the following day.

The Lakehead Branch was represented at the Dominion Council meeting in Vancouver by C. H. Hindle.

BRUNSWICKER BRANCH HOLDS ANNUAL MEETING

The Brunswicker Branch of the Naval Officers' Association held its annual meeting in Saint John, N.B., early in May. Rear Admiral F. L. Houghton, Vice Chief of the Naval Staff, was guest speaker.

Visiting officers were entertained at HMCS "Brunswicker," the Saint John naval division, during their stay in the city.

Lieut.-Cdr. Fred K. Fowler was in charge of reservations and Kenneth D. McAlpine was in charge of general arrangements.

DAVID HUNTER ELECTED CALGARY NOAC PRESIDENT

David Hunter was elected president of the Calgary Branch of the Naval Officers' Association at the annual meeting held recently in HMCS "Tecumseh."

Other officers elected were T.B. Hewitt, a former officer of the US Naval Reserve, vice-president; Bill Moreland, secretary-treasurer; Don Clarke, chairman, membership committee; A. M. S. Brown, convener of the Trafalgar Day Ball, and James Dowler, Greg MacDonell and J. R. Shouldice, executive members.

LOOKING ASTERN



DURING the late months of 1940 there was growing concern both at the Admiralty in London and Naval Service Headquarters in Ottawa over the presence of German merchantmen in neutral ports to the south. The Chief of the Naval Staff, Vice-Admiral Percy W. Nelles, had noted that "there have been signs of restlessness amongst the German ships laid up in western ports of North and South America".

As reinforcement for the British blockading ships, the RCN sent HMCS "Prince Robert". It was the "Prince Robert's" maiden voyage as a warship, and it was an eventful one. The newly commissioned auxiliary cruiser sailed from Esquimalt on September 12, 1940. Thirteen days later she captured the German motorship "Weser" off Manzanillo, Mexico, for the RCN's first prize of the war.

After the "Prince Robert's" success, the Commander in Chief, America and West Indies Station, expressed a desire to maintain an auxiliary

cruiser on patrol on the west coast of South America. A sister ship of the "Robert", HMCS "Prince Henry", which was under conversion at Montreal, was nominated for the duty. C in C AWI agreed to the proposal, and suggested that the ship be based at Jamaica.

The "Prince Henry" was completed at Halifax in January 1941 and proceeded to Bermuda for a one-month working-up program. On February 21, she sailed on her first tour of operational duty. She passed through the Panama Canal and arrived at a rendezvous with HMS "Diomedé" near the equator on March 1.

The "Henry" took over the patrol from the RN cruiser and proceeded south to Callao, Peru. Four German merchant vessels were in the Peruvian port and gave evidence of an intention to sail. The "Prince Henry" established her patrol about 50 miles

off shore. Then suddenly the plans were temporarily changed.

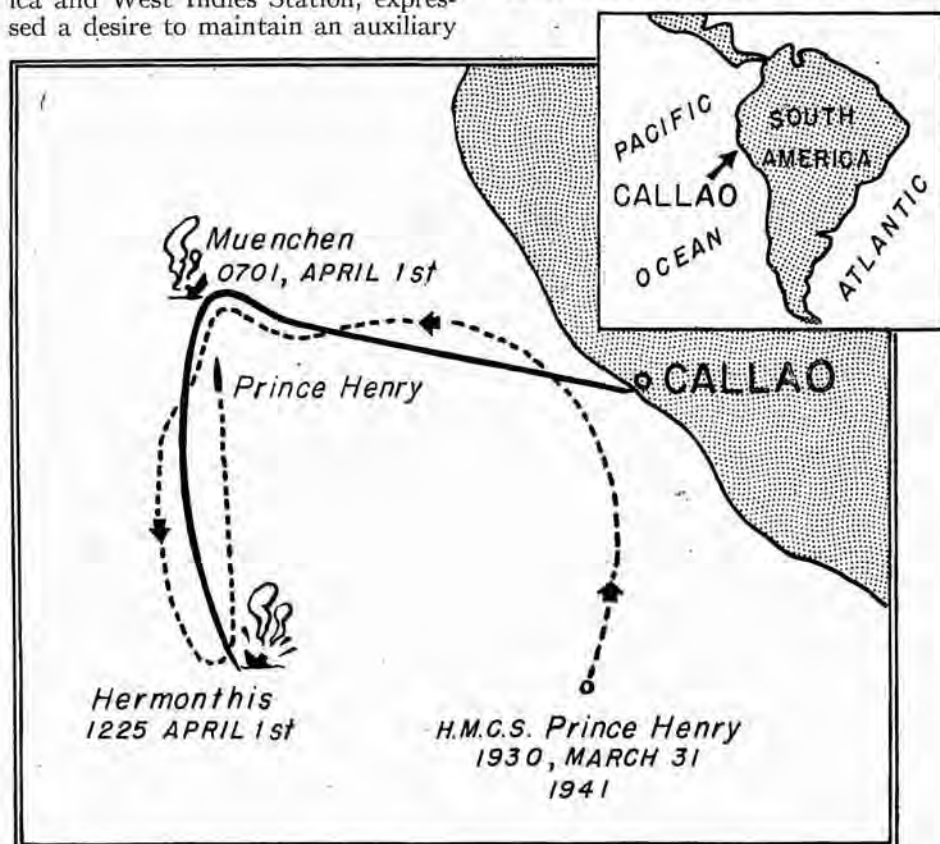
The "Diomedé" had been diverted to Costa Rica, where an Italian ship was showing signs of activity, and the "Prince Henry" was instructed to rendezvous with the "Diomedé" off the coast of the Central American republic. She left the Callao patrol, which had been without incident, met the British cruiser and together they carried out a patrol 60 miles off Punta Arenas. The "Prince Henry" remained on patrol until March 21, with nothing untoward developing.

Then the Canadian cruiser was ordered to proceed south again to Callao, where there had been further indications that the German ships might attempt to break out. The "Prince Henry" entered Callao on March 24 and gained some information regarding the Germans. It was believed by British Intelligence that all four ships had sufficient fuel to attempt a get-away; they had also been wired for firing and demolition. The condition of their hulls indicated that they might make good a maximum speed of eleven knots.

The "Prince Henry's" commanding officer, Commander Ronald I. Agnew, RCN, estimated that two of the four ships would try to make a break. Accordingly, the "Henry" sailed to a patrol position some 50 miles off shore. A reporting agent in Callao would give warning of the imminent departure of the ships.

By standing well out to sea and by avoiding passing ships, the "Prince Henry" was able to keep her presence in the area a secret. Just how effective this strategy proved was established later from statements made by the chief officer of one of the German ships, the "Hermonthis". He stated that, in the lack of information to the contrary, the Germans had believed, prior to sailing, that no warship was in the vicinity of Callao.

Actually, the "Prince Henry" had been outside the harbor for six days before the attempted break came. On March 31 she was informed that the "Hermonthis" and "Muenchen" had asked permission to sail at 1930.



Shortly afterwards came word that the Germans had left.

The "Prince Henry" was 60 miles from Callao. She headed towards the port, working up to her full speed of 20 knots. At 2130, about 23 miles south-southwest of Callao, the "Henry" began a line of curve search to northward, allowing the Germans a speed of 11 knots. At 0400 the commanding officer revised his estimate, reckoning the speed of the fleeing merchantmen to be only 10 knots, and adjusted his course accordingly.

At 0622 a ship was sighted 15 miles away in a position about 125 miles northwest of Callao. It was one of the fugitives. The "Prince Henry" began the pursuit, making the international signal, "Stop instantly or I will open fire". She repeated it continuously on her signal projector for 15 minutes.

At 0700 the range had decreased to 12,000 yards and the "Henry" fired a practice round to drop ahead of the enemy. The effect was immediate. A small cloud of smoke burst from the superstructure of the vessel and it soon became shrouded in dense black smoke. The Germans began abandoning ship.

At 0730 the "Prince Henry" passed close to the burning merchantman and identified it as the "Muenchen". By this time the fire was so well advanced that salvage was out of the question, so the cruiser departed immediately to hunt for the "Hermonthis". The search was begun to southward.

Five hours later, at 1225, a ship was sighted on the horizon. It was the "Hermonthis". The fleeing vessel turned away almost immediately and, as she turned, the "Prince Henry" could see that the merchantman was on fire. The "Hermonthis'" boats were swung out and her crew began to abandon ship at 1300. At 1337 the "Prince Henry" stopped alongside one of the boats, about a half mile from the burning ship.

The cruiser mustered the members of a boarding party, with instructions to board the "Hermonthis", taking the German boat's crew with them. By 1400 the boarding party and their captives had reached the "Hermonthis". The engine room party was able to close the sea cocks to prevent the ship from taking more water. The generators, however, had already been submerged and no pressure could be obtained on the bilge pumps or the fire main. Meanwhile,

the personnel on the upper deck were unable to control the fire in the holds and asked the "Prince Henry" for help.

The cruiser was secured on the merchantman's weather side at 1540 and hoses were rigged. For more than an hour the Canadian sailors tried to subdue the fires, but to no avail. In the meantime, the "Prince Henry" had been taking a bad pounding from the "Hermonthis", which had a 20-degree list to starboard. As nothing could be done to check the fires, the boarding party and the Germans were withdrawn at 1710 and the "Prince Henry" went in search of the other lifeboat which had been seen earlier under sail, making for the coast.



HMCS "PRINCE HENRY", PHOTOGRAPHED OFF THE B.C. COAST IN 1941. (P-1000.)

The boat, which contained the remainder of the German crew, was overtaken two hours later. The cruiser then returned to the "Hermonthis" and decided to sink the blazing ship with gunfire. She fired 35 rounds, scoring 33 hits. The "Hermonthis" sank at 0341 the following morning in a position about 180 miles west of Callao.

The "Prince Henry" then retraced her course to return to the "Muenchen". She closed the estimated position but could not locate the German vessel. She continued the search and at 1145 came upon the Peruvian cruiser "Almirante Grau." The latter informed the Canadians that she had sunk the "Muenchen" at 0955 that morning, and inquired about the "Hermonthis". The two German ships had made an unauthorized departure from Callao and the "Almirante Grau" had been sent in pursuit. The other two German

ships, the "Monserrate" and "Leipzig", had also attempted to escape and, on being forced to turn back into harbor by the cruiser "Coronel Bolognesi", had set themselves afire.

The "Prince Henry" parted company with the Peruvian ship and set out to locate the "Muenchen's" lifeboats. However, the search was broken off three hours later when the Canadian cruiser received orders to proceed to a new patrol. Later that afternoon the British oiler "Bishopdale" located the "Muenchen's" crew in two lifeboats. The Germans refused to be picked up and the "Bishopdale" was unable to effect a capture as she carried no armament. She stood by until the Germans reached shore at

Casna, Peru, where they were arrested.

International Trade

There seems to be no reason to fear that today's sailor is any less resourceful than his predecessor. For instance...

When the "Magnificent," "Micmac" and "Swansea" visited New York this spring, their crews had to contend, like other Canadians who have gone to Gotham, with currency regulations that set a limit on their supply of U.S. dollars.

But some of the visiting sailors weren't long in finding an answer to the problem. Just about the time their funds were running low, they learned that blood donor clinics were offering a reward of \$5, American, for each donation of blood.

From that time on there were frequent exchanges of good Canadian corpuscles for highly negotiable American banknotes.

SHE KNEW BETTER DAYS

*HMS 'Pelican', one of Early
Steam-Sail Warships, Now
Sydney Harbor Hulk*

A link with the days when ships of war were propelled by sail — and probably the only relic of its kind in Canada — is due for the scrap heap some time this year.

Now lying alongside a jetty in Sydney harbor, not far south of the wartime naval establishment, "Protector II", the sorry-looking, half-submerged hulk of a once-proud warship is to be removed and broken up in order to clear the way for traffic at

15 feet 9 inches, had a displacement of 1100 tons. Her best speed was 12 knots, while at 10 knots she had a cruising range of 1,120-1,480 miles. Her armament consisted of two 6-inch and four 5-inch guns, one boat or field-gun and four machine guns. Her normal complement was 140.

She first served on the Pacific Station, then joined the North America and West Indies Station.

drew after a one-and-a-half hour fight.

The "Pelican's" days as an operating ship really ended in 1922. Age and the accumulation of damage sustained in bucking the northern ice finally reached the point where she was no longer considered serviceable, and she was sold as scrap to Froim Bannikhin, of St. John's, Newfoundland, for \$1,500.

Instead of being scrapped, she was reduced to the status of a barge. In November 1922, filled with scrap and under tow for Sydney, she parted her hawser off Flat Point.

Wind and current carried her southward, out to sea. Then, as if drawn by a magnet, she drifted toward the "Graveyard of the Atlantic", Sable Island.

On November 19 the "Pelican" grounded near the Sable Island life-saving station. The tug "Ocean Eagle" was despatched to haul her off, but in the meantime the superintendent of the life-saving station was able to put out the "Pelican's" anchors.

This led to a dispute over salvage claims and lengthy proceedings in Admiralty Court.

Finally, the poor old "Pelican" was towed by the "Ocean Eagle" to Sydney. There she grounded again, losing her anchor in a gale and winding up on South Bar, in the harbor. She was hauled off by tugs belonging to W. N. MacDonald and berthed at Ingram's wharf.

Over a period of time, vandals stripped the ship of all her metal, and eventually opened her sea-cocks. The "Pelican" settled to the floor of the harbor, and there she has remained for 23 years, only her masts, fore-castle and port gunwales showing, a decided list adding to her disreputable appearance.

The City of Sydney at one time considered setting up the "Pelican" in Wentworth Park, but the project was abandoned because of the heavy expense involved.

Now comes the announcement that this "eyesore" is to be removed from the Sydney waterfront and disposed of once and for all. Perhaps it is just as well.



The "Pelican" as she looks today. (Sydney Post-Record photo.)

the jetty and eliminate a waterfront "eyesore".

The hulk is that of HMS "Pelican", a composite steam and sail ship which sailed in and out of ports on Canada's East Coast for more than 30 years. A Bird Class Sloop, she, like her sister ships, proved herself highly useful in a variety of duties. (See Looking Asten, "Crowsnest," September 1949).

The hulk was a familiar sight to thousands of sailors who served in or out of Sydney during the war. Few, however, were aware of what this crumbling carcass once had been, of her long record of faithful service.

HMS "Pelican", sloop, composite screw and barque-rigged, was commissioned at Devonport, England, on November 29, 1877. She was 170 feet in length, had a 36-foot beam, drew

Later she served in the Newfoundland Fishery Patrol and became a frequent visitor to Sydney.

The "Pelican" achieved particular prominence in Sydney in 1891, when she rescued the Dominion Coal Company's SS "Cape Breton" from the rocks at Cape Race.

In 1901, after 27 years of service under the White Ensign, she was sold to the Hudson's Bay Company, to be used as a northern supply ship.

During the First World War she was pressed into service as a cargo carrying vessel and, according to the records, proved that she still retained her qualities as a fighting ship. While on her way to Russia with a load of munitions, she was engaged by a surfaced U-boat, but put up such a good scrap that the submarine with-

The Bulletin Board

Half Yearly Return of Assessments

The regulations governing the forwarding of half yearly assessments as to suitability for advancement have been altered to eliminate the necessity for men to have qualified professionally for a higher rate in all respects before a recommendation for advancement could be forwarded. In the future, when a man has one year's seniority in his rating, an assessment as to his suitability for advancement will be forwarded each half year.

New Nomenclature for Branch Officers

The introduction of the new Branch Officer ranks was explained in the Christmas issue of the "Crow'snest." Officers designated as "Star" prior to August 31, 1949, were designated as (NQ) when they became Branch Officers. However, this designation has again been changed and these officers now have (AQ) after their rank. This abbreviation for "Abridged Qualification" is a better description of their status in the Navy.

Travelling Allowances, Officers and Men

The conditions under which travelling allowance is payable and the rates applicable have been altered to meet the changing conditions of public travel and are summarized below.

Officers and men will not be entitled to travelling allowances during any period of transportation provided at public expense by rail, ship or commercial air lines.

When travelling by rail or ship, officers and men will be reimbursed for meals at the following rates:

Breakfast.....	1.50
Lunch.....	1.75
Dinner.....	2.00

When travelling or when necessarily detained en route for a period

The Official Naval Tie



Above is a reproduction of the design which has been adopted as the official Royal Canadian Navy tie. It may be worn with plain clothes by serving and former members of the naval forces. These ties will not be stocked in naval clothing stores but will be available through normal retail outlets in due course. The design features red maple leaves and gold crowns on a dark blue background.

not in excess of 30 days in one place, the new daily rates of allowances are:

	<i>Accommodation and Meals not provided</i>	<i>Accommodation provided, meals not provided</i>	<i>Meals provided, accommodation not provided</i>
Captain and above.....	10.50	5.00	5.50
Commander and Lieut.-Cdr.....	9.50	4.50	5.00
Other Officers.....	8.50	4.00	4.50
CPO 1/c.....	7.50	4.00	3.50
Other men.....	7.00	4.00	3.00

Compulsory Leave—RCN Personnel Serving with the Royal Navy

Officers and men who are serving with the Royal Navy in an establishment that is closing down for the purpose of granting annual leave may find themselves compelled to proceed on leave.

The leave taken in these circumstances will be considered as normal annual leave and will be recorded in the same manner as if the leave had been taken in Canada.

Should an officer or man not wish to take leave under these circumstances and he submits valid reasons for not doing so, he will be appointed or drafted to HMCS "Niobe," where he will be employed during the leave period.

Overseas Flights with the RCAF

Flights to the United Kingdom by the RCAF are itinerant and at irregular intervals. Passage on such flights may be arranged for Service personnel on duty or on leave, if approved by Air Force Headquarters.

There is no guarantee of return flight and personnel who are given the privilege of a flight to the United Kingdom while on leave must make their own arrangements for the return journey by surface craft when return flight is not available.

Dependents of Service personnel may be carried for compassionate reasons when approved by Air Force Headquarters.

Branch Officers' Retirement Age

The retirement age of Lieutenants and Commissioned Officers has been altered from "45 years of age or 25 years service, whichever is the later," to "45 years of age" without the length of service consideration. Officers at present serving who held the rank of Warrant Officer, Warrant Officer*, Commissioned Officer from Warrant Rank and Commissioned Officer* from Warrant Rank on August 31, 1949, will not be retired on account of age until they reach the age of 50 years.



The Navy Plays



Thrilling Finish Marks "Naden" Sports Competition

There was a story book finish to the Cock of the Barracks competitions at HMCS "Naden." Going into the final day of the inter-part sports schedule, the Supply team was in top place and was favored to retain the coveted trophy. There was just one event between Supply and the championship—the badminton matches with the second place Band and Manual team.

Band and Manual had dogged the leaders during most of the season and had held first place for a time during the closing months of the schedule. And in the final competition they came through to win, upsetting the Supply squad and capturing the Cock of the Barracks Trophy for the first time. The final point totals were: Band and Manual 104½; Supply 101.

Supply School "B" finished strongly to take over third place. Communications and ND, Supply School "A," Gunnery, TAS and Electrical, and Medical teams followed in that order.

The Cock of the Barracks schedule extended over more than eight months and included 72 soccer matches, 72 basketball games, 72 volleyball games, 36 rifle shoots, eight swimming meets, a cross country run, a bayonet tourney, bowling knock-outs, and squash and badminton tournaments.

"Stadacona" Boxers Win McDonald Memorial Trophy

HMCS "Stadacona" won the Charles McDonald Memorial Trophy by scoring decisive triumph over four teams of boxers representing east coast ships and establishments in the Atlantic Command boxing championships. Teams from "Stadacona," "Shearwater," "Scotian," "Cornwallis," and East Coast Ships took part in the two-day tourney held in the "Stadacona" gymnasium.

The well-conditioned "Stad" fighters, coached by AB Donald McElroy, copped three titles and were in the runner-up spot three times to rack up a nine-point total. "Cornwallis" and Ships tied for second place with five points each, while "Shearwater" scored three points and "Scotian" two.

The 24-bout tourney was witnessed by a large and appreciative crowd. Particularly outstanding were the finals in the lightweight and heavy-weight divisions. Ord. Sea. Taylor Gordon, "Cornwallis," earned a split decision over Ldg. Sea. Joseph LeBlanc, "Stadacona," in the lightweight final that was packed with action all the way.

But the heavyweights provided the most thrills. Ldg. Sea. John Friis, "Stadacona," and Ord. Sea. Robert Edgett, "Cornwallis," staged a slug-fest that brought the crowd to its feet several times. Friis had the upper hand in the first two rounds and scored a knockdown in the second. Edgett came back strongly in the third and final round but it was not enough to erase Friis' early lead.

Following is a complete list of the finals in each of the weight divisions:

Heavyweight

Ldg. Sea. John Friis ("Stadacona") defeated Ord. Sea. Robert Edgett ("Cornwallis") by decision.



AB Donald McElroy, boxing instructor at HMCS "Stadacona," receives the Charles McDonald Memorial Trophy from Commodore A. M. Hope, Commodore of the RCN Barracks, after a team coached and trained by the former won top honors in the Atlantic Command Boxing Championships. (HS-10757).

Light-heavyweight

Ldg. Sea. Ronald Fallahay ("Stadacona") defeated Ord. Sea. Charles Milks ("Stadacona") by KO in 2nd round.

Middleweight

AB Norman Sangster ("Shearwater") defeated AB Harold Holloway ("Magnificent") by decision.

Welterweight

Ldg. Sea. William Merriman ("Stadacona") defeated AB Ralph Wanner ("Shearwater") by default.

Lightweight

Ord. Sea. Taylor Gordon ("Cornwallis") defeated Ldg. Sea. Joseph LeBlanc ("Stadacona") by decision.

Featherweight

Ord. Sea. Raymond Shanks ("Cornwallis") defeated Ord. Sea. James Calnan ("Micmac") by decision.

Bantamweight

AB Vernon Frankton ("Magnificent") defeated Ord. Sea. Donald Wheeler ("Cornwallis") by decision.

Flyweight

Ord. Sea. Gerald Boucher ("Scotian") defeated Ord. Sea. Joseph Fortin ("Magnificent") by decision.

West Coast Athletes Guests at Function

The ship's company of HMCS "Naden" was host to the members of several West Coast naval representative teams at a smoker held recently in the barracks in appreciation of the contributions made to sport in Victoria by the Navy athletes. Approximately 100 guests were present, including the secretaries and presidents of the leagues in which Navy teams were entered.

The master-of-ceremonies, ex-CPO George Cole, an ardent booster of sports in Victoria, introduced the speakers, among them Captain H. F. Pullen, commanding officer of HMCS "Ontario;" Cdr. D. W. Groos, HMCS "Sioux;" Commander J. C. Reed, executive officer of "Naden;" Lieut. H. E. Taylor, "Naden's" sports officer; Instr. Lieut.-Cdr. G. L. Connor, coach of the Navy senior hockey team, and many officials of the city leagues.

The speakers remarked on the part Navy men had played in city and provincial sport during the past years and expressed the hope the enthusiastic competition would continue.

On display were various cups and trophies won during the past year. These included the Brock Whitney Army and Navy Tug-O-War Trophy, the Kenton Trophy for the port soccer championship, the Premier Tolmie Cup (Saanich and Suburban Senior "B" basketball championship), the Cross Cup (Victoria Commercial Hockey League championship) and the Navy Cup (Victoria Junior Hockey League championship.)

Officers' Hoop Team Scores at "Cornwallis"

Summer sports are under way at HMCS "Cornwallis," with inter-part leagues operating in baseball, softball and soccer. The ship's soccer team has also swung into action and scored a 4-1 victory over RCAF Greenwood in the opening fixture.

The inter-part basketball playoffs provided a thrilling climax to the Spring sports schedule. In a closely-fought final, the officers took the measure of the chiefs and petty officers by a 30-29 count, scoring the winning basket in the final 30 seconds of play.

"Cornwallis" came through with two wins and a runner-up in the Atlantic Command Boxing Championships staged at Halifax. Ord. Sea. Raymond Shanks punched his way to the featherweight crown and Ord. Sea. Taylor Gordon won top honors in the lightweight division. Ord. Sea. Donald Wheeler qualified for the finals for the bantamweight championship but dropped the deciding bout by a close decision. Despite a small entry of four fighters, "Cornwallis" placed second in the team totals.

"Naden" Captures Third Straight Soccer Title

For the third consecutive season, HMCS "Naden" captured the Kenton Trophy, emblematic of the port soccer championship. The "Naden" eleven took the measure of a surprisingly strong team from HMCS "Rockcliffe" by a 4-1 count. Both teams had equal scoring opportunities, but "Naden's" superior goal tending and defensive work proved the deciding factors in the spirited contest.

A Sports Control Board has been formed at "Naden" to encourage and co-ordinate sports activities in order to provide maximum recreation and



Ord. Sea. Ted Audette, of HMCS "Athabaskan," voted by his fellow members of the Navy junior hockey team as the squad's most valuable player, receives the A. C. Murdoch trophy from Dick Gerard, of Jack Davis, Limited, of Victoria, donors of the award. After the junior team had completed its schedule, Audette went up to the Navy seniors and played outstanding hockey as they won the Victoria Commercial League championship. The presentation took place on the "Athabaskan's" quarterdeck. Looking on are Lieut. R. C. Hesketh, RCN(R), left, and Lieut. (P) G. L. Ollson, RCN. (E-11532.)

entertainment. Names for the executive committee were submitted by various departments and the following were elected by the Welfare Committee: Chairman, Instr. Lieut.-Cdr. G. L. Connor; members, Lieut. H. E. Taylor, CPO Herbert Nelson, PO David Sadler and AB Arthur Dieroff.

"Naden's" Senior B softball team got off to a flying start in defence of the Victoria City Softball League championship. The sailors, who boast the hardest hitting team in the loop, won their first four games. CPO Ches Padgett has been the big gun for "Naden," clouting four home runs in four games. Another standout figure has been PO George Kinch, a southpaw hurler who pitched 22 innings without having a single earned run scored against him.

Tri-Service Boxing Card Staged by "Carleton"

HMCS "Carleton" staged a tri-service boxing show in May, with servicemen from Ottawa and district, Trenton and Montreal taking part. Nine bouts were presented before a large and appreciative crowd.

Ord. Sea. Ronnie Lacelle, RCN(R) of "Carleton," met Mac Plouffe in the five-round main event. Lacelle outclassed the plucky Gatineau Mills fighter and scored a technical knock-out in the fifth round. It was his fifth consecutive triumph this spring.

Boxing activities have been suspended for the summer at the Dow's Lake naval division, but plans are already being formulated for a fall boxing show. "Carleton" invites neighbouring naval divisions interested in taking part in these fight cards to contact the sports officer, Lieut. D. J. Loney, RCN(R).



Three naval officers serving in the Atlantic Command won squash titles this year in tournaments played at the "Stadacona" gymnasium. Left to right are Sub-Lieut. John S. Ker, Port of Halifax intermediate champion; Lieut.-Cdr. J. D. McCormick, Maritime senior singles champion, and Instr. Lieut. D. A. Robertson, Port of Halifax novice champion. (HS-10880.)

Supply School Athletes Vie for New Trophy

The Supply School at HMCS "Naden" has organized an inter-divisional softball league with teams representing officers and instructors, cooks and stewards, and stores and writers. The winner of this loop will receive the Supply School Challenge Trophy, presented for competition by Lieut. (S) W. G. Powell, former sports officer at the school.

With the winter schedule over in the Cock of the Barracks competitions the Supply School A and B teams are turning to the summer program. CPO Frank Elston, coach of the A team, and PO Arthur Cuthbert, coach of the B team, have been whipping their squads into shape with apparent success, both aggregations having won all their softball games to date.

Prominent among the instructors who volunteer for sports duties at the Supply School is CPO Neil McLeod, assistant to the sports officer, who is always on hand to organize or referee any game.

"Stad" Trackmen Compete In Invitation Meet

A nine-man team from HMCS "Stadacona" journeyed to Wolfville, N.S., to take part in a pre-season invitation track and field meet. Other teams competing were from Mount Allison University, Halifax Wanderers Athletic Club and Acadia University, the host. Competition was keen in most events but the Acadia Axemen proved too powerful for the visitors and copped first place by a comfortable margin. Navy finished third.

Representing "Stadacona" at the meet were PO Melville Lumley, AB Kenneth Weir, AB Frank Eggleton and Ordinary Seamen James Parks, Joseph Denault, Robert Hobbs, Thomas Richardson, George Manly and Albert Saxon.

Rifle Shooting Club Formed at "Discovery"

A rifle shooting club has been formed at HMCS "Discovery," the Vancouver naval division, under the direction of Lieut. Ralph Newstead. The club meets every Monday to shoot with either .22 rifles or revolvers at the range of the Irish Fusiliers. Some 50 officers and men are on the roster.

HQ Bowling League Prizes are Presented

Trophies and prizes were presented at the annual banquet and dance of



Surgeon Captain Archie McCallum, left, Medical Director General of the RCN, is presented by Lieut.-Cdr. (SB) W. J. Simpkin, president of the Naval Headquarters Junior Bowling League, with a certificate naming him honorary president of the league, at the annual prize-giving and banquet. (O-1421-4.)

the Naval Headquarters Junior Bowling League May 17.

In recognition of the keen interest which he had taken in the league, Surgeon Captain Archie McCallum, Medical Director General of the RCN, was presented by Lieut.-Cdr. (SB) W. J. Simpkin, league president, with a scroll appointing him honorary president of the circuit.

The newly-donated McCallum trophy was presented by Captain McCallum to Bill Warwick, captain of the league champion "Cayuga" team. The winning squad, whose other members were Joe Vincent, Betty Skiffington, Mary Ellen Chalfour and Dorothy Cook, also received individual prizes.

A second award, the Naval Headquarters Sports Association trophy, was presented by K. Rupert, president of the Association, to Commissioned Stores Officer Frank Bentley, captain of a Junior Bowling League team which won the Naval Headquarters inter-league championship. Other members of the team were Bill Warwick, Rollie Bourque, Connie Gratton, Olive Gorman and Muriel Montpetit.

Mr. Bentley was the night's big prize-winner, receiving additional awards for rolling the men's high average (218) and high cross (825) and for leading his team, "Crescent," to victory in playoff "A." Others on his team were "Si" Paquette, Lois Hodgins, Marion Davis and Ruth Nugent.

"Rockcliffe," captained by Lieut.-Cdr. (SB) Peter Laurie, won the playoff "B" awards. His team members were Tony Lecompte, Nita Smith, Margo Schryer and Mrs. Mary Selley.

The ladies' high average prize went to Connie Gratton, who was tops with 191, while Mrs. G. E. Fenwick's 803 was good for the high cross and Olive Gorman's 305 was the ladies' single.

Robert Stead's 328 earned him the men's high single award.

Other prize-winners were Cdr. George Dawson, Orma Johnston, Hugh Stewart, John Pinhey, Thelma Saunders, Olive Gorman and Mrs. Lorrene Wytmsa.

East Coast Badminton Club Holds Closing Tourney

A two-day tournament in April concluded one of the most successful seasons the Atlantic Command Badminton Club has enjoyed since its inception.

Lieut. Del Gibson became a triple titlist when he won the mens' singles, partnered with Lieut. Ross Stuart to win the men's doubles, and teamed with Mrs. Barbara Jackson in taking the mixed doubles. Mrs. Margaret Korning was the ladies' singles winner while Mrs. Jackson and Mrs. Betty Boden captured the ladies' doubles title.

Electrical Officers Win Bowling Playoffs

Twelve teams of the HMCS "Stadacona" Interpart Bowling League rang down the curtain on a successful season with some rousing competition in the playoffs for the league championship. The Electrical Officers, who had finished well down in the standings, suddenly caught fire and scored convincing victories over the Instructor Officers, Electrical "C", MTE "B" and Sub Depot teams to win the title.

The RCN Hospital team rolled the highest score of the playoffs, a 3,081, in downing Electrical "A" but couldn't maintain the pace and later bowed to MTE "B".

Another inter-part champion was crowned when the Gunnery School defeated the Electrical School in the best of three finals for the inter-part water polo championship. The Gunners edged out a victory in the third and deciding match.



Obituary

**MR. PERCY A. BROWNELL,
GUNNER (T) RCN, RET'D**

Funeral services for Mr. Percy A. Brownell, Gunner (T), RCN, Ret'd, were held with full naval honors on May 20 at Halifax. Burial took place in Fort Massey cemetery. Mr. Brownell died in Camp Hill Hospital May 17 after an illness of several months.

The naval Guard of Honor of 40 men was under the command of Lieut. C. E. Coles while the 12-man firing party was in the charge of Mr. J. K. Crotty, Commissioned Gunner.

Mr. Brownell, who joined the Royal Canadian Navy as a boy seaman in 1921, was promoted to the rank of Gunner (T) in 1942. He retired in 1946 after more than 25 years' service.

LETTER TO THE EDITOR

Sir:

Read with considerable relish "The Unwanted Nail," page 35 of the May issue of the *Crowsnest*. Well-written and pithy, your story sank me in a flood of nostalgia . . .

I was the officer responsible for the installation, reporting to Cdr. Archie Hodge (now Electrical Commander in HMCS "Donnacona"). But the bouquets should be reserved for the installing officer on the job at that particular yard, Lieut. (L) W. H. J. (Bill) Kitchen. Bill it was who computed by resistance measurements from dome compartment to "hut" the location of the short. The screw nail was an inch or two away from the estimated position—pretty good navigating for an electrical johnny even under the pressure of Navy and managerial "brass" at an acceptance! What the yard manager said was comparatively mild. It is what Bill Kitchen said that should be reproduced for Naval posterity!

Bill was manager of an electrical construction job in Ontario at last reports. It is unlikely that he will see this, since it isn't the mathematical treatise that he dotes on. Therefore, if any of your correspondents who may have knowledge of his whereabouts would care to signal the undersigned, I would greatly appreciate it.

John J. Thomson,
Lieut.-Cdr. (L), RCN (R), Ret'd.,
Publications Supervisor,
Advertising Dept. 85-5,
General Sales Division,
Northern Electric Co. Ltd.,
1600 Notre Dame St. W.,
Montreal.

Less than a month after being the principal figure in an 800-mile mission of mercy by HMCS "Sioux" George Maladrus, wireless operator of the Greek freighter "Maria G. Culucundis," was released from the RCN Hospital at Esquimalt and allowed to return to his ship.

The "Sioux" steamed to rendezvous with the Greek ship on April 29 after the latter had radioed for medical aid. Maladrus was transferred to the destroyer some 400 miles at sea and was taken to Esquimalt, where he was placed in hospital and operated on. In the upper photo he is shown being carried ashore from the "Sioux."

In the lower photo, surrounded by fellow patients, he smiles happily at the prospect of rejoining his ship. In the group are, left to right, AB L. D. Kelly, LAC H. C. Badgley, AB D. Hamilton, Ldg. Sea. D. Chadwick, Maladrus, WO2 A. Catt, AB A. Cathcart, PO J. Knight and AB J. Robinson (in wheelchair).

Later, in a letter to the Flag Officer Pacific Coast, D. Syrmes, master of the S.S. "Maria G. Culucundis," stated that the action of the "Sioux" was "the effective means of saving Mr. Maladrus's life, as medical attention was vital."

"I wish, on behalf of Mr. Maladrus and my owners, to thank you, the officers and men of HMCS 'Sioux' and His Majesty's Royal Canadian Naval Hospital, for their prompt and humane action," the captain said. (E-11250 and 11458.)

Comrades in Arms

THE CANADIAN ARMY

Canadian Officers Training Corps

Cadets from two new university contingents of the Canadian Officers' Training Corps are included in the total of approximately 2,400 COTC members now engaged in the practical phase of their training at various Canadian Army Active Force establishments across the country. The two additions are the Memorial University Contingent, St. John's, Newfoundland, and the Carleton College Contingent, Ottawa. Both contingents were formed last year.

The cadets, representing 28 Canadian universities, including the Canadian Services Colleges, Royal Roads, and the Royal Military College, began reporting to the Army Corps schools and other Active Force establishments early in May.

The course of training offered all candidates in the COTC is spread over a three-year period, each year having

two phases, theoretical and practical. The theoretical training takes place during the academic year at the colleges and universities and covers academic subjects of military interest, while the practical training consists of periods of up to 16 weeks during the summer months with the Active Force.

In order to qualify for a lieutenant's commission in the Reserve Force, a cadet must complete two theoretical and two practical training phases. If he completes the full course, he becomes qualified for an Active Force lieutenant's commission or a captain's commission in the Reserve Force. In order to hold an Active Force commission, however, it is also necessary to be a college graduate and to attend a seven-week course at RMC in common-to-all-arms subjects.

Candidates need not have completed their final year at university prior to being commissioned and appointed to the Active Force. They

may apply for appointments upon the successful completion of the third practical phase of the COTC training program. Those selected are commissioned as 2nd lieutenants, then granted leave of absence without pay and allowances until they graduate, following which they are posted for full-time duty with the Canadian Army.

During the summer periods of training, the cadets have the status and receive the pay of 2nd lieutenants. Married cadets, separated from their families, receive \$40.00 a month extra. They wear badges of rank — one star on each shoulder — of the corps with which they are undergoing training.

The 16-week practical phases with pay during vacation time have proved a great incentive to enrolment in COTC. Since room, board, medical care, uniforms and expenses to and from the corps schools are provided at government expense, a frugal cadet is able to apply most of his summer's earnings towards the cost of his education.

RCAF STAFF COURSE STUDIES NAVAL WARFARE

The staff and students of the Royal Canadian Air Force Staff College, Armour Heights, Toronto, shifted their classrooms to Halifax at the end of May for an eleven-day study of naval warfare.

The members of the RCAF Staff College group were guests of the Royal Canadian Navy and were accommodated at the RCN Air Station, Dartmouth, throughout their stay.

The sojourn with the RCN started off on Monday morning, May 29, with an introductory talk by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. There followed a well-planned program which included lectures by senior naval officers and naval demonstrations.

On Tuesday May 30, the group went to sea to witness an anti-submarine exercise involving ships and aircraft of the RCN and a Royal Navy submarine.



Sapper James Middleton, RCE, of Winnipeg, one of 54 Army personnel who joined HMCS "Ontario" for her Pearl Harbor cruise, found there was quite a trick to climbing into a hammock. Here he gets a hand from AB Art Beamish, of Moose Jaw. (OC-244-5.)

WHO WORKS THE HARDEST?

*Job Analysis Program Seeking
Full Details of Service Trades*

The Canadian armed forces now have a common pay scale, divided into pay of rank or rating, trades pay, marriage allowance, and separated family allowance or subsistence. It is evident that a common standard of assessment for each of these items of pay is required, especially in the first two, so that the pay of men in the Services is fair to all.

At present, the principal difference between the Services is in the assessment of trades pay. To a great extent trades pay has been set by the relative trade requirements within a Service, and not on an all-Services basis, as it should be. In the Navy, the artificer ratings receive Trade Group 4 when fully trained and competent to perform their duties, and the trade group given to other trades is assessed relative to these men, roughly in proportion to the time it takes to train them.

The Job Analysis Program now under way in the armed forces is an attempt to evaluate trades on a tri-Service basis. From this analysis, it is hoped to establish common standards by which to assess the trades pay for all Service personnel.

The method used in analysing jobs is to have men of the various trades in a Service fill out a questionnaire, known as a job inventory pamphlet, on the duties, knowledge and skills, manual or otherwise, required to perform their tasks efficiently at their particular level in a trade. The total of these for all the different tasks they are required to perform is the job requirement for a particular trade group of men.

For example, an ABSM (Able Seaman Stoker Mechanic) has to be able to perform a number of tasks — evaporator, refrigeration, steering gear, etc., watchkeeping; tending fires and water in the boiler room and assisting in various kinds of maintenance, overhaul and repair work on different machines. Each of these is a task, and the total of these tasks gives the job qualifications required for an ABSM.

The success of the program depends largely on the individual man who fills out the job analysis inventory. As it is the job analysis only that is required, no names are shown in the form. What is required is a full and

clear statement of the tasks each man performs in his present employment. The sum of all these employments gives the assessing staff the overall picture of the job requirements for a particular class of men in the Navy.

Lieut.-Cdr. (E) L. E. Simms has been appointed to take charge of the Job Analysis Program in the RCN and officers are being selected to conduct the filling out of the pamphlets in ships and establishments, being given a short course before they start work. As a preliminary, one or two "dummy runs" will be conducted on small groups of men to see whether the pamphlet needs any revision and to gain experience in conducting the survey. After that, the main work can proceed.

The present objective is a common standard for assessing trades pay in all three Services. When the survey is completed, and job specifications and standards are set up for the selection of men in the different fields of work, it will tie in the Services requirement for skilled men in time of war with that of civilian industry, and show where these can be obtained without too great disturbance of the national skilled working force.

It was often evident in the last war that many men in the Services would have made a greater contribution to the national effort had they been permitted to remain in civilian industry. Nowadays, the whole nation's effort, not just that of the armed forces, is required to win a war, and direction of skilled men to the place where they can be of greatest value is essential.

In any case, at long last men are being given the opportunity to show, in writing, just how hard they do work — and settle a lot of outstanding arguments about who works the hardest in the Navy!

EDUCATION POINTS FOR ADVANCEMENT

The May issue of the "Crownsnest" gave a new table showing a revised number of credit points to be awarded for educational qualifications for men on advancement rosters. The details are unchanged but the effective date should have been stated as June 16, 1950, instead of March 2.

OPERATION REDRAMP (Continued from Page 7)

evacuation period, when so many women and children were aboard, but it was successfully dealt with and no danger of disease was ever apparent.

Two operations in particular were handed over to this branch—one the 'iron lung' evacuation, the other the rescue by small boat of the skipper of the Winnipeg Canoe Club, isolated by flood water and ill with bronchial pneumonia.

As a factor in keeping up the morale of all concerned in the field operations and in maintaining close contact with civilian agencies, the Navy-Civilian Liaison Office played a most important part. Under the general direction of Instr. Lieut.-Cdr. Larry Bennett, RCN(R), small comforts were made available to all ranks and ratings and postal facilities and motion picture shows were provided at all hours of the day and night for off duty men. As the operation drew to a conclusion, the main effort in this office consisted of gathering and correlating information regarding flood losses to naval personnel, with a view to eventual aid.

As this report is being written, Operation "Redramp" is almost history and so, to a great extent, is "Chippawa's" part in it. But for some time yet, specialists will be working at the hundred and one tasks that remain.

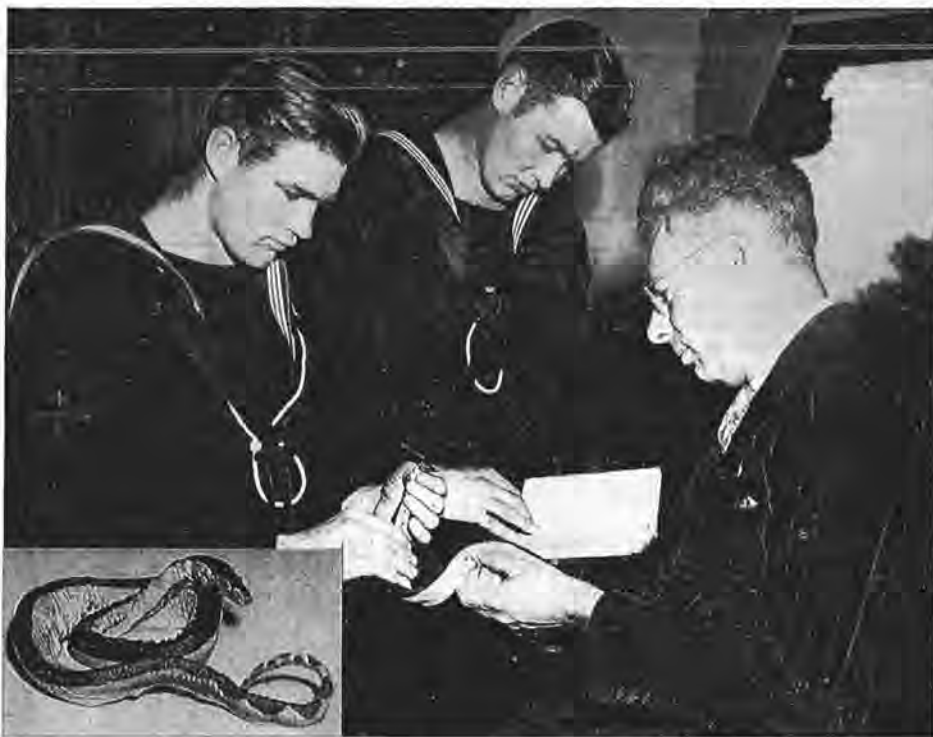
When they are done and rehabilitation is complete, there'll be another story to be told . . . of how the Navy can clean up the "bits and pieces" equally as well as it carried through the job just finished.

GATE VESSEL'S KEEL LAID AT LAUZON

Construction of the second unit of the RCN's nine-ship building program got under way in mid-May when the keel of a trawler-type gate vessel was laid at the shipyards of George T. Davie & Sons, Ltd., Lauzon, P.Q. Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, represented Naval Headquarters at the brief ceremony and declared the keel "well and truly laid."

Other Navy officials present at the ceremony were Constr. Cdr. Frank Freeborn, RCN, Principal Overseer, Montreal Area, and Captain E. F. Noel, OBE, Adc, RCN(R), commanding officer of HMCS "Montcalm". Mr. Andre Delagrave was present on behalf of George T. Davie & Sons, Ltd.

The first keel to be laid in the current ship-building program was that of the icebreaker, in November 1949 at Marine Industries Limited, Sorel, P.Q.



Dr. G. Clifford Carl, director of the B.C. Provincial Museum at Victoria, examines "Herman," the Pelamis, as AB John L. Maybin, of Saskatoon, reads up on the facts about sea-snakes. On the left is AB James Nicholson, of Moose Jaw, who found the snake (inset) in HMCS "Cayuga's" motor cutter. (E-11452 and E-11453.)

POISONOUS PASSENGER

An unusual and deadly type of stowaway came to light recently in the destroyer "Cayuga."

The stowaway, a "Pelamis," or Parti-Colored Sea-Snake, was found when Able Seaman James Nicholson, of Moose Jaw, was cleaning the bilges of the ship's motor boat. Lifting out what he thought to be an oil-soaked rope's end, he was about to toss it over the side when he noticed that it felt rather soft. Closer investigation proved it to be a dead reptile.

When no one aboard ship was able to identify it, other than it had poison fangs, "Herman," as the snake was promptly dubbed, was taken to Dr. G. Clifford Carl, director of the

Provincial Museum at Victoria. Dr. Carl established that it was a Pelamis, and said that, while not usually fatal, its bite had been known to cause death.

Its usual habitat is from Madagascar to Malaya, north to Siberia and across the Pacific to Panama.

How "Herman" got into the motor boat remains a puzzle, but it is known that he stowed away during the training cruise to southern waters in March.

Cleaned and preserved, "Herman" is now on exhibition at the Provincial Museum beside a small card which says, "Presented to the Museum by HMCS 'Cayuga.'"

Retirements

Chief Petty Officer Luther S. Bayer

Rating: C2CK3
Age: 47
Address: 38 Chappell Street, Dartmouth, N.S.
Joined: May, 1929, as an Assistant Cook.
Served In: HMCS "Stadacona," "Champlain," "Saguenay," "Venture," "Fundy," "Avalon," "Restigouche," "Preserver," "Cornwallis," "Uganda," "Iroquois," "Haida," "Warrior," "Magnificent" and "La Hullose."
Retired: June 28, 1950.

Petty Officer R. Robert B. Farley

Rating: P1SM2
Age: 38
Joined: February, 1929, as a Boy Seaman.
Served In: HMS "Crusader," HMCS "Stadacona," "Festubert," "Champlain," "Ypres," "Saguenay," "Ottawa," "Venture," "Cornwallis," "Dunvegan," "Avalon," "Scotian," "Peregrine," "St. Pierre," "Provider," "Haida" and "Hunter."
Awards: Long Service and Good Conduct Medal, January, 1945.
Retired: June 23, 1950.

MAN OF THE MONTH

(Continued from page 9)

just completed a group leadership course at his local community centre.

When "Doc" showed up at the Esquimalt Day regatta this year as coxswain of the permanent force staff whaler's crew from "Discovery," old-timers recalled that he used to be some shakes as an oarsman from 1930 until 1939. He was quite a marksman, too, and in his earlier days won numerous awards with his skill on the ranges. He still engages actively in football, softball and basketball.

Asked to name the three incidents remembered most vividly from a 20-year career, aside from wartime actions, Myles listed:

A revolution in San Salvador, in 1932, during which the "Vancouver," in which he was then serving, stood by to protect British lives and property. (See The Salvador Affair, "Crownsnest," June 1949);

17 days in Magdalena Bay, living mainly on bully beef and hard tack, during his first long cruise, in 1931; and

Operation Kingdom, in May 1945, in which the "Iroquois" sailed into Oslo as part of a force escorting Crown Prince Olaf of Norway home from exile, and was included in the royal welcome accorded the prince.

CPO Myles latterly has branched out as a columnist, authoring an item entitled "Doc Myles' Scrapbook" in "Discovery's" Weekly Newsletter, in which he waxes philosophic on man's present day condition, pulls the troops apart for laxity in certain of their duties, gives them advice on how to get on in the Navy, and generally lives up to the reputation that earned him a unanimous vote as "Discovery's" Man of the Month.—W.J.H.

Post this on your messdeck notice-board or handy to your locker and, next time there is a kit muster or inspection, see how close you can come to matching it.

It shows how a sailor's kit should be laid out on his hammock for inspection, with everything neat, clean and compact and no Irish pendants.

This particular kit belongs to a new entry ordinary seaman under training at "Cornwallis." It consists of 70-odd items (count them) issued to him gratuitously on his arrival at the establishment, and includes practically everything, from toothbrush and "pusser's dirk" to kit bag and oilskin coat, that he will need in the pursuit of his naval career, ashore and afloat. (DB-861-2).

