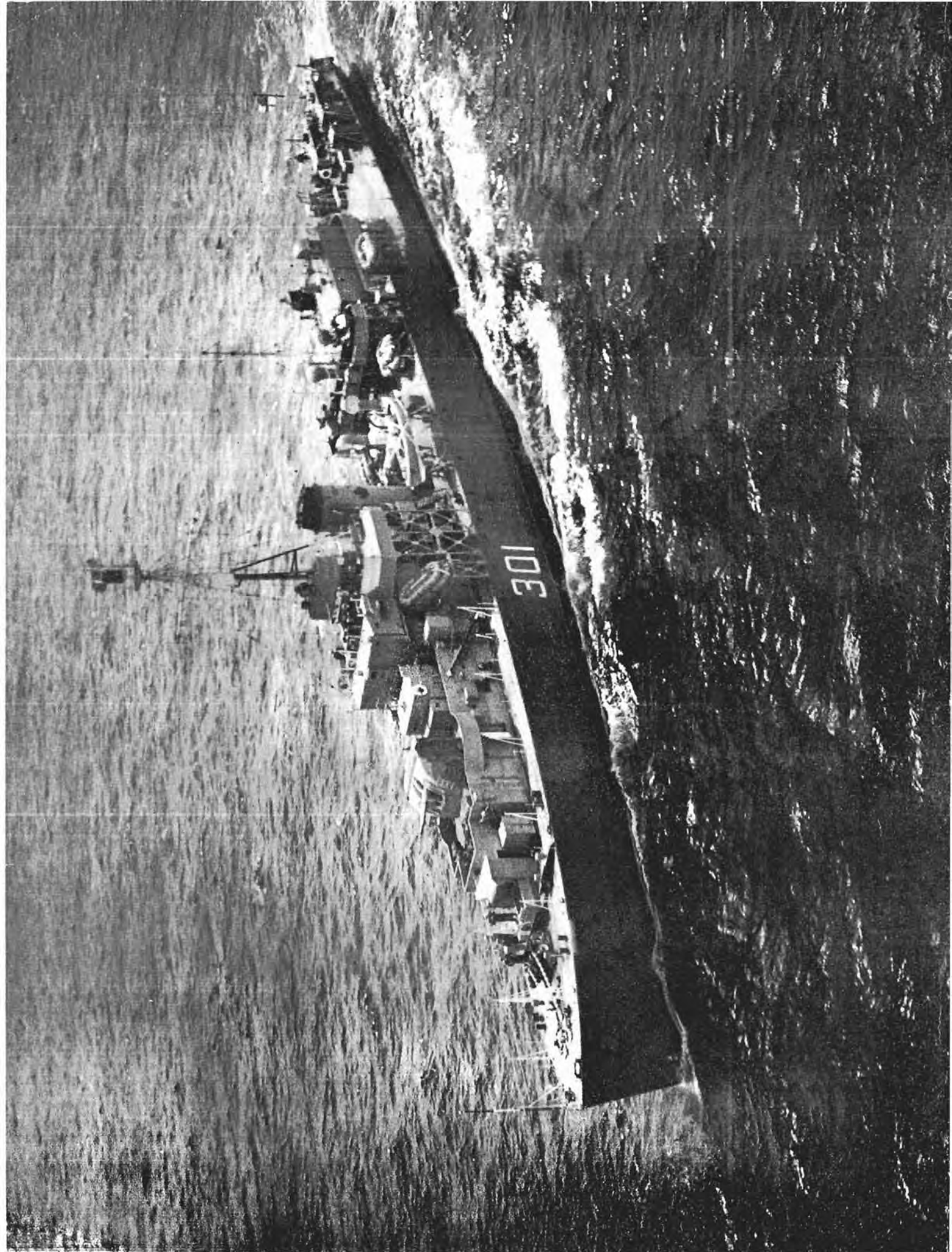


The CROWSNEST

Vol. 3 No. 9

July, 1951



The CROWSNEST

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1951

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Cover Photo — At HMCS Cornwallis, the RCN's new entry training establishment, classroom instruction is balanced by an active program of sports and physical training — a combination aimed at turning out men at the peak of mental and physical fitness. One of the items on the sports schedule is a cross-country race in which all men under training take part. This month's cover shows a portion of the field of 1,400 who swarmed off the parade square at the start of a recent race. In all probability it was the largest entry ever to compete in an event of this kind in Canada. (DB-1055-2).

LADY OF THE MONTH

A naval photographer, riding in an RCAF aircraft, took this aerial photo of the frigate HMCS ANTIGONISH, off Vancouver Island. The Antigonish is a unit of the West Coast training flotilla and has been busily engaged this summer in providing sea training for cadets.

★ ★ ★

Some of our readers were intrigued with the photo, "Painting the Pick", which appeared inside the back cover of the April issue of The "Crow'snest". Viewed in the orthodox manner, the picture gave the impression that AB Orville Berryeré was performing a nautical version of the Indian rope trick while painting HMCS Nootka's port anchor.

The photo featured in the same spot in this month's issue is another "trick pic"—and also has to do with painting. It shows AB John Thom, of Brandon, Man., spraying one of HMCS Ontario's gun shields. He is not, as first glance would suggest, hanging on with his toes and one hand, but is kneeling comfortably atop the shield.

★ ★ ★

Negative numbers of RCN photographs reproduced in The "Crowsnest" are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Superintendent of Photography (Navy), Defence Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and type required, and enclosing a money order or the full amount, payable to the Receiver General of Canada.

Size and finishes available, with prices, follow:

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Page one

R.C.N. News Review

Canadian Destroyers Bombard Korean Targets

Security restrictions limited the release of details concerning the activities of ships operating in Korean waters during the past month. However, the daily UN communiques indicated that the Canadian destroyers were experiencing a welcome increase in activity.

After serving for some time on necessary but monotonous carrier screening duties, the Canadian ships were separated and assigned to more lively operations. These included the bombardment of enemy positions on both the east and west coasts of Korea and other undertakings which, though small in scope, were none the less interesting.

HMCS Nootka put in a particularly eventful month. During a west coast patrol in May, she performed what was reminiscent of a "cutting out" expedition of earlier days. Spotting on her radar a number of enemy craft evidently trying to run the blockade,

she lay off-shore until they had found themselves an anchorage for the night.

Then the destroyer closed the anchorage and sent away a boarding boat's crew. By means of radar and radio the Nootka directed the boat through fog and darkness to the enemy vessels' collective berth. There the marauders boarded and took in captivity seven junks and sampans, with their crews.

The prisoners were hustled on board the Nootka and their boats were taken in tow. When dawn found the destroyer a little too close inshore for comfort, she got rid of the drag astern by the simple expedient of working up to high speed, with the result that the boats disintegrated.

On her next patrol, the Nootka changed her scene of operations from the west to the east coast. There she ranged up and down the coastline, bombarding enemy positions, rail lines, bridges and signal centres.

On one occasion she sent two

armed boats' crews inshore on a reconnaissance expedition. They had a brief brush with communist troops, dropped three of the enemy and were themselves unhurt. Returning to the ship, they recommended various choice targets they had spotted ashore and these the Nootka proceeded to batter with her four-inch guns.

The Sioux and Huron also had their share of interesting assignments. Operating on the west coast, the Huron steamed into Taedong Bay, west of Haeju, and scored direct hits on troop-occupied buildings.

On the east coast, the Sioux was with a naval force giving close support to UN ground forces ashore. She and the US destroyer Rush were credited with killing 300 enemy troops June 13 and 14. A few days later she poured 236 rounds at enemy targets as she again served as seaborne artillery for the army.

During May, the Sioux was part of a bombardment and escort force which covered a landing by Royal Marines from HMS Ceylon behind enemy lines on the west coast of Korea.

A few days later, the Sioux completed the delivery to HMS Glory of one of the carrier's pilots who had ditched his aircraft after it had been hit by flak. The pilot was rescued by a Korean sampan, picked up in the Koreans' village by a helicopter, taken to LST 799 of the US Navy and transferred from her to the Sioux.

Ontario Ends Cruise with Mercy Mission

Nearly three days ahead of schedule, HMCS Ontario steamed into Esquimalt harbor the afternoon of June 4. The cruiser's premature arrival was brought about by a mercy mission. Three days earlier, while en route from Pearl Harbor to Esquimalt, the Ontario received a message requesting urgent medical assistance for a seaman aboard a British tanker, the SS Athelchief, some 270 miles north of her.

The Ontario pressed on all steam and proceeded to the merchant ship's position. The rendezvous was effected at 11 o'clock at night, about 1,750 miles southwest of Cape Flattery.



During a patrol off the west coast of Korea, HMCS Nootka captured seven enemy vessels trying to run the UN naval blockade. The photo shows Able Seaman Charles Milks of Windsor, Ont., standing guard over some of the 28 prisoners taken on board the Nootka after an armed party despatched in one of the destroyer's boats had surprised the North Korean craft in a night-time raid. The prisoners were subsequently turned over to the authorities at a UN-held Korean port. (NK-637).

Despite a fairly heavy swell, Commodore H. F. Pullen manoeuvred the Ontario close alongside the tanker and a boat was lowered to take the cruiser's medical officer, Surgeon Commander H. R. Ruttan, across to the Athelchief.

Commander Ruttan reported the injured man, suffering from a broken back and multiple fractures of four ribs, should be hospitalized as soon as possible. Accordingly, it was decided the Ontario would take him to port and the cruiser sent over her motor cutter to transport him from ship to ship.

The operation was completed just after midnight and the Ontario set course for Esquimalt at her best speed. On arrival, the patient was transferred to hospital and at last reports was recovering rapidly.

Cayuga Sails for Second Tour of Korean Duty

HMCS Cayuga sailed June 19 from Esquimalt, bound for Pearl Harbor on the first leg of her return trip to the Far East. On arrival, she will relieve HMCS Nootka and the latter will begin her long voyage back to Halifax. En route she will call at Esquimalt, paying her respects at the West Coast naval base.

When the turnover takes place, Commander James Plomer, commanding officer of the Cayuga, will become Commander Canadian Destroyers Far East, succeeding Commander A. B. Fraser-Harris, commanding officer of the Nootka.

New Type Summer Uniform to be Issued

New type seamen's uniforms, featuring improved quality and comfort, will make their appearance this month throughout the fleet.

Distribution of white uniforms was scheduled to get under way July 1 and will be followed later by the issue of blue uniforms.

The most radical change is from sweater to jacket style jumper complete with zippers. A zipper closure has been introduced beneath the "V" neck and sleeves are set in jacket rather than sweater style, allowing better freedom of movement and a more comfortable fit.

Pockets have been added to the trousers, both side and hip, with a zipper front fly rather than the full closure waist design. There is also a slightly fuller bell to the trousers.

The "whites" are drill and the "blues" are of a fine light-weight serge. The white uniform will have a half inch of blue piping around the



The Prime Minister of New Zealand headed the list of visitors on board HMCS Ontario during the cruiser's stay at Wellington, N.Z., on her tour of Australia and New Zealand ports. The above photo, taken on board the Ontario at Wellington, shows, left to right, Prime Minister S. G. Holland of New Zealand; Commodore H. F. Pullen, commanding officer of HMCS Ontario; Commodore F. A. Ballance, Chief of the New Zealand Naval Staff, and Capt. (S) M. H. Knott, RNZN. (OC-662).

sleeve cuffs and bottom of the jumper and will have an attached blue jean collar.

Cadet Training Ships Complete U.K. Cruise

HMC Ships La Hulioise, Crescent and Swansea completed their first cadet training cruise to the United Kingdom June 22 and immediately began preparing for the next. They sail July 2 for Portsmouth, then go from there to Belfast.

For the first cruise the three ships embarked some 150 UNTD and Services College cadets and put them through a sea training schedule that kept them fully occupied for the ensuing four weeks.

The cadets did get a break from the training program, however, while the ships were at Portsmouth and Rosyth. During the stay at Pompey, the cadets toured the naval establishments there, visited the many historic sites and were given leave to go to London. While the flotilla was at Rosyth, the opportunity was afforded to visit Edinburgh.

The West Coast training flotilla, consisting of the Crusader, Antigonish and Beacon Hill, sailed June 27 on the first of two summer training cruises to Pearl Harbor.

On their return July 19, they will carry out cadet training in local waters until August 8, when they commence the second Pearl Harbor cruise.

Other ships on both coasts were equally busy. The minesweepers Wallaceburg and Portage sailed June 1 from Halifax on a four-week cruise devoted mostly to anti-submarine training. The ships spent two weeks at New London, Conn., exercising with USN submarines, then proceeded to the Bay of Fundy for A/S training with HM Submarine Thule.

On June 27 the Portage began a cruise to Newfoundland outports with the Lieutenant-Governor, Sir Leonard Outerbridge, embarked.

The Halifax division's training tender, HMCS Brockville, spent most of the month of June on a survey cruise of ports in Newfoundland and on the St. Lawrence. The Saint John division's tender, the Llewellyn, began a series of training trips to ports in New England and Nova Scotia.

Out west, the Ontario came out of drydock on June 16 and embarked on her training schedule two days later. The Sault Ste. Marie, training tender for the Victoria naval division, was preparing for her cruise to California, commencing July 8.

They Plot The Sailor's Course

*Drafting, Manning, Advancement
All Come Within Scope
of RCN Depot*

THE ABTDS flung his bag and hammock out of the station wagon, shouldered them and strode angrily across the frigate's brow. On the far side of the jetty, an LSTD1 dropped his gear on the iron deck of a destroyer and glumly surveyed his new surroundings.

Both were muttering rude remarks about drafting in general and the RCN Depot in particular. The AB had wanted a destroyer and the leading hand a frigate. Neither had got the ship of his choice and they suspected their names had been picked at random, probably out of a hat.

Neither realized this was a case of requirement coming before preference.

"We try as far as possible to draft men to the type of ship they prefer, but the destroyer needed a leading seaman and a TD1, the frigate was short a TDS and these two men happened to be the only ones filling those requirements who were available

at the time," explained Lieut.-Cdr. R. M. Young, Manning Commander West Coast.

This was only one of the many and varied problems with which the RCN Depots at Esquimalt and Halifax have to contend in carrying out their duties in connection with the drafting and advancement of men of the RCN.

This particular article deals with the Depot at Esquimalt but, by changing the names and the odd minor detail, would apply equally to the Halifax Depot.

The Officer-in-Charge of the RCN Depot at Esquimalt is Commodore E. P. Tisdall, who is also Commodore, RCN Barracks. Administration of the Depot is carried out by Lieut.-Cdr. Young, who is responsible for the drafting of all RCN and RCN(R) men within the Esquimalt Port Division and the manning of all West Coast ships and establishments.

On the Depot's staff are drafting and personnel representatives of the

various branches. They are responsible for maintaining up to date figures on the state of complement in their respective branches, and for administrative duties.

All seamen, regulating, photographic and band personnel are administered by the Deputy Manning Commander, Lieut.-Cdr. H. R. Beck. He is also in charge of the Drafting and Mobilization Section, where all drafting is co-ordinated, and of civilian personnel in the Depot.

CPO Douglas Abbott assists Lieut.-Cdr. Beck with the seamen personnel, while CPO A. (Lang) Lendrum looks after the communicators.

Supply and medical branch personnel come under Lieut. (S) Don Fulton and his assistant, PO John Kennedy. They also have charge of the Personnel Records Section.

Lieut. (E) L. Ray Johns and CPO John (Taff) Davis are concerned with engine room, electrical, shipwright, armourer and air personnel, as well as all technicians.

A civilian, Mr. Dan Woods, runs the Advancement Section, where rosters of all West Coast men are made up for forwarding to Headquarters.

On the surface, the RCN Depot might appear to be a straightforward proposition: You take a man from here and put him over there.

In practice, however, its operations are a great deal more involved and are plagued with dozens of headaches.

Depot's first concern is to keep the ships up to strength on their substantive and non-substantive quotas. This means working closely with commanding officers, executive officers and heads of departments.

At the same time, each man is dealt with as an individual case. In the Depot's files are complete dossiers on all men borne in the command. These list qualifications, preferences, seetime in present rate, entitlement to leave and many other pertinent details.

All these facts are considered when determining a man's draft. Obviously, if a ship scheduled to make an extended cruise requires, say, a leading seaman with electrician's mate qualifications, it would be unfair to draft a man about to take a course for higher rating. Nor is this done — unless



The Mobilization Report, which shows the number of men in each ship and establishment, and the Manning Report, which lists the numbers to which they are entitled, are compared by Lieut.-Cdr. R. M. Young, Manning Commander West Coast (right); Lieut.-Cdr. H. R. Beck, Deputy Manning Commander, and CPO Douglas Abbott. These are two key documents which serve as guides in the operation of the RCN Depot. (E-13983).



The Supply Manning Officer, Lieut. (S) Don Fulton, checks over an application for transfer from one branch to another with PO John Kennedy, his right hand man. Miss Joyce Fenwick goes to the files for further data on the man in question. (E-13981).

there is absolutely no one else available.

Sometimes what appear to be illogical moves are, in fact, necessary and before being made have been investigated from every conceivable angle.

Once a month CPO Abbott prepares an "Appendix of Training" which shows courses under way and their dates of commencement and completion. He also compiles a monthly Mobilization Report showing the location of every man in the command and the total number of effectives and non-effectives (the latter being men under training, in hospital, etc.). The same is done in Halifax and, by combining the two reports, Headquarters is able to establish the over-all manning program for the RCN.

What each ship and establishment should get in the way of men is listed in a Manning Chart furnished by Headquarters. In manning ships, the Depot works from the Manning Chart and endeavors to bring the Manning Chart and the Mobilization Report as closely in line as possible.

Drafting is the Depot's biggest single, day to day problem, but it has other troubles, too. Among them are requests for change in port division, requests for transfer from one branch to another, and normal and conditional advancements, just to name a few.

Requests are first dealt with by commanding officers but they eventually reach the Depot and it is there that the necessary steps have to be taken.

In the Advancement Section, Mr. Woods keeps the rosters for all branches up to date and every six

months credits points on them from the half-yearly assessments. When the rosters are complete, they are forwarded to Headquarters, where East and West Coast lists are combined and promulgated in General Orders, thus enabling each man to see where he stands in his particular rate in his particular branch.

While the RCN Depot's operations can be broken down into two main functions — drafting and personnel administration — the two are closely integrated and are dependent on one another.

Careful personnel work ensures that as much effort goes into solving the problem of the lowest rating as that of the highest, and that the career man who has his eyes fixed on the higher rungs of the ladder encounters the least amount of obstruction.

But the difficulties are numerous and sometimes there just aren't enough men in a particular category to go around. Then the Depot's staff battens down the hatches and otherwise prepares for the storm that is almost bound to come in the form of blasts and bleats from two, three or more quarters.

If you should be passing the Depot one day and hear sounds of someone bashing his head against a bulkhead, or see a Chief attempting to leap out a window and dash himself on the rocks below, you will know the strain of trying to satisfy everyone has finally got the better of him.

SEAMAN GETS ANSWER TO 'BOTTLE POST' LETTER

Air mail is quicker, but the postal system he used while serving in the frigate St. Stephen is a lot more fun, thinks Ldg. Sea. Michael Chihrin, of Guelph, Ont.

When the St. Stephen was operated by the Navy as an ocean weather ship, most of her crew took up hobbies to keep them occupied during the long, dull patrols on Station Baker, between Labrador and Greenland.

Ldg. Sea. Chihrin found amusement in dropping bottles, with notes in them, over the ship's side. Each note gave his name and address, the date, the ship's position and other data.

Recently Chihrin received a letter from Treguier, France, informing him that one of his special missives had found its way to a beach on the Cote du Nord. It had been "mailed" on June 11, 1950, and was picked up on April 24, 1951. In other words, it had floated more than 1,500 miles in just over 10 months.

The letter, forwarded by the French Naval Officer-in-Charge of the district, read as follows:

Dear Sir:

Your letter dated 11th June 1950 and dropped from H.M.C.S. St. Stephen between Greenland and Labrador has been found in good order, by Mr. Adam, a farmer of Lanmodez, Cote du Nord, France, on the village's beach, the 24th April 1951.

As NOIC of the district, I am pleased to acknowledge the arrival of your bottle, which has crossed the ocean at a pretty good speed.

Your letter will be transmitted to the French "Office Scientifique et Technique des Peches," who may be interested.

Yours truly,

M. JOUSSELLIN,
Administrateur de l'Inscription Maritime

'No Place Like Home'

by P.L.S. McC.

*So Said Athabaskans, Glimpsing
Canada for First Time
in Over 10 Months*

ON BOARD HMCS ATHABASKAN—While the Athabaskan was serving in the Korean campaign, uncertainty about sailing times and destinations became routine. Last minute changes were the rule, rather than the exception. But when the glad news reached us that the Sioux had sailed from Esquimalt, we felt sure we would be leaving Korean waters in early May.

May 2 found us still running the inshore blockade off Inchon, among the bays and islands that we were getting to know better than the coastal waters of our own B.C. It was a great day. The Sioux was relieving us right on station and we were all grateful to Commander Taylor and his ship's company for not wasting any time getting out there.

Never had the sight of a small, gray warship steaming over the horizon been more welcome. The Sioux closed us and a jackstay was rigged. Charts, equipment and reference books were

passed across to her. We shouted good-byes, the Sioux took over the blockade where we left off, and we shaped course for our Japanese base.

Then it was announced that we would take the 11-day route by way of the Aleutians, rather than the 20-day Pearl Harbor run. That was good news, indeed.

It took us 12 hours to store and fuel ship in the southern Japanese base. Leave was granted until 1800 for last-minute errands. The last liberty boats were a sight to see—loaded with bicycles, electric trains, 93-piece dinner services and various highly colored Japanese kimonos and knickknacks.

We sailed at 2000, bound for Yokosuka, our port of departure from Japan. In the harbor, as we left, it was business as usual. The many ships at their buoys were storing, with their boats bustling back and forth with libertymen and supplies. Ashore, the lights of the town shone among the

quaint houses climbing the surrounding hills . . . It may have been business as usual for the others, but as we slipped from our buoy and moved slowly through the ranks of ships we were hardly able to restrain our joy. The ship matched our enthusiasm. When we cranked on 25 knots, she hummed along beautifully.

While we stopped for 36 hours at our next and last Japanese port of call, leave to Tokyo was granted and the "last chance" presents streamed on board. Silk smoking jackets, carved ivory cigarette holders and culture pearls were proudly displayed by the successful hagglers. When the moment finally came to shove off, on Sunday, May 6, our fuel tanks were topped up to 40 tons over the usual capacity and the storerooms were jammed with provisions. With the added weight of souvenirs on board, the ship was probably deeper burdened than ever before in her history.

As the hills of Japan faded astern in the evening twilight, there was only one on board who might have felt a pang of regret: that was our little Japanese dog, Pom Pom.

The first day at sea was fine—the sea and swell nudged us from astern and the sun toasted those on deck. The "Buffer" was the hardest-working man in the ship as all hands concentrated on sprucing up the "Athabee."

After the long months of constant zig-zag and careening around aircraft carriers as plane-guard, our dead steady course was quite a novelty. One three-degree alteration in 24 hours turned out to be a real event for the quartermasters (the ship's comedian suggested a warning pipe be made on that occasion so the men could hang onto their plates).

By Thursday the 10th we were approaching the date-line and had to decide which day we wanted to live through twice. Friday was fish-day so we settled for two Thursdays. The weather by now had cooled considerably and there was a continual overcast. The wind and swell were stirring nastily but we never did run into a gale. There were two big ones wandering around, one well ahead, which fortunately blew itself out, and



The crowd—except for two small boys dashing up the jetty—waits patiently but expectantly behind the barriers as the Athabaskan comes alongside. Once the ship was secured, the barriers were lowered and the crowd surged forward to welcome the returning sailors. (E-15195).

one a few hundred miles astern, following us at 16 knots.

At noon on the 12th we arrived at our Aleutian stopping-place. What a barren, forbidding wasteland this is. Great mountainous rocks rear up out of the cold and unfriendly North Pacific, their summits heavily shrouded in cloud. Not a tree can be seen; nothing but brown grass and lichen clinging to the slopes.

But even the desolation of this place could not dampen our spirits. Only five more days till the glorious 17th! The weather, as we began the last scheduled leg of our journey, was fair, although a heavy swell ruled out work on the upper deck for two days.

Two days from home, Able Seaman Ray Dean, of Toronto, developed acute appendicitis. Prince Rupert was the nearest port so we altered course for there and poured on the revs. The mercy mission didn't change our ETA at Esquimalt because, by topping up with fuel and making good speed for the rest of the way, we could still make it easily.

At about this time we began to tune in on Canadian radio stations. What a treat after the dry fare of the American Armed Forces Radio's "Voice of Information and Education!"

About six hours out of Rupert, we listened to the local radio announcer urging the people to turn out and meet



One bearded sailor and two tiny girls stole the show when the Athabaskan returned to Esquimalt. They were Ldg. Sea. Jim Ashworth, of Winnipeg, and his two-and-a-half month old twin daughters, Pamela and Patricia, born while he was away in Korean waters and down to meet him with their mother and brother David when the destroyer came back home. (E-15199).

the ship — even though it would be 10 o'clock at night when we arrived — and mustering the Shriners' band to

serenade us on the jetty.

There was a unique tang to the salt air as we approached the coast. It was fogging up slightly and land wasn't in sight, but if you had influential friends in the radar room you could look at Canada's coastline on the scan.

Finally the fog lifted and we saw a few low islands bearing fine stands of green fir. We raced by a couple of tiny fishing boats . . . and then, out of the clearing fog, rose the dark green foothills of the British Columbia coast. Inland, snow-capped mountains reflected the last warm light of the setting sun. It was a typically Canadian scene — and it stirred our hearts.

As we approached Rupert through the Narrows, the smell of the pines mingled with the inevitable odor (or aroma) of fish from the wharves.

We berthed at the fuelling jetty. Civilians were prohibited there, but everywhere else — on the streets, hanging out of windows, in their autos — the people shouted and cheered and blew their car horns.

Able Seaman Dean was immediately taken ashore to hospital, where no less than four members of the Naval Women's Auxiliary were detailed to look after him. (Two weeks later, hale and hearty, he was bound for his home in Toronto).

(Continued on Page 32)

A TOAST TO THE ATHABASKAN

*We have spent a long stretch together, boys,
And at last the end is in sight,
The end of Korea patrols for awhile,
And a break from our part in the fight.*

*It's a fact we have had our ups and downs,
We've nattered and laughed and fought,
But we're proud of our ship when we spin a dip—
And our cap-tallies can't be bought.*

*Some will be west and some will be east
When we travel our separate ways,
But when we do let's remember the crew,
Let's remember our shipmate days.*

*I don't like to sound sentimental, boys,
But let's sing "Auld Lang Syne,"
For I'm willing to bet we will never forget
The good, old "Two—One—Nine."*

Ldg. Sea. Charles F. Alliston

(The above was written for the ship's newspaper, "The Athabulletin," shortly before the Athabaskan was relieved in Korean waters and sailed for Canada.)

MICMACS ELECT DEPARTING SHIPMATE

*CPO Frederick Trottier Chosen
On Eve of Draft Ashore
From Destroyer*

THE Man of the Month for July is unique, among other things, in that he is no longer serving in the ship which elected him by an overwhelming vote. It was HMCS Micmac's loss when Chief Petty Officer Frederick A. Trottier was drafted ashore shortly after it became the destroyer's turn to honor one of her company. But at least his shipmates were able to express, by means of their ballots, their regard and respect for the departing "Chief."

During his time on board the Micmac, CPO Trottier gave to the ship the knowledge, steadiness and experience which only 21 years in the Naval Service can bring.

He entered the RCN in Ottawa in 1929, at the age of 20. Two days after joining, he started on his way to see the world. During his two years as an ordinary seaman he trained in Stadacona and served at sea in the destroyers Champlain and Saguenay.

After promotion to able seaman in 1931, Trottier went to the Royal Navy for seaman torpedoman training, the first rung in the ladder of the Torpedo Branch.

The outbreak of war found Able Seaman Trottier in the minesweeper HMCS Fundy on a cruise down the South Shore to Shelburne, Noya Scotia. This delight was hurriedly curtailed and the Fundy, with her sister-ship, the Gaspe, started the tough job of sweeping the approaches to Halifax in the rugged winter of 1939-40.

When the "phoney war" came to its disastrous end in May 1940, Trottier, then a leading seaman, was in the Restigouche, who, with the St. Laurent and Skeena, left Halifax on May 24 to give what assistance they could on the other side. After a short conversion in Devonport (which may have made Trottier's life easier, one set of torpedo tubes being removed) the Restigouche and the other Canadian destroyers started their 30-knot shuttle service back and forth across the Channel, picking up what troops they could and landing others further down the coast of France. During the first of these trips, Ldg. Sea. Trottier saw his

ship engage German shore batteries, the first actual gun engagement for Canadian ships in the war.

When the fall of France became imminent, the Restigouche was detached with the Fraser and the cruiser HMS Calcutta to the Biscay port of St. Jean de Luz to pick up important military and civil personnel.



CPO FREDERICK A. TROTTIER.

It was on the return trip that the Fraser tragedy occurred, when she was sliced in two by the Calcutta. Ldg. Sea. Trottier was coxswain of the whaler sent away to pick up survivors, a job which he remembers to this day as being one which brought home fully the horrors of war at sea.

In 1941 Trottier went ashore long enough to qualify as Torpedo Gunner's Mate, and was rated petty officer on February 1, 1942.

Back in the Battle of the Atlantic on board the Skeena, Petty Officer Trottier was in the notable action in which the destroyer dropped 72 depth charges and sank a U-Boat, taking bodies and wreckage into St. John's, Newfoundland, for confirmation of the kill. For his part in

this action, Trottier was mentioned in despatches.

Following his advancement to chief petty officer in August 1943, Trottier's invaluable experience was put to use instructing as Senior TGM of Escort Group 16, and, toward the end of the war, in the Controlled Mining Base in Halifax.

Transferred to the Ordnance Branch, Trottier was rated Chief Armourer in 1948, and is now the Senior Torpedo Armourer in the Navy.

Nearly all of CPO Trottier's early life was spent in or around Ottawa, where he was born in 1909. He went through Lisgar Collegiate and worked at various jobs in local golf clubs before entering the RCN. He joined the Navy "to see the world," and there can be little argument that in his full and varied sea time he has achieved this ambition.

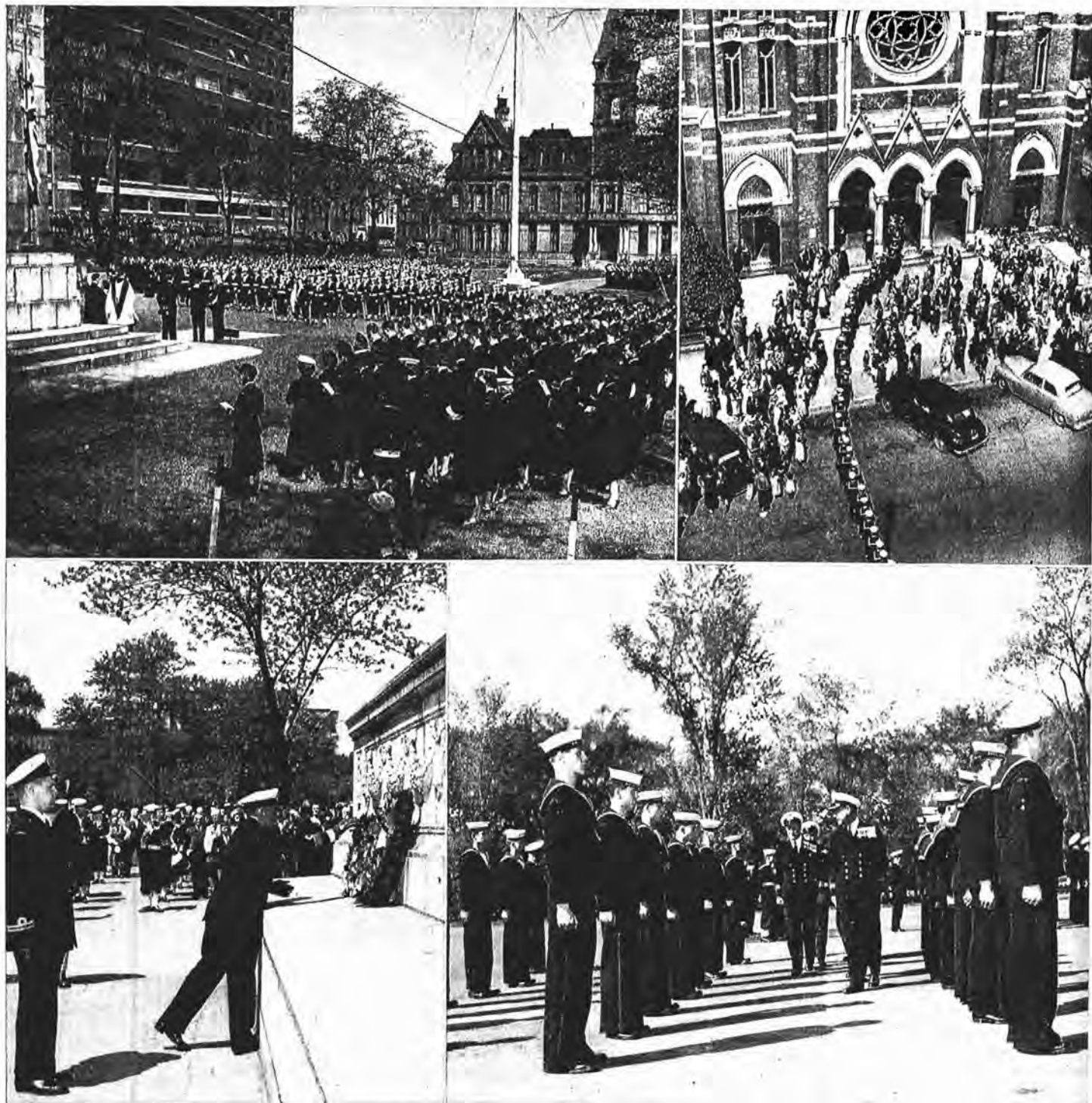
Due for pension in 1953, Chief Petty Officer Trottier will have more time to spend with his wife, the former Miss Velma George of Guysborough County, N.S., whom he married in 1934, and his son, who is now eight years old.

In his final commission in the Micmac, CPO Trottier earned the reputation of being a considerate, hardworking messmate, equipped with a dry sense of humor which showed to best advantage in times of stress.

CPO Trottier's career mirrors accurately the growth in size and responsibilities of the Royal Canadian Navy since the early thirties. In his time he did two years as an ordinary seaman and nine years as an able seaman. Faster promotion and the acceptance of heavier duties came with the war and the same state of affairs has prevailed ever since. There is a big difference, he says, between the Navy of 1951 and that of 1931.

"In the expanding Navy of today there are unlimited chances for the keen youngster," CPO Trottier added. "If I had a choice, I would do it over again, and I would recommend the life to anyone who wants to get around and get ahead."

BATTLE OF THE ATLANTIC SUNDAY



From St. John's, Newfoundland, to Victoria, B.C., and in Canadian warships at sea, naval personnel commemorated the Battle of Atlantic on Sunday, May 20. Joining them in services held at many centres ashore were veterans of the Naval Service and Merchant Navy, former members of the WRCNS, Sea Cadets and civilians. At Halifax, the starting point of many wartime convoys to Europe, more than 2,000 attended outdoor services on Battle of Atlantic Sunday. The Lieutenant Governor of Nova Scotia, J. A. D. McCurdy, took the salute during the largest peacetime parade in the history of Halifax, following which open air services were held at the Grand Parade and at the Convent of the Sacred Heart. Rear-Admiral F. L. Houghton, RCN, Ret'd., Civil Defence Director for Halifax, took the salute in Dartmouth when some 800 officers and men from HMCS Shearwater paraded to local churches. Similar services were held on the West Coast as naval personnel paraded to Victoria and Esquimalt churches. HMCS Ontario was in the South Pacific, en route from Suva, in the Fiji Islands, to Pearl Harbor, when her officers and men gathered on the quarterdeck to recall far different conditions of the North Atlantic and to pay tribute to fellow sailors who made the supreme sacrifice at sea.

The scenes pictured above are typical of this year's Battle of Atlantic observances. Reading clockwise: (1) Some of the record crowd of serving and former naval personnel who attended open-air Protestant services at the Halifax Grand Parade. (2) West Coast sailors file into St. Andrew's Roman Catholic Cathedral in Victoria. (3) Commander R. P. White, commanding officer of HMCS Carleton, inspects the ship's company prior to services at the Ottawa naval division. (4) Commodore Paul Earl, RCN(R), Ret'd., places a wreath at the cenotaph in Montreal following a parade of HMCS Donnacona's ship's company. (Negative numbers: 1, HS-14518; 2, E-15280; 3, O-1875-1).



OFFICERS *and* MEN



RCN Officer Wins Prize at RN Engineering School

Sub-Lieut. (E) Stanley Everett Hopkins of Burlington, Ont., was awarded the Clare D'Oyly Memorial Prize in April at HMS Thunderer, the Royal Naval Engineering College at Plymouth, England. The prize is awarded three times a year to the officer who has shown the best all round officer-like qualities during the course of his training at the college.

Sub-Lieut. Hopkins is the first RCN officer to win the prize, which was instituted in 1942 by Vice-Admiral W. H. D'Oyly and his wife to perpetuate the memory of their son, Lieut. (E) R. C. H. D'Oyly, RN, who was killed in action in March 1941.

Born in Nelson, Ont., Sub-Lieut. Hopkins entered the then RCN College, HMCS Royal Roads, in the fall of 1945. On graduating from the college, he entered the RCN as a Midshipman (E) and went to the United Kingdom for training and courses. Now graduated from the naval engineering college, he will go to sea to obtain his engineroom watchkeeping certificate.

Recent Appointment Changes of Interest

The following appointments are among those which have taken place in recent weeks or are due to take place in the near future:

Captain (E) Cecil I. Hinchcliffe, to HMCS Naden as Principal Overseer West Coast Area with headquarters at Vancouver. Formerly at Naval Headquarters as Assistant Chief of Naval Technical Services (Ships).

Captain (E) J. B. Caldwell, Naval Headquarters as Assistant Chief of Naval Technical Services (Ships). Formerly at Headquarters as A/CNTS (New Construction Ships).

Commander (E) J. S. Somers, to HMCS Magnificent as Engineer Officer. Formerly on the staff of the Chief of Naval Technical Services, Naval Headquarters.

Commander (E) J. S. Ross, to HMCS Stadacona on staff of Superintendent, HMC Dockyard, Halifax, as Manager Engineering Department. Formerly Engineer Officer, HMCS Magnificent.

Commander (E) I. J. L. Palmer to Naval Headquarters on the staff of the Chief of Naval Technical Services. Formerly Manager Engineering Department, HMC Dockyard, Halifax.

Commander (E) H. A. Winnett, to HMCS Ontario as Engineer Officer. Formerly at Naval Headquarters on the staff of the Deputy Engineer-in-Chief.

Lieut.-Cdr. F. C. Frewer to HMCS Niobe for Royal Navy staff course. Formerly in command of HMCS Micmac.

Lieut.-Cdr. J. R. Doull, to HMCS Naden as First Lieutenant-Commander. Formerly at HMCS Shearwater as Direction Officer.

CPO Albert Potter Receives LS and GC

CPO Albert Potter, of Vancouver and Halifax, received the Long Service and Good Conduct Medal from Commodore A. M. Hope, Commodore RCN Barracks, Halifax, during divisions at Stadacona early in May. CPO Potter is Chief Gunnery Instructor in the Gunnery School.

Traditional Send-off for Commodore Godfrey

Commodore Valentine S. Godfrey was given a traditional send-off when he relinquished his appointment as Commodore Newfoundland early in May to proceed on retirement leave after 38 years of naval service.

Commodore Godfrey boarded HMCS Revelstoke, training ship for HMCS Cabot, and, with his broad pendant flying from the masthead, the little minesweeper proceeded to midstream in St. John's harbor. There the Commodore's broad pendant was struck. He then climbed into a whaler and was rowed ashore by officers of his command.

New Trophy Awarded to Nonsuch Seaman

Ord. Sea. Cyril H. Gilbert was presented with the Dwyer Memorial Proficiency Trophy during the commanding officer's annual inspection of the ship's company of HMCS Nonsuch, the Edmonton naval division, April 30.

Presented this year for the first time, the trophy will be awarded annually to the new entry selected as the most efficient seaman of the year. It is named in honor of Lieut. Joseph Dwyer, of Edmonton, who was lost in the torpedoing of HMS Veteran during the Second World War. Commander G. P. Manning, the commanding officer of Nonsuch, Commander Lyle Hoar and Lieut.-Cdr. E. W. Barrie are the sponsors of the trophy.

Before entering the Navy, Lieut. Dwyer was a reporter with the Edmonton Journal. Ord. Sea. Gilbert, first winner of the memorial trophy, is also a Journal employee.

Accompanying Commander Manning on his inspection of the ship's company were three former commanding officers of the division, Commander Hoar, Commander Rodney Pike and Commander E. P. Shaver.

Commander Hoar presented proficiency awards to Ord. Sea. V. Mayson and Ord. Sea. D. D'Amur, for seamanship; Ldg. Sea. D. F. Hughes and AB W. L. Mason, for A/A Gunnery; and Ord. Sea. V. Basiuk and M. Polyck, for mechanical training, and Ord. Sea. D. Wagner, C. H. Gilbert, H. Roberts and H. Bouchard for proficiency and attendance.

Following the ceremonies, a smoker and film program were enjoyed by the ship's company. — E.W.H.

Personnel Changes in Ordnance School

The month of May saw a number of personnel changes in HMC Ordnance School, Esquimalt. CPOs George Corp and John Pinkney went to Washington for a course; CPOs D. H. (Bert) Nelson and J. G.



AB Robert Haley, of Hamilton, Ont., has an off-duty talent which he puts to use brightening up the recreation spots at the RCN Air Station, HMCS Shearwater. Here he is busily at work on one of the murals he has been painting in the 31st Support Air Group canteen. (DNS-5086).

Grahame and PO Alfred Porter were drafted to HMCS Cayuga; PO Donald Ross joined the Antigonish and CPO Norman Tapping took up new duties in the Ordnance workshop. CPOs Arnold Parkinson and Richard Polly have returned to the school following a trouble-shooting tour of naval divisions in Port Arthur, Winnipeg, Regina and Calgary.

Naval Stores Chief Retires at Halifax

Robert McNeill Keirstead, 56, Superintendent of Naval Stores in HMC Dockyard, Halifax, retired early in May for reasons of health.

Mr. Keirstead commenced working in Naval Stores at the East Coast in January 1941 as Deputy Superintendent and became Superintendent in May 1944.

In his ten years at the Halifax dockyard, he saw his department expand from a single supply centre at Halifax to a sprawling wartime network of bases stretched across Eastern Canada. Depots at Montreal, Quebec City, Gaspé, St. John's, Sydney and Cornwallis were first controlled by the Halifax centre before a central organization was set up in Ottawa. More than 1,300 personnel manned these supply bases, which provided the necessary logistic support for warships operating along the convoy lanes and for the Navy's rapidly expanding training centres.

Mr. Keirstead is a First World War veteran, having served in the Royal Naval Air Service as a squadron commander. Following the war he was first employed with the British Columbia government, then spent three years in New York as an executive of a construction company. He is a graduate of the Ontario Agricultural College and operated his own business in the Annapolis Valley apple industry from 1931 to 1941.

PT Instructors Form Fraternal Association

Believed to be the first of its kind in Canada's Armed Forces, the Atlantic Command Naval Physical Training Instructors' Association was launched this spring in HMCS Stadacona.

Its object is to promote fraternity among P. and R. T. Instructors on the East Coast, and its members hope to extend the organization from coast to coast and possibly beyond.

President is CPO Andy Chartren and other officers are: First vice-president, CPO John Rowland; second

vice-president, PO Bill Rhuebottom, and secretary-treasurer, PO Victor W. Dougherty. Offices are held for one year and membership will consist of life, honorary, regular and associate.

The association has adopted the motto "Mens Sana in Corpore Sano," with insignia of an anchor with crossed clubs surmounted by a crown on a maple leaf ground.

Picnics and other social events are being planned. A monthly newsletter, containing "shop talk" and personal items, is circulated among ships and establishments of the command.

Six from Aldergrove Drafted to Cayuga

Six communicators from Aldergrove Radio Station were drafted to sea in May, and all went to the same ship — HMCS Cayuga.

They were CPO Ralph Davies, Leading Seamen Joseph Pulton and Robert J. Branter, and Able Seamen Gerard Reitsma, Barry J. (Spud) Murphy and Clayton Moran. CPO Davies exchanged jobs with CPO Roy Adams.



The Pacific Command's first hobby show was held in HMCS Naden May 10 and 12 and proved to be an outstanding success. Wallets, handbags, rugs, slippers, gloves, copperwork, photo albums, woodwork, lamps and other handicraft fashioned by officers, men and their wives, were on display. Almost all the exhibits were produced in Naden's popular hobby shop and, prior to the show, were separated into various divisions and judged by an RCN nursing officer and two Vancouver businessmen. In the photo above, Commodore E. P. Tisdall, Commodore, RCN Barracks, examines some of the entries with AB Charles Moscovitch, of Montreal and Victoria, who is in charge of the hobby shop. (E-15188).

TRUE UN EFFORT SAVES CANADIAN OFFICER'S LIFE

*Four Nations' Ships,
Medical Staffs
Involved*

Warships and medical staffs of four nations took part in a successful fight to save the life of a Canadian naval officer in Korean waters in late April and the early part of May.

Lieut. Michael Barrow, of Kleinburg, Ont., was stricken with acute appendicitis while his ship, HMCS Huron, was engaged in carrier screening operations off Korea. Following diagnosis by the Huron's medical officer, Surgeon Lieut. William Cooke, of Toronto, Lieut. Barrow was transferred by jackstay to HMS Glory for an emergency operation in the carrier's hospital.

Surg. Lieut. I. B. Crawford, RN, of London, England, performed the operation and at first Lieut. Barrow seemed to be well on the road to recovery. But the following day he suffered a severe relapse, and was placed on the seriously ill list. He

was subsequently placed on the dangerously ill list and his condition gave cause for grave anxiety.

Surgeon Commander J. H. Mitchell, RN, of Wexford, Ireland, Principal Medical Officer in HMS Glory, flew to the United States carrier Bataan by helicopter to consult with Lieut. J. McBride, USN Medical Corps, of St. Louis, Mo. Following consultations, the two Royal Navy doctors for four days spent a day and night watch at the bedside of Lieut. Barrow, doing all in their power to help him.

They won the first round and it was decided to send Lieut. Barrow to a hospital ashore. Once again he was carefully transferred by jackstay, this time to the Australian destroyer Warramunga, which rushed him to a UN naval base in South Japan.

He was admitted to the shore hospital May 5. The following day his condition was reported as greatly improved and by May 9 had reached the stage where he could be transferred from the dangerously to the seriously ill list. Complete recovery followed, with Lieut. Barrow returning to HMCS Huron May 27.

Throughout the anxious period of hospitalization Lieut. Barrow's father, Mr. Geoffrey Barrow, of Kleinburg,

Friends Ensure Sailors Have Plenty to Read

About 200 families in the Westmount Sub-division of Halifax flooded HMCS Magnificent with almost 1,500 books, magazines and periodicals in May.

The fund of reading material was supplied in answer to an appeal by the ship's sports officer, Commissioned Bos'n James Blades, who lives in Westmount.

The literature was picked up by a party of men from the ship the forenoon of May 26 and was distributed to the messes the following Monday.

was kept informed of his son's condition. During the critical periods, daily reports were passed to the Huron, from where they were relayed to Naval Headquarters and thence to Mr. Barrow.

After Lieut. Barrow was well on the road to recovery, Commander A. B. Fraser-Harris, Commander Canadian Destroyers Far East, despatched the following message to HMS Glory: "Very much appreciate the very fine care taken of Lieut. Michael Barrow. On behalf of his parents and the RCN I would like to extend their great appreciation for the efforts made by Surg. Commander Mitchell and Surg. Lieut. Crawford which undoubtedly saved this officer's life."

"Original Owners" Taking over at Albro

Albro Lake Naval Radio Station is slowly and surely being turned back to its "original owners" — the radio division of the Communications branch.

Last-ditch defenders for the visual division are Petty Officers William Thompson, George Smith and Donald Fowler, and Ldg. Sea. Clem Wilson.

The change has brought back several men who have had previous service at the station. They include Chief Petty Officers Charles Scott and A. D. Chalmers and Petty Officers H. W. Cooper, John McLaughlin and Wilson Moulund. Also back, after a course in the Electrical School, is PO Gord Lothian.

New faces on the station include Ldg. Sea. George Taylor and ABs John Milligan, P. H. Davidson and Joseph Hurtubise.

Away with bag and hammock have gone PO Jim English to the Magnificent; PO Jerome Key, to the Communications School, and Ldg. Sea. J. R. Jamieson and ABs B. A. Murtha and Gordon Ehlers to the Stadacona Message Centre.



Three members of the Supply branch piled up a lot of sea mileage in a comparatively short space of time this spring. Within a period of 39 days, Commander (S) R. Gordon Harris, of Halifax and Victoria, Inspector of Supply and Fleet Accounting (West Coast), and two members of his staff, CPO Gerald Spark, of Victoria, and PO Arthur Campion, of Nelson, B.C., made a round trip across the Pacific — a distance of some 12,500 miles — in two ships of the RCN. They sailed from Esquimalt in the Sioux, transferred to the Athabaskan off the west coast of Korea and came home in the latter ship. While on passage, they carried out full ISFA inspections in the two destroyers. The team is shown above at Hoover Park, on the island of Guam, during the Sioux's stop there on the outward voyage. Left to right are PO Campion, Commander Harris and CPO Spark.



Pictured above are members of the 17th Leadership Course to be held at HMCS Corawallis for chief and petty officers. Front row, left to right: POs G. Irwin, S. Mione, R. Barnes and R. Sallis (instructor); Commissioned Bos'n W. H. Myers, (course officer), and POs W. Hart, J. McGill and C. Morrison. Centre row: POs M. Lavoie, H. Mitts, E. Carrier, G. Bramley and R. Land. Rear row: POs J. Arseneault, T. Kozub, D. Trim, W. Dutchak, L. Skinner and S. Mortimer. (DB-1053-1).

CPO Cassam Marlin, with five continuous years of service at the Albro Lake to his credit, has signed on for another three years of active duty. He is Regulating Chief at the station.

High Academic Honors for Brunswick Officer

One of HMCS Brunswicker's youngest officers, Sub-Lieut. Wallace D. Macaulay, recently was awarded a Beaverbrook Scholarship, one of the highest academic awards available to Canadian students. For good measure, Sub-Lieut. Macaulay led this year's graduating class at the University of New Brunswick Law School, when he was awarded his BCL degree and won the faculty prize for highest standing in the three-year course.



The scholarship, established in 1946 by Lord Beaverbrook, will enable Sub-Lieut. Macaulay to continue his law studies at the University of London, England. He and Mrs. Macaulay will sail from Quebec City on September 7.

A naval veteran of the Second World War, Sub-Lieut. Macaulay has already received a Bachelor of Science degree from UNB, having been graduated in the spring of 1949. At that time he was awarded a St. Andrew's Society scholarship.

Sub-Lieut. Macaulay was graduated with honors from Saint John High School in 1944 and immediately went on active service with the RCNVR as an ordinary seaman. After six months' service in Sydney, he joined the 65th MTB Flotilla, working in the English Channel from bases at Great Yarmouth, Flushing and Ostend. Following his discharge in 1946, Sub-Lieut. Mac-

aulay entered UNB. He entered the RCN(R) at Brunswicker in 1950. Another of Brunswicker's officers, Sub-Lieut. James T. Grannan, has also made a mark for himself "ashore." He recently was elected president of the Saint John District Council of the Catholic Youth Organization, which comprises seven chapters with a membership of several hundred young men and women. — R.S.M.



Commander D. G. King congratulates AB James Maxwell after presenting him with the parachute badge earned by the latter at the Canadian Joint Air Training Centre. AB Maxwell spent his annual leave taking the course at the parachute school.

Photographer Spends Leave Taking Parachute Course

Able Seaman James Maxwell, a naval photographer attached to the Canadian Joint Air Training Centre at Rivers, Manitoba, had an ambition: He wanted to become a qualified parachutist.

However, as there is no requirement for "jumping photographers" in the Navy, it was not possible for Maxwell to be freed from his duties so he could attend the parachutist course at Rivers. The only solution was for him to take his annual leave and spend it at the parachute school.

This he did, and in May Able Seaman Maxwell lined up with the other graduates of the course to receive his parachute badge. The presentation was made by Commander D. G. King, Chief of Staff to the Flag Officer Pacific Coast and commanding officer designate of HMCS Athabaskan. Commander King was at Rivers at the time for a Land/Air Warfare course.

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.

AYLWARD, Alfred.....P1PT1
ANDREWS, Alfred J.....C1CV3
ATHA, Donald A.....LSVS1
ATKINSON, Marvin H.....LSRP1

BAIN, William G.....LSCS2
BAKER, Neil J.....LSCK1
BARAGER, Eugene G.....LSAR1
BARTEAUX, Frederick J.....P1TI3
BEAUCHAMP, Raymond J.....P2VS2
BEAUPRE, Eugene E.....LSAW1
BELL, Jack A.....P2RC1
BENKO, Andrew.....LSMO1
BIRD, Douglas A.....P2PW2
BIRD, John.....LSNS1
BIRD, Lynden V.....P1RC2
BOHNE, Russell W.....LSAN1
BOUCHER, Alfred J.....LSCK1
BOUGIE, Leo P.....LSCW1
BOYCE, Bernard S.....LSCK1
BOYD, Thomas D.....P1AT4
BRETHOUR, Leslie C.....P1SH4
BREWER, Frederick J.....LSCS2
BRIDGE, Wilfred L.....P1SM2
BRUCE, John G.....C2PI3
BURNETT, Marshall J.....C2LR2
BUSH, Charles L.....P1SM2

CAMERON, Duncan J.....LSCK1
CAMPBELL, Roger E.....P2AA1
CARR, Gordon V.....P1CM3
COLE, Walter E.....P1AW2
COOKE, Robert E.....P2RP1
CORCORAN, Alexandre.....LSCK1
COTTRELL, Arthur G.....LSCS2
COUTU, Paul J.....LSCS2
COWELL, Stephen.....C2AT4

DOREY, Clifford A.....P1QR1
DARWIN, Allen J.....P2FM2
DONISON, Wesley.....P1PT1
DRISCOLL, Breen F.....P1SW1
DUPONT, Noel.....LSCK1

ESTES, Ronald W.....LSCS2

FEATHERSTONE, James D.....LSVS1
FERNIE, William F.....C1TI3
FLEMING, Kenneth L.....P2CM2
FLETT, George M.....LSAW1
FOWLER, Donald MacK.....P2CM2

GIBERSON, Graydon D.....LSCS2
GRAVELLE, Roland J.....LSSWS
GREIG, James F.....C2SM3
GRENTZ, Reginald J.....P1AT4

HAYDON, Victor C.....LSCK1
HEGGIE, William.....P1AT4
HILL, Herbert.....P1QR2
HOARE, Ivan.....LSSWS
HOFFART, Peter H.....LSPW1
HOGG, William D.....LSCM1
HUGHES, Donald C.....C2QM2

INGRAM, Douglas R.....C2TI3

JACKLIN, Charles G.....LSAO2
JACKSON, Kenneth A.....P1AA2
JONES, Harvey A.....LSRP1
JULIUS, Arthur R.....P1AA2
JUPP, Edward D.....C2QR2

KELLY, John W.....LSPW1
KIRK, James M.....LSCM1
KIRKMAN, Gordon L.....LSPW1
KRYSS, Henry H.....LSFM2

LAMB, Charles E.....LSCS2
LANGRUD, Obert T.....LSPW2
LAUDER, Douglas J.....LSAR1
LAW, Dennis.....LSRP5
LEVASSEUR, Omer E.....LSCS2
LITALIEN, Germain.....P2AW2
LOVERING, Douglas J.....P1SM2
LOWE, John A.....LSAF1
LUKE, James K.....C2GI3

McANDREWS, John R.....LSNS1
McCULLOUGH, Wilfred F.....LSCM1
McINNIS, Lloyd H.....LSAR2
McINTYRE, Arthur W.....LSVS1
McKELLAR, Mansell G.....LSCS2
McNAUGHTON, Robert G.....LSSE1
MacCULLOUGH, Harold A.....LSAW1
MacDONALD, Francis R.....P2AW2
MacLENNAN, Robert D.....LSCS2
MACKIN, William A.....LSSM1
MANSFIELD, Herbert A.....P2CM2
MARQUIS, Henri P.....P2CK2
MARSDEN, Thomas W.....P1QR2
MEEK, Sydney P.....P1QR1
MILLER, Charles R.....P2CM2
MOLYARD, John M.....P1SM3
MORAN, Wilfred.....LSFM2
MOREHOUSE, Robert E.....LSCM1
MURRAY, William D.....LSVS1

O'BRIEN, Jack L.....P2AO2
O'BRIEN, James R.....LSSWS
O'DONNELL, Joseph P.....P1PC3
O'DOWD, Jack.....P1TD1

PADGET, Rupert M.....P1PT1
PALMER, James.....LSCK2
PARKINSON, Thomas A.....C2ER4
PEARS, Mervin A.....LSNS2
PERCIVAL, Edward C.....C2PI3
PETTIGREW, Gordon G.....P2SH3
PORTEOUS, John A.....LSEM1

QUINN, John H.....P1PT1

REYNOLDS, Edward S.....P2VS2
RHODES, Stanley H.....C1GI3
RIDEOUT, Allan J.....P1AA2
RIDGWAY, Maurice P.....P2RC1
ROBERGE, Albert.....LSSVS2
ROLLINS, Rene.....P1CK2
ROY, Leon F.....LSAN1
RUSNAK, John.....LSCM1

SALTMARSH, George W.....LSCM1
SCHUMACHER, John E.....P1AA2
SCOTT, Charles J.....C2CM3
SEMCHYSZYN, Nicholas.....LSFM2
SEYMOUR, Gordon K.....LSNS1
SHAH, Mohamed-S.....P2AR2
SHINNAN, John W.....P2AW2
SIMPSON, John M.....LSCK1
SMITH, Raymond A.....LSFM1
SMITH, William B.....P2FM2
SMOTH, Peter K.....LSAW1
SNELLING, Sydney.....LSAL1
SWITZER, Jack C.....LSMO1

TARVES, Stanley R.....LSEM1
TESSIER, Ronald L.....LSCK1
THOMAS, Cecil R.....P1AA1
TROT, Henry R.....C2PC3 (NQ)
TRUDEL, Joseph R.....C2SM3
TURNER, Lewis W.....C2AT4

WALKER, Dennis G.....C2SM3
WALSER, Leonard L.....LSCK1
WARD, Harry.....LSCM1
WAREHAM, Earle A.....LSCM2
WATSON, Hugh C.....C2PC3 (NQ)
WAY, Percival E.....P1AW2
WEIR, Robert D.....LSPW1
WHEELER, Roy D.....P2CM2
WHEELER, William C.....C2SM3
WHITE, Gordon A.....C2TI3

Wren Newsletter Now Available

An undertaking of the Vancouver Branch of the WRCNS Association this year has been to compile, publish and issue the WRCNS Newsletter.

This interesting and informative publication contains feature articles, photos and news of the activities and whereabouts of a great many former "girls in navy blue." Persons desirous of obtaining copies may do so by forwarding 35 cents to the WRCNS Association, care of HMCS Discovery, Vancouver, B.C.

WEST, Victor H.....P2NS2
WHITCOM, Joseph A.....LSNS1
WILSON, James H.....P1AA2
WINDSOR, Gordon A.....C2PC3 (NQ)
WRIGHT, Kenneth L.....LSVS1
WYMAN, Harold L.....LSCS2

ZWICKER, Fulton G.....P2AF2
ZWICKER, Lloyd E.....LSCS2

Retirements

Chief Petty Officer Ernest Deighton Calverley

Rating: C1QM2
Age: 38
Address: 2108 Roseberry Ave., Victoria.
Hometown: Nanaimo, B.C.
Joined: March 1930, as a Boy Seaman.
Served In: HMS Excellent, Curacao; HMCS Naden, Vancouver, Skeena, St. Laurent, Niobe, Athabaskan, Avalon, Chambly, Peregrine, Cape Breton, Copper Cliff, Givenchy, Crescent, Malahat, Griffon.
Awards: Long Service and Good Conduct Medal.
Retired: May 25, 1951.

Chief Petty Officer Leslie Cole

Rating: C1GA4
Age: 39
Address: 583 St. Patrick St., Victoria.
Hometown: Regina, Sask.
Joined: May 1931, as an Ordinary Seaman.
Served In: HMS Excellent, Nelson, Victory; HMCS Naden, Skeena, Vancouver, Fraser, Restigouche, Stadacona, Cornwallis, Avalon, Peregrine, Givenchy, Ontario.
Awards: Long Service and Good Conduct Medal.
Retired: May 4, 1951.

Chief Petty Officer Holland Hastings Shepherd

Rating: C1RT4
Age: 39
Address: First Ave., Fairview, Halifax.
Hometown: Mimico, Ont.
Joined: January 1929, as a Boy Seaman.
Served In: HMS Victory, Barham, Champion, Pembroke, Campania; HMCS Niobe, Peregrine, Stadacona, Saguenay, St. Laurent, Ste. Hyacinthe, Cornwallis, Fort Ramsay.
Retired: May 18, 1951.

SMOKE AND FIRE THEIR DAILY DIET

MACNAB'S Island in Halifax Harbor looks like a Hell on earth these days.

Ugly black columns of smoke roll away from the shoreline. Hissing steam and bellying flames swirl over the spot. Black-garbed figures dart in and out of the inferno.

But everything is under control — under the control of "smoke-eaters" who, at the Navy's newest fire-fighting section, are conducting classes in how to battle blazes of all kinds and descriptions.

Since it opened officially last October, the RCN's first full-scale "flame pit" has become a going concern. And it is going to be a good deal busier, now that damage control and fire-fighting qualifications have become a "must" for promotion in all branches requiring seetime for advancement.

The section teaches the theory and practice of fire-fighting, rescue work, first aid and the use of breathing apparatus. Besides naval personnel, masters and mates in the Merchant Service and members of the RCMP Marine Section also receive instruction.

Covering about half a square mile, the section consists of several buildings, containing offices, classrooms, workshops, etc., and, at a respectable distance, a series of mock-ups where practical training is carried out.

There is a "boiler room" of reinforced concrete and fire brick, made to resemble the machinery spaces of a ship. Here are taught both fire-fighting and the use of breathing apparatus.

A fore-castle mock-up has been ingeniously fashioned by splitting an old oil storage tank into two compartments. Fire mains and hydrants are fitted, plus facilities for teaching first aid.

The next prop, though humble enough looking, is the one that creates most of the pyrotechnics. It's an oil tank where trainees learn by actual practice how to put out oil fires.

Further on is a mock-up of a flight deck, complete with a crumpled Sea-fire, where men from the Magnificent and the RCN Air Station learn aircraft rescue work and carrier fire-fighting procedure.

Ship inspection is one of the section's big jobs. The staff tests equipment, reports findings and makes recommendations aimed at standardiz-



Demonstrating how to deal with an oil fire, naval firemen using fog nozzles moved in on a towering blaze (top) at the fire-fighting school on MacNab's island and in a matter of seconds succeed in smothering the flames (bottom). (HS-12853 and 12858).

ing apparatus and arrangements aboard each class of warship in the RCN.

The section is headed by Lieut. (SB) Neil Duval and comes under the administration of the Damage Control School at Halifax, whose officer-in-charge is Lieut.-Cdr. Kenneth Grant.

Lieut. Duval has a staff of eight, with Chief Petty Officers Horace Marr and Frank Casas the senior instructors.

With the emphasis on damage control and fire-fighting increasing, it is expected the fire-fighting section on the West Coast will be expanded to provide similar training for personnel based at Esquimalt.

When both schools are in full operation, practically all officers and men will receive both preliminary and advanced courses which will make them fully familiar with the means and methods both of damage control and the fighting of fires.

LOOKING ASTERN



24th Escort Force

THE BATTLE OF CAPE FAREWELL

Convoy SC 42

Off Greenland's icy coast this tale is told
In mid-September, nineteen forty-one.
A convoy steams toward Britain, every hold
Laden with cargo to combat the Hun.

The dying day draws the horizon near,
Fast falls the bleak but reassuring light,
And darkness travels hand in hand with fear;
(Convoy-wise instinct is as sharp as sight).

Far off small specks are coming into view —
Ships, hull down, rolling to Atlantic swell;
A convoy joining at the rendezvous;
Twelve columns keeping station, trim and well.

In these grim days the British Empire's might,
Unaided, guards the seas from Nazi pack,
Hence convoys sometimes move with escort light,
As here, where four ships stand twixt all attack.

Destroyer Skeena leads; there follow three
Corvettes to screen the fleet of sixty-four.
All are Canadian-manned — Kenogami,
Orillia and Alberni — ships of war.

The day dawns fair and cool, the seas blue-steeled,
As Greenland's icy mountains are revealed
Bathed in the Arctic air, sunlit, serene,
The bleak, serrated peaks an awesome scene.

But look! a foamy wake approaches now
The right wing of the moving convoy's line;
A lookout shouts, "Torpedo, starboard bow!"
The great ships alter course — but not in time.

The "Action Station" bells clang through the ships,
Each man is at his battle post, alert,
From Skeena's bridge the quick, crisp order rips.
Corvettes manoeuvre — bow-waves all a'spurt.

A loud explosion blasts the morning air
And echoes back from rugged Cape Farewell;
A ship with mortal wound lies helpless where
Seconds before she surged through northern swell.

Hour by dragging hour throughout the day
The escort screens the convoy, rank on rank,
Keeping the furtive sea-shark well at bay —
The shark that waits to tear the tender flank.

Then moonrise in the east, a blood-red globe
Caught in Aurora's swaying, brilliant hues;
By midnight twice the devastating probe
Has thrust again. Two ships are gone — two crews.

This is but a prelude. From the midnight hour
Till midnight of the ghastly following day
Nine more brave merchant ships will feel the flower
Of flame that burns a vessel's life away.

Dante's Inferno was no ruddier hell
Than this where tortured ships light up the blue.
Brave men are dying here — and dying well.
"So much is owed by many to so few."

At dusk three U-boats brazenly intrude
Between the ranks of freighters and engage
In surface action. Seeking for the rude
Invaders the corvettes steam up in rage.

Down through the heaving star-lit lanes they heel
In angry hide-and-seek with death the prize,
Marked by the dull explosion, hard swung wheel,
The asdic's ping, the search of radar eyes.

Twice in the night corvettes come close to grips
With dodging U-boats. Skeena's greater speed
Brings her to action constantly where ships
Wallow in fuel oil, blazing as they bleed.

Avoiding oft destruction by a breath
The guarding warships lunge at slippery foe,
Wounding the closest. From the jaws of death
Orillia takes hurt Tascoe in her tow.

With morning Empire Hudson meets her fate.
That gallant CAM ship — leader of port wing.
Struck fair amidships, riven plate on plate
She drifts, a derelict, a dying thing.

At noon another wolf leaves Neptune's den,
Sneaks through the sea that floats its hapless prey,
Raises its eye, sinks SS Thistle Glen,
And through the lines astern it slides away —

Or thinks it will — till Skeena, closing fast,
Rides o'er the swirl of hull swift knifing down;
Depth charge on depth charge lifts its foaming blast
As the destroyer sees its quarry drown.

Envisage now, what satisfying thrill
Befalls our lot in Skeena — to hold sway
Atop our quarry — carrying out the kill
Of one more Nazi monster built to prey.

Our depth charge patterns rip and crush and sear,
And as the shattered waters become still,
The tell-tale oil, air bubbles soon appear;
No more will *this* marauder maim and kill.

Lightning-like runs the word through battle's press
And Skeena's company breaks out in a roar.
Tired eyes and bodies lose their weariness,
From bridge to platform fighting spirits soar.

That afternoon an aircraft takes a hand;
It drums above the gallant four below.
Despatched from Iceland's RAF command
Its pyrotechnic flares reveal the foe.

From Iceland two corvettes are on their way;
Chambly and Moose Jaw, both Canadian laid,
Steaming to join their sister ships at bay,
They join at midnight with their precious aid,

And this they see: the rocket in its flight,
Star shell, projectile, flame, against the sky —
A merchantman, fierce blazing in the night —
And, close at hand, its killer speeding by.

Frantic, it spots the two corvettes and dips
Its bow! — but not in time — the charges light
Where they will do most good. Between the ships
It staggers surfaceward — gives up the fight.

Yet, through another night, its pack-mates claw
The convoy's flanks — pull four more vessels under —
Pay for it with their own slashed hides, and draw
Into another dawn of cordite thunder.

But now the guns fall still, one hears the whine
Of wind in rigging once again. The rim
Of daybreak shows a distant, racing line
Of four destroyers, each in battle-trim.

Douglas and Veteran, Saladin and Skate,
And then a fresh division of corvettes.
Neither too little now nor yet too late
They ring with steel the convoy as it sets

Its course again for England. High the cost
Of sixty hours as the wolf pack's sport —
And yet, for all the ships and sailors lost,
Well-nigh on fifty cargoes come to port.

While into Reykjavik, up Iceland way,
Streams tough Orillia still with wounded tow,
Telling the world that seamen live today
Who would have pleased great Nelson years ago.

by Surg. Cdr. C. M. Oake, RCN(R)

"THE SAFE AND TIMELY ARRIVAL OF THE CONVOY AT ITS DESTINATION IS THE PRIMARY OBJECT OF THE ESCORT." (Atlantic Convoy Instruction, Part I, Article 1).



Afloat and Ashore

ATLANTIC COAST

HMCS Magnificent

The Magnificent now has a weekly publication called The "Maginews," which deals with the activities of the ship. The first edition "hit" the mess-decks May 11 and featured a photo display of events during the spring cruise.

The issues have hand-illustrated covers and features and yarns about the ship and ship's company. Through its cartoons and stories, the editors hope to replace in as entertaining a form as possible the old grapevine and "buzz" system of passing information throughout the ship.

Editors are Instructor Lieut. John A. Williams and Sub-Lieut. George Noble. AB R. Ross is staff cartoonist.

Wedding bells sounded recently for two members of the ship's company. They were CPO Joseph A. Champagne and PO George F. McGregor.

HMCS Micmac

Seventy-five civilian employees in HMC Dockyard were embarked in the Micmac May 1 for a trip around Halifax harbor as guests of the ship's company. Accustomed to seeing ships coming and going from the dockyard, they had the position reversed, for a change, and seemed to enjoy it thoroughly.

Two days later, some 50 wives, children and friends came on board for a "family day" at sea off Halifax. While the Junior Officers' Technical and Leadership Course was receiving engine room training, the guests were taken on a tour of the ship, witnessed a depth charge "attack" and otherwise got an insight of life aboard a destroyer.

HMCS Portage

Following an extended refit in Saint John, N.B., and Halifax, HMCS Portage sailed for workups in the Bermuda area May 20 and returned to port the end of the month.

During the refit period there were a number of personnel changes. Those to join the Portage recently include CPOs Harry Lane from Stadacona and Milton Keseluk from Corn-

wallis; POs Leslie Tonge from Stadacona and Joseph Rogers from Donnacona and AB Hilliard Lewis from Stadacona. Departing drafts included CPOs George Pilkington, Edward Kimber and Kenneth Summers, all to Stadacona; POs Arthur Taylor to Stadacona, Harry Swanson to Magnificent, Angus Gray to Naden and George Mitchell to Cornwallis, and Able Seamen Joseph Boucher to the Whitethroat, Melvin Young to the Cayuga and Cecil McIntyre to the Whitethroat.

HMCS La Hullose

Task Group 213.1, consisting of HMC Ships La Hullose, Crescent and Swansea, was formed April 18. A week was spent at sea for work-ups and exercises. Although "The Lady" finished on top in competitive drills, this was more than compensated for by the Commando tactics employed by the other ships. During the WUP period the Wallaceburg was also in company.

The cadet training trip to the United Kingdom is the first long cruise since the ship commissioned. Fifty-three cadets joined for the voyage to Portsmouth and Rosyth,



The "Chief" with the roguish grin is three-year-old Ricky Elstone, whose father, CPO Tom Elstone, is about to dig him out from his nest in a pile of hammocks on board the Micmac during the destroyer's "family day" at sea May 3. (HS-14349).

which covers about five weeks in all.

Sub-Lieut. Michael Kelly, RCN(R), of Queen Charlotte, who had been aboard as communications officer for some time, entered the RCN on a short service commission and left the La Hullose for HMCS Stadacona prior to the UK cruise.

"The Lady" did well in the annual Fraser-Harris boat classic in the middle of May. Although this was the first time the ship had entered a sailing event of this kind, she succeeded in taking second place. — J.O'C.M.

Albro Lake Radio Station

The efforts of CPO Ted Jackson have been rewarded in the form of a new record for daily averages in reception of commercial traffic. A huge thermometer indicator has been installed in the main receiving room showing the highest daily average achieved in the station under normal conditions and indicating the current daily effort as well. This has proven to be the shot in the arm needed to set a new record. The "Chief" has given much of his time and effort and deserves a lot of credit for a job well done.

The coming of spring turned all hands to thinking of annual leave. After much thought and careful planning by the Officer-in-Charge and Regulating Chief, a workable leave schedule was placed in force and one watch is now enjoying a well-earned holiday.

The dances held at the station have proven well worth the organizational effort and indications are that they will continue to be an outstanding success.

Sporting endeavors have been limited to the lakes in the vicinity, where, 'tis said, the trout abound in ever increasing number. Not yet active but successfully working out the kinks is the station softball team, which will feature a complete change-over in personnel from last year. — J.L.K.

HMCS Shearwater

The roar of Avengers taking off from and landing on the air strips at Shearwater in night flying exercises has become so commonplace that it is

unlikely the residents at Eastern Passage even notice the noise any more. Whenever possible, night flying has been carried out at the naval air station and it invariably goes on until the break of dawn.

A new canteen was recently opened and is completely equipped with snack bar, soda fountain, magazines and sundry other items.

The station's topography is changing as bulldozers shunt great mounds of earth here and there and ditches suddenly appear in the construction program that calls for a new barracks block, control tower and central heating plant. The station's new school is nearing completion after many months of excavation, construction and brick-laying.

HMCS Whitethroat

During the last week of April and the first week of May, the newly-commissioned Whitethroat was engaged in training exercises off Halifax harbor, seaward defence officers and members of the ship's company practicing the laying and recovery of mines. Later the ship was taken in hand in the dockyard for minor repairs and refitting. — *M.P.D.*

Communications School

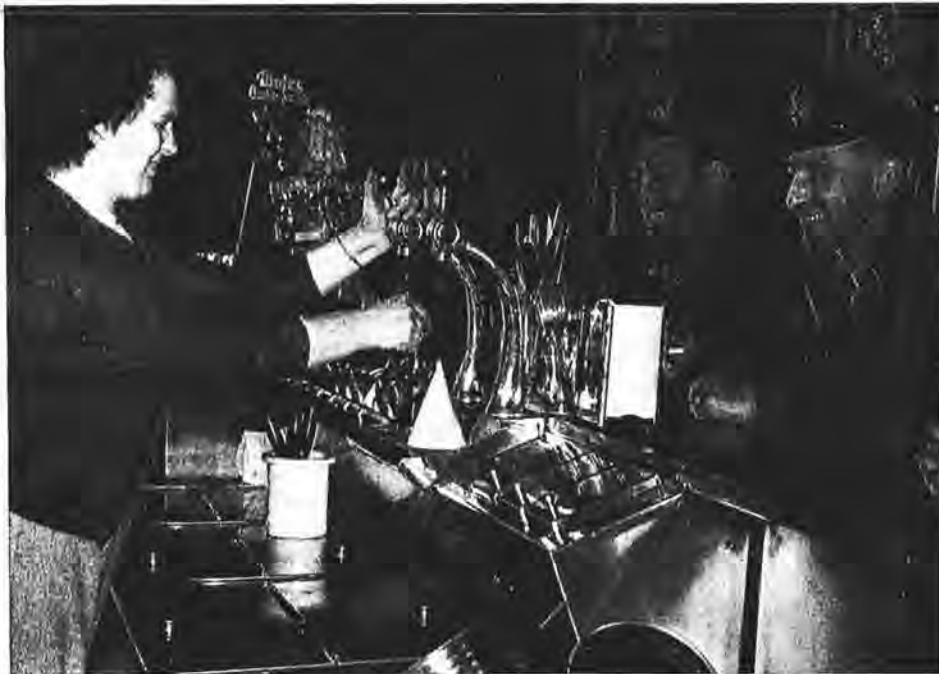
Two classes from the Communications School, CV40 and CR39, under the instruction, respectively, of PO Dick Johnson and PO Bob Palmer, spent the second week in May at sea with the East Coast training flotilla in St. Margaret's Bay.

All members of the school are currently undergoing the one-day small arms familiarization course at Bedford rifle range. Since all in the school have not yet had a chance to show their stuff as marksmen, the best shots have not been picked. However, Ord. Sea. Bob Koons, of CR40, is a likely candidate, having scored five bulls-eyes in as many shots.

Matron Makes Flying Visit Aboard "Maggie"

HMCS Magnificent welcomed the first member of the fair sex to make a deck landing on the carrier, May 18, when Sub-Lieut. (NS) Elizabeth MacFarlane, Matron of the RCN Hospital at Shearwater, arrived on board in an Avenger aircraft piloted by Lieut.-Cdr. (P) Don Knox, commander of 880 Squadron.

Sub-Lieut. MacFarlane returned to the air station that day by the same mode of transportation, after watching pilots of the 31st Support Air Group do deck landing training.



The RCN Air Station, HMCS Shearwater, has a new snack bar, and the first ones to place their orders when it opened were CPO Art Bowden, left, and CPO Emmanuel Porter, two shipwrights who did all the carpentry work on the job. Serving them is Miss Vange Martin, of Dartmouth. The snack bar, located in the air station gymnasium, was paid for out of funds to which the National Chapter of the IODE gave a substantial contribution. (DNS-5182).

Lieut. (C) Paul F. Wilson has joined the school staff from the Magnificent to take charge of the radio department. CPO Duncan MacFarlane has relieved CPO Jimmy Green as Regulating Chief, the latter having taken up the duties of Chief of the Radio Department.

HMCS Wallaceburg

The Wallaceburg spent a work-up session in company with the La Hullose, Crescent and Swansea, these being the ship's first WUPs since she became operational. The evolutions were most successful and beneficial to all.

While at anchor in St. Margaret's Bay, a group consisting of Lieut. A. T. Love, CPO Cecil Moore and CPO Syd Nettleton organized an entertaining game of "20 questions" on naval lore. The ship's company is looking forward to more of these interesting sessions.

Lieut. Love was a crew member of the winning whaler in the annual Fraser-Harris sailing races at Shearwater. Wallaceburg placed sixth in the event.

A christening ceremony was conducted by Chaplain (P) Gower Stone in the wardroom on Sunday, May 20, with the ship's bell serving as a font. The children christened were Brian Donald, two years, and Barry Richard, three months, sons of Com-

missioned Engineer Robert Simpson and Mrs. Simpson.

PO M. G. Meredith, formerly of HMCS Shearwater, is the new coxswain of the Wallaceburg, having taken over these duties recently from CPO Thomas Carter. — *W.P.*

HMCS Swansea

The ship completed a three-month refit in the latter part of May and, following a period of trials and work-ups, sailed in company with the La Hullose and Crescent for the United Kingdom.

The working-up and cleaning-up period began at Bermuda, where all departments turned to for painting and cleaning ship as soon as the Swansea arrived. Special commendation goes to the Supply branch. Led by Lieut. (S) J. T. Martin, the "white empire" did much painting, during and out of working hours.

A successful beach party was held on Hen Island, in St. George's Harbor. AB Dave Watson's inexhaustible store of anecdotes and the songs of PO Walter Murphy featured the entertainment. Swansea's softball nine defeated the St. George's Police Force team 9-7 in their first game of the season.

Commodore A. M. Hope, Commodore RCN Barracks, was embarked for the Bermuda cruise. Following an inspection at Sunday Divisions, Com-



Despite a steady rain, a near-record crowd turned out to witness the Grand Parade which opened 24th of May celebrations at Victoria. Leading the parade (top) were a naval color party and guard, followed by the Naden band and other naval units. This is one of the few occasions in Canada on which the White Ensign is flown ahead of a body of men on the march. The lower photo shows the float that won second prize for the Mechanical Training Establishment at Naden. (E-15317 and 15318).

modore Hope congratulated the ship's company on their appearance and on the spirit they had shown during the cruise.

PACIFIC COAST

The Victoria Day celebrations are over but the memory of a vastly successful show lingers on. Once again the Pacific Command took a leading part in Victoria's annual spring fiesta.

A big crowd pleaser was the traditional Sunset Ceremony, which

was staged on two nights, Tuesday, May 22, and Thursday the 24th. The precision of the ceremonial guard, the speed and agility of the field gun crew and the stirring music played by the band of HMCS Naden all contributed to the effectiveness of the time-honored ritual.

The grand parade on the 24th was led by a naval color party. In spite of a steady rain, a near-record crowd cheered the procession. This parade is one of the few occasions on which the White Ensign is flown ahead of a body of men on the march.

Forty men from the Supply School,

trained to the peak of efficiency, formed the precision guard and also paraded in the Sunset Ceremony. The band set the pace for the parade and swinging along behind were four platoons of naval cadets from the Reserve Training Establishment, the field gun crew and three platoons from Naden.

Floats were constructed and entered by the Mechanical Training Establishment (theirs won second prize), the TAS Training Centre, the Diving School, The Gunnery Training Centre and HMCS Malahat. Naval fire trucks and an ambulance rounded out the naval participation.

The Gorge Regatta was as colorful as ever, featuring whaler and Indian war canoe races. Discovery's high-powered crew won the naval section of the regatta in a closely contested final run.

After the 24th was over, Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, sent a general message to the Command congratulating all concerned on the success of their efforts. Because the holiday had entailed a lot of hard work on the part of most personnel in the Command, the Admiral granted a make and mend on Friday the 25th.

In a recent drive for funds for the Canadian Red Cross Society, the Royal Canadian Navy's Pacific Command contributed \$1,340, exceeding the 1940 total by a considerable margin. This achievement was made the more notable by the fact that three destroyers attached to the Command were on Korean service and were not included in drive.

Support for the campaign was received from all ships and establishments, from civilian and naval personnel in HMC Dockyard and from the Canadian Services College, Royal Roads.

Heading the drive for the Navy was Captain (S) C. J. Dillon.

Navigation Direction Training Centre

Another busy training season is in full swing at the centre. A class of nine officers took a two-week course in general navigation in May, two RP3 courses are under way and classes are being held for UNTD cadets.

Recent additions to the ND staff included Lieutenants K. R. Crombie and C. E. M. Leighton, both having recently completed an ND course in the United Kingdom, and CPO Strang Gurney and PO Cecil Ferguson, from the Sioux and Cayuga, respectively.

Mechanical Training Establishment

April was the busiest month at the MTE since the cessation of hostilities in 1945. By the end of the month the number of new entry stoker mechanics undergoing basic engineering training reached a peak total of 130.

Other training consisted of courses for post-entry ERA's, quartermaster instructors, reserve personnel and men of other branches requiring drafting instructions. All available classroom space is being used to full capacity and negotiations are under way to obtain four additional classrooms and one projection room to accommodate the training of UNTD engineering cadets this summer and also to enable to MTE to carry out courses in diesel and refrigeration maintenance.

The MTE was well represented this year during the Greater Victoria May 24 celebrations. A float was constructed depicting the old and the new in steam generating equipment. A patched up old Scotch Marine boiler was matched with a shiny new type of water tube boiler of unlimited power. The operator of the old was true to type—grimy, sweat-soaked and stripped to the waist—while the operator of the new was dressed in his best whites and wore horn-rimmed glasses and gloves.

Eighty per cent of the personnel taking part in the field gun crew exhibition and the naval unit marching in the parade were also drawn from the MTE.

Three boats' crews took part in the regatta at the Gorge on the same day.

Aldergrove Radio Station

The advent of spring brought an outbreak of gardening activity around the station's married quarters. It was not long before the results became apparent in flourishing lawns and gardens. A line of young trees has been set in the boulevards in front of the houses and it is hoped that in not too many years they will provide plenty of shade and further improve the appearance of the station's residential section.

The hot, dry weather of April brought with it several bush fires in the Fraser Valley. Local fire brigades were overtaxed and the Aldergrove fire department came to their assistance on three occasions. In one instance, the home of one of the civilian staff attached to Aldergrove was threatened. The portable trailer was rushed to the edge of the bush, where the fire was localized and allowed to burn itself out.



These two little tads, Jeannette McIntyre left, and Betty Guthrie, were awarded prizes for the best dressed girls at the ice carnival which wound up the season for the indoor rink at Cornwallis. Their fathers are members of the Cornwallis staff. (DB-1044-3).

The ball team, under the management of CPO Jack Humphries, has been practicing hard and is hopeful of a successful season.



A new style head dress has been adopted for wear by nursing officers of the three services. Here the Balmoral style cap is modelled by Sub-Lieut. (NS) Janet Allison, of East Florenceville, N.B., who is a member of the nursing staff of the RCN Hospital at Halifax. (HS-14063).

HMCS Crusader

Trials and shakedown went off without a hitch following the Crusader's commissioning, but there was no time for workups, as the first cadets joined the ship May 14 for training and the summer cruises got under way.

Working in and out of Bedwell Harbour until the end of May, the Crusader was kept busy providing training for a full quota of cadets. However, there was plenty of time for sport at Bedwell when the training day was over—sport, that is, for the chief and POs' softball team, who took the officers into camp by a 13-1 score. There is a lot of keen rivalry on board, with the stokers and the supply teams well to the fore in this respect. A rifle range has also been set up ashore at Bedwell and CPO James K. Luke is instructing and supervising the marksmen, both tyros and experts.

Sub-calibre shoots have been carried out with much enthusiasm and some accuracy by the ship's gunnery teams. There were also two full-calibre shoots, the second of which was curtailed by the disappearance of the target into the depths of the Pacific.

Although the gunnery complement is low, the ship has managed to man three guns by the expedient of using an all A/A gun's crew, captained by PO Frank Boddy, of Winnipeg, at one 4.5 mounting and an all-electrical crew, captained by CPO Cliff McMullen, of Vancouver, at another.

On May 28 the Crusader, accompanied by the Beacon Hill and Antigonish, sailed from Esquimalt on a 10-day cruise to Los Angeles.

Ordnance School

The Ordnance Officers' class was well represented in the opening regatta of the Royal Victoria Yacht Club in May, with three Snipes being skippered by Ordnance Lieutenants J. B. Boase, D. B. Perrins and C. A. Stirling. Ord. Lieut.-Cdr. H. A. Leonard and Ord. Lieut. T. E. Coffin were crew members.

The class received a practical demonstration in demolition recently when Commissioned Ordnance Officer Guy Copley smoked a booby-trapped cigarette kindly donated by Lieut. P. C. Buzza.

Volleyball games during the dinner hour provide a daily break for armourers' classes and also help to keep the boys in shape.

The Ordnance School provided a grand welcome home for HMCS Athabaskan, CPO Norman Langton

was in charge of dressing the establishment and in the afternoon the school played host to the wives and families of the Athabaskan's officers, serving them coffee while they waited for the ship to arrive.

TAS Training Centre

Like other schools in the Pacific Command, the TAS Training Centre has had its full share of personnel changes recently in the transfer of men from ship to shore and vice versa. Some of the more recent changes saw CPO Doug Ingram go to HMCS Crusader on the staff of the sea training officer for instruction of UNTDs in TAS subjects during the summer months and CPO Richard Malin to HMCS Cayuga, exchanging drafts with CPO H. C. Dunbar.

Conditional advancements have been received by CPOs William Fernie, Richard Malin, Brian Brown, Douglas Ingram, David Thompson and Candido (Deak) De Candido.

A class of ten men qualifying for TD2 has completed four weeks' theoretical instruction in the Central School and is still recovering from the effects of the one-week assault training at Heal's Range. — C.L.C.

Communications Training Centre

The first contingent of UNTD personnel to commence courses in the centre arrived May 21. Both first and second year cadets are to be given two weeks' instruction, with as many as eight classes under way at one time. This routine will continue until the first part of September.

In addition to the UNTD classes, courses have also been conducted for quartermaster instructors (Q), sub lieutenants qualifying for lieutenant, and re-entries, plus a communications familiarization course for lieutenants. A work-up program was also carried out for the communications staff of the Sioux prior to her departure for the Korean theatre.

RCN Hospital

The Medical Assistants' Club (West Coast) held its Spring Dance April 27 at the Fraser Hall in Esquimalt. Guests included Surgeon Lieut.-Cdr. J. W. Rogers, Principal Medical Officer of the RCN Hospital, Surgeon Lieut. R. B. Irwin, Wardmaster Lieut. W. R. Sparrow and Commissioned Wardmaster T. Kadey.

A former member of the medical branch returned to the fold in the person of AB Ted Prize, of Port Alberni, B.C., who left the navy in January 1948 and re-entered in December 1950.

Weddings

Lieut. (SB) W. R. Hindle, HMCS Naden, to Sub-Lieut. (NS) Joyce Robinson, also of Naden.

Sub-Lieut. Michael Kent, HMCS Magnificent, to Miss Irene Edwards, of Winnipeg.

CPO Douglas W. S. Cooke, HMCS Stadacona, to Miss Sybil M. Hibbert, of Halifax.

PO W. D. Steele, HMCS Sioux, to Miss Elizabeth Waterfall, of Santa Barbara, Calif.

Able Seaman George Sutherland, HMCS Sioux, to Miss Dorothy Morash, of Elderbank, N.S.

AB William McNair, HMCS Queen, to Miss Elizabeth Jean Guthrie, of Moose Jaw.

AB Robert A. Campbell, HMCS Queen, to Miss Joan Lorraine Palmer, of Regina.

AB R. A. Wood, HMCS Sioux, to Miss Shirley Gibbons, of Winnipeg.

Ldg. Sea. J. M. O'Brien, HMCS Sioux, to Miss Wilda Thomas, of Victoria.

AB G. B. Harris, HMCS Sioux, to Miss Connie Hammond, of Victoria.

AB D. O. Peyton, HMCS Sioux, to Miss Shirley Ducker, of North Bartleford, Sask.

AB A. W. Lord, HMCS Sioux, to Miss Joyce Forrest, of Victoria.

Ord. Sea. Charles W. Titford, HMCS Stadacona, to Miss Sylvia Shaler, of Toronto.

Births

To Lieut.-Cdr. M. O. Jones, HMC Naval Radio Station, Coverdale, and Mrs. Jones, a son.

To Lieut. James Butterfield, HMCS Discovery, and Mrs. Butterfield, a daughter, Robin, born May 21; died suddenly May 23; at Kingston.

To CPO W. A. Scudamore, HMCS Sioux and Mrs. Scudamore, a son.

To PO Ralph Heys, HMCS Naden, and Mrs. Heys, a son.

To PO J. A. Dunbar, HMC Naval Radio Station, Churchill, and Mrs. Dunbar, a daughter.

To PO C. J. Pepper, HMC Naval Radio Station, Churchill, and Mrs. Pepper, a daughter.

To PO C. M. Forrester, HMC Naval Radio Station, Churchill, and Mrs. Forrester, a daughter.

To PO J. A. Stryker, HMC Naval Radio Station, Churchill, and Mrs. Stryker, a daughter.

To PO Gordon Lothian, HMC Naval Radio Station, Albro Lake, and Mrs. Lothian, a son.

To PO D. Whitworth, HMCS Sioux, and Mrs. Whitworth, a daughter.

To Ldg. Sea. A. W. L. Bolton, HMC Naval Radio Station, Churchill, and Mrs. Bolton, a son.

To Ldg. Sea. R. C. McBurney, HMC Naval Radio Station, Churchill, and Mrs. McBurney, a daughter.

To Ldg. Sea. T. Sawyer, HMCS Sioux, and Mrs. Sawyer, a son.

To AB Hubert Dinn, HMCS Portage, and Mrs. Dinn, a daughter.

To AB E. Pearson, HMCS Sioux, and Mrs. Pearson, a daughter.

To AB Joseph Savoy, HMCS Portage, and Mrs. Savoy, a son.

To AB Ross Spence, HMCS Wallaceburg, and Mrs. Spence, a daughter.

To AB W. T. Wren, HMCS Sioux, and Mrs. Wren, a daughter.

HMCS Sioux

On the return voyage to Japan, every effort was made to work up the more than 60 per cent of the Sioux's ship's company who had joined in Esquimalt. These efforts were rewarded with a marked improvement in the over-all efficiency by the time the 7,400-mile journey was completed.

Weather was favorable for almost the entire journey. Destroyer life was new to many of those on board, and the gentle motion of the Sioux for the first ten days was a blessing.

The Sioux once more brought favorable comments on her appearance, and in the way she was handled, at every port. It has always been this ship's pride to be known as a "tiddly" ship, and the present crew is maintaining that reputation.

Crossing the International Date line was responsible for CPO James L. Charlton missing his fifth wedding anniversary.

The Sioux wasted no time on passage. So that the schedule laid down could be kept, the ship's speed was increased to 26 knots for the last two days. One night only was spent in Japan prior to the ship proceeding in company with a US carrier and to relieve the "Athabee" on patrol.

It is of interest to note that in this theatre of operations the RCN is on the watch for the RCN, and if the two should meet there could be fireworks. To explain: The *Royal Canadian Navy* is assisting in maintaining a blockade through which ships of the *Republic of China Navy* might try to pass.

The Sioux wasted no time in getting back into the run of things. During one 24-hour period in that first week, she made a lone night patrol up north, sailed back south in the afternoon, buttoned on to a tanker at 1230 for fuel and on completion went alongside the Nootka. A jackstay was passed, over which the Nootka's supply officer was transferred to collect \$30,000 which had been brought out for the Nootka by the Sioux. While the cash was being counted, three men on passage from Canada were sent over to the Nootka, followed by the group photographer, the supply officer then the money.

No sooner had the ships parted and the gear been stowed than it was necessary to rig it once more to receive mail from the Netherlands destroyer Van Galen. When that was completed, the Sioux returned to the comparative quiet of the "Corpen Club" on HMS Glory's screen. — P.C.B.

NAVAL DIVISIONS

HMCS Griffon (Port Arthur)

After sitting out the winter in the McKellar River, PTC 711 was got ready early in May for summer service as Griffon's principal training craft on Lake Superior. Personnel from the division pitched in and gave the Fairmile a complete new paint job.

Griffon officers said farewell to Lieut. (S) A. C. Theobalds the end of April. Lieut. Theobalds was one of the first seamen from the Port Arthur division to take reserve training prior to the Second World War and since 1945 had been the division's Supply Officer. New employment in Toronto necessitated his detachment from Griffon.

Other personnel changes at Griffon include the appointment of Lieut. A. J. Byrne, formerly Staff Officer, to HMCS Shearwater and the drafts of CPO Harry E. Brown to HMCS Cayuga and PO Douglas H. Alderson to Naden.

A successful mixed card party, sponsored by the Jill Tars, was held in the CPOs' mess in April. The proceeds went to a memorial fund.

HMCS Prevost (London)

Prevost's Fairmile came out of winter storage at Erieau in May and returned to her summer base at Port Stanley, near London, in preparation for an intensive training schedule.

Officers and men from Prevost played a prominent part in Exercise "Beaver II", June 16 and 17, a tri-service operation in which more than 1,000 Navy, Army and RCAF reservists participated. The Navy's main job was the landing of an entire regiment on the beaches at Erieau, on Lake Erie. — N.C.

HMCS Unicorn (Saskatoon)

The commanding officer and officers of Unicorn's wardroom were hosts to many distinguished guests recently when the annual reception was held on the main deck of the division. A canopy in naval colors had been erected, with the ship's twin gun mounting as a backdrop to a well appointed buffet supper. A highlight of the decorations was a miniature Tribal class destroyer carved from tallow in minute detail centering one of the side tables, while the central buffet was built around a submarine carved from ice.

As the guests came on board they were received by the commanding officer, Commander O. K. McClocklin, and Mrs. McClocklin, and the president of the wardroom, Lieut.-Cdr. E. L. Pendlebury and Mrs. Pendlebury. Former commanding officers of Unicorn performed the honors during the supper hour and included Captain H. W. Balfour, Commander C. F. R. Wentz and Commander M. Woods. — J.B.W.

HMCS Star (Hamilton)

Platoons from Star and York marched in the Armed Forces Day parade at Niagara Falls, N.Y., leading the Canadian Armed Forces across the Rainbow Bridge and up the streets on the American side of the falls.

The following evening, the ship's company of Star paraded to Central Presbyterian Church, in Hamilton, to mark the observance of Battle of the



For the second year in succession, HMCS Discovery's whaler won the feature event of the May 24 Gorge Regatta at Victoria. Members of the crew from the Vancouver naval division, shown here pulling their way to victory, are, left to right: AB Fred Holland, AB Ted Shale, AB "Link" Tyson, AB Murdock Matheson, Midshipman M. D. Matheson and Sub-Lieut. Jim Sproston. (E-15329).

HMCS Cabot (St. John's)

A summer sports program is under way in the division and softball games have been lined up with teams from the Army, Air Force and several city leagues.

As the Joint Services Bowling League neared the end of its schedule, the team from Cabot still had a firm hold on the first-place spot that has been in the Navy's possession since the start of the season.

Ord. Sea. William Gladney, of Cabot, recently passed the examination for ABSMS and has been advanced to that rating. PO. J. F. Stevens has been lecturing the stokers of the division since his arrival and AB Gladney is his first pupil to be advanced.

Ord. Sea. Lloyd King, of HMCS Revelstoke, was another recent advancement to ABSMS.

Atlantic Sunday. After church the parade marched to the Cenotaph, where a brief ceremony was conducted by Chaplain William Flaherty and a wreath was laid by the commanding officer, Commander G. H. Parke.

Captain G. E. Fardell, RN, Senior Naval Liaison Officer (U.K.), visited Star on May 22. Captain Fardell inspected the ship's company and later addressed the officers.

On Tuesday, May 15, the mobile blood transfusion clinic of the Hamilton Branch of the Red Cross visited Star, where all ranks and rates gave blood donations. Star was the first Reserve unit in the district to give a mass donation.

The chief and petty officers entertained their wives at a dinner in the mess on May 18. Besides the excellent food, the bright feature of the evening was the singing of two Negro spirituals by the Protestant Chaplain, Rev. Callum Thompson. — C.S.J.L.

HMCS Donnacona (Montreal)

The ship's company of Donnacona has been making full use of the newly repaired barracks. Judging from the increasing interest that is being shown, it would seem that this tempo will continue through the normally slack summer season.

On April 22 the annual Ypres Day parade was held in the City of Verdun. The entire ship's company turned out for this commemoration and was complimented by the various dignitaries on its smart appearance.

The same week the Ex-Wren Association of Montreal held a very successful reception to raise funds for hospital visiting work. They also had their last meeting of the current year.

May 12 saw the arrival of the French training cruiser Jeanne d'Arc to the port of Montreal for a one-week visit. Many forms of entertainment were planned for officers and men and included parties, dances, smokers, free passes to the various theatres in Montreal and many sports events. Parades and ceremonies were held for public benefit and the comradeship which existed between the two navies was thoroughly demonstrated.

On Battle of the Atlantic Sunday, May 20, the division held a church parade and ceremony at the Cenotaph, followed by a parade, the salute being taken by Commodore Paul Earl RCN(R), Ret'd.

In its edition of Saturday, May 12, The Montreal Gazette devoted a full page to an article and pictures heralding the completion of Donnacona's "refit." The article, by Military Editor Bruce Croll, sketched the history of the division, described its present facilities and defined its mission in Canada's defence program. — R.F.D.S.

HMCS Montcalm (Quebec City)

Ldg. Sea. J. R. Faguy was elected president of the seamen's canteen at a meeting held on May 14. Others elected were: 1st vice-president, AB J. W. D. Pelchat; 2nd vice-president, AB J. G. A. Boivin, and secretary-treasurer, AB A. F. O'Connor.

A large crowd attended the ship's dance held on May 12. Lieut. Will Brodrique and his musicians supplied the music free of charge. The revenue from the dance will be applied to a picnic to be held at a later date.

On Sunday, May 20, a special service was held in observance of Battle of the Atlantic Sunday, members of the division and former naval personnel gathering to pay tribute to those who lost their lives in the war at sea.

Montcalm is planning to enter a team in the Great Lakes Naval Regatta and candidates have begun practicing for the September event.

PO Bill Sullivan recently joined the division's staff from Stadacona. — S.P.

Naval Writer Shines in Shorthand Contest

Thirteenth place in a field of some 30,000 to 40,000 contestants was the achievement of Petty Officer John W. Shinnan, of Vancouver and Victoria, an administrative writer serving in HMCS Naden, when he entered a shorthand writing contest known as the Order of Gregg Artists.

PO Shinnan was a Gregg shorthand student at the Supply School in Naden when he entered the OGA contest in the students' division. The contest is designed to test the accuracy and fluency of shorthand artists throughout the world and is sponsored by the editors of the magazine, "Today's Secretary."

HMCS Brunswick (Saint John)

HMCS Llewellyn made her first cruise as tender to Brunswick, May 12. Under the command of Lieut.-Cdr. John A. MacKinnon, Brunswick's executive officer, she crossed the Bay of Fundy from Saint John to Digby, returning after a short stay. Several officers and men from the division made the trip and for many it was their first spell of seetime since the war. Lieut.-Cdr. Roger J. Mann, the Llewellyn's regular skipper, was on leave when the trip was made. Many more cruises are planned this summer on the Saint John river and surrounding waters. — R.S.M.

HMCS Chippawa (Winnipeg)

Chippawa turned out a smart guard May 20 for Battle of Atlantic Sunday ceremonies at the Cenotaph. Captain Conan Frayer, RCN(R), Ret'd, laid a wreath on behalf of the Naval Service.

Captain A. G. Boulton, Director of Naval Reserves, paid his first official visit to Chippawa May 21. On the same evening Lieut.-Cdr. W. G. Brockie rounded out an intensive month of Sea Cadet activity when he inspected the Brandon corps.

One of the most successful social activities of the month was a cabaret sponsored by reserve officers' wives. A capacity crowd attended.

The permanent staff of Chippawa made a notable contribution to the Red Cross Blood Bank when all hands lined up to donate blood May 3 and 4.

Lieut.-Cdr. G. M. Rooke, Chippawa's staff officer, addressed a large audience of graduating students at Brandon Collegiate on "The Navy as a Career".



A flower garden carefully planted and tended by the staff will brighten the appearance of the communications centre at Shearwater this summer. Here Ldg. Sea. William Degen and AB Earl Exlay dig the garden in preparation for seeding. Next there should be a photo showing the results of their efforts. (DNS-5175).

Esquimalt Dockyard Staffs Donate Blood

Two hundred dockyard workers and civil servants at HMC Dockyard, Esquimalt, donated blood during a one-day clinic in April to replenish badly depleted Red Cross blood plasma stocks.

While the clinic was principally for civilian staffs at the dockyard, many sailors also went in to give blood.

Recent visitors to Chippawa included Commanders E. F. B. Watt, of Naval Headquarters, and G. M. Wadds, Officer-in-Charge of HMC Gunnery School, Halifax.

The annual meeting of the Naval Officers' Association was held on board in mid-May. A new slate of officers was elected and a constitution adopted. — *L. B. McI.*

HMCS Nonsuch (Edmonton)

Besides the presentation of prizes and other awards that took place at the commanding officer's annual inspection at HMCS Nonsuch, April 30, there was a presentation of a different sort.

The division received a new and prized addition to the ship's company in the form of a large white bulldog, whose full name is Lord Hampshire but who answers better to "Tuffy." The dog was presented by Mr. R. P. Malone, an Edmonton citizen, and was received by the Staff Officer, Lieut. Fred Short.

"Tuffy" wasted no time in making rounds of the establishment and in snorting his satisfaction with what he encountered.

"Chief" Phones Halifax Home from Japan

When the telephone rang in the home of Mrs. J. E. O'Leary, of Halifax, on May 15, it was no ordinary call. On the other end of the line was her husband, CPO J. E. O'Leary, phoning from a UN naval base in South Japan.

It was the first time in six months that Mrs. O'Leary had heard the voice of her husband, who is serving on board the Nootka in the Korean theatre. It was only a three-minute call but the O'Learys made the most of it. The "Chief" talked to his wife, his three-year-old daughter Juliana and his one-year-old son Jimmy.

Little Jimmy was somewhat overwhelmed by the event. He muffed his oft-rehearsed "da da," despite repeated coaxings by "da da," some 8,000 miles away in Japan.

HMCS Malahat (Victoria)

Following a series of week-end trips to various Canadian and American ports, the division is preparing for the "long cruise" of the summer, a two-week voyage to Santa Barbara, Calif., by Malahat's training tender, the Sault Ste. Marie. The maximum number of men, midshipmen and junior officers will be embarked for this trip.

On May 24, both the reserve and RCN crews were aboard the Sault Ste. Marie for open house to the public. Hundreds of Victorians were ushered through the ship. This, along with the entry of two whaler crews in the Gorge Regatta, made it a pretty full day.

These same Gorge waters were used by the earliest Canadian reservists, formed in May 1913 but not recognized until July 9 of the following year. The Royal Naval Canadian Volunteers of Victoria, as they were known, used the whalers from HMCS Rainbow for training and for racing.

There are still a few of these pioneers of the Naval Reserve around and, along with the throngs of other excited Victorians, they lined the banks of the Gorge to cheer on the Malahat crews.

A mobile recruiting unit from the division toured Vancouver Island April 16 to 28 and enjoyed excellent results. Members of the team were Lieut. A. G. Bird, CPO W. C. Burch and PO D. H. McAlpine. — *A.J.C.*

HMCS Queen (Regina)

Among recent social events at HMCS Queen was a farmers' box social staged by the chief and petty officers' mess. A large number of guests spent an enjoyable evening.

A good turnout for the Battle of the Atlantic Sunday church parade heard Commander W. W. Spicer, commanding officer, read the scripture lesson at Regina's First Presbyterian church, following which Rev. Norman D. Kennedy spoke on aspects of citizenship.

Extensive renovations have transformed Queen's wardroom into much larger quarters. New decking and plywood bulkheads helped the transformation. Plans were made for the division's first mess dinner.

The buildings and equipment at Queen were inspected by Captain A. G. Boulton, Director of Naval Reserves, during his recent trip through Western Canada. — *C.E.B.*

GUNNERY SCHOOL 'GOES AIRBORNE'

Commander D. G. King, Chief of Staff to the Flag Officer Pacific Coast, and Commander G. M. Wadds, Officer-in-Charge of HMC Gunnery School, Halifax, were among the 18 senior officers of the three services who attended a Land/Air Warfare course at the Canadian Joint Air Training Centre, Rivers Manitoba, in May. The course provided instruction in the planning aspect of air support in land, amphibious and airborne operations. Allied subjects, such as photographic interpretation, were also covered.

Although parachute training does not come within the scope of the Land/Air Warfare course, Commander Wadds and one officer from each of the other two services asked if they might "take the leap" from the training tower. This was arranged and, in the photograph below, Commander Wadds may be seen a split second after he jumped.



In view of their "exceptional tenacity and devotion to duty," it was decided that these officers should be invested with some badge or symbol which forever would be proof of their achievement. At a closing mess dinner, Commander Wadds, Colonel Purves and Wing Commander Ashdown were presented by Group Captain P. A. Gilchrist, Commandant of the centre, with special "wings" — cardboard facsimiles each bearing the name of the recipient.



The Navy Plays



PO Al Bonner Wins Admiral Jones Shield

Petty Officer Albert Bonner, of Halifax and Saint John, became the fifth winner of the Vice-Admiral G. C. Jones Memorial Shield when he received the prized award at a ceremony on the parade ground at HMCS Stadacona May 11. Commodore A. M. Hope, Commodore of the RCN Barracks, made the presentation before the assembled ship's company.

The shield is awarded annually to the man serving in the Atlantic Command who best combines ability, character and sportsmanship.

PO Bonner, recently drafted to the Magnificent, won the shield for his work in connection with sports activity in the Communications School. He coached, organized and performed on Comschool teams in several sports, including basketball, water polo, softball and track and field.

His teams won the inter-part water polo championship, were runners-up in basketball and still hold the inter-part track and field title they won in 1949. He was also one of the principal organizers of the weekly sports meets held by the school.

(PO Bonner was The "Crownsnest's" first Man of the Month, appearing in the November 1948 issue as the nominee of HMCS Nootka).

Pitchers Star as Navy Paces Victoria League

With a "powerhouse" pitching staff, the RCN entry in the Victoria Senior "B" Softball League got off to a flying start with three straight victories that gave the tars undisputed possession of first place. The team scored an exhibition game victory as well.

In their first league contest, Navy defeated Esquimalt AA 12-0 behind the one-hit pitching of PO George Kinch. Kinch struck out 12 and aided his own cause with a home run. His battery-mate, AB H. Shore, collected two hits, as did CPO Vic Dovey.

The next game resulted in a 4-3 triumph over Civil Service. Lieut.-Cdr. Joe Connor was the winning pitcher and CPO Reg Rimmer provided the power at the plate, collecting three of the team's six hits.

Padre Ivan Edwards was on the mound for the third league contest, in which Navy defeated B. C. Forest Products 9-2. Padre Edwards received great support in the field, with Ord. Sea. F. Cousins particularly outstanding.

CPOs, Supply School Tie in Naden Sports

HMCS Naden's 1950-51 sports program concluded with the Chief Petty Officers and Supply School tied for the Cock of the Barracks trophy. Both teams finished with an aggregate of 53 points.

Supply School was in the lead throughout almost the whole season, with the CPOs doggedly holding on to the second berth. The Chiefs began to show increasing confidence as the soccer season drew closer and, as it turned out, this assurance was well founded, for they produced a team

which made a clean sweep of its inter-part soccer matches.

The CPOs' team gave the impression of an "oldtimers" reunion of the "Victoria Famous" RCN soccer team of pre-war days. Still distinguishable from their photographs of the '30s were CPOs Bob Murray, Alex Ross, Eddie Decosta, Vic Dovey and "Ab" March. Other members of the team, and hardly in the youngster class, either, were CPOs Bert Nelson, Jack Waldron, Fred Jones, J. Munroe, D. Malin, S. Rigby and R. Noon. — J.S.

Shearwater Gridders Hold Spring Workout

Determined to go all the way in its bid for the 1951 Halifax championship, the Shearwater football team held a strenuous spring training session at the air station.

A meeting of the club was held on May 4 to elect coaches, managers, trainers and other officials. It was decided to defer the election of president and secretary-treasurer until after the leave period.

Those elected were: Publicity, Lieut.-Cdr. R. I. Goddard; publicity assistant, Mr. T. Martin; manager (seniors), Cdr. (S) D. K. Graham; manager (juniors), CPO J. M. Dunn; coach (seniors), PO John Sawatsky; coach (juniors), Commissioned Airman Vincent Greco; waterboys, "Red" Dunn and Allan Bilney.

Sports Addicts Active at HMCS Cornwallis

The recent 2-1 victory of the Officers over the Divisional Officers for the base volleyball title rang down the curtain on indoor sports at Cornwallis. Previous to this, Restigouche Division had walked off the floor with the spring basketball laurels, defeating Athabaskan Division 19-18 in the final.

Baseball and softball leagues are underway and a good calibre of ball is being displayed. The establishment is represented in the Central Valley Baseball League, which opened its season May 24. The team is being managed by Commissioned Bos'n R. J. A. MacIntyre. CPO J. Ross



PO Albert Bonner receives the Vice-Admiral Jones Memorial Shield from Commodore A. M. Hope at a ceremony on the parade square at Stadacona. The shield is awarded annually to the athlete in the Atlantic Command who has best combined sportsmanship, character and ability. (HS-14443).

and CPO Morton Keeler are manager and coach, respectively, of the softball squad.

Soccer has started and, renewing their traditional rivalry, the Officers and Chief and Petty Officers battled to a 2-all tie to open the season.

Tennis and golf are also under way and a large number of naval divot-diggers have been carving their way around the beautiful Digby Pines layout.

Much interest has been shown in the newly formed Tri-Service Sports League and the Cornwallis teams and supporters are looking forward to a good season of games away and at home.

Track and field enthusiasts are working out under AB Fred Eggleton in anticipation of the opening meet.

Inter-Service Leagues Revived in Maritimes

The Atlantic Command has three new features in its warm-weather sports program this summer.

Sculling (aquatic, that is) has been revived by Lieut. Bob McNulty and he is training an eight-man shell to enter the Navy's colors in various boat races this summer.

Lieut. Bob Greene, Command P. and R. T. Officer, has revived the popular wartime Maritime Inter-Service Soccer and Softball Leagues. Competing in the softball circuit are HMC Ships Stadacona, Shearwater and Cornwallis and the RCAF Stations at Greenwood, N.S., Summerside, P.E.I., and Chatham and Moncton, N.B. The soccer league has the same entries except for the New Brunswick RCAF stations.

Armdale Yacht Club Cops Fraser-Harris Trophy

Fourteen naval ships and establishments and entries from the Royal Nova Scotia Yacht Squadron were edged by the Armdale Yacht Club May 19 for possession of the Fraser-Harris Trophy in the annual races in Halifax harbor.

The Armdales got the highest combined score in both the dinghy and whaler classes to capture the award for the first time. HMCS La Hulloise was second and HMCS Crescent third. The Shearwater Yacht Club sponsored the races.

Commodore Arthur Meagher sailed the Armdale whaler entry across the line after coming from behind to take a lead of almost five minutes over the La Hulloise boat. Captain E. W. Finch-Noyes, commanding officer of Shearwater, was in the crew of the Armdale whaler.



A trophy and a three-decker cake went to Ottawa Division for scoring the most points in the recent cross-country race at Cornwallis in which 1,400 runners competed. Receiving the trophy from Captain A. P. Musgrave is Ord. Sea. Robert J. Russell, of Saskatoon, captain of the winning team. In the front row of the onlookers are, right to left: Ord. Sea. Albert Simmons, Victoria, and Royal E. Thomas, Chatham, Ont.; AB Earl Eisan, Halifax, and Ord. Sea. William Stohl, Saskatoon; Jean Claude Salman, Montreal; Douglas Hammond, London, Ont., and Llewellyn Kennedy, Cornerbrook, Nfld. Inset is Ord. Sea. Thomas Knight, of Curling, Nfld., who was the individual winner. (DB-1055-6 and 1055-7).

Lieut. (P) John P. Fisher drove the Crescent's dinghy into third place ahead of the Shearwater entry.

The Fraser-Harris Trophy, won last year by Shearwater, was presented to Commodore Meagher by Mrs. A. B. Fraser-Harris at a ceremony following the races.

Regulating Staff Wins Bowling League Playoff

Winding up the bowling season in HMCS Stadacona, the Regulating Staff defeated Sub Depot 3170 to 3140 May 9 to win the Naval Service Mixed Bowling League championship. Dockyard Communications had ended regular play on top but were crowded out, along with three other teams, in the playoffs.

Closure of the league was celebrated by prize bowling, followed by a social evening May 30 in the chief and petty officers' mess in Stadacona. The men's high average prize went to AB John Manly of Electrical "B," with 205, and the ladies' high average was won by Mrs. Joe Ball of the Regulators' team, with 183.

This was the second year of operation for the league, whose membership totalled about 100.

Padre Skippers Boat to Sailing Victory

The RCN Yacht Club (West Coast) opened the season with a series of five Snipe class races in Esquimalt Harbor to determine the winner of the Admiral's Trophy, donated last year by Rear-Admiral W. B. Creery.

The series was won by Chaplain (P) G. L. Gillard, sailing his boat "Promise," which managed to beat the "Vega," a new Snipe built last winter by Lieut. W. H. LaNauze. Eight boats participated and competition among them was keen. There were several capsizings in the harbor during these races but they did not dampen the ardor of the competitors in any way.

For several of the skippers this was the first season of racing, as some of the boats had changed hands during the winter. Lieut.-Cdr. J. D. McCormick and Sub-Lieut. (S) R. Leckie are among the new boat owners.

The Admiral's Trophy series was designed to enable the boat owners to get their craft in racing trim prior to combining with the Royal Victoria Yacht Club for the regular racing season in Cadboro Bay.

Among other activities of the RCN Yacht Club was the launching of the third sailorette, the "Red Start," to be skippered this year by Lieut.-Cdr. E. M. Chadwick.

A sailorette, the "White Swan" (Chaplain Gillard), placed third out of an entry of nine "C" class auxiliary cruisers in the first race of the Royal Victoria Yacht Club. She was the smallest entry in the race.

The final standing for the Admiral's Trophy was as follows:

1, Promise (Chaplain Gillard); 2, Vega (Lieut. LaNauze); 3, Rough Rider (CPO D. H. Nelson); 4, Stormy Petrel (Sub-Lieut. Leckie); 5, Nova (Lieut.-Cdr. (S) P. H. Sinclair); 6, Domo (Lieut. H. Moist); 7, Babe (Lieut.-Cdr. McCormick); 8, Simone (Miss Louise and Miss Mary Jane Miles).

dore. Lieut. F. Henshaw, PO D. Shaw and Miss F. Ronayne are members of the entertainment committee.

On the afternoon of Saturday, May 19, Shearwater was host to the first regatta of the summer. Sailing first in dinghies and then in whalers, 14 crews of servicemen and civilians started from the Eastern Passage base and sailed the harbor course to compete for the Fraser-Harris trophy. Among the visitors were teams from Stadacona, the Armdale Yacht Club, the Royal Nova Scotia Yacht Squadron, the Royal Navy Sailing Association, Magnificent, Canflagant, Scotian, La Hullose, HM Submarine Thule, Wallaceburg and Micmac.

Shearwater members are proud of their 50 square meter sloop, the Tuna, and have entered her in the

Fielding a strong team drawn from permanent and reserve force members of the division, the blue-shirts won their first tilt 12 to 11, playing against a Regina dairy team. Then they vanquished a strong entry sponsored by a manufacturing concern 12 to 8. Consensus among the teams, which have been formed by Regina business houses and concerns, is that the Navy will be hard to beat.

Members of the team are: PO D. C. Graham, PO S. A. Morrisson, Ldg. Sea. C. R. Wade, Ldg. Sea. E. A. Cameron, Ldg. Sea. J. S. Kuchle, AB H. Platana, AB A. A. Duggan, AB W. M. McNair, AB E. Dunnison, Ord. Sea. W. H. Stovin, Ord. Sea. C. L. Lowey and Ord. Sea. K. M. Picot. Team officials are CPO Les Paige and John Ziegler.

Comschool Classes Compete on Diamond

An inter-class softball league, with ten teams entered, has been organized in the Communications School at Halifax. Scores of early games looked more like basketball results but an improved brand of play is expected as muscles loosen up and throwing arms find the range.

The school also has a team in the Stadacona inter-part league. PO Jack Mooney, formerly a star performer with Aldergrove Radio Station, on the West Coast, is captain.

Comschool personnel were justly proud when PO Albert Bonner, until recently a member of the school's staff, received the Vice-Admiral Jones Memorial Shield at Divisions May 12.

Star, Prevost Staffs Split Softball Series

The permanent staffs of HMCS Star, Hamilton, and HMCS Prevost, London, broke even in a home and softball series. Star won the first game, played in Hamilton, 26-6, and Prevost won the second at London, 15-9.

Queen Charlotte Wins Garrison Rifle Trophy

For the second time in three years, HMCS Queen Charlotte won the Charlottetown Garrison Rifle League championship, the officers' team from the naval division defeating the PEI Regiment officers in a closely contested shoot-off at the Queen Charlotte range. The winners finished on top by a three-point margin.

Prizes were presented May 4. The Challenge Trophy and the W. W. Wellner Plaque went to the winning navy team and individual members



The Shearwater Yacht Club got off to an early, flying start this season, holding the first of a series of Saturday and Wednesday races on April 18. Members of the air station club are shown checking their craft and running gear prior to a race. (DNS-5273).

Shearwater Club Holds Twice-Weekly Races

Away to an early start this year was the Shearwater Yacht Club, whose members began a series of twice weekly eliminations on April 18. The Wednesday and Saturday races will continue until the end of the summer, when the winners will meet in the finals for the club championship.

Commodore of the club is Lieut. (E) G. H. F. Poole-Warren, an authority on sailing and a member of the Institute of Naval Architects of Great Britain. Other officers are Lieut. R. L. McKay, vice commodore; Lieut. D. J. Fisher, secretary-treasurer, and CPO James Webb, rear commo-

Marblehead to Halifax race, which starts July 16. As the Grilse, her sister-ship, led the Canadian entries in the race two years ago, the crew has high hopes for the Tuna this summer. Skipper of her is Lieut. Poole-Warren, with Lieut. R. L. McKay, Lieut. F. Henshaw, CPO Webb and PO R. E. Geale, as crew.

Queen Team Victorious in Softball Openers

HMCS Queen, by winning its first two games, has served notice to the Regina Independent Softball League that the Navy means business as far as the 10-team loop is concerned.

received silver ash trays. They were Captain J. J. Connolly, Lieut. J. M. Richards, Lieut. W. Brennan, Lieut. J. M. MacDonald, Lieut. R. LeClair and Cadet J. E. MacRae.

CPO S. G. Bowles, who was runner-up for high individual average throughout the regular season, received a silver spoon.

Donnacona Softball Teams Complete Indoor Season

HMCS Donnacona had two teams entered in the Montreal Military (indoor) Softball League during the recently completed season. Members of the officers' team were: Commander P. A. Langlois, Commander G. St. A. Mongenais, Lieut. W. Bulani, Lieut. J. McDougall and Sub-Lieutenants B. Saper, B. MacDougall, N. Ross, Ron King and D'Arcy Quinn.

A seamen's team consisted of CPO Bruce Mader, PO Yvon Tremblay, PO Jack Bates, Ldg. Sea. Eric Brimble, Ldg. Sea. Ron Bates, and Able Seamen Bill Croll, Bill Copping, Jack Laird and Bill Murphy.

PO Trepanier Heads N.S. Swimming Body

Petty Officer Albert Trepanier, a physical training instructor at HMCS Stadacona, was re-elected president of the Nova Scotia Amateur Swimming Association at the annual meeting May 3 in the Stadacona gymnasium.

J. H. Trapnell of the Waegwoltic Club, Halifax, was elected vice-president and Sub-Lieut. (S) Jim Gawley, secretary-treasurer.



CPO Stanley Bowles, a mainstay of the permanent staff at HMCS Queen Charlotte, is also one of the Island's top marksmen. In competition in the Charlottetown Garrison Rifle League, he wound up the season just past with the second highest individual average. A veteran of 21 years' naval service, CPO Bowles recently signed on for another five. (HS-13749).



Experience and teamwork excelled over speed and zeal when the Chief and Petty Officer's team drove through to the championship of the inter-part hockey league at Cornwallis. Members of the team were, left to right: CPO John Ross, coach; PO Roger Gravelle, CPO Milton Keseluk, Sgt. T. Batten, CPO Reginald Skinner, CPO Morton Keeler, PO Robert Lawson, PO Roderick MacIntyre, Sgt. V. Bleckmore, CPO John Lawrence, PO Joseph Lepage and PO Sidney Keast. (DB-1046-1).

PO Trepanier said it was hoped this year to affiliate all schools in the province with the association, with the ultimate goal being to develop swimmers of Olympic calibre in Nova Scotia.

Prizes won at the recent provincial swimming meet were presented at the end of May at a ceremony in the Wanderers' Athletic Club, Halifax.

Supply Department Tops Shearwater Sports Standings

The winter sports program at HMCS Shearwater concluded in May with the Supply Department in first place in the point standing, having nosed out the Engineers by two points in the final week of competition. The "Plumbers" had held the lead up until then.

Team winners and their point totals in the various sports were: Table tennis, Engineers, 61; bowling, 826 Squadron, 39; volleyball, SNAM, 32; basketball, SNAM, 14. SNAM had been tied for first place in basketball with No. 1 TAG and 31 SAG but won out in a three-game playoff.

Navy Officer Wins Victoria Squash Title

Lieut.-Cdr. John McCormick, of New Glasgow, N.S., Pacific Command P. and R.T. Officer, won fresh squash racquets honors when he captured the Victoria open singles championship by defeating Lieut. (S) Kevin Power, of Montreal, 15-4, 15-9, 15-1 in the final.

Earlier in the season Lieut.-Cdr. McCormick won the California State "C" class title and was runner-up for the Pacific Coast and B.C. Open championships.

EAST COAST DRIVES RAISE CHARITY FUNDS

HMC Dockyard

With all campaigns lumped in the one drive, civilian and naval personnel in HMC Dockyard, Halifax, donated \$2,223 to go toward charitable purposes this year.

For the first time, the various campaigns were combined in a single effort. The result was a greater total collected than in other years, a fairer distribution of funds and less time and labor involved in canvassing.

A committee representing both management and employee organizations is in charge of distributing the funds.

Atlantic Command

Naval personnel in the Atlantic Command contributed, through their mess and ships' funds, a total of \$1,092.96 for charities in the Halifax area in 1950-51. This was an increase over the previous year's total and enabled the RCN Central Charities Fund to increase contributions to various organizations by five per cent.

President of the RCN Central Charities Fund is Commodore A. M. Hope. Other members are Captain (S) R. A. Wright and Lieut. (S) F. C. Bingham, secretary-treasurer.

MICMAC vs. 'MAGGIE'

When It Comes to Nocturnal Raids, Destroyer Proves Match for Carrier

APPARENTLY the "battle of the century" is being waged between HMCS Magnificent and her plane guard, HMCS Micmac, when flying stations secure for the day.

While anchored for the night in St. Margaret's Bay or elsewhere along the coast during the course of flying training periods in East Coast waters, the two ships have engaged in a private war, the results of which have been pretty well even, despite the disparity in size and strength.

Contested, of course, in the spirit of good, clean fun, the battle has aroused the two ships' companies to a high competitive pitch. One crew member of the Micmac, PO Brian Moss, even went so far as to describe one of the nocturnal raids in heroic verse.

On board the Magnificent, the ship's newspaper, "The Maginews," has published running accounts of the "war" in front-line dispatches.

Two of these reports and PO Moss's poem are reprinted below.

"REPEL BOARDERS"

F - L - A - S - H

WITH THE FLEET IN ST. MARGARET'S BAY, 18 May — One of Micmac's boats made diversionary passes off Maggie's port side and her whaler sneaked alongside and shackled a smoke float on the starboard bower cable last night while the ships were anchored here.

The assault caught lookouts napping and made off before fire hoses could be brought into play.

An attempt to counter-attack by the Master at Arms and the Flight Deck Chief failed when their rubber dinghy became awash enroute to the destroyer during the middle watch.

This bulletin was inserted at the "Maginews" deadline this morning over an account of a previous raid on Micmacs by Magnificents Wednesday night.

The battle scores stand at one apiece. — Watch for further developments.

★ ★ ★

THE BATTLE OF ST. MARGARET'S BAY

On a dark and rainy night in the merry month of May,
Two ships were laid at anchor in old St. Margaret's Bay,
Now one, she was a big ship with a thousand crew or more,
But the other was a little ship, with seamanlike ten score.
They'd sailed around together for many a peaceful year,
With the Big'un always out in front and the Small'un in the rear.

Now Big'un thought, "I'm very strong so Small'un I'll outsmart,"
Little dreaming Small'un would upset the applecart.
They painted up the Small'un and her cutter they did steal,
Then back aboard the culprits fled to shoot the breeze and spiel,
The deed was soon discovered and the battle had begun,
So all the brains were gathered to see what should be done.

The Small'un's crew were mustered and in them was no fear,
They'd put the Small'un out in front and Big'un in the rear.
Their ammo was some ancient eggs and slightly disused spuds,
Their battledress was dungarees and other hardy duds;
Around the hour of midnight, when all should be asleep,
Two boats were deftly lowered and cross the Bay did creep.

With the cutter as a decoy the whaler made its way,
Cosy to the Big'un, a smoke float there to lay.
With the whaler undiscovered, the cutter made attacks,
Which caused the Big'un's crewmen to nip smartly from their sacks.
Spuds and eggs flew through the air, to meet with angry shouts,
And someone from the flight deck cried, "Come on you (censored) louts."

Now this enraged the Small'uns so with smoke puffs they replied,
Just then the float was lighted—and the Big'un almost fried.
The smoke was something wicked but above the coughs and chokes
Someone was heard to holler, "Who's out front now with jokes?"

The moral of this story is: *If you're a big ship rate,
Don't fool around with Small'un's — or you'll seal your smoky fate.*



The "Maggie" and the Micmac are not the only East Coast ships to engage in clandestine raids on one another. While the La Hullose, Crescent, Swansea and Wallaceburg were working, up in company, competition engendered during daytime exercises was carried on during the "silent hours" in the St. Margaret's Bay anchorage.

The Swansea proved most adept at after-dark operations and captured several interesting trophies. Among them was the one pictured above, which was later returned to the rightful owner with a plaque affixed to the bottom, saying;

PRESENTED BY HMCS SWANSEA
MAY 1951

A new style of boot-topping was introduced on Wednesday night, and it was one job that didn't require the duty hands.

In the still of the night, a motor cutter stealthily left the Magnificent, bound on a goodwill mission. It carried a taut, determined company of men, armed with (yep!) fire bucket red paint.

The boats proceeded around George's Island (boats "proceed" always) and then cut engines; both cutter and attendant dinghy from there on paddled toward our neighbor on phase one of Operation Boot-top.

There was a twitchy moment when Shearwater's duty-boat nearly ran down the dinghy, but both of Maggie's boats remained unobserved and paddled alongside the Micmac.

No reception committee appearing, Maggie's diplomats set to work with pot and brush and transformed "214" into an advertisement for "Club 21" on the starboard side, while a large calling card — "We stand on Guard" — was painted on the other side.

Exterior decorating got rather dull, and the party had not been invited aboard, so they packed up their tents and set out for some well earned sack-time, filching the Micmac's motor cutter for good measure.

A worried signal to Dockyard from Micmac reported loss of the motor cutter and inspection of the hull told of the surprise visit. A counter-attack followed in a yardcraft removed from the dockyard. The return visit was welcomed by a full fire-hose treatment, but the Indians managed to regain their boat, and left their trademark on the Magnificent's port side.

NO MORE FREE-LOADERS

*Canine World Stunned
As Naval Barracks
Bars Its Gates*

A DOG'S life isn't what it used to be around HMCS Stadacona.

Time was when a pooch could make himself a nice comfortable home at the RCN's east coast training establishment. When things got tough — no kennel or battered dinner dish to call his own and the city dogcatcher hot on his trail — a canine waif just headed for any one of the four gates leading into the naval barracks. Then came some high calibre pantomime — friendly tail waggings accompanied by a fittingly forlorn look aimed at the sentry on duty. This was usually a sure-fire way to get a ticket into the establishment.

Once inside, it was easy. A sailor likes a dog, and judging from the assortment of canines around the Electrical School and the Mechanical Training Establishment, the dog's best friend in the Navy was an electrician or a stoker mechanic.

In earlier days, before there was a hall porter, Admiralty House, too, was a favorite haunt and it was not unusual to find one or more dogs lounging in the lobby and the wardroom. They were generally very large and very dirty and they made themselves at home with all the savoir faire of a charter member of the officers' mess.

Life was good. There were comfortable "digs", three squares a day, and no work, lineage went unquestioned and there was lots of attention. But it was just too good to last. Pretty soon the word got around, it seems, and every stray dog within barking distance of Stadacona tried to muscle into the act.

A count carried out one day in mid-April showed there were no less than 24 unregistered guests at various schools and establishments in Stadacona. At almost every turn there was a friendly dog — some small, some large, some black, some white, others multi-colored, all wagging a vigorous greeting to each passerby. Some even bounded uninhibited into classrooms, disrupting lectures and demonstrations.

That's when Commander J. C. Littler, executive officer of the barracks, decided things had gone far enough. With some reluctance, he issued this tongue-in-cheek order:

"Gate sentries must take an attitude of non-co-operation toward dogs attempt-

ing to establish residence within the barracks, particularly since these uninvited guests may be taken to the city pound to be destroyed in the near future. If sentries will show dogs who seek entry that their presence on board is undesirable, they will be performing a friendly and humane act".

With equal reluctance, the sentries adopted the required attitude, staunchly refusing admittance to all newcomers. And just to prove the Navy meant business, a group of tars herded together all the dogs they could muster and shooed them out of the barracks.

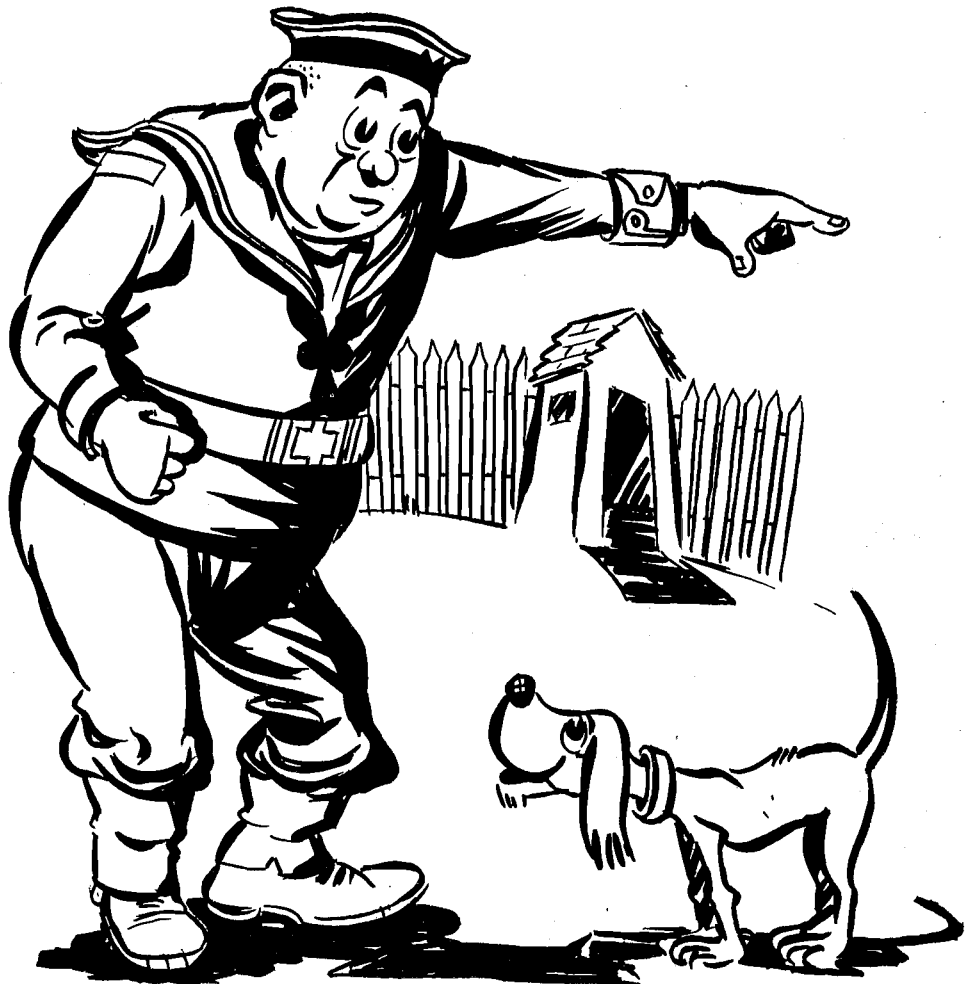
But some die-hards, thinking perhaps that the Navy would soon forget about the order, slowly trickled back a few days later for a quick survey of the situation. They sat outside the gates, gazing wistfully inside, probably remembering the palmier days before the age of "non-co-operation".

Maritime Museum Has Many Visitors

In its first two years of existence, 7,163 names have been entered in the visitors' log of the Maritime Museum in HMC Dockyard, Halifax, according to Commissionaire A. H. Grant, museum guard. Established through voluntary contributions, this repository of naval lore was first opened to the public on March 23, 1949.

Heading the list of names are those of August L. Macdonald, Premier of Nova Scotia and wartime Minister of National Defence for the Navy, and Professor D. C. Harvie, Nova Scotia Archivist. The small building, near Jetty 4 in HMC Dockyard, has been a feature attraction whenever the public has been allowed to enter the dockyard on open house occasions. Actually, there have been more than 9,000 visitors, according to Commissionaire Grant, because during Navy Week celebrations in 1949 the little museum was so packed that many could not register.

The museum is administered by a committee under the chairmanship of Commodore A. M. Hope and is constantly adding to its collection of naval historical items.



BENEVOLENT FUND INVESTMENTS EXPLAINED

Why are all the assets of the Canadian Naval Service Benevolent Trust Fund invested in Dominion of Canada Bonds?

That is a question that has been heard many times during the last few years, with common stock prices rising and preferred stock and provincial, municipal and industrial companies' bonds yielding higher interest returns. In the opinion of the Directors, Dominion of Canada bonds are the only suitable investment for such a Trust Fund, as briefly explained below.

The duty of the Directors, in this connection, is to gather into the Trust all money available and hold it safe until it is needed, in order to relieve distress and promote the well being of naval personnel and their dependents, both while serving and after discharge, and to be sure that in times of depression cash is immediately available, for that is when it will be most needed.

The surest way to do this would be to keep all monies in a savings account where it would earn interest at about 1½ per cent and, of course, be available at all times. The Directors, however, believe that without limiting the availability of the monies, a higher rate of interest can be safely earned by investing in Dominion of Canada bonds of various due dates so that bonds are coming due almost every year and the money is there to be used, if needed, or re-invested.

It is possible that more interest can be earned in provincial, municipal or industrial bonds and preferred stocks, and that the capital could be increased by investment in selected common stocks. But would it always be available — and would the Directors always be certain of selecting only those securities that yielded more and lost nothing?

This question can be debated at great length but the Directors of the Canadian Naval Service Benevolent Trust Fund feel that no risks can be taken with the money entrusted to their administration, even if larger returns from other types of investment may, at times, appear reasonably possible.

This is their idea of their trust.

G. L. STEPHENS,

*Engineer Rear-Admiral, RCN, Ret'd.,
President Canadian Naval Service
Benevolent Trust Fund.*



Naval officers from three Maritime provinces met in Saint John May 12 on the occasion of the annual reunion dinner of the Naval Officers' Association, Brunswick Branch. Among those present at the function were, left to right: Lieut.-Cdr. George F. O'Connell, RCN(R), president of the branch; Willard MacKenzie, Halifax, retiring vice-president of the Dominion Council of the Naval Officers' Association of Canada; Captain A. P. Musgrave, commanding officer of HMCS Cornwallis, who was guest speaker; Captain J. J. Connolly, RCN(R), commanding officer of HMCS Queen Charlotte; Captain C. H. Bonnycastle, RCN(R), commanding officer of HMCS Brunswick, and Lieut.-Cdr. John A. MacKinnon, RCN(R), executive officer of Brunswick.

ANNUAL DINNER HELD BY BRUNSWICKER NOAC

More than 50 members and guests, including representatives from all three Maritime provinces, attended the annual reunion dinner of the Naval Officers' Association of Canada, Brunswick Branch, held at the Royal Hotel, Saint John, on May 12. Lieut.-Cdr. George F. O'Connell, the president, was in the chair.

Guest speaker was Captain A. P. Musgrave, commanding officer of HMCS Cornwallis, who outlined the role of that establishment in the RCN's expansion program. He was introduced by Captain C. H. Bonnycastle, commanding officer of Brunswick, and thanked on behalf of the members by Nelson Ratterbury.

Others at the head table were: Willard MacKenzie, Halifax, vice-president of the Dominion Council of the Naval Officers' Association of Canada; Captain J. J. Connolly, commanding officer of HMCS Queen Charlotte, Charlottetown; Rev. H. H. Hoyt, Protestant chaplain at Brunswick; F. Gerald Elkin, immediate past president of the Brunswick branch, and Lieut. A. R. McClung, staff officer of Brunswick.

SASKATOON NOACs HEAR HEADQUARTERS OFFICER

Commander E. F. B. Watt, of Naval Headquarters, Ottawa, was the guest speaker at a recent meeting of the Naval Officers' Association of Saskatoon. In addition to the large number of members present,

guests included the commanding officers and intelligence officers of all active and reserve units in the city of Saskatoon and on the campus of the University of Saskatchewan.

During the business portion of the meeting, Captain Harold W. Balfour, RCN(R), Ret'd, and Lieut. F. J. Heatley, RCN(R), were elected delegate and alternate to the Dominion Council of the NOAC.

ATHABASKAN'S RETURN (Continued from Page 7)

Prince Rupert seemed pleased as punch to be the first to welcome us home and the whole city was as wide open as only a northern lumbering and fishing centre can be.

Our first touch of the Canadian way of life in more than ten months... our first taste of solid Canadian food... were all that we'd dreamed of. The telephone operators were frantically busy all night with calls to men in the ship from parents, wives and sweethearts all over Canada.

We fuelled and slipped the next morning. Through a lot of hard work, the ship's appearance had come up tremendously and we were proud of her tiddly figure for the return home.

We were on our last lap and there's nothing more to tell. The reunions cannot be properly described, nor can the individual feelings of every officer and man in the ship.

We got home, and that, in three words, is the story.



