

The CROWSNEST

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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

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LADY OF THE MONTH

The honor—and a well-deserved one it is—goes to HMCS CAYUGA, who returns to Canada April 7 after nearly eight months of service under United Nations command in the Korean war zone.

The Canadian-built Tribal, under the command of Captain Jeffrey Brock, headed the division of three destroyers that Canada placed at the disposal of the UN last July. With only one break—a brief trip to Hong Kong—the Cayuga was steadily engaged in Korean operations from early August until the middle of March.

Her total time in the Korean theatre amounted to 223 days, of which 161 were spent at sea. This gave her a seetime average of 72 per cent, a figure that speaks well for the efficiency of her engineroom and other technical departments.

During those 161 days at sea the destroyer steamed nearly 50,000 miles, on operations ranging from routine patrols to the spectacular Chinnampo evacuation.

Her main armament fired well over 1,000 rounds of ammunition in bombardments of shore targets.

Her officers and men will insist that the Cayuga's Korean record was no more and no less than would be expected of any naval ship. They simply did the job they were given.

However, the manner in which they carried out all assignments is a credit to the ship, and to Canada.

The Crowsnest takes pleasure in adding its congratulations to the many others the Cayuga has received, and extends to her officers and men best wishes for a good leave and for happy sailing in the future.

(Lady of the Month photo by Ben Davis White, San Diego.)

Cover Photo — Ships of the Royal Canadian Navy have become familiar visitors at the big United States naval base at Pearl Harbor, through calling there either in the course of training cruises or on passage to or from the Korean war zone. It's a popular stopping place, too, for the islands of Hawaii have a lot to offer in the way of climate, scenery and entertainment. The cover photo shows HMCS Huron at her Pearl Harbor berth during the destroyer's stay there en route from Halifax to the Far East. The Huron arrived at the Canadian destroyers' base in Japan on March 15. (HU-8).

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R.C.N. News Review

Three destroyers in Korean waters, a cruiser off the coast of Australia and a carrier and destroyer in the Caribbean — those were the more conspicuous items on the RCN's seagoing schedule at the end of March.

Huron Relieves Cayuga, Latter Homeward Bound

Operating under the UN flag in the Far East were HMC Ships Nootka, Athabaskan and Huron, the last-named having arrived March 15 at the destroyers' base in Japan to relieve HMCS Cayuga. The Cayuga set sail for home the following day, leaving the Athabaskan the only one of the three "originals" still serving in the war zone.

The Cayuga is due at Esquimalt April 7 and indications are that the destroyer, her officers and her men will receive a welcome comparable to that accorded the Sioux when she arrived home February 4.

On April 8, the day after the Cayuga's arrival, the welcoming signals will be changed to those of farewell as the Sioux slips from her jetty and begins the return journey to the Far East, to relieve the Athabaskan. The destroyer will proceed to Pearl Harbor, where she will once again come under UN command and whence she will be routed onward to Japan.

The Cayuga comes home with a splendid record. Some of the highlights of her seven-and-a-half months in the Far East included:

Participation in the Inchon invasion last September, with Captain Jeffry Brock, commanding officer of the Cayuga, assuming command of a UN force protecting the southern flank of the invasion area.

The Chinnampo operation, in which the Cayuga led a UN destroyer force into the port to cover

the evacuation of 7,000 military and civilian personnel and destroy harbor installation.

January bombardments of Red shore batteries at Inchon. Here the Cayuga came under direct fire for the first time but received neither damage nor casualties.

A 50-day patrol that began November 20 and extended through Christmas and New Year's.

The supply of food and medical aid to South Korean island villages cut off from their regular sources by the initial communist attack.

But perhaps the greatest event of all, for the Cayugas, was the arrival of HMCS Huron on March 15. Their job was done — and well done — and they were free to go home.

Cdr. Fraser-Harris becomes Cancomdesfe

On the departure of the Cayuga for Canada, Cdr. A. B. Fraser-Harris, commanding officer of the Nootka, succeeded Captain Brock as Commander Canadian Destroyers Far East.

Athabaskan Passes 50,000-Mile Mark

During a February patrol off the west coast of Korea, HMCS Athabaskan's log ticked off the 50,000th mile since the destroyer left Esquimalt last July. Additional tours of duty have added to that record.

Also in February, the "Athabee" destroyed her twelfth mine. Ldg. Sea. Harvey Symington, of Edmonton, sighted the floating sphere and AB Gordon Lonvik, of Calgary, sank it with five well-placed rounds from his Bofors. It was mine No. 6 for Lonvik.

Ontario Joins Exercises in Australian Waters

HMCS Ontario arrived at Brisbane March 24 to complete her long journey to Australia. After three days in port she proceeded to sea to participate in exercises with units of other Commonwealth fleets.

The cruiser's voyage was not without incident. On the first stage, from



One of the routine jobs carried out by the Canadian destroyers is a careful check of all craft sighted during their Korean patrols. Here the Athabaskan awaits a small junk to come alongside to be searched. At horizon distance are the British carrier Theseus and HMC Ships Nootka and Cayuga. (CA-490).

Esquimalt to Pearl Harbor, she encountered heavy weather, had to heave to for 11 hours, lost one boat and had two others damaged.

From Pearl onward the weather improved and ideal conditions prevailed when the ship staged a mammoth Crossing the Line ceremony on entering the Southern Hemisphere. More than 600 officers and men were transformed from "tadpoles" to "shellbacks."

Then there came a two-day stop at Pago Pago, capital of American Samoa. This was the first South Sea island most of the Canadians had ever seen and the occasion, marked as it was by bountiful hospitality, was one long to be remembered.

The next scheduled call was at Suva, in the Fiji Islands, and there the Ontario arrived a full 16 hours ahead of her original ETA. A stoker mechanic, Petty Officer Lloyd Fell, of Victoria, had severely injured his left hand while working on refrigeration machinery and the ship's medical officer, Surg. Cdr. H. R. Ruttan, after treating him in the sick bay, decided further treatment in hospital was needed. Commodore H. F. Pullen ordered speed for 28 knots and set course to arrive at Suva with the least possible delay.

Magnificent, Micmac on Caribbean Cruise

The much-travelled *Magnificent* sailed from Halifax March 19 on a



With wings spread, the first Canadian Avenger to take off from HMCS *Magnificent's* flight deck awaits the "go ahead" signal from the Deck Landing Control Officer. The Avengers of 826 Squadron did their deck landing training in the *Magnificent* in late February and early March and are now carrying out further flying training during the carrier's Caribbean cruise. (MAG-2764).

six-week training cruise to the Caribbean. Accompanied by the destroyer *Micmac*, the carrier will concentrate on flying training for the anti-submarine and fighter squadrons of the 18th Carrier Air Group.

The cruise program called for stops at Bermuda, Port of Spain, Barbados and Boston.

Crusader Commissions; To be Training Ship

The commissioning at Esquimalt April 2 of HMCS *Crusader* adds another destroyer to the training fleet. The ship has been refitted and, after trials and workups, will be employed as a training ship this summer for UNTD cadets and personnel of the RCN (Reserve). Her commanding officer is Cdr. Harold V. Groos, of Victoria.

Most of the other ships in the training flotillas, both east and west coast, were refitting in preparation for the heavy spring and summer sea training program that lies ahead.

CNS Inspects East Coast Ships, Establishments

The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, made a three-day inspection of ships and establishments on the east coast in March. Admiral Grant's tour of inspection took in the dockyard at Halifax, harbor defence sites, the RCN Air Station, Tufts Cove housing project, the naval magazine, HMCS *Magnificent* and HMCS *Stadacona*.



Families and friends were on hand to bid farewell to HMCS *Ontario* as the cruiser left her jetty at Esquimalt February 26 and set forth on a three-month training cruise to Australia and New Zealand. (E-13589).

The Bulletin Board

Communications Branch Split Into Visual, Radio Sections

Shortly after the Second World War it was considered that the requirement for visual signalling had been greatly reduced by the increased use of radio and the fact that the Electrical branch had assumed the maintenance of radio equipment. As a result, the rates of Signaller and Telegraphist were combined to form what is now known as Communicator (CM).

Visual signalling has been regaining its former importance, however, and approval was recently given to the splitting of the Communications branch into Visual (CV) and Radio (CR) sections. In peacetime, all visual and cryptographic duties will be carried out by the Visual men while radio duties will, of course, be the responsibility of the Radio man. In event of hostilities, the old Coder rate of the Second World War would be re-instituted, as well.

New entries for the Communications Branch will be entered in the Navy as OSCMS and at the end of new entry training in Cornwallis will proceed to the Communication School, where they will undergo a common basic professional course, upon completion of which selection and volunteering for specific sections will take place. Specialized training will then continue in either the Visual or Radio section.

Communicators were allowed until March 15, 1951, to select the section they wished to join and commanding officers have forwarded these preferences to Headquarters in order that separate rosters for Visual and Radio Communicators may be compiled. It is hoped, and is probable, that there will be an even split between branches. However, if there is a landslide toward either the Radio or Visual section, certain men will have to be allocated arbitrarily to sections in order to maintain a reasonable balance. Men allocated in this manner may subsequently request to transfer within the branch.

No changes have been made with respect to trade grouping and substantive structure, except that an oral examination will be required

after April 1, 1951, for advancement to Leading Seaman. This examination will be based on the duties performed by the rating during his preceding six months of service and corresponds to the old Trained Operator examination.

It is emphasized that no man will lose roster points or be placed in an inferior roster position to that which he now holds.

Transfer of Men to the Ordnance Branch

To build up the Ordnance branch to the required complement men of the seamen branch in the ratings of Petty Officer first class, Petty Officer second class or Leading Seaman, with one year's seniority and in possession of second class gunnery or TAS nonsubstantive rates, may be selected to transfer to Armourer.

On successful completion of the required qualifying courses, the men selected will be transferred to the

Ordnance branch as Gunnery Armourers, Torpedo Armourers or Control Armourers as applicable. A system whereby present rate and seniority, plus additional seniority to be granted on the basis of percentages obtained in the qualifying courses, has been devised to ensure equitable opportunities for future advancement of successful candidates. Details are promulgated in Naval General Order 7.71/1.

Training Schools and Training Centres

To co-ordinate training and requirements with the expansion of the navy and to ensure that personnel of the various branches are highly trained in their particular specialty, additional training schools and training centres are established as such from time to time. Recently the Ordnance School at Naden and Ordnance Training Centre at Stadacona have been established to instruct and train ordnance personnel in armament, ammunition, bomb and mine disposal and other subjects.

Also, the Medical Branch School has been established at Naden to instruct and train medical personnel in medical, technical medical and medical administrative subjects and all other personnel in first aid.

Implementation of Provisions of National Defence Act (1950)

The Minister of National Defence has directed that officers and men accused or convicted of service offences prior to the full implementation of the National Defence Act (1950) shall be given the following advantages provided by that Act, effective February 1, 1951.

Commanding officers shall not award at a summary trial the punishments of dismissal with disgrace, imprisonment elsewhere than in a penitentiary or dismissal from the Naval Service.

Accused persons, on request, are granted the right to have evidence at summary trials taken on oath.

Accused persons held in open or close arrest for a period of 28 days without a summary trial having

One Small Frigate Makes One Big Noise

A frigate of the Royal Canadian Navy made an impression out of all proportion to her size during a visit to New York City early this year.

As the ship was making her way up the crowded East River, she had occasion to indicate her movements with blasts on her siren, in accordance with the International Rule of the Road.

Unhappily, as she was sounding two blasts to indicate she was directing her course to port, the siren jammed on the second toot and, for a good 20 seconds, its wails echoed in the stone and concrete canyons of Manhattan.

On reaching her berth, the frigate was informed that by giving forth with a long and short blast on her siren she had sounded an air raid alarm. La Guardia airfield had been alerted, a squadron of fighter aircraft scrambled and anti-aircraft defences manned.

The USN officer who met the frigate at her berth advised her commanding officer that the use of ships' sirens was forbidden in New York City, and tactfully suggested that the Canadian ship refrain from resorting to this instrument on future visits.

European Cruise Memento

Cdr. H. W. Soulsby, RCN, Ret'd., is preparing a memento of the European cruise of the Canadian Special Service Squadron in the form of a black and white sketch similar in size to those normally produced for "crossing the line" and other sea-going occasions. When completed it will be reproduced in *The Crow'snest*, together with the price, for the benefit of those who may be interested in obtaining a copy.

been held over or a court-martial having been ordered to assemble shall, at the expiration of that period, be entitled to direct to the Minister a petition to be freed from arrest or for a disposition of the case. In any event, after a period of 90 days continuous custody has expired, accused persons shall be released from arrest without prejudice to re-arrest on the order of an authority having power to convene a court-martial.

The Judge Advocate officiating at a court-martial shall ensure that the punishment imposed does not exceed the maximum prescribed by the National Defence Act for the offence of which the accused was convicted.

An accused person, being tried and found guilty by a court-martial, may request that the court consider other admitted service offences, similar in character to that of which the offender has been found guilty, in order that he may clear his future record of the possibility of a further court-martial on these offences.

Provision is made for dealing with petitions against findings and sentence of courts-martial and for petition for a new trial. Further information in this regard may be found in Naval General Order Appendix I/1 as promulgated on PS No. Gen. 48/51.

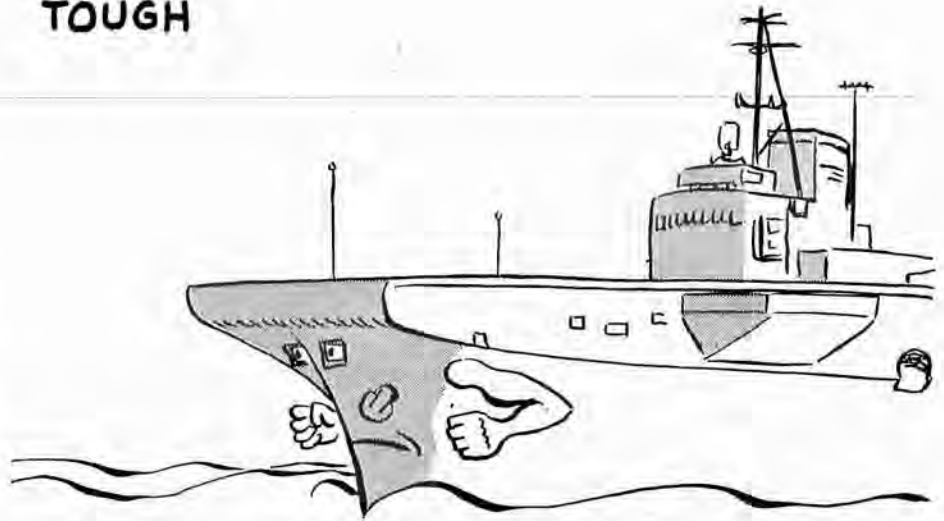
Meals in Station Restaurants in Canada

Effective January 1, 1951, the value of meal tickets issued for the purchase of meals in a station restaurant has been increased to \$1.00 for breakfast, \$1.25 for lunch and \$1.25 for dinner in lieu of the former .85¢ meal ticket which was issued to cover all meals in these instances.

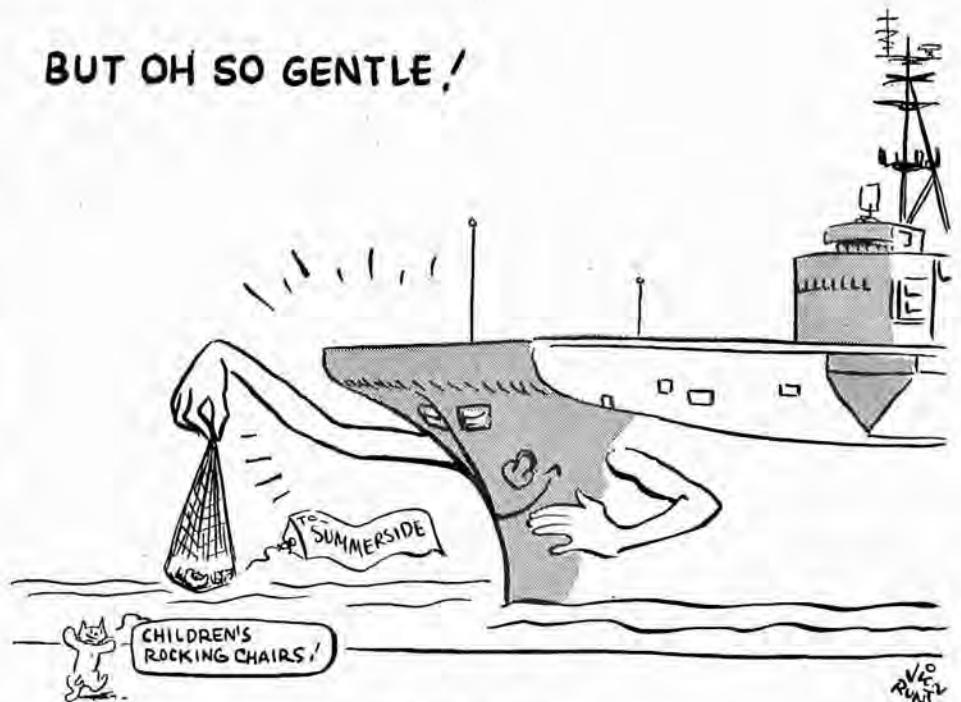
Separated Family's Allowance

Separated Family's Allowance regulations were amended effective December 1, 1950, to provide that when an officer or man becomes entitled

TOUGH



BUT OH SO GENTLE!



OUR "MAGGIE"

That was the title Vic Runtz, cartoonist for the *Guardian of the Gulf*, Charlottetown, and former petty officer in the RCNVR, gave to the cartoon he created after HMCS Magnificent had brought from England a rocking chair for a Summerside, P.E.I., family.

to the allowance it shall be increased by \$15 per month if an allowance is payable to his wife under the Family Allowance Act, 1944.

Marriage Allowance

The age limitations for payment of marriage allowance have recently been waived in respect of personnel who have served or are serving with the RCN Special Force and were married prior to or during such service.

This amendment was back-dated to July 5, 1950, the date the *Cayuga*, *Athabaskan* and *Sioux* sailed for Korean waters.

Previously payment of marriage allowance was restricted to personnel who had attained the age of 25 years in the case of officers or 23 years in the case of men. The only exception was made in the case of personnel who had served on active service during the Second World War.



At the Canadian Joint Air Training Centre at Rivers, Manitoba, the tri-service nature of the establishment is demonstrated in the Retreat, or Sunset, ceremony, when sailor, soldier and airman lower their respective ensigns and officers of the three services salute the colors.

The Navy At Rivers

*Five-Man RCN Staff Attached
to Canadian Joint Air
Training Centre*

A SAILOR can count on seeing a lot of the world in the course of his naval career, but being planted plumb in the middle of the bald-headed prairie is not likely to be included among his prospective peregrinations.

That, however, is what has happened to two officers and three men of the Royal Canadian Navy. They form the small naval staff at the Canadian Joint Air Training Centre, at Rivers, Manitoba, a unique establishment providing training in the type of warfare involving land and air forces.

At Rivers — some 1,000 miles from salt water on the west and 1,500 miles on the east — the naval section is responsible primarily for instruction relating to the employment of carrier-based tactical aviation in support of ground and amphibious operations. This instruction is carried out in the Offensive Air Support School.

In another school — the Joint Air Photographic Interpretation School — the naval staff gives instruction in the interpretation of aerial photos of harbor installations, dock facilities, locks, canals and shipping generally, as well as ship recognition and estimation of ship speeds.

The naval staff members are Lieut.-Cdr. (P) H. J. G. (Dick) Bird, Lieut. (P) Stanley C. Wood, Petty Officer Keith Hyde, Petty Officer R. C. Duiven and Able Seaman J. H. Maxwell.

Lieut.-Cdr. Bird holds the appointment of Naval Liaison Officer and Deputy Chief Instructor, Offensive Support School. As such he serves as naval assistant to the commandant, Group Captain P. A. Gilchrist, RCAF, and as an instructor in the Offensive Support School and the Photo Interpretation School.

Lieut. Wood's appointment is that of Photo Interpretation Instructor; PO Hyde, an aircraft controlman, is in charge of models and other training aids, and PO Duiven and AB Maxwell, both cameramen, are attached to the photographic section, where they work alongside their opposite numbers of the Army and Air Force.

Formal, lecture-type instruction is kept to a minimum in the Offensive Support School. In its place they use the stage play form of presentation, portraying the actual planning conference, aircrew briefing or whatever subject is being taught.

Acting ability, if not already present, is quickly developed and some remarkably fine thespians "tread the stage" at the school.

In addition to models and the other standard training aids, equipment includes a large amount of paraphernalia such as false beards, "very senior uniforms" and a variety of other "props."

Though the Navy's representation there is small, the Canadian Joint Air Training Centre is truly tri-service



Army and Air Force officers attending a course at the Offensive Support School at Rivers work their way through "Exercise Albatross," a scheme designed to give them practice in planning the air support required for an amphibious landing by three army divisions, with aircraft carriers providing the air support.



Lieut. (P) S. C. Wood, Photo Interpretation Instructor at the Canadian Joint Air Training Centre, explains the workings of the naval photo interpretation section to Lieut.-General Guy Simonds, Chief of the General Staff, and Brigadier R. E. A. Morton, General Officer Commanding, Prairie Command.

in nature. The three Service ensigns fly at the main gate and, during the commandant's parade, at the saluting base.

Personnel from all three services undergo training at the centre and on two occasions a Carrier Air Group of the RCN has flown en masse from Dartmouth to Rivers for a period of practical instruction.

There are several other training units at Rivers, among them the Transport Support School, dealing with airborne and air-transport operations; the Airborne School, where Army parachutists receive training, and the Light Aircraft School, where Army helicopter and Auster pilots are trained.

Once a year—in April—a team of instructors from the Offensive Support School goes to Kingston to conduct a two-week joint study of land/air warfare for the National Defence College and RCAF Staff College courses. Students from the colleges also visit Rivers and, from time to time, courses for senior officers of the three services are held at the centre.

Seamanship, like any other form of skill, is an art and cannot be pursued at odd times as a secondary occupation; on the contrary, no other work may be subordinated to it.

Thucydides, Book 1: CXLIII

ANNUAL MEETING HELD BY VICTORIA NOAC

The Naval Officers' Association of Victoria made donations totalling \$425 to various worthy causes during the past year, the retiring president, Captain J. M. Grant, CBE, RCN, Ret'd., reported to the annual meeting in the officers' mess, HMCS Naden.

The donations were as follows:

\$200 to the Canadian Naval Service Benevolent Trust Fund.

\$100 to the Navy League of Canada (Victoria Branch) for a Sea Cadet band.

\$100 to help make Christmas a brighter day for the crew of HMS Challenger, RN survey vessel in Victoria at the time.

\$25 to HMCS Naden to go toward the Christmas party for children of naval personnel serving in Korean waters.

The business of the meeting consisted mainly of a review of the year's activities by Captain Grant, financial statements and the election of officers. The following were elected:

President, Rear-Admiral B. W. Greathed, CB, Ret'd.; vice-president, M. A. W. Bridgman; secretary, Captain F. G. Hart, RCN, Ret'd.; treasurer, Paul Fecteau; executive members, V. G. Pinhorn, A. M. C. Kenning, H. S. MacDougall, F. Dudley Wickett and J. R. Genge.

DANGEROUS WATERS

(Dedicated to HMCS Ontario)

*When the Lord, He made the sailor
With a heart constrained to duty,
He left one human frailty,
And that's — t'wards female beauty.
At Wellington and Melbourne
As at Perth and Adelaide,
All sailors strike their colours
To some sweet "down under" maid.*

*That Yankee gob, he warned me.
(And brother! was he right???)
I'm dreamin' half the day through
And awake through half the night
And it ain't their climate done it,
Nor their talk of gold and pearls,
Nor barracouts, nor wallabies.
But hosts of pretty girls.*

*In a skiff in Sydney harbour
(I admit, 'twas after dark)
I was smitten, badly bitten.
And it weren't no bloomin' shark.
Even snotties in the wardroom
Have developed kleptomania
T'wards dark and dangerous damsels,
Down from Hobart, in Tasmania.*

*Their cheeks, they bloom like peaches,
They have hair like molten floss,
They have eyes a man might steer by
(As it were, their Southern Cross,)
They have velvet in their voices
They have youthful views on 'Life.'*

(painful interlude)

*"There's a shore berth. In Ungava.
And he's for it. (signed) HIS WIFE."*

Herman Lordly

(Editor's Note:—The poem is, of course, extremely libellous on the ship's company of our cruiser, proof of which is the fact that it was written and submitted even before the Ontario sailed for "down under.")

Keeping Abreast

Personnel of the 19th Support Air Group at HMCS Shearwater are keeping up to date on what is going on in the world and what is behind the daily news bulletins.

A graphic, easy-to-digest treatment of world affairs is presented on a "Current Events Bulletin Board" in the group's hangar. Maps and photos, supplemented by clippings from newspapers and magazines, provide a comprehensive summary of world events and the issues at stake.



OFFICERS *and* MEN



New Appointments Are Announced

The following appointment changes of interest have recently been announced:

Captain E. P. Tisdall to HMCS Naden in command, as Commodore RCN Barracks, and Officer-in-Charge RCN Depot. Formerly at Naval Headquarters as Director of Weapons and Tactics.

Cdr. R. A. Webber to the staff of the Commodore Newfoundland as Chief of Staff. Formerly Senior Officer Ships in Reserve, Atlantic Coast, Commanding Officer HMCS Wallaceburg, Commander of the Dockyard and King's Harbor Master.

Cdr. B. P. Young to HMCS Stadacona as Senior Officer Ships in Reserve Atlantic Coast, Commander of the

Dockyard and King's Harbor Master. Formerly at Stadacona as Manning Commander, East Coast.

Cdr. F. J. D. Pemberton to The Hague, the Netherlands, on the staff of the Canadian Ambassador as Naval Attache. Formerly Chief of Staff to the Naval Member of the Canadian Joint Staff in Washington and Assistant Canadian Naval Attache.

Cdr. C. R. Parker to Naval Headquarters as Deputy Director of Service Conditions and Welfare. Formerly Executive Officer of HMCS Cayuga.

Cdr. (E) John Doherty to Naval Headquarters as Assistant Chief of Naval Technical Service (Air) and as Director of Air Engineering. Formerly at Headquarters as Deputy to the Assistant Chief of Naval

Technical Services (Air).

Cdr. (SB) P. R. Hurcomb, Naval Headquarters as Judge Advocate of the Fleet and Assistant Chief of Naval Personnel (Administration). Formerly at Headquarters as Judge Advocate of the Fleet.

Lieut.-Cdr. E. C. St. J. Green to Stockholm, Sweden, on the staff of the Minister of Canada as Naval Attache, with the acting rank of Commander. Formerly at Headquarters as Naval Member of the Joint Intelligence Staff.

First Quartermaster Course Completes at Stadacona

The first seven men to qualify to wear the badge of the RCN's new Quartermaster branch completed a course for Quartermaster second class at the Navigation Direction School in HMCS Stadacona, Halifax, February 21.

Those qualifying were POs R. A. Carlson, Windsor, Ont.; Gerald Guile, Winnipeg; Leonard Gurling, Dunnville, Ont.; William Henry, Hamilton, Ont.; Evan Pollock, Amherst, N.S.; Charles Stevenson, Montreal, and Douglas Sykes, Windsor, Ont. All were scheduled to join HMCS Magnificent in March.

Their course included instruction in seamanship, administration, pilotage, boat-handling and other subjects.

Three Men Promoted for Aircrew Duties

Three men of the Naval Aviation Branch recently received seven-year appointments as aircrew officers. They are Acting Sub-Lieutenants Allen T. Service, of Port Alberni, B.C., and Harry E. Hollywood, of Sunny Brae, N.B., and Dartmouth, and Midshipman Martin H. Brayman, of Kemptville, Ont.

Sub-Lieut. Service, formerly a Petty Officer 2nd class, was serving in HMCS Shearwater on air electrical duties. He was a member of the Halifax Flying Club and flew gliders as a hobby. At present he is under-



Even while serving in an active theatre of war, men in the Canadian destroyers operating in the Far East continue their academic and professional studies in order to prepare themselves for advancement in their particular branches of the Navy. The photo shows a group of men from HMCS Cayuga on their way to, of all places, a school, where they will write RCN educational tests. The school is located at a Japanese port and is for British Occupational Force personnel. (CA-473).

going flying training at the RCAF Station, Centralia, Ont.

Sub-Lieut. Hollywood won his pilot's wings while serving in the RNVR during the Second World War. The war ended before he had an opportunity to take operational flying training. He entered the RCN as an ordinary seaman and was serving in Shearwater at the time of his selection for commissioned rank. At present serving in HMCS Ontario, he will take a flying refresher course at Shearwater next summer before proceeding to the United Kingdom for operational flying training.

Midshipman Brayman entered the RCN as an ordinary seaman December 30, 1950, and was serving in Shearwater at the time of his promotion. He is currently taking sea training in the Ontario before commencing flying training.

Cadets Receive Annual Awards at Hunter

February was a busy month at HMCS Hunter for members of the UNTD. First year cadets appeared before a selection board early in the month. Two weeks later, Instr. Cdr. C. H. Little, Staff Officer (UNTD), visited the Division, inspected the cadets and presented awards won during the past year.

Cadet Thomas A. Smith won the trophy for the year's best cadet and also for the year's leading senior cadet. Cadet Lorne S. Cox took the trophy for best junior cadet.

The Rev. J. H. O'Loane, rector of Assumption College, was a guest at the presentation ceremony and spoke briefly.

Field Trip Highlights Cooks' "Scrub-Up" Course

Six members of the Cookery branch have been learning the latest wrinkles in their trade while attending a ten-week refresher course being held in the Supply School at HMCS Naden. They are CPO L. Boutillier and Petty Officers J. Waller, A. Lacey, R. Mattson and S. R. LeFebvre.

The course includes an interesting field trip during which the men visit various meat packing houses, wholesale firms and bakeries in Vancouver to observe commercial warehousing and refrigeration facilities and study meat grading and specifications.



A smashing success was the Homecoming Ball held by the ship's company of HMCS Sioux shortly after the destroyer returned to Esquimalt. Here Cdr. Paul D. Taylor, commanding officer of the Sioux, and Mrs. Taylor, centre, are shown with the dance organizers, CPO Brian Brown and CPO Reg Rimmer, and Mrs. Brown and Mrs. Rimmer. (E-13457).

Numerous New Faces in Minesweeper Portage

The minesweeper Portage has acquired some new faces in the past month. Recent arrivals to the ship are Petty Officers Dermott Laybolt, George Mitchell, William Topping and Gerald Dufour; Leading Seamen Andrew Bonner and Gordon Hewens; Able Seamen Lloyd Kay, Thomas Bradley and Claude Gonzales and Ordinary Seamen Roy Wilson and Jack Emsley.

Commissioned Gunner R. E. Middleton has left the ship for HMCS Micmac and other recent departures include CPO Ralph Eade, PO Angus Gray, Leading Seamen Archibald Piros and Jacques Grimard, and Able Seamen Robert Dufour, Armand Turgeon, Andrew Reid, Michael Crowley, Fernand Bouchard and Neil Dermody.

Former CO Honoured by Nonsuch Officers

Cdr. Lyle Hoar, who retired in January as commanding officer of HMCS Nonsuch, was honored at a reception held by the officers of the Edmonton division.

Guests of honor were Cdr. Hoar and Mrs. Hoar and Cdr. George P. Manning, the new CO, and Mrs. Manning. Other guests were Mr. Eric McCuaig, of the local branch of the Naval Officers' Association of Canada, and Mrs. McCuaig, and Lieut.-Cdr. Richard Edwards of the Royal Canadian Sea Cadet Corps.

Lieut.-Cdr. Frank Banwell, Lieut. Jeff Linnell and Sub-Lieut. (S) Eric Coutts made the arrangements for the party. After a buffet supper, Lieut.-Cdr. Ted Barrie, on behalf of the officers of the division, presented Cdr. Hoar with a leather club-bag.

Supply Officers' Course at Half-Way Mark

Supply officers taking the ninth supply officers' technical course to be held in the Supply School at Naden passed the half way mark in their syllabus in March. Enrolled in the course are Lieut.-Cdr. (S) J. M. Belyea, Lieutenants (S) F. R. Fowlow, W. F. Jones, W. M. McCulloch, C. L. Perin, J. C. Wright, F. H. Foster, F. Barrett and G. H. Fielding, and Sub-Lieutenants (S) R. Leckie, P. Shirley, J. L. Roy and A. H. MacLeod.

In addition, two officer candidates, Petty Officers W. Faire and A. E. Shaw, who have been selected for upper yardman training, are attending the course.

Four "Chiefs" Complete Refrigeration Course

Four chief petty officers of the Engine Room Branch recently completed the ninth refrigeration course to be held in the Mechanical Training Establishment in Stadacona. They were CPOs Arthur E. Hill, Melvin K. Larsen, Charles A. Morris and Ray V. Purcell.

LOWER DECK ADVANCEMENTS

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

ACKERMAN, Harold G. PISM2
 ANDREWS, Donald R. CIGA4
 ARTHURS, Walter W. PISM2

BELLAMY, Paul A. LSSM1
 BITTORF, Douglas R. P2BD2
 BLACKWELL, James S. LSSM1
 BOWBYES, Albert G. C2SM3
 BOYLE, John D. PISM3
 BREBBER, George A. C2SM3
 BROWN, Garnet H. LSMA2
 BROWN, John D. LSSM2
 BRYON, Norman E. C2CA4
 BURNS, Robert M. LSCK1
 BUTTERS, John H. C2SM3
 BUTTERWORTH, Clifford W. LSSM1

CAMPBELL, David. LSSM1
 CAMPBELL, James A. C2SM3
 CARMIER, Delbert A. LSFM1
 CASAS, Frank J. C2ER4
 CLARK, William H. PISM2
 COOPER, Jack R. LSB1
 COPP, Gordon E. C2CA4
 CRAWFORD, Ronald C. CIMR3
 CROFT, Aleck C. CISM3
 CUSMANIC, Charles. C2SH4

DAUNCEY, Elmer M. C2CO3
 ETHIER, Edmond G. CISW2

FENN, Gordon. PIPH3
 FERGUSON, Elmer A. LSEM2
 FORBES, Brian. P2TD1

GAGNE, Real C. LSSM1
 GILLIS, Douglas H. CIMR3
 GLENEN, Roy C. P2SM2
 GODMAN, Robert W. LSSM1
 GOODWILL, Neil J. LSSM1
 GORDON, Robert R. PISM3
 GRIFFITHS, Marvin C. PIBD2
 GRONDIN, William H. PISM2

HALFYARD, Charles F. C2SW2
 HALL, Donald A. LSCK1
 HALVERSON, Orland G. C2SH4
 HERBERT, William J. PISM2
 HINDS, Robert. P2SM2
 HOWERTON, Elwood C. LSSM1
 HOWES, Douglas S. PIPH3
 HOWICK, Leo L. LSSM1
 HOWIE, William L. PISM2
 HYSLOP, John D. P2CS2

JENSEN, Emil H. C2ER4
 JEWSBURY, Harry. C2ER4
 JOHNSON, Robert. LSSWS
 JONES, Douglas V. LSSM1
 JONES, Edmund T. C2BD3
 JOSEPHSON, Norman. LSCK1
 JOUDREY, Kenneth C. C2SH4

KERR, Ronald H. LSSM1

LADOUCEUR, Henri W. LSB1
 LALIBERTE, Joseph J. R. LSSWS
 LESLIE, Cameron T. P2SW1
 LOWDEN, Ronald. P2SM2
 LYNCH, Lawrence K. P2SW1

LYNGARD, Dalbert D. LSPH1

MACDONALD, Alastair R. C2ER4
 MACKAY, Donald A. P2BD2
 MACLEAN, Arthur E. CISH4
 MADER, Bruce A. C2SH4
 MOSSEY, William. PISM2
 MCBRIDE, Kenneth L. LSSM2
 MCCRIMMON, William H. C2SM3
 MCCULLOCH, Bruce L. LSSM1
 MCGILLVRAY, Archibald A. C2ER4
 MCINNIS, Lloyd J. PISM2
 MCLEAN, Forbes R. LSSM1
 MCNEIL, Donald F. PISM2
 MCQUARRIE, J. Gordon. C2RG3
 MCWILLIAMS, Peter D. LSSM1
 MILES, Harold F. PISM3
 MILLS, Charles E. C2AW3
 MISURKA, Walter. P2SW1
 MOECKL, Walter. LSVS2
 MONKS, Ernest F. C2ER4
 MORRISON, Edward A. PICK3
 MUNDY, John R. P2BD2

NELSON, Kenneth I. P2BD2
 NICHOLCHUK, Thomas. LSSM1

ORR, Robert J. LSSM1
 OSWALD, Robert. C2CO3
 OXBOROUGH, Donald C. CISM3

PAONE, John A. C2ER4
 PARHAM, Edward W. PITA3
 PATRICK, Harry. CISM3
 PAVER, Edward A. CISM3
 PAYNE, Peter A. P2SM2
 PERESSINI, Louis A. LSSM1
 PERRY, Charles G. CISM3
 PETERS, Joseph A. C2SM3
 PHILLIPS, Eugene E. LSN2
 POLLOK, Lindsay H. C2MR3
 POPE, Brian A. P2SM2

REEDMAN, Robert W. C2ER4
 RIDLEY, Ernest G. P2PH2
 RIGUSE, Russell M. P2RT3
 ROBERTS, Ernest H. C2MR3
 ROLSTON, David E. LSB1

SANSONE, Constan. CITA4
 SAWYER, Douglas P. LSPH1
 SEMPLE, Robert. CISM3
 SCHIMP, Alexander J. C2GA4
 SCHREUER, Joseph M. LSPH1
 SILVERSON, John R. LSSM1
 SOMMERVILLE, Wilfred J. C2SM3
 STEIN, Edward A. LSSM1
 STITT, Donald M. PIPH3
 STITT, William T. PIBD2

TEEVENS, Daniel J. P2SM2
 TOUGH, Gordon G. LSN2

VANSTONE, Russell D. LSSM1
 VANTHAFF, George E. C2VS3
 VINCENT, James R. C2CA4
 VOLLET, John M. PISW2

WAGNER, John L. LSSM1
 WALTER, Real. LSB1
 WARD, James W. PIPH3
 WILKIE, Roy J. P2SM2
 WILLEY, Walter J. P2SM2
 WISHLOFF, Frederick. LSQRS
 WOOLF, Ronald. LSEM1
 WYNN, William B. C2CA4

YAKUBOWICH, Nicholas. LSSM1
 ZABRICK, Metro. P2CK2

Sydney Navy Veteran Rescues Stranded Boys

Ralph Hyndman, 30-year-old Navy veteran, recently rescued two young boys who were trapped when the ice gave way in a large creek running into the harbor at Sydney, N.S.

Hyndman inched his way along a ladder laid across the crumbling ice. It was touch and go for 30 minutes and at one stage he was neck-deep in the icy water.

The ex-Navy man brought the boys ashore to safety one at a time across the precarious ladder. Hundreds of spectators lined the shores to watch the dramatic rescue. Members of the local fire department and a co-worker, Ronald MacLean, assisted.

Weddings

Petty Officer R. W. Dickson, HMCS Naden to Miss Anna Morari of Calder, Sask.

Petty Officer William Joy, HMCS Cabot to Miss Anne Pinsent, Reg. N., of Windsor, Nfld.

Petty Officer Trevor Lovekin, HMCS Bytown, to Miss Marianne E. Soderlind of Ottawa.

Ldg. Sea. Paul E. R. Foy, HMCS Cornwallis, to Miss Dorothy May Gaudett of Weymouth, N.S.

Able Seaman Henry J. Peters, HMCS Cornwallis, to Miss Marie Lonza Gionet of Saint John, N.B.

Able Seaman Arthur H. Rostek, HMCS Chippawa, to Miss Trudie Smith of Winnipeg.

Ord. Sea. William E. Preston, HMCS Sioux, to Miss Emma Lois Irish of Belleville, Ont.

Ord. Sea. Roy Wilson, HMCS Portage, to Miss Vivian Margaret Johnson of Truro, N.S.

Births

To Lieut. R. C. Thurber, HMCS Huron, and Mrs. Thurber, a daughter.

To Lieut. W. M. Howitt, HMCS Queen, and Mrs. Howitt, a son.

To Lieut. (L) Mervin Dunscombe, HMCS Stadacona, and Mrs. Dunscombe, a daughter.

To Lieut. (S) Donald Fulton, HMCS Naden, and Mrs. Fulton, a daughter.

To Sub-Lieut. H. T. Carmichael, HMCS Queen, and Mrs. Carmichael, a son.

To CPO Douglas R. Clarke, HMCS Stadacona, and Mrs. Clarke, a son.

To CPO G. E. Salter, HMCS Bytown, and Mrs. Salter, a daughter.

To CPO David T. Clarke, HMCS Stadacona, and Mrs. Clarke, a daughter.

To CPO Harry C. Gardiner, HMCS Cornwallis, and Mrs. Gardiner, a daughter.

To CPO Malcolm Johnson, HMCS Stadacona, and Mrs. Johnson, a daughter.

To Petty Officer L. A. Carter, HMCS York, and Mrs. Carter, a son.

To Petty Officer Valentine Cass, HMCS Cornwallis, and Mrs. Cass, a daughter.

To Petty Officer Fred Castleton, HMCS York, and Mrs. Castleton, a daughter.

To Petty Officer George Michor, HMCS Stadacona, and Mrs. Michor, a daughter.

To Able Seaman Arthur Whyte, Albro Lake Radio Station, and Mrs. Whyte, a son.

Retirements

Constructor Lieut. Harold E. Ockenden

Age: 49.
Address: 2436 Central Ave., Oak Bay, Victoria.



Hometown: Esquimalt.

Joined: March 1924, as a Shipwright fourth class.

Served In: HMS Victory; HMCS Naden, Patrician, Vancouver, Assiniboine, Givenchy, Stadacona, Burrard, Scotian and Rockcliffe.

Retired: March 31, 1951.

Chief Petty Officer William A. O'Rourke

Rating: C1SA3.
Age: 38.
Address: 1019 Barrington St., Halifax.
Hometown: Peterborough, Ont.
Joined: February 1931, as a Victualling Assistant.
Served In: HMCS Stadacona, Champlain, Saguenay, Assiniboine, Niobe, Athabaskan, La Hulloise, York, Griffon, Haida, Shearwater and Warrior.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 15, 1951.

Chief Petty Officer Donald C. Armstrong

Rating: C2MR3.
Age: 42.
Address: R.R. #1, Armdale, N.S.
Hometown: Little Current, Ont.

Pigeon Spreads Water Wings Sees How Other Half Lives

ON BOARD HMCS ONTARIO, AT SEA — A 26-year-old Chinese-Canadian airman has given up two months' leave and spent \$1,000 of his own money to go to sea with the navy.

He is LAC Lum Gee Wai, of Vancouver, who explains his spurge in four words — "I like to travel."

Stanley Lum, as he is known in the R.C.A.F., joined the Air Force in 1949. Lacking necessary educational qualifications for aircrew he entered as a tradesman, studied hard and gained the proper academic standing only to find he was two inches too short in height.

He is now a qualified aero-engine technician, and was posted recently to the Canadian Joint Air Training Centre at Rivers, Manitoba, where he conceived the idea of going to sea with the Navy.

A talk with the Naval Liaison Officer at Rivers brought approval for him to go in the Ontario on a three-and-one-half month training cruise to Australian and New Zealand waters.

Short of the time required by a month and a half, LAC Lum nevertheless decided to pay his own way back from Sydney, Australia, to Rivers, via Esquimalt, at a personal outlay of \$1,000.



Shown above are members of the 14th Chief and Petty Officers' Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPOs A. M. Dickson, M. B. Gardner, E. W. Cozens, A. P. Howard, instructor, and G. E. Bussey, and PO H. L. Williams. Centre row: PO W. J. R. Murray, CPO H. J. Bennetts, POs R. O. Renton, W. A. MacPherson, R. R. McDowell and B. C. McCallum. Rear row: POs G. E. Blackwell, T. M. Mottershead, B. D. Seager, E. G. Shellnut, N. R. Pletsch, T. H. Hutchinson and P. J. Brunelle. (DB-1020-1).

Joined: November 1928, as an Ordinary Seaman.
Served In: HMS Victory, Iron Duke and Excellent; HMCS Stadacona, Festubert, Champlain, Saguenay, Venture, Skeena, St. Malo, Columbia, Annapolis, Peregrine, Protector and Haida.
Retired: February 21, 1951.

Chief Petty Officer Camille Beaudoin

Rating: C1QR1.
Age: 41.
Address: 6320 De St. Valier St., Montreal.
Hometown: Montreal.
Joined: January 1930, as an Ordinary Seaman.
Served In: HMS Victory, Excellent and Drake; HMCS Stadacona, Saguenay, St. Laurent, Skeena, Hamilton, Cornwallis, Peregrine, Poundmaker, Prevost, Donnacona, St. Stephen, Iroquois, Warrior, Magnificent, Niobe and Montcalm.
Retired: February 16, 1951.

Chief Petty Officer Frank Brown

Rating: C2ET4
Age: 37.
Address: 532 Paradise St., Victoria.
Hometown: Vancouver.
Joined: February 1931, as a Boy Seaman.
Served In: HMCS Naden, Skeena, Armentieres, St. Laurent, Ottawa, Ambler, Assiniboine, Restigouche, Avalon, Uganda, Ontario, Athabaskan and Rockcliffe.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 16, 1951.

Chief Petty Officer John Davidson

Rating: C1SW2.
Age: 44.
Address: 1191 Bowdley Ave., Esquimalt.
Hometown: North Battleford, Sask.

Joined: February 1931, as a Steward 2nd class.
Served In: HMCS Naden, Skeena, Vancouver, Fraser, Stadacona, Bytown, St. Hyacinthe, Givenchy, Prince Robert, Discovery, Royal Roads and Ontario.
Awards: Long Service and Good Conduct Medal, February 1946.
Retired: February 23, 1951.

Chief Petty Officer Aubrey F. McGee

Rating: C2AC3.
Age: 37.
Address: 91 Rector St., Halifax.
Hometown: Ilderton, Ont.
Joined: February 1931, as a Boy Seaman.
Served In: HMS Excellent, Nelson, Hood and Victory; HMCS Stadacona, Champlain, Saguenay, Skeena, Fundy, Kenogami, St. Francis, Avalon, Givenchy, Waskesiu, Peregrine, Niobe, Warrior, Shearwater and Bytown.
Awards: Commended for gallantry, August 1936. Mention in Despatches July 1944.
Retired: March 1, 1951.

Petty Officer James H. Wanless

Rating: P1SM3
Age: 43
Address: 1217 McKenzie St., Victoria.
Hometown: Ladysmith, B.C.
Joined: January 1931, as a Stoker, second class.
Served In: HMS Dominion, Drake and Duckworth; HMCS Naden, Skeena, Armentieres, Vancouver, Fraser, Restigouche, Avalon, Stadacona, Ste. Therese, Cornwallis, Nipigon, Shelburne, Border Cities, Oshawa, Givenchy, Uganda, Rockcliffe, Antigonish, Cayuga, Ontario and Naden.
Awards: Long Service and Good Conduct Medal, January 1946.
Retired: January 18, 1951.

The Shannon and The Chesapeake

Story of Famous Sea Fight
Recalled with Naming
of Naval School

A school to be built at the Tufts Cove naval housing project, across the harbor from Halifax, is to be named Shannon School, perpetuating the name of a famous warship which operated out of Halifax during the War of 1812.

HMS Shannon ensured for herself a place in naval history when in 1813 she defeated and captured the USS Chesapeake off Boston and took her prize to Halifax. The victory came at a most propitious time and had the same reassuring, tonic effect as the triumph, 126 years later, over the German raider Graf Spee.

IT was the spring of 1813 and British ships of war had clamped a tight blockade on American ports of the Atlantic seaboard. But things were going none too well. The "brash Americans" had carried out some distinctly successful commerce raiding sorties and more than once had outwitted the British.

At home in Great Britain, insurance rates were sky-high and it was the feeling of the public that the Yankees were doing very well, and "Just what, sir, is our navy doing about it?"

HMS Shannon, frigate of the 38-gun class, commanded by Captain Philip Bowes Vere Broke, provided a highly satisfactory answer to that question.

The Shannon left Halifax March 21, accompanied by the Tenedos (Captain Hyde Parker) to establish a blockade on Boston.

Although she had not been tested in action, the Shannon was ready and eager for a fight. William James, in "The Naval History of Great Britain" (MacMillan, 1902), reports that in 1806, when Captain Broke took over the ship, "By draughts from other ships, and the usual means to which a British man-of-war is obliged to resort, the Shannon got together a crew; and, in the course of a year or two, by the paternal care and excellent regulations of Captain Broke, an undersized, not very well disposed, and, in point of age, rather motley, ship's company became as pleasant to command as they would have been dangerous to meet."

Two American ships, the President and Constitution, were in port when the British frigates showed their sails off Boston. The Constitution was nearing completion of an extensive refit and the President was ready for sea. One dark night, aided by a favourable wind shift and a murky fog, the two ships made their escape. And, at practically the same time, the American frigate Chesapeake slipped safely into Boston.

Captain Broke was sorely disappointed but waited patiently for a showdown. As the weeks passed he became more and more determined to draw the American out. Accordingly, to even the match, he detached the Tenedos with instructions to rejoin around the 14th of June, by which time he hoped to have settled the business at hand.

Then began the highly refined and gentlemanly negotiations to induce the Chesapeake to come out and fight.

Broke composed a letter and forwarded it to Captain James Lawrence of the Chesapeake. As it developed, the American ventured forth before he received the letter, apparently goaded into action by the humiliating presence of a British frigate within sight of the city of Boston. But the letter which, James says, "... for candour, manly spirit, and gentlemanly style, stands unparalleled," is well worth quoting.

Captain Broke began: "As the Chesapeake appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags. . . ." He went on to compare the two closely matched ships. The Shannon had 52 guns and a crew of 330 and the Chesapeake had 50 guns and a crew of 379.

He wound up by saying: "I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake; or that I depend only upon your personal ambition for your acceding to this invitation. We have both nobler motives. You will feel it as a compliment if I say, that the result

of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced, that it is only by repeated triumphs in *even combats* that your little navy can now hope to console your country for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay longer here."

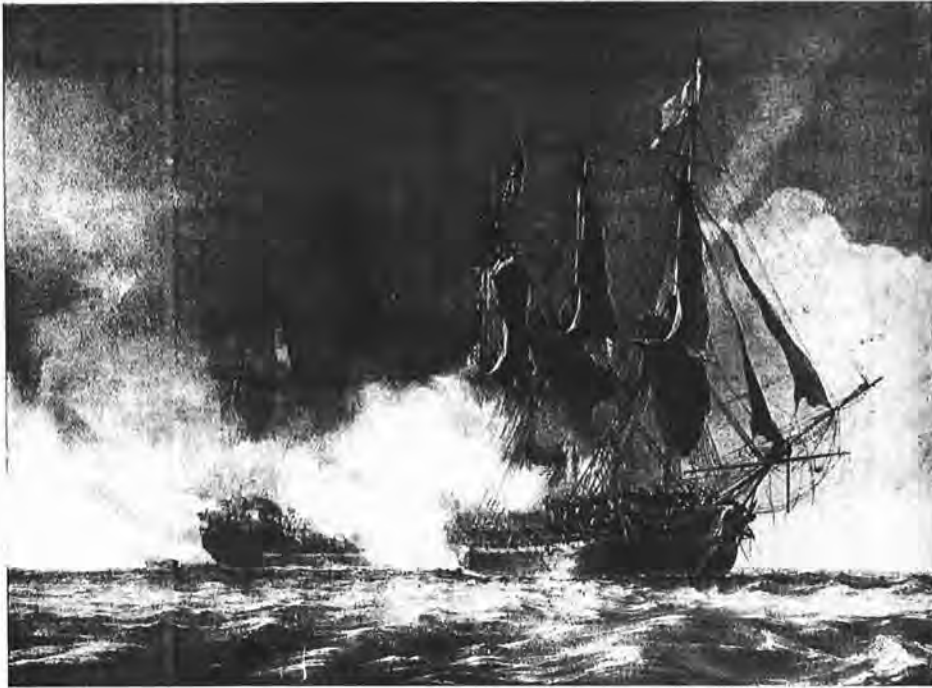
At noon on June 1 the Chesapeake set sail. The letter was on its way to Lawrence. The Shannon, her captain and crew jubilant after their many weeks of waiting, set light canvas to give her steerage way.

The breeze was light as the Chesapeake closed her eager foe. The two ships sailed, almost as if in formation, about 100 yards apart on the same course. Hundreds of Bostonians lined the shore to watch the contest, as if it were a boxing match.

The Chesapeake was adorned with three ensigns and, flying at the fore, was a large white flag bearing the slogan, "Sailors' Rights and Free Trade", as James says, "upon a supposition, perhaps, that this favourite American motto would paralyze the efforts, or damp the energy of the Shannon's men."

At 1750 that afternoon the Chesapeake closed to within 50 yards of the Shannon and the Shannon's aftermost main deck fired the first smoking ball of the fight. A second later her 13th gun spat, and an answering shot came from the American's bow gun. The smoking melee was on and in each ship every gun which could be brought to bear on the other was fired, reloaded and fired again.

At the height of the ear-splitting fight, the Chesapeake found herself drawing ahead of the Shannon, which was almost becalmed under the American's blanketing canvas. Captain Lawrence, to hold the weather-gauge (up-wind advantage), turned his ship higher into the wind. But with parted sheets and her helm unmanned the ship swung up too fast. She fell into irons and rapidly lost way.



The pictures on this and the following page are reproduced from prints hanging in Admiralty House, Halifax. The originals were painted on stone by J. C. Schetky, Esq., from designs by Captain R. H. King, RN, and were dedicated by Captain King to Captain Broke, of the Shannon. The first in the series, this one shows the Chesapeake "crippled and thrown into utter disorder by the two first broadsides fired from HMS Shannon."

The Chesapeake lay with her quarterdeck exposed to the raking broadside fire of the Shannon's excellent gunners, yet few of her own guns could be brought to bear.

The Chesapeake finally got stern way on her and inched toward the British ship. Broke ordered his helm put "hard-a-lee." He did not wish to board the heavily manned American ship until his guns had inflicted more casualties. But the Shannon, too, responded slowly. Her jib stays had been cut through and it was impossible to work canvas efficiently.

Thus, at 1800, the Chesapeake "fell on board" the Shannon and held fast as the fluke of the Shannon's anchor jammed in the American's quarter-port.

Captain Broke rushed forward, giving the cease fire to his heavier guns, calling for boarding parties to stand by and ordering his men to lash the ships together. Two minutes after the ships met, Captain Broke and 20 men leapt aboard the Chesapeake's deserted quarterdeck. As they worked forward, 20 or 30 Americans put up a brief struggle but ended by running to the forecastle where some of them scrambled down the fore hatchway and a few jumped over the ship's side.

Reinforcements soon arrived from the Shannon. As they fought, a dangerous harrying fire rained on

them from above. One of the Shannon's 9-pounders was directed to fire into the American's upper decks. Two parties stormed the main and mizzen tops and succeeded in driving all the snipers back on deck.



The second picture shows the Shannon's men "carrying by boarding the American frigate Chesapeake after a cannonade of five minutes." A party of boarders can be seen hauling down the American flag while the fight still rages in the waist.

The forecastle was quiet now. After posting sentries on the captured men, the captain turned to amidships where there was sharp hand-to-hand fighting. As he wheeled around — alone for the moment — three burly sailors attacked him. Broke parried the first man's pike and felled him, but the second delivered a ringing blow across Broke's skull with a musket butt. As the captain fell stunned, the third man stepped in for the kill. But, happily, one of the Shannon's seamen had arrived and ran the American through just in time to save his captain.

Two officers helped him to the quarterdeck, where his wounds were attended to. At this point, one of his men called him to watch the ensign being run up over the American colours. But the halyards were twisted and the American colours ran up over the British. The Shannon's crew, fearing that their boarders had been beaten, immediately opened fire. They killed their own First Lieutenant and four of their shipmates.

The tragic mistake was quickly corrected and the British ensign rose triumphantly in the vanquished Chesapeake.

The fight was over, the Americans had surrendered. Captain Broke had by this time fainted from loss of blood and he was carried back to his ship.



*To Captain Sir Philip Thomas Vere Broke, R.N., and H.C.B.
This representation of the U.S.S. Chesapeake, leading her prize the British private sloop Shannon, into Halifax, on the 6th June, 1813,
is dedicated by his obliged and most grateful servant, R.H. King*

The original inscription under the third painting has been reproduced here. Cheers from the crowds on wharves and rooftops are answered by the Shannon's men, swarmed along the ships' sides and on the rope ladders.

Only 11 minutes had passed since the first shot was fired. Both ships had received a fairly substantial weight of fire, but the Chesapeake had fared the worse. However, both were seaworthy and ready to proceed. The Shannon suffered 83 casualties — 33 killed or mortally wounded and 50 wounded. The Chesapeake lost 61 killed and 85 wounded.

The mortified citizens ashore watched helplessly as the smashed pride of their fleet was unhurriedly taken away to British North America.

Captain Broke was incapacitated by his wounds, his First Lieutenant was dead and so his Second Lieutenant, Provo William Parry Wallis, a native of Halifax, sailed the Shannon back to port with her prize. Cheering crowds lined the jetties and seamen in ships alongside yelled themselves hoarse for the valiant Broke and his excellent crew and for the youthful Wallis.

Provo Wallis rose to the rank of Admiral of the Fleet and, in honor of his services in the Napoleonic wars, was retained on the active list of the Navy until the time of his death at the age of 101 years.

Winding up his account of the battle, James says, "Gallant, truly gallant, was the behaviour of Captain Lawrence." The American was se-

riously wounded in the fight and died as the ships made their way to Halifax. He was later buried with full naval honours in the British naval cemetery there.

His ship was taken to England, sold to the government, re-commissioned for a short time then sold and broken up in 1820. Many of her timbers were used to build a mill in the Meon Valley and houses in Portsmouth.

Schools to be Named For Naval Heroes, Famous Warship

Two schools under construction at naval housing projects on the East and West coasts will commemorate two Canadian naval heroes of the Second World War, and a third school being built on the East Coast will be named for a famous warship which sailed out of Halifax in the War of 1812.

Contract has been let for the erection of an 18-classroom frame school in the heart of the Belmont Park naval housing project near Victoria. This school will be known as the "John Stubbs Memorial School," in memory of the late

Lieut.-Cdr. John Hamilton Stubbs, DSO, DSC, RCN, commanding officer of the first HMCS Athabaskan, who lost his life when the Athabaskan was sunk in action off the coast of France in the spring of 1944.

A school being built at the RCN Air Station, Dartmouth, N.S., will be called the "Hampton Gray Memorial School" in memory of Lieut. Robert Hampton Gray, VC, DSC, RCNVR, of Nelson, B.C., who gave his life in an heroic and successful air attack on a Japanese destroyer in August 1945, and for which action was awarded the Victoria Cross posthumously. (Crowsnest, November 1950).

A third school for children of naval personnel is being built at the Tufts Cove housing project, across the harbor from Halifax. It will bear the name of the warship Shannon, which defeated the USS Chesapeake and took her into Halifax as a prize of war in 1813.

The schools for the Belmont Park housing area and the Tufts Cove project will be similar in design and size. Both will contain 18 classrooms capable of accommodating some 500 children.

As elementary and junior high schools they will include grades one to nine. Grades 10 to 12 may be added later.

Work commenced on the school for the naval air station last fall. Smaller than the other two schools, it will have ten classrooms.

All three schools will be operated under separate agreements between the Department of National Defence and the departments of education and municipalities concerned.

The three sites where the schools are being erected are post-war housing projects for personnel of the RCN.

Many Help Establish Shearwater Hobby Shop

Latest shore establishment of the RCN to blossom forth with a hobby shop is HMCS Shearwater, the naval air station at Dartmouth, N.S.

Made possible through combined contributions from the ship's fund, the IODE, the Halifax Women's Naval Auxiliary and several outside friends, the hobby shop at Shearwater was opened January 4. The shop is being supplied with all kinds of power woodworking tools, the necessary materials for leather work, plastics and model aircraft parts.

Another amenity, the station's fiction library, is becoming more and more popular as it increases the number and variety of books on its shelves.

Chief Stoker is Frigate's Choice

*CPO "Jimmy" Hann Elected
By Ship's Company
of La Hullose*

AN efficient ship, they say, is a happy ship. True though that may be, there is another factor which helps considerably in bringing about the latter condition. That is the presence on board of a sprinkling of hands with a faculty for provoking laughter and good humor among their ship-mates, in good times and bad—especially the bad.

Such a one is Chief Petty Officer James (Jimmy) Hann, Chief Stoker in HMCS La Hullose and the frigate's choice as Man of the Month for April.

His never-failing sense of humor, keen enthusiasm for everything to do with his ship and sincere interest in the welfare of his fellow-sailors have made Jimmy Hann a natural leader whose prestige on board the La Hullose is of the highest order.

Yet his selection as Man of the Month caught CPO Hann completely by surprise. He confessed that this was one time when he was completely lost for words, then added, "It's the only exciting thing that's happened to me since I joined."

Persistent questioning revealed, however, that CPO Hann has had his share of excitement during his more than 15 years in the RCN.

He was in the Saguenay in November 1940 when she was torpedoed, had her bow badly damaged but managed to limp into port.

Later he was in HMCS Columbia when she encountered a raging North Atlantic storm that gave the old fourstacker a merciless pounding. Hann brushes aside any mention of the incident but others who knew him at the time say he was responsible for preventing a possible panic in the Stokers' mess. A heavy sea stove in a scuttle and a new draft of stokers, making their first trip to sea, showed alarming signs of nervous stress. Ldg. Stoker Jimmy Hann couldn't calm the angry seas outside but he succeeded in soothing the troubled waters within the crowded confines of the messdeck.

CPO Hann began his naval career with the old Halifax half-company of the RCNVR and on September 9, 1935, became the second man to

transfer from that "VR" division to the RCN. He went to sea two months later in the destroyer HMCS Champlain.

From her he was drafted ashore to Stadacona, where he first started to make a name for himself as an all-around athlete, playing baseball, softball, soccer and hockey and taking



CHIEF PETTY OFFICER JAMES HANN

the occasional fling at other sports.

CPO Hann has been one of the outstanding figures in the navy sports picture for the past 15 years. A member of the Stokers' team that won the Maritime intermediate hockey championship in 1942, he still plays a stellar game at centre ice and is a mainstay of his ship's sextet.

Softball and baseball provide him with his best sports yarns. He recalls a game in the Halifax Garrison Indoor Softball League in 1938 in which his error spoiled what otherwise would have been a perfect game for his pitcher. Navy trimmed Army 21-0 in this one.

While he was in England in 1938 to commission HMCS Ottawa, he played shortstop for a baseball team representing the Ottawa and HMCS Restigouche.

The Navy team went on tour and in London gave a good account of itself in splitting a two-game series played in Romford Stadium against an "all-London" team.

Since joining the La Hullose he has played on the ship's softball and baseball teams and for the chief and petty officers' ball team. He was a member of the ship's squad that defeated the Bar Harbor All-Stars last year to win the Bar Harbor, Maine, challenge trophy.

As for the vital statistics:

James Gerald Patrick Hann was born in Halifax August 5, 1915. He attended St. Patrick's School and, in April 1933, entered the RCNVR at the age of 18. Two years later he was in the RCN.

Following his early training periods in the Champlain and Stadacona, he sailed from Quebec in the liner Ascania as one of a party of 14 bound for England to commission the Ottawa.

When war broke out, Hann was back in Stadacona. He joined the Saguenay in June 1940 and remained in her until the following January. During the next four years he spent varying periods ashore, mostly in Halifax, and at sea in the Columbia (25 months), the corvette Arrowhead and the frigates Stettler and Buckingham.

In March 1947 CPO Hann was drafted to HMCS Warrior and began a lengthy period of aircraft carrier service. He stayed in the Warrior until she was returned to the Royal Navy, then went to Belfast as one of the Magnificent's commissioning party. Hann served in the "Maggie" for 21 months, after which he was drafted to "Stad" for a brief period before joining the La Hullose in June 1950.

CPO Hann is an avid reader with a preference for historical stuff. Outside of sports, he has no other hobbies. He hasn't made any definite plans for the future. "I still have four years to go and a lot could happen in that time to change a man's plans."

Family man Jimmy Hann is married to the former Florence Hilda Gray. They have two children, Shirley, 17, and Jimmy, 14.

Afloat and Ashore

PACIFIC COAST

An air of comparative calm hung over the Pacific Command during March, waiting only to be fanned into a high wind by the arrival of HMCS Cayuga and the departure of the Sioux.

Undoubtedly one of the greatest mass turnouts to greet any ship of the RCN was that accorded the Sioux in early February. Following her tumultuous welcome, the command retained its spark of feverish activity with preparations for the departure of HMCS Ontario for southern climes.

The untimely death of Commodore G. R. Miles (See page 30), followed closely by the tragedy of the air crash taking the lives of Lieut. (S) Marcel Champagne, of Victoria and Montreal and Lieut. Ian Macdonald, RCN(R), of Montreal and Glasgow, Scotland, both of HMCS Ontario, was a sobering influence.

HMCS Sault Ste. Marie searched the area of the crash for many days without results, while naval divers, under the command of Lieut. Charles Smedley, made several unsuccessful attempts to locate the crashed plane.

Later the diving crew was called to the scene of a tragedy at Cameron Lake, Vancouver Island, to locate and bring to the surface a car which had slid off the highway into the lake, bearing a couple and their three-year-old child to their deaths. Ldg. Sea. George Ackerman located the car and secured the cable to raise the vehicle. The diving party, under Lieut. Smedley, also included Petty Officer William Cubitt and Ldg. Sea. Julian Verschuere.

HMCS Sioux

One of the most enjoyable dances to be held in the Pacific Command in recent months was HMCS Sioux's Ship's Company Homecoming Ball at the Crystal Ballroom in February.

Preceding the ball was a sumptuous banquet at Terry's Dining Room, attended by about 70 members of the ship's company and their wives.

Carefully organized, the ball was a combined welcome home affair and Valentine dance. Under the able direction of CPOs Brian Brown and Reg Rimmer, the whole evening reflected a combined Hawaiian and Far Eastern influence in the lighting arrangements, table settings and the hundreds of leis which were passed out and adorned the necks of all present.

Each dance was appropriately called by names such as the Pearl Push, Pusan Patrol, Inchon Invasion, Chinnampo Shimmy, Yalu Yaks and winding up with the Esquimalt Envy. The only items retaining a North American flavor were the dance programs. They were heart-shaped, to signify Valentines, and colored red for the men and white for the ladies.

HMCS Antigonish

The crew of HMCS Antigonish are fast losing the sun tan they so rapidly acquired on the beaches of Acapulco, "the Riviera of Mexico," during the recent training cruise with the Beacon Hill.

One of the feature events of the cruise was a concert party, along the lines of Truth or Consequences, featuring PO Lawrence McIvor as MC, Midshipman William Chaster as announcer and the Gunroom Troubadors providing the music.

The main items on the program consisted of recitations by Midshipman Ian McKee and PO J. Jack, a chocolate cream pie throwing contest between Lieut. (P) A. J. Woods and Lieut.-Cdr. J. G. Mills (XO of the Antigonish) and, in addition, a wide variety of pranks and patter which kept the ship's company roaring with laughter for a full hour.

En route from Acapulco to Victoria, Lieut. R. P. (Splicer) Mylrea volunteered for the rigging party and set to work splicing a soft eye into the end of a large manilla. So intent on his job was he (as every good rigger should be) that he failed to notice the attention he was drawing from all hands. Having finally completed as



Every member of the Ontario's ship's company went through this routine at the outset of the cruise to "down under." AB Raymond Healy, of Moose Jaw, is inoculated by Ldg. Sea. P. L. Rhodes, of Haney, B.C., while PO K. D. Jackson, of North Battleford, Sask., stands by with a swab. (OC-354).

skillful and neat a job of splicing as any had ever seen, he stood back to admire his handiwork . . . But a soft eye in a manilla might be just a little awkward to handle with a large steel ladder thumping around on the end of it!

The Antigonish has completed her refit and is getting in trim for the summer tussle with the UNTDs and is looking forward to some fine cruising with HMCS Beacon Hill.

HMC Ordnance School

During the recent Easter Parade in Beacon Hill Park, it was a fine sight indeed to see so many proud Ordnance School fathers supplying motive power to their respective baby buggies.

Ordnance Lieut. John Boase, who pushed out the cigar-boat in February, was spotted comparing notes with Commissioned Ordnance Officer Guy Copley, who was very firm in his opinion of how a three-cornered suit should be made up.

These officers are at present delving into the intricacies of fire control equipment and all its attendant problems, being carefully guided along the right channels by CPO Bert Nelson, CPO Norman Langton and CPO Alf Lee.

CPO Lee has only recently joined the instructional staff, being relieved of his stores duties by CPO Arnold Parkinson, who was drafted to the school from HMCS Nonsuch, Edmonton. "Parky" said it was so cold in Edmonton this year that the chief

and POs' mess dispensed their grog in the shape of "boozicles" on the end of a marlinspike. Sounds like an idea, anyway.

CPO Leslie Cole, following his rehabilitation leave, has accepted a position on the staff of the Inspector of Naval Ordnance in HMC Dockyard and in the capacity of civilian examiner will no doubt be in close contact with the naval Ordnance Branch both ashore and afloat. — R.D.

HMC Supply School

The training program in the Supply School has been gaining momentum steadily since the first of the year and by March 1 there were ten classes, totalling 17 officers and 84 men, under instruction.

Petty Officer B. Humberstone has joined the instructional staff of the Cookery School as a relief for CPO Neil McLeod, who has been drafted to Cornwallis. During the period he was in the school, CPO McLeod was a mainstay in organizing sports and entertainment and took an active interest in the general welfare of personnel serving or training under his supervision.

Petty Officer Tom Plume joined from HMCS Ontario to take over regulating duties in the Supply School, succeeding CPO Leo Benesh, who is taking the Quartermaster Instructor course in Naden.

Recent Supply Branch re-entries in the RCN include Petty Officers Bill Morrison, G. A. Stone and L. K. Lynch.

ATLANTIC COAST

HMCS Magnificent

Sailors and their guests filled "B" hangar in HMCS Magnificent on January 27 to hear the Armdale Girls Choir do a direct broadcast over the eastern network of the Canadian Broadcasting Corporation.

The program featured a series of songs in French, dedicated to the French-Canadian members of the ship's company. The performance continued for more than an hour after the radio broadcast, taking the form of a request show.

The choir, under Mary Dee Girrior, had proved so popular when they sang at the ship's company dance the girls were asked to do their regular weekly broadcast from the carrier.

Following the concert, Mrs. Girrior was presented with a bouquet of carnations decorated with a Magnificent cap tally and each girl received a box of chocolates similarly decorated.

HMC Electrical School

The month of February found the Electrical School operating at full swing, with 12 classes, totalling 10 officers and 159 men, under way. The courses include one officers' electrical course, three for radio technicians, three for electrical technicians, one electrical technician (air), one radio technician (air) and three courses for electricians' mates.

News of East Coast electrical personnel includes CPO Richard Man-



"B" hangar in HMCS Magnificent was transformed into a radio studio January 27 when the regular Saturday evening program of the Armdale Choir was broadcast over a CBC network from on board the aircraft carrier. Members of the ship's company and guests attended the broadcast and then were entertained by the choir for more than an hour afterwards. (MAG-2485).

Future Sailors

The Navy of the future seems sure of being in safe hands, if a letter received at Naval Headquarters from a Brockville, Ontario, schoolboy can be taken as indicative of the attitude of the coming generation.

Asking for pamphlets and other material that would tell him about the RCN and its ships, the boy explained:

"I am only 11½ years of age but I decided already to join the Navy... The boy who sits beside me in school also plans to join the Navy. I have a club of 6 boys and it is growing. We call it the Navy Club. We try to get a record on all the ships we can."

Headquarters, needless to say, assisted the boy and his fellow-members of the "Navy Club" in filling out their records.

ley's draft from RCN Depot to Sorel, P.Q., for new construction. His relief at the depot is CPO Jules LaPointe from HMCS Magnificent. CPO Donald Currie has joined the "L" School staff from the Magnificent and has taken over the Fire Control and Low Power Section.

HMCS Crescent

The Crescent's recent assignment as plane guard to the Magnificent called for her to rendezvous with the carrier at sea some 100 miles off Bermuda.

The destroyer's crew organized

a lottery on the expected time of first sighting the seagoing fly boys' landing shingle. With the Crescent's many eyes directed ahead and plans formulating for the disposition of the winnings, the "Maggie" came up over the horizon and was declared sighted at 1233.

CPO Ralph Courtney of Dartmouth (married with three children), holding ticket number 1233, broke out in a wide grin and promptly collected the spoils. — J.R.A.

HMCS Micmac

After a short session alongside the "wall," during which time the ship's company enjoyed a spell of annual leave, the Micmac once again set forth as her usual very operational self.

The ship sailed from Halifax January 22 in company with the Korea-bound Huron and headed south to Colon. Many exercises were carried out during this trip and both ships benefitted greatly. The Micmac and Huron parted company at Colon but a party of ratings from the former made the transit of the Panama Canal in the latter and greatly enjoyed the trip.

After an uneventful two-day stay in Colon, the Micmac proceeded to Kingston, Jamaica, for what proved to be a very pleasant four-day visit. The ship's company was entertained at two very successful dances held

at the beautiful night club "Glass Bucket," and many invitations to private homes and parties, etc., ensued from these dances. Officers and men were also made very welcome at the messes of the resident British forces.

The ship sailed from Kingston February 5 and arrived at Bermuda three days later, in a driving cold rainstorm. Many exercises were carried out enroute. Leaving Bermuda on St. Valentine's Day, the Micmac met HMCS Crescent at sea for a day's evolutions. She took the Crescent in tow, but due to heavy weather was forced to abandon the towing exercise and proceed to Halifax, returning to base after a rather hectic two-day passage.

The ship was at sea every day from February 19 to 26 with classes from the TAS School. On completion of these exercises she began preparing for the southern cruise with HMCS Magnificent.

HMC Damage Control and Firefighting School

In the month of February the Damage Control and Firefighting School provided instruction for several classes in damage control, ABC warfare and fire fighting. Among the classes were men from the air station at Dartmouth, HMCS Stadacona and nine merchant naval officers who took a three-day course in ship firefighting and spent a further two days receiving instruction in damage control. In January a total of 51 naval personnel received instruction at the school.

Promoted recently to CPO were Petty Officers Joseph Peters and Frank J. Casas, both on the school's staff. PO Harold Hinch is attending the leadership course at HMCS Cornwallis.

HMCS La Hullose

One of "The Lady's" more interesting trips recently was to New London, Conn., where she worked with various undersea craft of the United States Navy and had the dual role of target and attacker in the various schemes.

Lovely weather and excellent operating conditions highlighted the stay in New England waters, while the hospitality of the Americans was outstanding. On February 22 the Canadians celebrated with the USN the birthday anniversary of George



This is the crew of the director which ranged and pointed HMCS Cayuga's guns during the destroyer's bombardment of communist shore batteries at Inchon in February. Left to right are PO James Brahan, Vancouver; CPO John R. Ross, Vancouver; PO Stuart Butterworth, Edmonton; Lieut. Michael Martin, Kingston, Ont., and PO Ken Rae, Calgary. (CA-457).

Washington and attended various functions, including a minstrel show put on by USN officers, a presentation of "HMS Pinafore" in the base theatre and a smoker in the White Cap Club by the host ship, USS Argonaut.

Now occupying an honored spot in the wardroom is a plaque of the dolphin insignia worn by all qualified USN submarines. It was presented to the La Hullose by Commander R. E. Dornin, Commander Submarine Division Twenty-Two, on behalf of Captain L. M. McGregor, Commander Submarine Squadron Two, at a farewell party tendered by the officers of the La Hullose.—*J.O'C.M.*

HMCS Revelstoke

Two members of HMCS Revelstoke's crew were credited with the rescue of a civilian from St. John's harbor January 26, two days before this little minesweeper sailed for Halifax and Bermuda to take up temporary duties as a tender to HMCS Magnificent.

The two men who figured in the rescue were Leading Seaman Hubert H. Hibbs, of Portugal Cove, Conception Bay, Nfld., and Cedric A. Windsor, of St. John's. Both are RCN(R). It was the second rescue of this sort performed by members of the ship's company in a month.

The Revelstoke spent the greater part of February in the Bermuda area working in co-operation with the Magnificent.

Of her crew of two officers and 15 men, only three are RCN personnel, the rest being naval reservists borne on the books of HMCS Cabot, the naval division at St. John's.

HMCS Portage

Since returning from Havana, Cuba, at the end of January HMCS Portage has remained alongside except for the occasional one-day trip to sea for a gunnery shoot and NRE work.

A leave period has left the ship's hockey team somewhat depleted. Although the team was decisively defeated by HMCS La Hullose, it has found a keen rival in HMCS Swansea. The score is even between these two ships and the deciding game is to be played off.

The Portage commenced annual refit at Saint John, N.B., the first week in March.



Officers and men from the Edmonton naval division, HMCS Nonsuch, turned out recently to make their contributions to a voluntary Red Cross blood donor clinic. Lined up to have their blood tested by Laboratory Technician Joyce Hardiman are, left to right, Lieut. T. E. Bate and Ordinary Seamen K. T. Brady, T. C. Stretch and V. G. Wright. (Red Cross Photo, courtesy Garneau Studio, Edmonton).

HMCS New Liskeard

The ship's company enjoyed a refit period in February in the town of Liverpool, N.S., where many friendships were renewed with local citizens.

We don't wish to be boastful, but we would like to record our hockey triumphs and point out that even one of the smallest ships can produce a team which, when welded together and imbued with the right spirit, is capable of defeating any ship afloat.

Out of 18 games played during the regular season, we won 16, tied one and lost one to the Reserve Fleet, though defeating them on three previous occasions. In the play-off for the Inter-Ship League championship we broke even with Reserve

NAVAL DIVISIONS

HMCS Scotian (Halifax)

The Bangor minesweeper Brockville will be taken over by the Halifax naval division as a training tender early in April. The Brockville was one of eight 'sweepers transferred to the RCMP at the end of the Second World War and was renamed MacLeod. Under the Mounties' colors the ship saw patrol

and rescue service on the Atlantic seaboard. While the Brockville is scheduled to commission in April, it is not expected she will be ready for sea before May 1.

The Brockville will be commanded by Lieut.-Cdr. J. C. Marston, formerly commanding officer of the wooden-hulled 'sweeper' HMCS Llewellyn. The latter becomes tender to the Saint John division, HMCS Brunswick.

A new communications room was added recently to the Halifax division in order to increase training facilities. Communications officer is Lieut. Charles Martin.

All hands at Scotian put in extra time at the division on drill nights during March as they prepared for the annual ship's company inspection and presentation of prizes. Fifteen minutes of company drill was the routine each Thursday night following classes.

This year a new trophy was added to the growing list at the division. The Halifax Press Club presented the division with a trophy in recognition of courtesies extended to the club. The trophy will be for competition among the entire ship's company, but conditions for the competition have not yet been definitely decided.—*A.C.R.*



Mrs. J. B. Smart, Convenor of the War Services Committee of the Ontario Provincial Chapter of the IODE, receives the ship's badge and motto of HMCS Ontario from Cdr. George H. Parke, commanding officer of HMCS Star, at a ceremony in the Hamilton division. Cdr. Parke made the presentation on behalf of Commodore H. F. Pullen, commanding officer of the Ontario. Cadets D. F. Bennett and E. Graegen hold the badge. (Photo courtesy *The Hamilton Spectator*).

HMCS Chippawa (Winnipeg)

Much interest was aroused locally by a display of underwater swimming put on by Sub.-Lieut. John Hodgson, of Halifax, before members of the ship's company February 12 and 13. He was assisted by Lieut. Hugh McDonald, of Chippawa. The demonstration was especially interesting because of the excellent work done by navy frogmen in Winnipeg during last year's flood.

On Sunday, February 25, the entire ship's company, John Travers Cornwell, VC, Sea Cadet Corps, members of the Naval Officers' Association, Naval Veterans' Association and ex-Wrens' Association, together with friends and relatives, attended a church parade held on the drill deck of the ship. This service provided an opportunity for ex-naval personnel and families and friends of the present ship's company to take part in a naval church service and to visit the establishment.

Social events taking place in the division during the month included a Valentine Dance sponsored by the Inter-Service Sports Council February 17. It was followed on February 21 by a similar function put on by the

Naval Officers' Association. Also on the 17th, the Ladies' Auxiliary to the chief and petty officers' mess held a most successful tea in the lounge, while at the same time the wardroom officers entertained members of the press and radio prior to the inauguration of a week-long recruiting drive. — *L.B.McI.*

HMCS Star (Hamilton)

The gunroom of HMCS Star was officially opened February 8, with members of the University Naval Training Division attached to Star playing hosts to their relatives and friends. The Sir Allan McNab Chapter of the IODE presented pictures of Their Majesties the King and Queen to the mess.

An excellent job of decorating has been done in the gunroom, with special credit due to Cadet Paul Duff, who painted two unique murals which are a credit to the mess.

The chief and petty officers' mess held its annual Valentine dance February 17. Numerous prizes were given away to guests in attendance.

On February 15 Cdr. G. H. Parke, commanding officer of Star, presented the motto and badge of HMCS

Ontario to the Provincial Chapter of the IODE on behalf of Commodore H. F. Pullen, commanding officer of the cruiser. The presentation took place during the regular monthly meeting of the chapter in Hamilton. Mrs. J. B. Smart, convenor of the War Services Committee of the chapter, received the badge and motto from Cdr. Parke. Among the many guests present were past convenors of the War Services Committee as well as former officers of HMCS Ontario.

HMCS Cabot (St. John's)

Manned almost entirely by reserve personnel from the division, Cabot's tender, the wooden minesweeper Revelstoke, was detached for more than a month to serve as a tender to HMCS Magnificent while the carrier was engaged in flying training in Bermuda waters. The result was some useful sea training for the Revelstoke's RCN(R) crew.

The division recently moved into new training quarters and the added facilities have made it possible to step up the training program.

New arrivals in Cabot include Petty Officers Joseph Rohland and James F. Stevens, from Halifax. Ord. Sea. William Walsh, who had been serving on NT and VS in Cabot, was accepted for RCN and left for training at Cornwallis.

Petty Officer George Benzies made a short trip to Halifax to take a shipwright's trade test, with successful results.

The staff officer, Lieut.-Cdr. A. A. MacLeod, and the recruiting petty officer, PO William Andrews, are busily interviewing RCN recruits and have been taking in an average of at least ten a week. — *J.F.S.*

HMCS Hunter (Windsor)

Hunter's gunnery class was proclaimed first winner, early in February, of the ship's divisional trophy which will be awarded to the top division every two months throughout the year.

The trophy was presented to Ldg. Sea. William Bear, leading hand in the gunnery class, at divisions on February 12 by Cdr. W. A. Wilkinson, the commanding officer. The trophy goes to the division scoring the most points in drill,



The first time HMCS Hunter's divisional proficiency trophy was up for competition it was won by the Windsor division's gunnery class. Here Cdr. W. A. Wilkinson, Hunter's commanding officer, presents the trophy to Ldg. Sea. William Bear, leading hand of the gunnery class.

dress and attendance. The trophy bears Hunter's badge and six small shields on which will be engraved the names of the winning divisions. A new trophy will be up for competition each year and the division winning it the most times during a year will receive permanent possession. — *R.M.P.*

HMCS Queen (Regina)

Heading a travelling board to interview officer candidates from western universities, Commodore Hugh F. Pullen, commanding officer of HMCS Ontario, was a January visitor at Queen. With him were Cdr. J. M. Leeming, training commander, west coast, and Instr. Cdr. G. L. Amyot. Instr. Lieut. W. H. Northey was secretary of the board which interviewed 13 candidates in Regina.

Commodore Pullen spoke on naval affairs to the Regina branch of the United Services Institute during his stay.

With Chaplain J. W. Carter officiating, John Frederick Mickle, son of Lieut. D. M. Howitt and Mrs. Howitt, was christened in the wardroom Feb. 25. Lieut. Howitt is staff officer of Queen. Godparents were Sub-Lt. John Cottingham and Mrs. Cottingham.

Honoring Petty Officer and Mrs. Fred Grant, the chief and petty officers of Queen gathered in their mess to present the couple with a

carving set. PO Grant has been drafted to Halifax. Other social activities in the mess included a Sadie Hawkins dance and a smoker.

HMCS York (Toronto)

Courses for retired naval officers and Sea Cadet officers are being held in HMCS York under the direction of Cdr. R. I. Hendy. The course of four lectures for officers on the retired list deals with recent developments in the RCN, while the six-week course for Sea Cadet officers covers general naval subjects.

CPO Harry (Gate and Gaiters) Catley, an instructor in gunnery at the Toronto division, went back to sea in February, joining HMCS Ontario in time for her Australian cruise.

The Sixth Annual Cadet Ball was held on February 16 and proved to be a gala event. Guests of honor included Defence Minister Claxton and Mrs. Claxton, Vice-Admiral and Mrs. H. T. W. Grant, Instr. Cdr. and Mrs. C. H. Little and Captain and Mrs. F. R. Base.

Other social functions held recently included a Valentine dance sponsored by the chief and petty officers' mess February 17 and a men's mess dance March 3. Ldg. Sea. Gordon Spiker

and Able Seamen Arthur Otley and Howie Craddock were in charge of arrangements for the latter affair. Wardroom officers held a dance February 9 and a mess dinner a month later. — *P.C.N.*

HMCS Tecumseh (Calgary)

Members of the Calgary Women's Press Club visited HMCS Tecumseh early in January. The ladies made a complete tour of the establishment, with Captain Reginald Jackson, commanding officer, and Lieut.-Cdr. J. S. Monteath, staff officer, on hand to provide detailed explanation of training facilities. The press club plans to pay similar visits to Army and RCAF establishments in the city at a later date.

Reserve recruiting at Tecumseh has been brisk so far this year, with more than 40 on the list of applications. The division's training program as laid down last fall is following through according to schedule.

A well-attended ship's company dance was held recently in aid of the hockey club which is entered in the local inter-service league.

The chief and petty officers' mess is proud to report a victory over the wardroom in a recent cribbage tournament. — *A.W.S.*



Shining up their instruments in preparation for public appearances in far-off places are four members of HMCS Ontario's band. Left to right are Ord. Sea. Jack Beatty, Saskatoon; AB Robert Hughes, Winnipeg; Ord. Sea. Edward Achtzner, Regina, and Ord. Sea. Hugh Sangret, North Battleford, Sask. Beatty and Hughes are members of the RCN (Reserve). (OC-351).

Principles of Logistic Organization

*It's a Little More Complicated
Than in the Days of Dried
Meat and Spare Arrows*

This is the second of three articles on Naval Logistics. They were adapted for The Crownsnest by Captain H. A. House, USN, Director of Air Logistics, from an address given by him at HMCS Shearwater.

IN studying Logistics it may be recognized that we are exploring a subject with which, in all probability, most officers have had some contact. However, such contact was probably only with tiny parts of a great field of activity, and possibly was identified by the name of "Maintenance," "Resupply of Ships," "Upkeep and Overhaul," etc. This specialized experience gives rise, naturally enough, to such questions as, "What is logistics all about?" "Why should I know about logistics?"

The individual must always keep in mind, as he considers logistics,

that, although the practical application of the subject is as old as warfare itself, it is only within the past decade that logistics has been recognized as an art requiring a knowledge of its innermost functioning on the part of the successful practitioner.

The absence, until recently, of textbooks on naval logistics was only a reflection of the fact that it was not until the latter part of the Second World War that logistics was recognized to be an art which must be studied thoroughly before it can be successfully applied.

There was a time when a substantial supply of dried meat and spare arrows provided for a warrior's logistic requirements: It enabled the warrior to fight longer and further away from his home and was all he needed for that purpose.

In the days of Napoleon the word

"logistics" itself was fixed in common usage and referred to problems related to camps. Since then we find that war has increased its field of activity, and logistics has greatly increased its scope.

A present day broad concept of logistics could be: "Logistics is the art of placing the war making potential of a nation into the hands of the combatant in the area of battle, and of maintaining it there".

The pages of history reveal that the successful nations are those who, after developing their war potential, then consciously apply logistic advantages to control strategy and tactics.

We have come a long way from the stage of carrying along some beans to eat. Now in order to improve logistically we inquire into the process by which beans grow (plant physiology), we grow a better bean (genetics), and, in fact, do everything except actually eat the bean for the sailor.

We are even interested in how the bean is chewed (dentistry), how much strength and agility the bean gives the sailor (animal physiology); and finally we are interested in the ultimate disposal of the bean when the sailor is finished with it (sanitation).

The end of warfare is the destruction of the enemy's means and will to resist. To meet that objective it is essential that certain strategic and tactical naval plans be developed from which are derived material requirements essential to a proper execution of the strategy and tactics. The provision of these means is the business of logistics. If naval warfare is the application of sea power to achieve a certain aim, the substance of that power is the fruit of logistics effort. Taking its form from the nature of the strategic aim which has been fixed upon, it measures its success by the freedom with which the combat man or unit may concentrate upon the employment of the means.

Logistics, in a word, is what the combat man takes for granted. The logistic considerations in the Second World War, however, were on such a grand scale as to preclude being taken for granted.

Logistics has always been practiced



The ability of modern warships to range long and far is governed by their capacity for carrying fuel and stores. Their endurance can be extended almost indefinitely, however, by the employment of oilers, supply ships and repair vessels. For UN warships operating in Korean waters, fuelling and storing at sea have become routine tasks. Here the British fleet oiler Crown Ranger refuels two ships at once — the cruiser HMS Ceylon, abeam, and the destroyer HMCS Nootka, astern. (NK-475).

in war, though not always well practiced.

Logistic concepts have spasmodically advanced through the ages from a "dry meat and spare arrows" stage to the point where all of the resources, both physical and mental, of a nation are involved in supporting the war effort. A division between war and civil requirements has become very necessary.

The tools of war are becoming more complex and numerous, with an attendant increase in the complexity of the logistic problems. This process has accelerated in recent years. It is impossible for one single person to know and solve all the problems of design and number.

Strategists and tacticians are becoming aware of the possibilities and limitations of logistics and deliberately modify their arts accordingly.

The concept of logistics will probably continue to evolve as it has done in the past. The proper logistic support for one war is not necessarily the answer for another. However, many things which were successful in the past can be used, with modifications, to solve the logistic problems in the future.

In considering that "Logistics is the provision of the means to wage war" we have found that it includes:—

- (1) Determination of requirements
- (2) Procurement (Production)
- (3) Distribution (or Transportation)

A more specific definition is given below:

"Naval logistics consists of the determination of requirements to meet the operating needs of the naval forces afloat, and the supplying of these needs at the times and places required, and includes the procurement, storage, distribution, transportation and maintenance of material, and the procurement, housing, training, distribution, transportation and maintenance of personnel, together with the rendering of services to the naval operating forces".

The definition is convenient in that it breaks logistics down by convenient sub-headings which can be studied by themselves.

In its entirety, the field of logistics for the Navy is composed of two parts: National or Civil Logistics, and Naval Logistics.

Civil Logistics encompasses the methods and means by which a nation places a portion of its economic power at the command of its naval or military forces.

It was the Second World War which focused attention on civil logistics with an intensity never before equalled. This condition was to be expected,

since a study of previous wars shows that in each succeeding major war the percentage of the economic output devoted to war increases. The figures for the Second World War run all the way from 60 per cent to 85 per cent. The exact figure is relatively unimportant. However, the effect on military logistics when dealing with a large

destroy the logistic ability of the enemy. At the end of the Second World War the Japanese had some very large armies in the field. These armies were well trained and well equipped, yet they surrendered without firing a shot. Air bombing, aerial mining, naval gunfire and torpedoes had destroyed the logistic means of



While that was not its principal purpose, last fall's European cruise provided a useful exercise in logistics planning. A particularly good test was carried out at Gibraltar, where the Magnificent's air squadrons were disembarked and for several days operated from the airfield at the Rock, without any loss of efficiency. Here two RCN Sea Furies are shown in flight, with the rock of Gibraltar in the background. Lieut. (O) R. E. Quirt took the photo from the third plane in the formation.

proportion of the power of an economically strong nation is remarkable. Since persons trained in military sciences may find trouble in "business," the approach to solving this problem is one of division of labor between the military and civilian.

While the broad fields of strategy, tactics and military logistics may be easily recognized, the interrelations of the three are unending and indefinite. The problem of invading Europe from across the Atlantic is one of strategy and logistics inseparably combined. The tactical manoeuvres of aircraft in battle must follow those patterns set up by the characteristics of the aircraft, which, in turn, are the outcome of logistic facts that influenced the design and production of the aircraft.

The strategy of a war may be to build up your own logistic means and

the Japanese without contacting those armies!

Many examples can be given of the inter-relations. It is foolish to try to separate logistics and strategy and tactics into neatly boxed-up individual arts or sciences. It is sufficient to keep their broad fields in mind. It must be remembered that one cannot be practiced or studied without an understanding of the others.

BASIC ELEMENTS OF LOGISTICS

Having eliminated the great area of civil logistics and defined the broad field of strictly military logistics, it becomes necessary to examine the various basic elements which make up this field. Every logistic operation is made up of the following sequence of functions:

- (1) Estimation of requirements as to kind, number, time, place, form

or condition, and sequence, plus an inventory of what we already have or will have on hand.

- (2) Procurement or production of the above to satisfy shortages of kind and number.
- (3) Movement or distribution of the things to satisfy time, place, form or condition and sequence.
- (4) Maintenance of the things as specified above to replace losses due to wear and tear, damage inflicted by the enemy, expended materials, obsolescence of design, etc., plus supporting services and programs.
- (5) Continued, and possibly simultaneous, modification and refinement of the above processes to proceed in time from first rough estimates down to last minute control of exactly regulated items and services.
- (6) To the above, there may be added a requirement to rebuild, scrap, salvage, retransport, etc., in preparation for a succeeding operation, once the first operation has been completed.

The above sequence is applied to any and all material items of war, including men, which from the logistic viewpoint are merely highly specialized and valuable items. The process

is also applied to the supply of non-material services.

Example:—

(a) *Requirements*

An illustration of the above in the field of air logistics may be given for a very basic material thing such as an airplane. In planning a campaign, it is felt that 1500 fighter planes will be needed. This first rough estimate is based upon enemy strength, purpose of the campaign and past experience or previous usage data. The tentative date (maybe two years hence) and place of the campaign are set. Of our present fighter planes, maybe only 200 can be counted upon to be available and valuable for this operation, leaving us short by 1300 planes.

(b) *Requirements (Refined for number)*

Aircraft designers have designed a new fighter plane or made modifications in an old design. The aircraft manufacturer is contacted and says he can produce only 900 by the given date, leaving us still short by 400 planes. At this point, a refinement is made, either in the strategic plan, or in the production phase, to adjust production to requirements.

(c) *Production*

The manufacturer starts producing the aircraft in numbers and kind required.

(d) *Distribution and transportation*

These planes will have to be transported to the required scene of action. Steps must be taken to insure the existence of either intermediate airfields for flying the planes to the required place, or for surface transport to haul them there. Possibly ships or airfields must be built and manned to solve the transport problem.

(e) *Requirements (Refined for type)*

As the planes are produced, new types of bombs are developed. The tactical personnel want to use these new bombs. A refinement takes place either as a modification of the bomb carrying arrangements of the airplane, or as to the design and production of the bomb.

(f) *Transportation (Refined for sequence)*

As time goes on, it becomes obvious that all of the planes cannot be delivered at the target area simultaneously. Forward area storage space must be provided — or a sequence of arrival agreed upon, another refinement.

(g) *Requirements (Refined for number)*

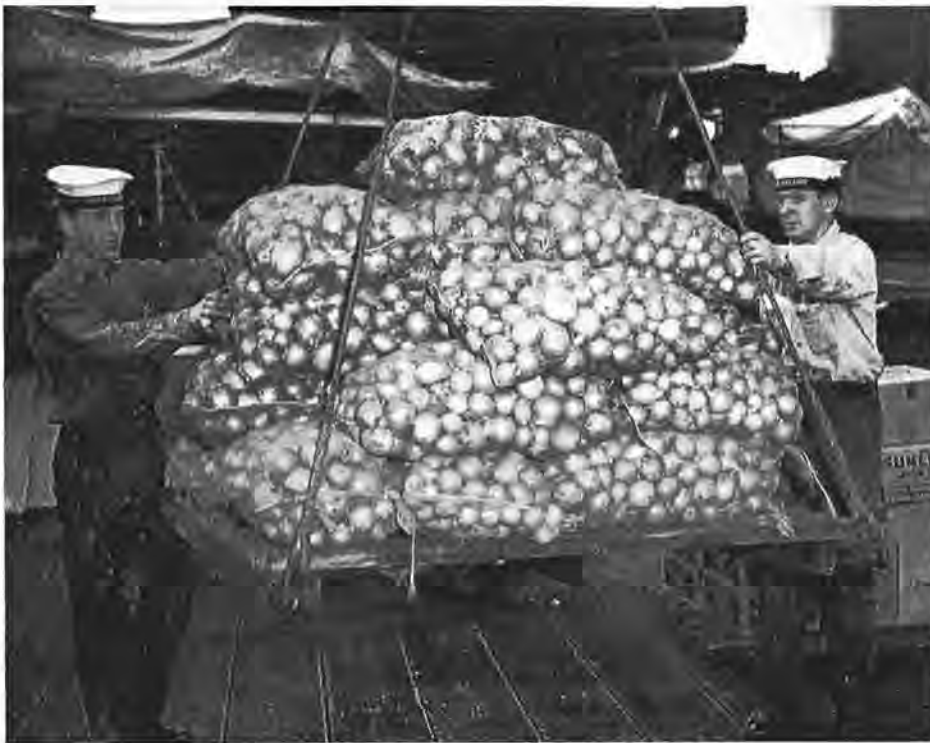
A late re-estimate of the enemy's strength shows that it is now necessary to have 2000 fighter planes at the target instead of the original 1500, and it is desirable to have them there three months ahead of the original schedule.

(h) *Last minutes refinements*

Production must be stepped up, transportation and storage arrangements modified, etc. Just before the deadline, it becomes apparent that only 1350 new planes and 250 old planes will actually be available to the tactical commander, and of these only 1000 will have the required modification to carry the new bomb. Tactics (and maybe strategy) must be modified to be based on this actual final number and condition of planes available. 1600 planes are then delivered to the tactical commander in the exact form, time, sequence, and place finally agreed upon.

(i) *Maintenance and Services*

While these planes are delivered, more planes are produced to replace losses. At the same time as the above process is going on, a similar process must be undertaken to insure the presence of adequate maintenance facilities, a flow of spare parts, trained personnel to fly and service the aircraft, intelligence service, supply of ammunition and fuel for the aircraft, etc. The list of services and supporting programs is almost endless and each item plays a greater or less part



When a ship the size of HMCS Ontario sets forth on a cruise as long as her current voyage to the Antipodes, she requires an astonishing amount and variety of provisions and stores. Prior to her departure the hands were kept busy filling up the cruiser's storerooms and refrigerators. Here ABs William Billey, left, of Edmonton, and Carl Hennessy, of Port Alberni, B.C., steer a load of onions aboard the ship. (OC-349).

in modifying and refining the procedure to be followed in the other items.

(j) *Redeployment*

In addition to all the above, there must be a provision to rebuild old squadrons and maintain the old aircraft which will form a part of your force. This may be done either as a part of the preceding operation or it may be accounted for under the operation being planned.

The problem for each item always goes through the same sequence of:

1. Estimating requirements plus inventory of what is on hand.
2. Production or procurement of what we are short.
3. Transportation and distribution.
4. Maintenance and supporting services.
5. Progressive modification of estimates, plans and procedures.
6. (Possibly) Rebuilding for a succeeding employment.

While the five (possibly six) basic elements given above, outline the logistic process, there are, as well, a tremendous number of secondary elements which must be comprehended if the process of successfully solving major military logistic problems is to be understood.

**USAGE DATA
AND EXPERIENCE**

While it might be possible to work out a logistic problem without ever having done it before, still the answers given could not be trusted until they had been tested. Some of the best tests for logistic answers are found in previous combats. The experience gained may be either in the memory of the individuals involved, or it may be reduced by analysis to formulae, reference data, or usage tables.

It is possible to compile quick reference data to cover almost anything from how much food a man will consume while climbing over icebergs, to how many ships of what tonnage will be necessary to transport and supply an army of a million men half way around the world. Usage data and previous experience are very necessary elements in solving logistics problems. Like other elements, they must be modified and brought up to date in view of the newest conditions if they are to be efficient.

DESIGN: The elements of research and material design were recognized in the formation of appropriate agencies in the Naval Service in some

of the functions of the offices of Naval Headquarters. The strategist and the tactician can not know what tools and weapons to ask for until someone transforms a "concept" into a concrete article. Various design problems are the subject of specialized training in the Navy.

PRODUCTION AND PROCUREMENT: While these elements are listed as one of the basic steps of logistics, they are actually composed of a number of recognizable activities such as Recruiting, Classification, Training, Materials Specifications, Contract Procedures, Facilities, etc.

TRANSPORTATION AND DISTRIBUTION: Again, these basic elements are composed of a number of secondary activities such as Modes of

SAILOR

*"The good brown earth," they say.
Well, let them say,
To me the sea is mother, mistress, friend.
Her waves baptised me, will asperge
my end.
A lover fond, I followed on swift feet,
Beheld the wonders of the Seven Seas,
Saw the great earth and heard its strong
heart beat,
In candent tropic sun and arctic breeze,
While landsmen toiled for pennies,
saying: "We have these."*

J. Brander

Transport, Storage, Stock Control, Packaging, Pipelines, etc.

There are many more secondary subjects which need examining, including the vast field of "services." The limited time and scope of this paper makes it impracticable to deal with them here. However, it must be remembered that these problems exist and must be accounted for, if the logistic problem is to be solved successfully.

From the preceding the following conclusions may be drawn:

1. The broad field of strategy is the plot whereby the war may be won. The broad field of tactics is the employment of forces in combat. The broad field of military logistics is the determination and provision of the forces required by tactics and strategy. The three subjects are mutually dependent, do not have clear cut lines of division, and blend into each other.
2. The solution of the military logistic problem always follows this process:

- (a) Estimating requirements and inventory of what is at hand.

- (b) Production or procurement of shortages.
- (c) Transportation and Distribution.
- (d) Maintenance and Services.
- (e) Progressive modification of estimates, plans, and procedures.
- (f) (Possibly) Rebuilding forces for succeeding employment.

3. The basic elements of the logistics process are implemented by the use of many secondary elements such as Organization, Planning, Usage Data and Experience, Materials Design, Recruiting, Materials Specifications, Facilities, Storage, Modes of Transport, Medicine, Construction, etc. While the naval officer cannot be expert in all of these elements, he must be familiar enough with their problems to employ intelligently the services of personnel who are expert in them.

**"HARVEY" PRESENTED
BY SHEARWATER PLAYERS**

The Shearwater Players, under the talented direction of Ordnance Lieut. Ronald Marwood, staged the riotous "Harvey" as their fifth production March 8, 9 and 10. It was the first Canadian amateur production of this delightful story of a benevolent rumpot and his mythical pal, Harvey, a rabbit.

Lieut. Marwood played the lead role of Elwood P. Dowd and Laura Spergel played the feminine lead. Second play of the group's third season, this one posed many problems for the stage crew: two sets were necessary and from the first curtain to the last they were changed five times. The three performances went off without a hitch in spite of many missed rehearsals during the influenza season.

**REVIVED THEATRE GROUP
USES SCOTIAN GYMNASIUM**

The gymnasium of HMCS Scotian, the Halifax naval division, has resounded to echoes of a new variety recently. The Halifax Theatre Arts Guild, an amateur dramatic group which flourished before the war, has been revived and on several occasions has used the gymnasium for the presentation of three-act plays.

More recently the gymnasium was the scene of the finals of the Nova Scotia Drama Association competitions in which several plays were presented on three successive nights.



The Navy Plays



Reserve Fleet Retains Inter-Ship Hockey Title

Reserve Fleet, represented by HMCS Wallaceburg, retained the Atlantic Coast Inter-Ship Hockey League championship and the Hiram Walker trophy by defeating HMCS New Liskeard in a two-game total-goal final.

In the first game, played at Bridgewater, N.S., the New Liskeard was victorious by a 4-3 score but the Wallaceburgs came back to win the second contest 7-2 and take the series by a 10-6 margin.

At the conclusion of the second game, played at the Dalhousie rink in Halifax, Rear-Admiral E. R. Mainguy presented the Hiram Walker trophy to the championship team.

Big gun for the victors was CPO Ed McSweeney, who scored four goals and assisted on two more. His linemate, AB Reg (Pee Wee) Lacroix, also performed effectively and netted two markers.

A message from the Flag Officer

Atlantic Coast conveyed "congratulations on your success" to the Wallaceburg. To the New Liskeard, Canflag-lant signalled: "The fine spirit that carried your hockey team to the finals is highly commended. Better luck next time."

Pacific Command Team Retains Basketball Title

For the second straight year the Navy team from the Pacific Command captured the Saanich Suburban Basketball League championship.

Slow to get started, the Navy improved as the season progressed and was in top form by the time the playoffs started. In what was regarded as an upset, the sailors defeated the league-leading Brentwood Aces in a two-game total-point series to win the league title.

The victory entitled the Navy to advance into the Lower Island championship series against either Victoria City or Duncan.

Navy Team Setting Rifle League Pace

RCN sharpshooters held a commanding lead in the senior division of the Halifax Garrison Indoor Rifle League after six weeks of competition.

The Stadacona marksmen had chalked up an overall total of 2866, or an average of 477.6 per match. In mid-February the team came within an ace of beating the all-time record for the range.

In individual scoring, Lieut. Col. Leo Simmonds, officer commanding the Princess Louise Fusiliers, led with a high of 488. Running a close second with 485 was Sub-Lieut. (NS) Hazel Mullins of the RCN Hospital in Stadacona. CPO Albert Wolfe, 483, Sgt. William Quigley, RCCS, 482, and CPO George Lauder, 481, were the other high-ranking marksmen.

Electricians Stretch Unbeaten Hockey Streak

HMC Electrical School posted a 5-0 shutout over the Royal Canadian Engineers in a fast exhibition tilt in Halifax February 15. Leading team in "A" Section of the Navy's Inter-command League, the Electricians picked up a 1-0 lead in the first period and added four more in the next to sew up the victory over the toughest team in the Army league. Ldg. Sea. Ernest Riva, the Navy goalie, got full marks for the shutout.

The school has been undefeated to date in regular league play, their last game before press time being an 11-1 victory over the Communication School. The team had won ten and lost none up to February 22.

Winter Sports Nearing End at Cornwallis

Influenza made itself felt at Cornwallis during February and sports activity was reduced to a minimum. However, the 'flu did not stay long and the athletes were soon out again in full force.

The Cornwallis hockey team drew a bye which put the matelots in the finals of the Valley Intermediate League. The team played one exhibition game to keep in practice and



Members of the Reserve Fleet team, winners of the Atlantic Coast Inter-ship Hockey League title, are shown above. Front row, left to right: Ord. Sea. Joseph O'Reilly, Ottawa; AB Reg Lacroix, Halifax; AB Alf Stevenson, Port Arthur; PO Doug Newton, Stoney Mountain, Man. Centre Row: Lieut.-Cdr. J. E. Korning, Victoria, commanding officer; CPO Sid Wallace, Ottawa; Lieut. Ed Wiggs, Quebec; AB Doug Cole, Ottawa; Ord. Sea. Alf Lavoie, Rimouski; CPO Cecil Moore, Dartmouth, and CPO Doug Gillis, Hampton, N.B. Rear Row: AB Ken Davies, Toronto; Ldg. Sea. John Wright, Ridgeway, Ont.; CPO Jack Howell, Toronto; PO Rosaire Fortan, Quebec; AB Lebaron Mersereau, Fredericton Junction, N.B.; PO Norm Sellars, North Sydney, and CPO Ed McSweeney, Halifax. Missing when photo was taken were PO William Jubin, Montreal; Ord. Sea. Don Clark, Morrisburg, Ont., and Ord. Sea. Dick Cunning, Little Current, Ont. (HS-13695).

went down to defeat at the hands of the smooth-working Acadia University Axemen by a 9-5 score.

The basketball team is maintaining a .500 pace. In recent games the Cornwallis hoopsters have beaten the RCAF team from Greenwood and the Annapolis Royal squad, while losing to the Yarmouth YMCA and to Annapolis Royal in a return fixture.

The inter-part hockey league is back in full swing. In a challenge game, a representative team from the chief and petty officers' and ship's company divisions, coached by CPO J. G. Ross, lost by a narrow margin to the Communications School team from Stadacona.

The ship's bowling league is operating again after a cease-fire brought on by the 'flu bug. The schedule is nearly over and the champion teams will be named soon. Matches with the RCAF Station at Greenwood are being organized and will start soon.

Sports Contests Mark Micmac's Island Visits

While HMCS Micmac was in Kingston, Jamaica, during February, advantage was taken of the weather and facilities to carry out a full sports program.

A water polo game with a team from the Inniskilling Fusiliers ended up with the Micmac boys being submerged by a score of 7-1. A basketball game was played to a 16-16 draw and a closely-fought softball game with a Jamaican forces team ended up 3-2 for the home side.

At a ship's company picnic in Bermuda, interpart softball matches and track and field events were run off. The ball games ended as follows: Seamen 14 Stokers 10; Officers 14 Chief and Petty Officers 14; Electrical 7 Miscellaneous 3; Communications 20 Supply 5. The Chiefs and POs won a .22 rifle shoot with a team score of 121 out of a possible 125.

Inter-Part Basketball Starts at Air Station

Seven teams are competing in an inter-part basketball league which got under way at HMCS Shearwater in February. Entries include Training Air Group, Supply, 19th Support Air Group Officers, Electrical, School of Naval Aircraft Maintenance, Executive Department and Engineers. Judging by the results of earlier games, SNAM appeared to have the best balanced squad.



Cadet T. F. Baines, captain of HMCS York's winning Navy team in the first annual tri-service inter-university rifle shoot, receives the champions' trophy from Wing Cdr. J. L. Burvan, officer commanding RCAF Stations, Toronto Area.

Also going full blast is an officers' volleyball league, with teams from the Executive Department, TAG, Engineers, Electrical, 19th SAG, Supply, Miscellaneous and SNAM. In a double knockout tournament February 19, the 19th SAG officers went through without a loss.

York UNTDs Win Tri-Service Rifle Shoot

A UNTD team from HMCS York, Toronto, finished in top place in a tri-service inter-university rifle shoot held at the University Armouries in Toronto. Members of the winning team, which was ably coached by CPO Frederick Stiner, were Cadets R. F. Baines (Captain), W. B. Kay, T. E. Devey and F. V. Hinch.

Discovery Hoopsters Scoff at Adversity

When it comes to perseverance and determination, the basketball team of HMCS Discovery gets full marks.

Twelve men serving in the Vancouver division formed the team last October. They didn't have a coach and at first they didn't get much support, but they did have plenty of spirit. Determined not to give up the project, they entered their team in the South Hill branch of the Pro-Rec Senior "B" Basketball League.

Their start was none to auspicious, their first four games all ending in defeat. But the sailors stepped up their practices (which they held outside of drill nights), tightened their belts, embarked on a prolonged winning streak and climbed into first place in the four-team league.

Their next undertaking was to be a playoff series with teams from six other city leagues.

Naden Swimming Pool Broadens Activities

Personnel serving in HMCS Naden are now able to bring wives or other guests to enjoy the facilities of the swimming pool in the west coast barracks as a result of recent minor improvements. Two hours each evening have been set aside for this purpose.

In addition, Sunday afternoon has been allocated as a family period, with the pool being opened to parents and children.

Courses for non-swimmers are being conducted four days per week for five weeks. The first of these has been completed and proved highly successful.

Scotian Teams Competing in Hockey, Rifle Loops

Sports activity in the Halifax naval division, HMCS Scotian, reached a high peak this winter, with the hockey team fighting for a playoff berth in the RCN Inter-part League and rifle teams competing in the Halifax Indoor Garrison Rifle League's senior and junior divisions.

Only a shaky start, caused by a lack of ice in the Halifax area for practice sessions, kept the division's team from top spot in its section of the league. Once the team found its bearings it set a torrid pace that none of its rivals could match.

Rifle teams, also competing for the first year, are not having as good fortune, but the sharpshooters of the division are making it interesting for the other teams in the two divisions.

Hockey manager is Lieut. Grant Worthylake and coach is PO Ross DeVillie. Rifle team manager is Lieut. Frank Turner.

Crescents Play Softball in Balmy Bermuda

While operating in Bermuda waters with HMCS Magnificent, the destroyer Crescent had the opportunity from time to time to land recreation parties on the island for softball and basketball games.

The electrical officer, Lieut.-Cdr. (L) J. R. Allen, of Hamilton, Ont., and the engineer officer, Lieut. (E) Thomas Docker, of Halifax, having argued for some time as to whose department could field the best softball team, a show-down game was organized. Unfortunately, they failed to reach a decision. The electricians, organized by PO Lloyd



The Pacific Command soccer team, winner of the Wednesday Soccer League championship, is pictured above. Front row, left to right: PO Dick Barwis, trainer; PO Charlie Hall, Ldg. Sea. John Potter, CPO Ronald Munro, AB Jack (Scully) Scullion, PO Bob Sallis and CPO Vic Dovey. Rear row: Lieut. (S) Percy Sands, PO James Sinclair, Ldg. Sea. Frank Barron, CPO Bob Murray, CPO Jack Waldron, PO Jack Kennedy and Lieut. William Hibbert, coach and manager. (E-12972).

Peterson, of Powassan, Ont., and the engineers, assembled by AB William Humphries, of Glencoe, Ont., played a 7-7 tie in a bitter, exhausting struggle.

Later the same day the Crescent's basketball team, organized by AB Joseph Skoropada, of Hamilton, and captained by AB Robert Holmes, of Montreal, defeated the Magnificent's team 12-10.

In a subsequent softball game, the seamen's team, captained by AB Gerald Charlevois, Montreal, defeated the ship's supply team, captained by Norman Drabble, also of Montreal, 12-5.

The chief petty officers' softball team, organized by the coxswain, CPO John Goucher, of Brandon, Man., outscored the officers' nine, organized by Sub-Lieut. D. W. Atkinson, Ottawa, by a two-run margin. Having no resemblance to that of a softball game, the score is best forgotten.

Shearwater Shuttlists Outscore Stad Team

Badminton players of HMCS Shearwater defeated a visiting team from the Atlantic Command club 25-17 at the air station in February. The Shearwater shuttlists won the men's singles, men's doubles and mixed doubles while the visitors took the ladies' singles and doubles.

Shearwater made a clean sweep of the men's doubles and singles, while the Stadacona representatives cleaned up in the ladies' singles.

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Shearwater Hoopsters Show Winning Record

A record of 13 victories in 14 starts was chalked up by HMCS Shearwater's senior basketball team in regular league and exhibition games. The team was scheduled to meet YMCA in the city league playoff semi-finals, with the winner playing either Dalhousie U. or Nova Scotia Tech.

The air station's intermediate team is competing in a league with Dartmouth Lakers, Dartmouth Knickerbockers and Fairey Aviation.

Ex-German Yacht Wins Former German Trophy

One of the latest additions to the trophy collection in Admiralty House, Halifax, is a replica of a sloop under full sail beautifully wrought in sterling silver.

The Friar Trophy, as it is called, was made in Germany and was first awarded for sailing races at Hamburg near the end of the 19th century. By coincidence, it reposes in Admiralty House because of the excellent sailing qualities of an ex-German boat, the RCN yacht Grilse. A war prize, this craft is now attached to the Atlantic Command.

On February 1, at the annual meeting of the Royal Nova Scotia Yacht Squadron, Club Commodore J. C. MacKeen presented the trophy to Lieut.-Cdr. Don Holder, who

skipped the Grilse to first place in the Labor Day race from Jeddore, N.S., to Halifax.

The Grilse was leading Canadian boat in the Marblehead to Halifax classic in the summer of 1949 and has figured prominently in Halifax yacht racing since her "re-commissioning" in 1949.

Another highlight of the annual meeting, was the presentation to the Yacht Squadron by Cdr. J. C. Littler, Executive Officer of HMCS Stadacona, of a framed photo of the Grilse on behalf of yachting enthusiasts of the Atlantic Command.

Seven Bowling Teams Represent "L" School

The Electrical School in HMCS Stadacona is getting "bowl-happy," with seven teams competing in the Inter-Part, Naval Service and Mixed Bowling Leagues in Halifax. Late in February Electrical "B" was at the head of the Mixed League, Electrical "A" was leading the Naval Service League and Electrical "A" was in sixth place in the Inter-Part League.

In volleyball, the school has provided the team competing for the barracks in the City League. At the end of the first half of the schedule the team was running third. Its members are Instr. Lieut.-Cdr. Robert Campbell, Lieut. (L) Bruce Wilson, Ldg. Sea. Ernest Burlock, Ldg. Sea. Ivan Latimer, Ldg. Sea. Bill Roy, AB Art Burgess, AB John Cribb, AB R. Langlois, Ord. Sea. Norman Brouillard and Ord. Sea. Eugene Woods.

Supply School Teams Boast Winning Margin

Supply School teams have been giving a good account of themselves in inter-part sports competition at HMCS Naden. The school's basketball team, coached by CPO Neil McLeod, was victorious in four of its first five games, while the volleyball squad, tutored by CPO Art Cuthbert, won three and lost two.

AB Rene Lapointe took top honors in a recent table tennis tournament held in the school.

Stadacona Bowlers Adopt New Scoring

Bowling leagues in HMCS Stadacona, Halifax, switched over this winter to the western scoring system and the reaction among the more

than 300 organized trundlers using the Stadacona alleys has generally been highly favorable.

Under the western system, the the head pin is king pin and counts five. The two pins to the left, facing the alley, are 3-2, and those to the right are 4-1. The Stadacona bowlers feel that the big advantage is the fact that a cutout of the head pin counts 5, instead of 1, and also ensures that the bowler will score in the frame. Under the ABC scoring system the head pin counts only one, and the king pin is the 4 pin at the corner of the alley.

Cabot Makes Successful Basketball Start

A basketball team formed in HMCS Cabot, the St. John's naval division, has been cutting quite a figure in games with city teams during the past winter. Up until mid-February, the Navy team had gone down to defeat but once in games played in the Newfoundland capital.

Members of the squad are Lieut.-Cdr. A. A. MacLeod, Petty Officers William Joy and Donald Jenkins, Ldg. Sea. Roland Stevens, AB Max Love, and Ord. Seamen Frank Crotty and William Gladney.

Cabot has also entered a team in the Joint Services Bowling League in St. John's.

Winter Golf School Proves Popular at Stadacona

The Atlantic Command Golf School, which was inaugurated earlier this winter, has been having good turnouts at its sessions on Wednesday and Thursday nights.

Kas Zabowski, Halifax professional, is conducting lessons, with each candidate receiving a total of ten. Naval personnel are permitted one male and female civilian guest.

Facilities of the squash courts are used for the practical side of the school. There the pupils can practice iron and wood shots or try out an improvised putting green. Instructional films and lectures take up half the course and the rest is devoted to practice.

Inter-Part Sports Revised at Naden

Officers, Chiefs, Petty Officers, Seamen, Stokers, Supply and Supply School teams form the Inter-Departmental League under the structure set up in Naden recently to conform with the new physical and recreational training program. Sports to be played include basketball, volleyball, deck hockey and soccer.

Ordnance School Sets Sights on Sports Honors

HMC Ordnance School, one of the newer training schools on the west coast, has entered the sports picture in a large way and hopes to make its first year of participation in the command's athletic activities a successful one.

The school's marksmen are eyeing the Rear-Admiral E. R. Mainguy trophy pistols with high hopes. If practice means anything the school's six-gun operators should come up with the prize.

Sports Personalities On West Coast

Petty Officer Eddie Haddad, Canadian amateur lightweight boxing champion, has returned from Korean waters, where he was serving in HMCS Athabaskan, in order to have a recurring shoulder injury treated. Haddad is hopeful of resuming his ring career but won't know the answer until his convalescence is over.

AB Dick Bowden, 1947 Canadian backstroke champ, is back on the west coast after a spell at Stadacona. Dick was swimming with the Navy team at Halifax but says he's going to take a rest for a while.

Playing with the Victoria Squash Club, Lieut.-Cdr. J. D. McCormick, last year's Maritime squash champion, reached the finals of the Pacific Coast

"C" class championships, played at Seattle.

Ted Langlois, former Stadacona football player and Naden lacrosse stick wielder, has re-entered the Navy after a short "go" on the great outside . . . PO Norm Jones, netminder for the Navy entry in the Commercial Hockey League, played goal for the Victoria all-star team which defeated Vancouver all-stars 15-2.

CPO Bert Nelson, enthusiastic inter-part sports participant, has taken to refereeing in local hockey leagues and has been doing a good job in the Commercial and Pacific Coast loops . . . PO Roy Bird donned his hockey harness again after returning from a course at the MTE in Halifax. — J.S.

Navy Squash Team Ties with Victoria Club

A Navy squash team from the Pacific Command broke even in a challenge match played against the Victoria Squash Club February 10. In both the first and second rounds the Navy took an early lead but each time the Victoria club tied the count with a victory in the final game.

Playing for the RCN were Lieut.-Cdr. J. D. McCormick, Lieut. (S) Kevin Power, CPO Jack Waldron, PO Roderick Boulton, PO J. Stoddart, CPO C. Bryan, PO R. Dawson, PO J. Jack, PO R. Irwin and PO W. Donnison.



HMCS Chippawa came out on top in the Winnipeg Inter-Service Hockey League competition for the Baker trophy. Shown above with their prize are: front row, left to right, PO Robert Lee, Sub-Lieut. Bendt Oxholm, Ldg. Sea. Edward Montgomery, Cadet Vance Carson, AB Gerald Payne, AB George Rowan (captain), Ldg. Sea. Charles Warnick, AB Douglas Gillespie and Cadet Colin Sinclair. Rear row, E. Saunders (coach), Lieut. Ernest Hyman (president), Lieut. John Pegg (publicity), Cdr. Lorne D. Main (commanding officer), Ldg. Sea. Howard Williams, CPO Charles Copeland, CPO Myron Pastuck, Ord. Sea. Donald Stewart, Cadet Donald Sinclair, Ldg. Sea. Alvin Eckstein, Ldg. Sea. Donald Cameron (equipment), AB James Niven (equipment). Not present when the photo was taken was CPO Quentin Dibnah, business manager.

COMMODORE G. R. MILES BURIED AT SEA

Commodore George R. Miles, OBE, RCN, Commodore of the RCN Barracks, Esquimalt, who died suddenly at his residence on the morning of February 19, was buried at sea from HMCS Ontario on February 21.

Committal services aboard the ship followed funeral services with full naval honors from Christ Church Cathedral, Victoria. Services in the cathedral were conducted by the Rt. Rev. Harold E. Sexton, Bishop of British Columbia. Chaplain B. A. Peglar, RCN, read the lesson during the funeral service and conducted the committal service aboard the Ontario.

Following services in the cathedral, the casket was placed on a naval gun carriage and drawn by 32 seamen, all from HMCS Naden, to the Ontario's berth at the Outer Wharf. The funeral cortege was led by a 24-man firing party and a 48-man guard of honor, all from Naden.

Commodore H. F. Pullen, commanding officer of HMCS Ontario, was insignia bearer.

As the cortege neared the ship, an

11-gun salute was fired at one-minute intervals.

When the ship arrived at the committal area, Chaplain Peglar read the service and the body was committed to the sea. The firing party fired three volleys, the bugler following with the Last Post. The guard of honor presented arms as the ship's guns fired an 11-gun salute. At the conclusion the bugler sounded Reveille.

Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, cast a wreath on the sea on behalf of the officers and men of the Pacific Command. He was followed by other high-ranking officers and civilians. Included among the floral tributes were those from the Governor General, Lord Alexander; Defence Minister Brooke Claxton; Vice-Admiral H. T. W. Grant, Chief of the Naval Staff and the Naval Board; Premier Byron Johnson of British Columbia, and the Atlantic Command of the RCN.

Honorary pallbearers were His Excellency the Governor General, represented by Cdr. K. C. McRae; the Lieutenant Governor of British Columbia, represented by Cdr. Hew Patterson; Premier Byron Johnson, represented by Hon. Captain John Cates; Mayor Percy E. George of Victoria, represented by Alderman Frank Mulliner; Reeve A. I. Thomas of Esquimalt; Admiral Percy W.

Sea Burial

(In memory of Commodore G. R. Miles)

*No earth be turned for you, one wave
will part*

*And water take you to her wet, kind
heart,*

*No fragrance, warmed by sun and cooled
by dew,*

*Will wilt and fading pass, instead
for you*

*The pale and scentless flowers of the sea
Will lift and sway, and blossom end-
lessly;*

*And where the tide runs softly in the
deep*

*A lonely bell sounds through the dim,
drowned stars,*

*And there you come, your last long
watch to keep*

*On ship of sand, among the phantom
spars.*

Cadet (S) E. C. Henry, RCN(R)
Antigonish, N.S.

Nelles, Vice-Admiral H. E. Reid, Rear-Admiral Creery, Commodore J. C. I. Edwards, Brigadier W. J. Magill, Group Captain J. Easton, Captain W. B. Holms, Captain H. Kingsley, Cdr. G. H. Davidson, representing the Chief of the Naval Staff; Cdr. A. C. Wurtele, Captain Massey Goolden, Captain C. D. Donald, Cdr. (S) B. F. Gorely, Shipwright Cdr. E. H. Gilhen and Cdr. (E) R. Balfour.

Active pallbearers were Chief Petty Officers George Harvey, David Nelson, Donald Painton, John Spellman, John Rimmer, Thomas Heatherington, John Waldron and Thomas Booth.

Commodore Miles was born in Rothesay, N. B., on February 26, 1902. He entered the Royal Naval College of Canada as a cadet in 1916 and on graduating in 1919 went to sea as a Midshipman in ships of the Royal Navy.

At the outbreak of the Second World War he was commanding officer of the destroyer HMCS Saguenay, which formed part of the escort of Convoy HX-1, the first convoy to sail from Halifax.

He was in command of the Saguenay for more than 18 months. During this time his ship was struck by a torpedo and heavily damaged, but was brought safely back to port. For this



Sentries rest on arms reversed around the casket as HMCS Ontario steams seaward for the burial of the late Commodore George R. Miles. (OC-343).

Senior Officer's Tribute to Commodore Miles

The following tribute was paid the late Commodore George R. Miles on February 19, the day of his death, by Rear-Admiral W. B. Creery, Flag Officer Pacific coast:

The RCN has suffered a great loss in the death of Commodore G. R. Miles. Quiet and unassuming, he was not only one of the Navy's most experienced officers but one of its most capable. He was a thorough seaman, a good organizer, and possessed of high ideals and unlimited courage.

It was due to his competence and unruffled calm in the face of adversity that the two ships he commanded during the war — HMC Ships Saguenay and Athabaskan — were brought safely back to port after being severely damaged by the enemy.

He did not wear his feelings on his sleeve, but as one who knew him for the whole of his service career, stretching over 34 years, I can say that his thoughts and endeavours were always directed toward the betterment of the service he loved so dearly and the welfare of those who served under him.

All that is good and fine about Canadian family life prevailed in his home and it was always a joy to enter that happy atmosphere.

Not only have his family and the Navy suffered a great loss, but I also feel that Canada has lost one of her best citizens.



After weeks of organizational work, the West Coast Central Film Library is now operating at Esquimalt, under the supervision of CPO Donald Thorndick. The library has incorporated films formerly held in film pools at Winnipeg and Vancouver and now has well over 1,000 cans of instructional movies. Here CPO Thorndick records a film in the library catalogue. (E-12710).

FILM LIBRARY BULGES WITH FOOD FOR THOUGHT

There are hundreds of tins chock-full of food for thought lining the shelves of the Central Film Library at HMCS Naden. These tins are packed with many thousands of feet of instructional film covering virtually every form and phase of naval activity.

Reorganized less than a year ago under the administration of the Command Photographic Officer at the west coast, the Central Film Library is now functioning smoothly and efficiently as it supplies ships and

quarters, Ottawa. A year later he was appointed Chief of Staff to the Commander in Chief, Canadian North-west Atlantic, at Halifax.

From March 1946 until August 1948 Commodore Miles was Chief of Naval Personnel and a member of the Naval Board, at Headquarters. His next appointment took him back to sea as commanding officer of HMCS Magnificent and Senior Canadian Naval Officer Afloat. In August 1949 he was appointed Officer-in-Charge, Montreal Area, and in February 1950 became Commodore of the RCN Barracks, Esquimalt.

establishments in the Pacific Command and all naval divisions from Winnipeg west with the media for visual instruction.

The library has more than 1,000 cans of film covering such subjects as shipbuilding, seamanship, navigation, direction, medical, damage control and fire fighting, naval aviation, and many others. Each film is listed in BRCN 206, together with a short description, classification and running time. Means of obtaining films for instructional purposes and accounting for them are also set out in naval orders.

The west coast film library incorporates the films formerly held in pools in HMCS Chippawa, and HMCS Discovery, Commissioned Photographic Officer Bert Norbury, Command Photographic Officer, assigned the supervision of the new department to CPO S. J. Thorndick who, with the assistance of Ldg. Sea. R. A. Flack, carried out the job of re-organizing the library.

Emphasis is placed on the fact that the library is in existence solely for instructional purposes and not for entertainment.

feat of seamanship and for "gallantry and distinguished service before the enemy as Senior Officer of an escort group," Commodore Miles was appointed a Member of the Most Excellent Order of the British Empire.

In 1942 Commodore Miles served as Captain (D), Halifax, and was responsible for the administration of escort vessels operating out of the port and for the efficient training of their crews at a time when the U-boats were making a determined bid for supremacy in the Atlantic.

A year later he commissioned the new Tribal class destroyer HMCS Athabaskan and commanded her during numerous patrols in the English Channel and along the enemy-held coast of France. While on patrol in the Bay of Biscay in the summer of 1943, the Athabaskan was struck by a glider bomb, one of the first ships to be damaged by the new German weapon. Again Commodore Miles brought his ship back to port, and was awarded a Mention in Despatches for his "courage and seamanship" on this occasion.

In December 1943 he was appointed ashore and took up the duties of Director of Plans at Naval Head-

CAYUGA CREWMAN EXPERT MODEL MAKER

HMCS Cayuga boasts one of the most up-to-date collections of model airplanes in the Royal Canadian Navy, thanks to the carving talents of Able Seaman Fred Hughes, of Winnipeg. As a result of his handiwork, the destroyer has 15 models of the latest Russian type aircraft and their corresponding Allied planes.

AB Hughes started carving model airplanes at the age of 10. His first attempt was a Sopwith Camel of First World War vintage; his latest efforts have been Russia's MIG-15 and the American F-86 Sabre, both of which are being used in the air over Korea.

He has made all model planes aboard the Cayuga from scrap wood gathered from boxes in which the ship's supplies are received. For blueprints he uses photos or diagrams in aircraft recognition journals.

AB Hughes has also been working on a scale model of the Cayuga and hopes to have it completed by the time the ship returns to Canada this spring.—J.A.B.



AB Fred Hughes, of Winnipeg, shows Ldg. Sea. Glen Clemmett, of Vancouver, the model he is making of HMCS Cayuga. In the background can be seen some of the aircraft models fashioned by AB Hughes. (CA-446).

BENEVOLENT FUND TO MEET APRIL 9

Annual meeting of the Canadian Naval Service Benevolent Trust Fund will be held at Naval Headquarters, Ottawa, on April 9.

Those attending will hear the annual report, presented by the president, Engineer Rear-Admiral G. H. Stephens, will review the financial statement for 1950 and will discuss general fund activities and policy.

It was indicated prior to the meeting that the annual report would show that the number of applications for assistance were higher in 1950 than in the preceding year, with a corresponding increase in the amount of money paid out in grants or loans.

Since the first of this year, official acknowledgment has been made for the following donations received up to February 28:

Cornwallis Ship's Fund.....	\$539.07
Ontario Ship's Fund.....	110.54
Ontario Wardroom Mess.....	25.39
Stadacona Ship's Fund.....	46.20
Naval Officers Ass'n., Victoria ...	200.00
Reserve Fleet, East Coast, Ship's Fund.....	152.50
Commander (SB) S. B. Shore.....	25.00

In addition to the above, donations were received from two officers who have arranged to have monthly al-

lotments made to the Benevolent Fund. One of these officers has been making a monthly allotment of \$2 to the fund for some three years.

FIRST MEDICAL BRANCH SCHOOL IS OPENED

The Royal Canadian Navy's first Medical Branch School was officially opened March 1 at HMCS Naden by Surgeon Captain Archie McCallum, Medical Director General of the RCN. While at the West Coast, Surgeon Captain McCallum also carried out his annual inspection of medical facilities in the Pacific Command.

The Medical Branch School provides instruction for Medical Assistants of the RCN and for MAs of the RCN (Reserve) undergoing refresher courses. Medical branch training formerly was carried out in the RCN hospital at Naden and reserves were instructed in the hospitals on both coasts.

Headed by Surgeon Lieut.-Cdr. John W. Rogers, of Port Sanfield, Ont., and Victoria, the Medical School staff consists of Lieut. (NS) Mary E. Wilson, Pilot Mound, Sask., officer in charge of studies; Commissioned Wardmaster Thomas A. S. Kadey, Okotoka, Alta., administra-

tive officer and operating room technician, and CPO Martin B. Gardner, Killaly, Sask., and Victoria, instructional chief petty officer.

The syllabus includes nine months of study for ordinary seamen entering the medical branch. Senior rates will be provided with refresher courses and advanced training. Medical students in the RCN(R) will also undergo courses and instruction at the centre during their annual training periods with the RCN.

Among the courses for Medical Assistants are pharmacology, bacteriology, physiology, anatomy, therapeutics, medicine and medical nursing, operating room and laboratory procedure and instruction in X-ray.

After successfully completing courses at the school, Medical Assistants may go on to further advanced courses in specialist subjects at civilian and other hospitals,

PAINTING THE PICK

Able Seaman Orville Berryere, of Windsor, Ont., gives HMCS Nootka's port anchor a coat of red lead. The photo was taken at Colon, Canal Zone, during the ship's stay there en route to the Far East. (NK-361).

