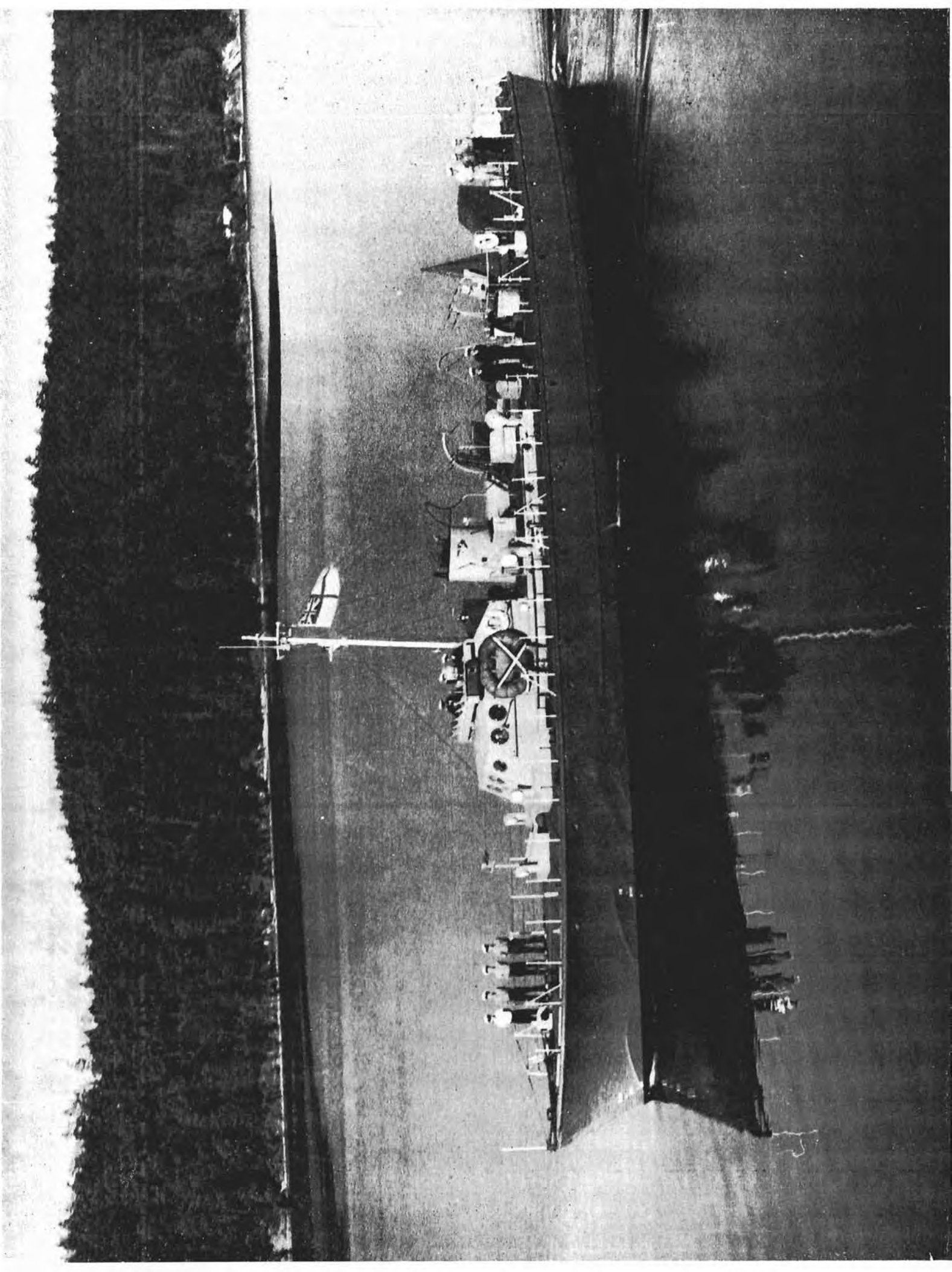


The CROWSNEST



Vol. 2 No. 2

December, 1949



The CROWSNEST

Vol. 2 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

December, 1949

CONTENTS

	Page
RCN News Review	2
The Air, The Sea, The Submarine	4
Hats Off to Saint John	7
Bulletin Board	8
Officers and Men	10
Man of the Month	13
Lower Deck Advancements	14
You're A Card, Sailor	16
Afloat and Ashore	18
The RCN in Newfoundland	23
Dull Winter Ahead?—Not at "Naden"	24
The Navy Plays	26
Looking Astern	29
Comrades in Arms	30
Fish (Ugh!) Story	32



*Make it a
CROWSNEST
Christmas*

You'll soon be looking for gifts to carry your Christmas thought to your friends. For the special names on your shopping list make it a subscription to THE CROWSNEST . . . a gift that combines interesting reading with current news of Canada's defence by sea. Month after month, as it unfolds the story of the Navy in 1950, THE CROWSNEST becomes a gift to be read and re-read.

*Order your gift subscription
by sending \$1.00
(for 12 issues)
to the
King's Printer, Ottawa.*

*Make cheques and money orders payable
to the Receiver General of Canada.*



LADY OF THE MONTH

HMC "PTC 724" (the erstwhile "ML 124"), smallest operational unit of the West Coast fleet. The 97-ton Fairmile performs a variety of duties, everything from transporting VIP's to representing a surfaced submarine in fleet exercises. (E-9678)

Cover Photo—During the past year members of the RCN (Reserve) trained and served in every type of ship in the fleet, and visited more than 40 different Canadian and American ports. Typical of the young reservists who took part in the sea-training program is Ordinary Seaman Walter Mason, of HMCS "Non-such", Edmonton, shown on the quarterdeck of the cruiser "Ontario" as he arrives for his two-week training period. (RCN Photo by PO Norman Keziere) (OC-174-1.)

R.C.N. News Review



"Haida" Rescues Airmen Downed in Atlantic

"Haida" has done it again.

Not content to rest on the laurels she earned during the war, the veteran destroyer has continued to add to her honors in the days of peace. Her latest exploit was recorded on Saturday, November 19, when she picked up 18 survivors of a United States B-29 which had crashed-landed in the sea, 350 miles northeast of Bermuda, three days before.

Although a heavy sea made the operation both tricky and hazardous, a whaler's crew from the "Haida" succeeded in bringing the canvas boat bearing the 18 survivors alongside the destroyer with efficiency and dispatch. Others from the ship then went down into the boat and helped the exposure-weakened men on to the destroyer's deck, from where they were taken below and placed in officers' bunks.

Next, a boat was sent over from the "Magnificent," transferring Surgeon Commander E. H. Lee, PMO of the carrier, and a medical assistant, Ldg. Sea. Robert Breakell, to the "Haida." Commander Lee supervised the treatment of the survivors during the run to Bermuda, where "Haida" disembarked the 18 men the following afternoon.

"Magnificent," "Haida" and "Swansea" joined in the search on the afternoon of the 17th, when they were diverted while en route to Charleston, S.C., on the first leg of an autumn training cruise.

An air search was immediately flown off from the carrier but was recalled on receipt of a signal from the USN Operating Base at Bermuda, designating a new search area northeast of the island.

"Magnificent" and "Haida" proceeded to this area at maximum speed and another air search was flown off

on the morning of the 18th. Meanwhile, "Swansea" was detached to investigate the reported position of a flare.

On the afternoon of the 18th the scent began to get warmer and a further message was received, giving the estimated position of the survivors. "Magnificent" and "Haida" continued at maximum speed to this position and at noon on the 19th another air search was flown off, in moderately heavy seas.

The sea had built up and the carrier was shipping green water over the flight deck when the aircraft began landing on at about 2:30 p.m.

While this was in progress, an American aircraft was observed to be circling about 14 miles to the southward. When she dropped what looked like a parachute, "Haida," which had been acting as plane guard, was detached and headed for the area, working up to a speed of 26 knots that sent her slamming through the heavy seas.

Soon she sighted the boatload of survivors. Closing it, she sent away her whaler, under Petty Officer James E. Callighen as Coxswain. The crew made no mistakes, and by 4 p.m. the job was done.

After the transfer of the medical officer, "Magnificent" and "Haida" set off for Bermuda at their best speed, which had to be fairly slow at first in order to provide the patients with a reasonably smooth passage.

That evening, among the many messages of congratulation which poured into her receivers, "Haida" received "Well Done" signals from Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, and Admiral Forrest P. Sherman, Chief of Naval Operations of the United States Navy.



A flag officer, a prominent barrister and a wartime naval officer were the three men appointed last April to investigate "incidents" on board ships of the Royal Canadian Navy. Their report, which was made public early in November, was acclaimed "a landmark in Canadian naval history". The Commission members, (seated left to right) were Cdr. Louis C. Audette, RCN(R), Ret'd, Rear-Admiral E. R. Mainguy, chairman, and Leonard W. Brockington, KC. Assisting the Commission were W. N. Wickwire, KC, of Halifax, (standing left) and Cdr. (SB) Phillip R. Hurcomb, Judge Advocate of the Fleet. (HS-7145)

From Bermuda "Magnificent" and "Haida" carried on to Guantanamo, Cuba, second scheduled stop on their original cruise program, the Charleston visit having been cancelled. From Guantanamo they will go to San Juan, Puerto Rico, thence back to Halifax, where they are due December 6. "Swansea" headed back to Halifax from the search area.

Estimates Earmark \$70,000,000 for Navy

Defence Minister Brooke Claxton on Remembrance Day tabled in the House of Commons estimates for Canada's 1949-50 defence program. The total estimate is \$383,000,000, made up of \$375,000,000 for the forthcoming fiscal year plus \$8,000,000 in supplementary estimates.

The Navy's portion is \$70,000,000, which, in relation to the other Services, is proportionately the same as last year. Largest single item in the Navy's budget is new construction. Three new anti-submarine vessels, four minesweepers, a gate vessel and an Arctic icebreaker will cost about \$40,000,000.

With the estimates, Mr. Claxton tabled for the first time a White Paper which sized up the present international situation, gave an appreciation of Canada's defence needs and outlined the various aspects of the work of the Defence Department and of the Services.

Mainguy Commission's Report Made Public

The three-man Commission which investigated "incidents" on board three ships of the Royal Canadian Navy presented its report to Defence Minister Claxton early in November. The 27,000-word report, tabled by the Minister in the House of Commons, contained 41 specific recommendations for changes in naval policy and practice.

Hailed as "an historic document", the sweeping review favored a greater degree of "Canadianization" of the Navy. It called for closer understanding between officers and men, for improved recreational facilities afloat and ashore, for less divergence

in ship routines, for specific ships to be set aside as training craft, and for greater attention to the principles and functions of Welfare Committees. (See Bulletin Board).

The report was made public and copies were sent to all ships and establishments of the RCN. The Commission, which consisted of Rear-Admiral E. R. Mainguy, chairman, Mr. Leonard W. Brockington, KC, and Cdr. Louis C. Audette, RCN(R), Ret'd., began its deliberations in April. It visited ships and establishments of the RCN, studying conditions and interviewing many officers and men. The opportunity was taken, also, to visit the US Navy base at Seattle. Assisting the Commission

were W. N. Wickwire, KC, of Halifax, and Cdr. (SB) Phillip R. Hurcomb, Judge Advocate of the Fleet.

Ships Keep Active On Both Coasts

The number of active units in the East and West Coast fleets was temporarily reduced during November, but that didn't stop those ships still in operation from adding quite a few thousand more sea miles to the RCN's total for 1949.

On the Atlantic side, "Magnificent" and "Haida" sailed November 15 on a 21-day training cruise that quickly turned into a rescue operation (See page 2).

(Continued on Page 15)



The bird shown above is an official member of the ship's company of "Cornwallis", entered on the books as Leading Seaman Joe Crow. Joe "joined" the RCN in May, shortly after the new entry training establishment was re-opened. He was recruited by Petty Officer John Quinn (above), of the base P & RT staff, in nearby Digby, brought to "Cornwallis" and duly entered on strength. He did a modified "in" routine, during which he was photographed and footprinted for the Canadian Identification Bureau. Joe holds down no specific duties at the Annapolis Valley training centre but a self-imposed chore consists of swooping low over the assembled ship's company at morning divisions. When "Cornwallis" graduated its first crop of new entries, Joe sensed there was something special going on and did a double pass at the field in his excitement. (0-1120-53)

THE AIR THE SEA and THE SUB



"Should submarines gain contact with the convoy in mid-ocean, the carrier can have a dozen aircraft in the air in a few minutes to beat off the attack." — In the photo above, Fireflies of 825 Squadron are shown ranged on the flight deck of the "Magnificent," seconds before getting the take-off signal. (Mag 308)

THE best protection for our civil population under the conditions of modern war is to keep the enemy at the greatest feasible distance from our homeland. This can only be done in war, when the enemy is strong, by keeping his forces fully employed in distant areas. This policy leaves the enemy no spare forces to employ against our country.

To fight in distant lands our sea lines of communication must be secure.

In the last war the Allies lost through enemy action some 23,500,000 tons gross of merchant shipping. Nearly 70 per cent of this vast fleet of ships was sunk by U-Boats alone.

Of the activities of the U-Boat of the Second World War Mr. Winston Churchill has written, "The only thing that ever really frightened me during the war was the U-Boat peril . . . I was even more anxious about it than I had been about the glorious air-fight called the Battle of Britain."

The merchant ship of today is as vulnerable to attack by torpedo or bomb as the merchant ship of the Second World War. A tramp steamer must be built to run economically if it is to compete in world markets and except for certain types, the

merchant ships of the future will not be much faster than those of the Second World War.

It has been said that a laden 10,000-ton merchant ship represents a year's output from a medium sized factory. In 1942, when there were no aircraft-carriers to spare for purely anti-submarine work and surface escorts were too few, the allies lost 5,500,000 tons of shipping in the North Atlantic alone. It is easy to see, therefore, that an efficient trade protection force is essential if a tremendous loss of lives and effort is to be avoided in war. In the past war Canada took a steadily increasing part in the Battle of the Atlantic. If war breaks out in Europe again this will once more be one of the vital battles.

In the Battle of the Atlantic German submarines were limited to a submerged speed of 6 to 8 knots and that over short periods only. Surface escorts thus enjoyed a great tactical advantage in almost all weathers over the submerged submarine. This forced the Germans to a policy of night attacks by "wolf packs" operating on the surface at a speed of about 20 knots. This reduced the tactical advantage of speed held by

the surface escort and resulted in a greatly increased number of sinkings, as instanced by the loss of 700,000 tons of shipping in the month of November 1942.

In 1943 the sinkings in the North Atlantic fell to 30 per cent of 1942's and in 1944 to a mere 3 per cent. The number of German submarines operating increased during this period, so why such a rapid reduction? In part it was due to increased numbers of surface escorts with better radar, *but in the main to the use of carrier aircraft.*

A surfaced submarine is easy prey to an aircraft and whenever a carrier was operating near a convoy enemy submarines were denied the use of the surface.

Apart from the numbers of submarines sunk by aircraft, the denial of the use of the surface prevented submarines using high surface speed to gain position to attack. The submarines had to work submerged and this regained the surface escorts' tactical advantage of speed over the submarines. The Germans then developed the schnorkel so that they could obtain higher speed and yet remain submerged. This also enabled them to make long passages without

surfacing. The schnorkel came into use too late in the war to affect its course.

The solution of today's submarine problem is not so easy. Submarines with a submerged speed of 18 knots (against Second World War submarines of 8 knots) are already in operation. Submerged speeds as high as 26 knots are expected soon. Surface escorts in consequence have lost their speed advantage.

In the bad weather so often encountered on the North Atlantic, surface escorts will be limited in speed. In this weather the submerged submarine will be able to travel faster than the surface escort. It is plainly evident that the odds have changed dramatically in favour of the submarine, in so far as ships are concerned.

Improvements in detection devices and weapons will reduce the odds against the surface vessel, but the loss of the speed advantage cannot be regained.

On the other hand, aircraft have retained, and will continue to retain, their speed advantage over the submarine, regardless of weather conditions.

As for bad weather operations, carrier-borne aircraft frequently demonstrated during the past war their ability, in an emergency, to take off, perform their mission, and land on in gales of considerable force, or in low visibility. The great advances made in bad weather flying and in airborne detection devices in recent years have resulted in a corresponding increase in efficiency in this respect.

The submarine becomes a far more deadly weapon in the oceans if assisted by air reconnaissance. Accurate and regular information of the position, course and speed of convoys, their composition and details of their escorts are of vital help to the submarine commanders. A European enemy today can cover the greater part of the North Atlantic by air reconnaissance. Fighters are the only answer to this problem and fighters in mid-Atlantic can operate only from carriers.

IT has often been claimed that convoys can be protected by shore-based aircraft throughout the Atlantic passage. What would such a policy entail?

Certainly in the waters adjacent to friendly coasts shore-based aircraft can cover convoys and at no great cost; but what of other areas? It was in these other areas that the wolf packs of the last war made their major killings, after they were driven off the Allied coasts.

A carrier with a convoy in mid-Atlantic can conduct continuous surveillance of the convoy area and can have her A/S aircraft on patrol in the vital water around the convoy in a matter of minutes. A shore-based aircraft would take four to five hours to fly from shore to the position of the convoy.

To fly one patrol round a mid-ocean convoy, at seventy-five miles radius, would take a carrier aircraft three hours; a shore-based aircraft would take some twelve or more hours. (The latter having spent some nine to ten hours flying over

the empty wastes of the ocean, and in this passage consuming vast quantities of critical aviation fuel).

This time factor weighs heavily to the advantage of the carrier. Should submarines gain contact with the convoy in mid-ocean, the carrier can have a dozen extra aircraft in the air in a few minutes to beat off the attack, but no extra shore-based aircraft could be at the scene of action for some five hours. Time cannot be spared in fighting off attacks and these five hours might well result in great losses of ships and men.

The number of aircraft required to carry out any routine task is dependent on the number of hours required to be flown over a certain period. Calculating on this basis, it will take some 88 shore-based aircraft to give the same anti-submarine protection to a convoy in mid-Atlantic as one light carrier with 22 A/S aircraft.

The following table gives an approximate comparison of costs and



On board that floating and highly mobile airfield, the carrier, pilots and observers can be given up-to-the-minute briefings on the operational and tactical situations and requirements, weather conditions and other vital information promptly before taking off on strikes or patrols. Here an Air Group commander conducts a briefing on board the "Magnificent" prior to an exercise. Within minutes the "attack" will be under way.



To the problem presented by long-range reconnaissance aircraft working with submarines, "fighters are the only answer . . . and fighters in mid-Atlantic can operate only from carriers".— Among the most modern propeller-driven fighters in the world today are the Sea Furies flown by 803 and 883 Squadron of the RCN, four of which are shown above. ().

effort, in anti-submarine aircraft alone, between one light fleet carrier and shore-based aircraft, for full protection of one convoy:

	Carrier	Shore-Based
Number of aircraft.....	22	88
Aircraft cost.....	\$2½ million	\$44 million
Aircrew members.....	66	704 to 880
Maintenance personnel..	154	1,056 to 1,800

This table does not include the 738 officers and men required to man the carrier. However, the number of aircrew and maintenance men alone required to operate the shore-based aircraft are nearly twice the number required to man the carrier and her air craft. The officers and men required to administer and guard the two or more airfields for the shore-based aircraft would total more than the dockyard personnel required to maintain the carrier — and the dockyard facilities for the carrier would, in any case, be necessary for the remainder of the Fleet.

When it is considered that the cost to the Australian Navy for the building of the new carrier "Sydney" was £3,000,000 sterling, it will be seen that the cost of the carrier and her

aircraft is about one-third of the cost of equivalent patrol effort from shore-bases.

Finally, it must be pointed out that the shore-based squadrons cannot provide the instant support of extra aircraft to a convoy under attack, nor can they provide at any distance from their base the fighters to deal with enemy air reconnaissance or bombers. A carrier is therefore required for proper protection of convoys and is the most economical means of ensuring the safety of our shipping.

The carrier is self-contained and can refuel and restore between voyages at her base in North America. Shore-based aircraft would require air bases in Greenland, Iceland and the Azores. These, in turn, would require the support of a number of merchant ships to provide fuel, ammunition, food, etc. These merchant ships would require escort, thus increasing the task of the allied Navies, and at the same time reducing the number of warships and merchant ships available for other tasks in war.

THIS article has only dealt with the use of Naval Aviation in meeting the tasks envisaged today for the Canadian Navy.

It should be remembered that Naval Aviation is a most flexible weapon. Should the stress of war call for other duties, the aircraft and crews can be switched without delay.

In the last war Naval aircraft were employed, when necessity called, on such tasks as Army co-operation and as a tactical air force; and for strikes against land targets, mining of enemy waters, etc. When Naval aircraft were used in these tasks the reason usually was economy of effort.

Carriers are necessary to give efficiency to a balanced trade protection force. They are essential to an ocean going Navy whose main task is anti-submarine warfare. Without carriers the Navy even today would be seriously hampered in its vital job. Tomorrow the situation might well become something worse than difficult.

It has been stated that the expense of Naval Aviation can be avoided by Canada borrowing carriers complete with their crews and aircraft from the Royal or US Navies, as and when required.

Is it reasonable to suggest that the cost of making a balanced force of the RCN be borne by the British or American taxpayer, or that one of the other Navies should throw itself out of balance to provide a manned carrier for Canada's use?

A modern Navy can no more train without its air component than it can do the actual fighting without it. As things are in real life, Naval Air is a tactical necessity to modern Naval operations and must be an intrinsic part of a Navy's doctrine, thought, philosophy and — most important to us all at the present time — of its training.

Even if we could borrow fully-manned carriers in peace and rely with certainty on other Navies providing carriers in war, the RCN would lack one essential for efficiency: Officers and men of the RCN would not get first hand experience of the operation of aircraft. Watching from afar the working of a carrier cannot

give practical experience. It can only provide a little knowledge — knowledge that might be dangerous. Navies today need officers and men of wide experience, not armchair strategists.

The RCN today has a carrier, the "Magnificent," and the Senior Canadian Naval Officer Afloat flies his broad pennant in her. This is right, for the carrier today is the ship which has all the information at hand ready for the Senior Officer to fight his battles with success. One carrier is not a great force, but it certainly provides the essential training and thinking to make our Navy capable of taking part in the war of the future.

Should the darkness of war once again envelop the world, the protection of our sea lines will be vital to the successful teamwork of all our forces, both armed and civilian. In both the First and Second World Wars the submarine was the German weapon which came nearest to bringing defeat to the Allies. Germany started both wars with a handful of submarines. Russia today has more than 200 and the submarine of today is a far more dangerous weapon.

If our sea lines of communication are cut, victory cannot be ours. Not only will our distant Allies and our forces overseas be denied the essentials with which to fight—they

will starve. Without gasoline aircraft cannot fly, and it is questionable whether the great strategic bomber fleets can carry out their missions if short range fighters from overseas bases do not first clear the skies.

Over the main doors of the Houses of Parliament in Ottawa is inscribed, "The Wholesome Sea is at Her Gates, Her Gates both East and West."*

Let us see to it that we maintain a balanced fleet so that no enemy may ever close those gates. — "SEA-HAWK."

(* From the poem "There is a Land" by J. A. Ritchie, KC, Ottawa.)

HATS OFF TO SAINT JOHN

Ready for sea once more, "Magnificent" was refloated in Saint John drydock on October 15. This marked the end of a four-month period during which the people of Saint John triumphantly overcame two major problems — repairs to the ship and entertainment of the ship's company.

The hospitality of the people of Saint John is well known to all ships which have made the usual short visits to the city. During her long stay "Magnificent" found that this hospitality is no mere flash in the pan, but continues warm and steady for as long as the city has visitors to entertain.

Broadly speaking, the recreational clubs and organizations of Saint John were thrown wide open to the ship's company. Mention is made elsewhere of the generosity of the Riverside Golf and Country Club and of Don Sinclair, the club professional (see Navy Plays). Sixty-four playing guests from the ship will long retain happy memories of that delightful golf course — not to mention the tall timber on either side of the fairways.

Through the co-operation of Mr. C. J. McIlveen, the various parks and beaches around the city were made available for the organized picnic parties that landed each Wednesday

and on the weekends. Mispec Beach, about six miles from the drydock, was a favorite place for swimming, softball and corn boils. Mr. James Richardson kindly invited members of the ship's company to camp for weekends on his property at Ragged Point, while other good hosts made their private beaches and lakes available to smaller groups throughout the summer.

Mr. Bernard Ralston, of the city recreational staff, saw to it that grounds were readily available for softball, baseball, and soccer; Mr. Murray Corbett, of the YMCA, provided facilities for basketball and volleyball. Besides the Interpart competitions organized for all these sports, there were city teams ready and willing to put up stiff opposition to the ship's representatives. One of the most interesting competitions was the softball series between the Chief and Petty Officers and the Sergeants' Mess. "Magnificent" won a nine game series 5-4 and the Miscellaneous Chief Petty Officers' Mess now has a trophy, made almost entirely from mess traps, which was presented by the Sergeants' Mess.

The District Officer Commanding kindly gave permission to the ship

to hold dances in the Armouries. Several successful dances for both officers and men were put on by the Ship's Entertainment Committee, headed by CPOs A. P. Howard, and R. G. Daw, with the enthusiastic help of Mr. Edward Horseman, caretaker of the Armouries, and Mrs. D. M. Pennie, "Magnificent's" strongest supporter at all games, who organized hostesses and cloakrooms. The various army dances were opened to naval personnel, a courtesy which was greatly appreciated.

It is impossible to mention all the individuals and organizations in Saint John, Rothesay and as far away as Sussex through whose kindness so much was provided in the way of entertainment for officers and men. Fishing, hunting, riding, tennis, sailing — all were to be had. Typical was the kindness of Dr. E. A. Petrie, whose 45-foot schooner was available for weekend sailing throughout the summer.

Through the medium of The "Crow's-nest," the officers and men of the "Magnificent" would like to express their appreciation and thanks to the citizens of Saint John and vicinity whose kindness and hospitality will long be remembered.

The Bulletin Board

Welfare Committees

Welfare Committees are formed in all HMC Ships and Fleet Establishments. The primary object of these Committees is to provide a full opportunity and the proper machinery for free discussion between officers and men of items of welfare and general amenities within the ship or establishment.

Meetings of Welfare Committees will be held as required but in any case at least once every two months.

Copies of the minutes of each meeting will be posted on the notice board for the information of the ship's company and one copy will be forwarded to Naval Headquarters.

Each Committee will consist of officers detailed by the Commanding Officer, and a representative of each mess in a ship, or group in a shore establishment, elected to the Committee. The Executive Officer will act as ex-officio Chairman.

In order that the widest possible representation may be obtained in each ship, every mess will be given the opportunity to elect a member to the Committee. In shore establishments representation will be by groups into which the unit can most effectively be divided to achieve this result.

Every man borne on the books of the ship or establishment will be entitled to vote for a representative on the Committee, but no one will vote for a representative of a mess or group not his own.

The officers appointed to the Committee will be those detailed by the Commanding Officer to be members of the Ship's Fund Committee. Additional officers may be appointed to the Welfare Committee provided that at no time the number of officers, exclusive of the ex-officio Chairman, exceeds one-third the number of men

on the Committee. The officers appointed to the Committee will not be eligible to vote at the meetings.

A suitable man will be selected to act as Secretary who may be paid for his services from the Ship's Fund.

The election procedure will be uniform throughout the Fleet and the following procedure will be observed:

1. Whenever an election is to take place adequate notice will be given and the information published on Notice Boards will include:

- (a) A list of all messes or groups for each of which a representative is to be elected.
- (b) Time and date to which nominations will be accepted.
- (c) Date of elections.
- (d) Name of the officer delegated by the Commanding Officer to accept nominations.

2. Upon the publication of the election notice any man in the ship's company may offer himself for election to

represent his mess or group. He will submit his name to the officer named to accept nominations.

3. Any mess or group may nominate a representative or representatives for election subject to acceptance of the nomination by the men concerned.

4. Names of all candidates will be published on the notice board for a reasonable period prior to the date of election.

5. Ballot papers will be prepared for each mess or group and will contain the names of all candidates for whom members of the mess or group may vote. The papers will not be marked in such a way that the voter can afterwards be identified.

6. Balloting will take place on a pay day, the voting papers being issued at the same time as pay. Adequate supervision will be instituted to ensure that the ballot is secret and takes place immediately after the issue of the ballot paper. No voting by proxy will be permitted.

7. Subsequent sorting and counting of votes will be carried out in the presence of an officer and representative men. The results will be published on notice boards immediately after.

8. Vacancies in the Committee will be filled as they occur by means of a by-election. The re-election of the whole committee will normally be every 12 months, unless there is good reason for an earlier change, such as altered conditions under which the ship is serving, or dissatisfaction on the part of the ship's company with its chosen representatives.

9. In newly commissioned ships, a fresh ballot will be held after the ship has been three to six months in commission.

Film Society Flattered

The RCN Film Society appears to be showing definite improvement. The Society recently received a bouquet, in the form of a letter from Captain H. F. Pullen, commanding officer of the "Ontario." He said, in part:

"... It is gratifying to note that the quality of films has improved tremendously in the last few months. This is due, without doubt, to the excellent scheme of paying a flat rate for films and the subsequent ensurance of a good supply for cruises.

"All officers and men are well satisfied with the films received. It is considered that other of His Majesty's Canadian Ships might well be advised to take part in this scheme, thus ensuring the continued existence of the RCN Film Society."

10. By-elections will be necessary when any elected member of the committee leaves the ship for any reason in excess of 28 days (except on leave). Should a committee member be sentenced to imprisonment or detention he will be removed from the committee and his place filled at a by-election. A committee member disgraced for misconduct or reverted for unsuitability will be removed but will not be barred from re-election at the consequent by-election. A mem-

The affairs of the Ship's Fund will be administered by the Welfare Committee or by a standing Sub-Committee appointed from among its members.

The institution of Welfare Committees will not in any way interfere with, or prejudice the right of an individual man to put forward suggestions through his Divisional Officer, or affect the responsibility of the Divisional Officer for looking after the interests of his men.



This photo, taken during the Hudson Bay cruise in 1948, shows members of the Ship's Fund and Welfare Committee of the destroyer "Haida" at one of their regular meetings. Each mess in the ship is represented and present, also, are the Executive and Supply Officers. (HA-58).

ber reduced to the second class for conduct will be removed and will not be eligible for election while so classed.

11. In order to avoid the necessity for frequent by-elections, representatives from men under training should be the class leaders.

Notice will be given to the Secretary of subjects it is proposed to raise at forthcoming meetings of the Committee and the agenda will be circulated to members beforehand. Time at each meeting will be allotted for general discussion to permit members to bring up subjects which are not on the agenda. Representatives will ascertain the views of groups whom they represent prior to the meeting.

RCN Publication Circulars

RCN Publication Circulars are being introduced for the purpose of promulgating instructions and information regarding publications (other than Communication Publications) and will be issued in two separate series:

Series "A" — Registered and Non-Registered Publications.

Series "B" — Restricted and Unclassified Publications.

Each series will contain two parts, Part I — Publications, and Part 2 — Amendments (Changes) to Publications.

These circulars will replace the information that is at present being published in General Orders.

General Orders Part III— Air Series

Non-Confidential Air Orders will in future be promulgated under a new series of General Orders known as General Orders Part III — Air Series. This new series will reduce the number of publications that contain Air Orders and restrict the distribution of the publications dealing with air matters of interest only to those persons directly concerned with aircraft.

General Orders Part III — Air Series are divided into sections as follows:

SECTION

- K Administrative Orders
- L Air Gunnery
- M Air Maintenance
- N Airframes
- O Engines
- P Propellers
- Q Maintenance Schedules

Binoculars and Telescopes

Particular care should be taken by all those using binoculars and telescopes. These are delicate and valuable instruments which require great care in handling. The leather strap on binoculars should be inspected frequently to ensure that it is in good condition. When not in use, binoculars must be stowed in their cases and locked in a dry place.

When binoculars and telescopes are found to be defective DO NOT ATTEMPT TO REPAIR THEM. Repairs to these instruments are to be undertaken only in Armament Depots.

Supply Branch

It has been approved to modify the name of the "Supply and Secretariat Branch" to the "Supply Branch."

It is not intended that the scope of duties assumed by this Branch will in any way be altered by the change in name. Commencing immediately in all references to this Branch the new title shall be used, e.g.

1. The Supply and Secretariat Branch becomes "The Supply Branch."
2. Supply and Secretariat Personnel will be known as "Supply Personnel."
3. HMC Supply and Secretariat School becomes "HMC Supply School."

Officers and Men



LEADERSHIP COURSE FOR CHIEFS, POs

The first of a series of six-week courses in Leadership for chief and petty officers got under way at "Cornwallis" on November 14. Purpose of the course is "to inculcate a spirit of responsibility and self-reliance and to develop the leadership qualities of all chief and petty officers of all branches of the RCN".

Besides the normal naval subjects, the syllabus includes tactical and strategical games, demonstrations of important sea battles of the past two wars and lectures and discussions on current affairs.

Classes attending the course will consist of 24 candidates—12 from each coast. These in turn will be chosen from the various branches.

The names of chief and petty officers recommended for the courses will be forwarded by ships and estab-

lishments to their respective Flag Officers and from the lists thus obtained those who will attend each succeeding course will be selected.

SEVEN MEN QUALIFY AS PT INSTRUCTORS

Seven men recently completed successfully the 32nd Physical and Recreational Instructors' qualifying course at Halifax. The course, which is of 16 weeks' duration, was carried out in the RCN's modern P and RT School at "Stadacona."

Successful graduates were POs Albert Trepanier, Ottawa, M. R. Padget, Victoria, and Garnet Irwin, Winnipeg; Ldg. Sea. R. J. Evans, Edmonton, and Able Seamen James Jack, Calgary, and Kenneth Pollack and David Lawson, Vancouver.

PO Trepanier qualified for the first class rating while the remainder qualified for second class ratings.

TWO MEN SELECTED AS ERA CANDIDATES

Petty Officers Herbert E. Jones and Oliver J. Grenon, who led their class in a Petty Officer Stokers' course at the MTE in "Stadacona," have been provisionally selected as Engineerroom Artificer candidates.

The two men had top marks at the conclusion of the 19-week course which qualified graduates for the rating of PO First Class, and boosted their Trade Group to Grade II.

Besides Jones and Grenon, others who passed the course were POs Calum Murray, James Stevens, Arthur L. Luining, Gerald Coughlin, John F. MacDonald, Harold L. Gwyther, Kenneth J. Bathgate, William E. Bayers, Marcel A. Desaulniers, Edwin Weigand, Eugene J. Barnaby, William F. Lynch, Trevor E. Davies, James R. Whyte, Maurice E. Kanasevich, David R. MacCoubrey and John Evanson; Leading Seamen Vincent McCloy and Walter J. Willey and AB Roy C. Glenon.

GUNNERS GRADUATE FROM GTC, "NADEN"

Despite such distractions as the Pacific National Exhibition, Navy Week, and other functions in which personnel from the Gunnery Training Centre at "Naden" participated, training has progressed on schedule and a number of classes have been graduated recently.

Among these was an AA3 class in which the following qualified: Able Seamen R. Murray, J. LeBlanc, J. T. Ferrish, G. H. Lowrie, and C. Moore and Ord. Seamen C. Campbell, D. A. Davidson, H. Madland, F. Eggleston and A. Booth.

Two courses for second class ratings also were completed. New QR2s are POs R. Marshall, R. Shore, D. Cole and L. Farr; Leading Seamen J.



Personnel of the Diving School, Halifax, are shown above on the stern of their diving tender. In the photograph, from left to right, are Mr. J. W. Lane, Commissioned Bos'n, Halifax; AB Keith Power, Ottawa; Ldg. Sea. Gordon LeBlanc, Amherst, N.S.; Ord. Sea. Rheel Brunelle, Brownsburg, P.Q.; CPO John Brown, Halifax; AB Thomas Bingham, Saint John, N.B.; Ldg. Sea. Patrick O'Neill, Rockport, Ont.; AB Lorne Dailey, Huntsville, Ont.; AB Brendon (Andy) Anderson, Montreal; Ldg. Sea. Peter Nicholson, Midland, Ont., instructor, and Lieut.-Cdr. Archibald H. Baker, officer-in-charge of the school. (HS-8653).

Maybin, J. Simmonds, J. Ford, D. Morton, F. Williams, P. Hucaluc and J. Fitzsimmonds. Graduates of the AA2 course were POs F. Williams and K. Jackson, Ldg. Seamen S. Gibson, B. Wilkinson, J. Tyre and R. Jupp, and Able Seamen W. Caswell, D. Dodds, W. Patterson, R. Henderson, J. Andrews, R. Rathgaber and R. McGinnis.

CPO W. Eric Pickering has assumed the duties of Regulating Chief of the GTC. His predecessor, CPO Bert Booth, is now serving in the cruiser, "Ontario".

ELECTRICIANS' MATES FINISH LONG COURSE

Seventeen men recently completed a 28-week course at the Electrical School, Halifax, which qualified successful graduates for the non-substantive rating of Electricians' Mate.

Taking the course were Able Seamen Lloyd J. Renaud and Robert E. McKay, and Ordinary Seamen Armand Deryck, Donald W. Hamilton, David Purse, Jean Guy LaPlante, Ronald Chrzanecki, Paul deMoissac, Harry F. Bryan, Alex S. Nemeth, Donald A. Ross, James Howard, Gordon S. Champion, Morley Crawford, Harry D. Abbott, Allan McRae and Robert W. Foster.

CREW CHANGES MADE IN "ANTIGONISH"

CPO Robert Dallin, now on pension leave, has been succeeded in the frigate "Antigonish" by CPO Donald Oxborough. The latter is well known to the ship's company of the "Swish," having served in the "Beacon Hill," which accompanied her sister frigate on several training cruises during the summer.

An addition to the ship's complement is a Shipwright, PO Wesley McKay. As "Antigonish" has not had a Shipwright aboard for some time, it looks as if PO McKay is in for a busy time.

NOAC DONATES TROPHY FOR "BEST SEAMAN"

In appreciation of the efforts of members of the Halifax Naval Divi-



Top administrative officers of the RCN met in Ottawa November 2, 3 and 4 for the annual Senior Officers' Conference. In the above photograph, taken just before the sessions opened, are, left to right, Captain O. C. S. Robertson, Naval Member of the Canadian Joint Staff, London; Commodore A. M. Hope, Commodore, RCN Barracks, Halifax; Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area; Commodore V. S. Godfrey, Commodore Newfoundland; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commander (S) V. W. Howland, Deputy Naval Secretary; Captain (S) C. J. Dillon, Naval Secretary; Rear Admiral F. L. Houghton, Vice-Chief of the Naval Staff; Defence Minister Brooke Claxton; Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, (obscured); Commodore W. B. Creery, Chief of Naval Personnel; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; Captain C. N. Lentaigne, Assistant Chief of the Naval Staff (Air); Commodore J. C. I. Edwards, Commodore, RCN Barracks, Esquimalt, and Captain A. P. Musgrave, Commanding Officer, HMCS "Cornwallis." Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, who presided at the conference, was absent at the time the photo was taken. (O-1220-1)

sion during the Naval Officers' Association of Canada reunion in Halifax last summer, a trophy has been donated to "Scotian" by the local branch of the NOAC.

The trophy, a teak plaque on which a barometer is mounted on a ship's wheel, will be awarded annually to the man (including first year UNTD members) who is adjudged the best all-round seaman. Winners will receive engraved silver dirks for permanent possession.

Presented to the Halifax Division by J. E. Wilson, president of the Halifax Branch of the NOAC, the trophy was received by Cdr. W. E. S. Briggs, commanding officer of "Scotian." Cdr. F. W. T. Lucas, chief

of staff to the Flag Officer Atlantic Coast, was present for the occasion. —A.C.R.

PUBLISH WEEKLY PAPER AT "DISCOVERY"

A weekly newspaper, published every Tuesday in mimeographed form, has made its appearance at HMCS "Discovery," the Naval Division at Vancouver.

On the editorial staff of the new weekly are Mr. Edward MacFayden, Gunner; CPO "Doc" Myles, PO Roy Reeves, Ldg. Sea. Ted Shale, Able Seamen Edward Fairbairn and George L. Williamson, and Ord. Seamen Victor Stewart and George Pourier.

A contest is under way to choose a name for the paper.



Ordinary Seaman Keith Bolton of Toronto (left) appears to enjoy the antics of the clown (CPO Terry Temple, of Victoria) as much as the children during "Kids' Day" aboard the "Ontario" in Vancouver. (OC-180-7).

CRUISER HOLDS KIDS' CARNIVAL

"Step right up, kids! Hit the little man and win a balloon!"

This was one of the many attractions staged by the officers and men of the "Ontario" when the ship was turned into a carnival of fun for more than 200 underprivileged school children during a visit to Vancouver.

Chosen by the principals of several schools throughout the city, the children were given the run of the ship, and officers and men were on hand to look after the happy throng.

A canteen, supplying a constant flow of hot dogs and pop, was set up on the quarterdeck under a flag-bedecked canopy, while the after capstan was converted into a colorful merry-go-round.

Clowns roamed the decks to the delight of the youngsters. Up on the boat deck a full-fledged midway was in operation.

There were games and prizes, rides on the ship's crane which swung a bucketful of excited children up onto the superstructure, then a ride in a bosn's chair from the bridge to the fo'c'sle.

Mickey Mouse and other cartoon

films in the recreation space added another thrill.

To wind up the afternoon, the children had a big sing-song on the quarterdeck, with more refreshments and hot chocolate, and on leaving the ship each received a souvenir folder with a picture of the "Ontario" in it.

The party was under the capable supervision of Lieut. (P) J. G. (Larry) Robillard, and all hands joining in making it a real success.

MEDICAL ASSISTANTS CHANGE POSTS

Personnel changes in the Medical branch on the West Coast recently include the drafting of CPO Robert "Dusty" Miller for duty in the RCN Hospital at Esquimalt. CPO Miller formerly served as Medical Assistant in the "Rockcliffe." CPO D. Emberley takes over in the CMO's office.

PO Phillip Brown has returned to "Naden" after a Radiographers' course in Montreal. CPO H. Ward is now taking the same course.

Ord. Seamen Paul Godbout, "Russ" Volker and Murray Miner are presently attending the Central School

to complete Senior Matriculation and qualify for the University Training plan.

Another successful dance has been held by the Pacific Command Medical Assistants Club in the Club Sirocco, Victoria.

Credit for the popularity of the club's recent dances goes to PO S. R. (Wally) Wallace, who organizes the affairs.

"CARLETON" PETTY OFFICER RECEIVES LS & GC MEDAL

Petty Officer R. W. Richardson, of HMCS "Carleton," Ottawa, has been awarded the Reserve Long Service and Good Conduct Medal.

Presentation was made on November 3 by Cdr. T. G. Fuller, RCN(R), commanding officer of the division, during a ceremony in which Second World War medals were presented to the ship's company.

PO Richardson joined the RCNVR in Ottawa in November 1938 and was called to active service in September 1939. During the war he served in a number of ships and establishments, including the armed yacht "Moose," the minesweeper "Malpeque" and the frigate, "Port Colborne". Ashore he served in St. John's, Newfoundland, and at Naval Headquarters.

Discharged at "Carleton" in August, 1945, he re-joined the reserve there in January, 1948.



PO R. W. RICHARDSON

The Man of the Month

A MAN who has spent half his life in a Naval uniform, an athlete, organizer and general "answer man," Chief Petty Officer John Bretherton (Zip) Rimmer has been chosen by his shipmates of the frigate "Antigonish" as Man of the Month.

CPO Rimmer was born in Toronto on May 7, 1915. Seventeen years, five months and four days later Boy Seaman Rimmer, eager but a little apprehensive, entered his first naval establishment, HMCS "Naden," at Esquimalt.

Remembering his first few weeks in the RCN, "Zip" says he found it all a bit confusing. His father had warned him about the old hands who might tell him to paint the last post or get a can of red oil for the port lamp. It was no wonder, then, that when he fell in for the first time with the manual party and was told to arm himself with a "squeegee" and "squeegee" a patch of cement, young Rimmer replied quickly and definitely, "Uh, uh. Not me. My Dad told me about men like you."

Some hours later, while undergoing No. 16, Boy Seaman Rimmer paused at his task and pondered on the ways of the Service.

The following year he was advanced to Ordinary Seaman and was off to sea in the destroyer "Skeena." Rimmer was slowly becoming proficient at his trade and in November 1934 was rated Able Seaman.

Then followed five years of intensive training, years during which "Zip" acquired considerable experience in the ways of a seaman. He saw service in many ships and establishments, both RCN and Royal Navy. Between

1934 and 1939 the list included HMC Ships "Champlain," "Vancouver," "Naden," "Fraser," "Armentieres" and "Ottawa."

Rimmer climbed to the next rung of the advancement ladder shortly after the outbreak of war, when in November 1939 he became a Leading Seaman. For the next few years he he was to busy himself fighting the war and helping to train others to take their places in the rapidly expanding Canadian fleet.

His wartime service afloat included time in the Canadian destroyers "Saguenay" and "Kootenay," while ashore his experience was put to good use in "Naden," "Stadacona," "Avalon," "Cornwallis" and "Givenchy."



CPO JOHN B. RIMMER

Early in his career CPO Rimmer had decided to join the ranks of the gunners, and this line of endeavor led him, shortly after his advancement to Acting Petty Officer in December 1941, to the non-substantive rating of Gunner's Mate, complete with Mark I Star biceps and a love of gaiters.

In 1943 he qualified also as a Diver, second class, but later, feeling that his experience as a Gunner's Mate would be of little value under water, he relinquished this qualification. In the same year he put up his CPO's badge.

Following the war, Rimmer went to "Stadacona" for an Armourer's course, then in 1948 became "our" Chief Rimmer to the men in the "Antigonish" . . . the man with the answers, and virtual "sea daddy" of the ship.

His nickname — "Zip" — has been well and justly earned on the field of athletics. He is always ready to organize baseball, softball, boatwork, or other strenuous endeavor, and on the diamond, track or regatta course he can be counted on to play a leading part. However, having reached the age of 34, CPO Rimmer considers himself somewhat like his ship — not so very fast, but still pretty shifty.

Married in 1939, CPO Rimmer and his wife, Hazel, an Esquimalt girl, have two sons, Greg, nine, and Bruce, two.

After his retirement from the Navy, the Chief has plans for a cotton plantation in the south — Southern California, that is. One thing is certain, wherever the future may take him, "Zip" Rimmer can be assured that the best wishes of the ship's company of "Antigonish" go with him.

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.

ADAM, James B. LSFM1
 ADAMS, David C. LSFM2
 ADAMSKI, Stanley W. LSFM2
 ANDERSON, Hugh M. P2AAS
 ANDERSON, Joseph A. LSVS1
 ANDREWS, Michael V. P2AL2
 APPELYARD, Joseph D. LSVS1
 AQUANNO, Frank. LSAO2
 ATKINSON, Douglas. P1FM3
 AUGUSTINE, Joseph W. T. LSFM1

BAILEY, Donald. LSFM2
 BAKER, Brian L. LSSWS
 BAKER, Walter A. P2SM1
 BANNERMAN, Roy D. LSA01
 BEAKLEY, George E. LSAO1
 BELL, Earl V. LSFM1
 BELL, Ronald V. LSAO1
 BELLIVEAU, Raymond J. LSFM2
 BENNETT, Allen G. LSCV1
 BENNETT, Ronald M. P1CW3
 BERMAN, John A. LSMA1
 BERTRAND, David. LSAO1
 BISHOP, Sydney A. P1AL2
 BLACK, Edward J. LSAO1
 BLACK, George H. C1MA3
 BLAINE, Ralph A. LNSN1
 BOUTILLIER, Myles G. LNSN1
 BRITTON, Peter W. P2AN2
 BROWN, Phillip L. P2RR2
 BUTLER, Wilfred B. LSMA1

CAMPBELL, Donald G. LSSWS
 CANE, Robert F. P2RP2
 CANN, Charles A. P2AL2
 CARSON, Harry H. S. C2T13
 CARTER, Harry. C2AO3
 CARTER, Richard S. P2RPS
 CAWLEY, Ross H. P2SM1
 CHATTERTON, Jack. LSEM1
 CHEATLEY, Eric. LSAO1
 CIZ, Michael. P1CV2
 COLEBOURN, Edgar H. P2RPS
 COLES, Joseph. P2TDS
 COOK, Leonard V. P2AC2
 CORBY, Leslie W. LSRPS
 CRANE, Albert T. LSAO1

DAVIS, Frederick W. LSSM1
 DAY, Owen E. LSSWS
 DEUTSCHER, Frederick J. LSSW1
 DEWLING, Francis W. G. C2VS3
 DONCASTER, Glenn M. LSCK1
 DONOHUE, Gerald R. L. P2SM1
 DOUGLAS, Bert M. LSAO2
 DRYSDALE, Roy B. P2AA1
 DUNN, Leonard W. LSCK1
 DUNN, William J. LSCK1

EDWARDS, Murray H. P2AA1
 ELLSON, Norman. P1FM3
 EMERY, Harvey L. P2SW1
 ENGLAND, Charles A. E. LSSM1
 ERVEN, Keith B. P2SM1
 EVANCIO, Jerry. LSEM1

FERRELL, John D. LSSW1
 FINTEK, Frederick G. LSSWS
 FISHER, Eddis L. LSC01
 FREDERICK, John P. LSEM1
 FRENETTE, Jean A. LSAO2

GAILER, Charles E. LSSWS
 GIRLING, Leonard L. P2AH2
 GODDING, Bertram C. LSEM1
 GODMAN, Robert W. LSSM1

GOWER, George H. LSVS1
 GRAHAM, Ross A. LSSWS
 GRAHAM, Thomas C. LSA11
 GRANT, Sterling L. LSMA1
 GREGORASH, Paul T. LNSN1
 GRENIER, Joseph C. R. LNSN1
 GURNEY, Strang L. C2P13

HAAS, Eugene A. LSAAS
 HACKETT, Arthur. P2TD1
 HANSON, Frank A. LSSM1
 HARMAN, Eric G. LSSM1
 HARPER, Irvine L. LSC01
 HAWE, Frederick M. LSA11
 HAWKEY, Robert C. LSAW1
 HAWKINS, Albert E. C1CO3
 HINES, John L. C2RR4
 HOWARTH, William. P1CM3
 HUDDLESTON, Lorne. LSSM1
 HUDSON, William J. R. LSPW2
 HUGHES, Leslie J. C2LA4
 HUGHES, William A. L. C2CV3
 HUNTER, Alexander M. LSCK1
 HURDLE, James. LSSM1
 HURTUBISE, Albert J. P1AA1

IRELAND, Alexander D. P1CM2

JACKSON, Harold R. LNSN1
 JACKSON, John E. C2VS3
 JAMES, Henry. C2ET4
 JAMIESON, James R. LSCM1

KELLY, Charles H. P2AC2
 KELLY, Frederick. P2MA3
 KENNEDY, David. LSSM1
 KIERSTEAD, Ralph V. P2TD1
 KLOKEID, Ralph B. LSSWS
 KOLESAR, Leslie V. P2SM1
 KOZAK, Anthony. LSCM1
 KROWLER, John W. LSSM1

LAHARTY, John D. LSSWS
 LANDRY, Jacques. LNSN1
 LANE, John D. LSSW1
 LAY, Chester L. P2VS2
 LeBEL, Jacques. LSSM1
 LECKIE, Robert J. LSSM1
 LESOWAY, Peter. P2VS2
 LEVESQUE, Bernard J. LSCK2
 LUNING, Arthur L. P2SM1
 LYSNE, Jack N. LSSM1

MARLOW, Kenneth D. LSFM2
 MAW, Arnold F. LSVS1
 MEAD, Kenneth E. P2AN2
 MERRIMAN, William J. LSA01
 MILLAR, Robert J. LSAO2
 MONTGOMERY, William J. LSFM1

MOORE, Harold C. P2CO2
 MORRISSEY, David H. P2AA1
 MUNDINGER, Gerhard G. LSA11
 MURPHY, Edward A. LSCK2
 McARTHUR, Archie. LSEM1
 McCLOY, Vincent. P2SM1
 MacDONALD, Francis R. LSAW1
 McGEACHY, Maurice E. LSVS1
 McINTOSH, Garnet L. P2AA1
 McKAY, Donald H. LSSM1
 McMARTIN, Duncan R. P1RP2
 McNEVIN, Roland L. LSA11
 MacRITCHIE, Murdo N. P2SM2

NELSON, John D. LSSM1
 NEWALL, Alastair. LSAO2

O'NEILL, Norman A. P2PW2

PAGET, Leonard J. P2RP1
 PELLETTIER, Joseph W. L. LSC01
 PERRIN, Eugene L. LSFM1
 POORE, Gerald P. P1SW2
 PRITCHARD, William J. P2MA2
 PROKOPETZ, Walter. LNSN1

RAVEN, Donald P. LSPW2
 REIMER, Peter J. LSTDS
 RIGG, Roy T. LSSM1
 RIVA, John E. LSEM1
 ROCHON, Joseph F. V. P2RP1
 ROSS, Harold E. LSCK2
 RUDDY, Christopher K. LSMA1

SAMALACK, Frank. LSSWS
 SHANNON, Calvin L. LSCK1
 SKELLY, Bernard J. LSCK2
 SKINNER, Lorne C. P2QR1
 SKINNER, Reginald D. C2NS3
 SLUSARENKO, Joseph. P2LR1
 SMART, Robert K. LSSWS
 SMITH, Ralph C. LSMO1
 SMITH, Roy C. LSA11
 SOKOLOWSKI, Roman. LSAO1
 SORRELL, William G. LSEM1
 SOUCY, Gerald. P2NS2
 SPITTAL, David A. LSCK1
 STEPHEN, Ronald O. LSA11
 STEPHENS, Samuel R. B. P2RP1
 STIRLING, Robert A. LSCK1
 STORBO, Theodore O. P2FM2
 STRESMAN, Edwin A. LSMA1
 SULLIVAN, Edward D. LSRDS
 SUTHERLAND, John A. P1PW2
 SUTHERS, Roy F. LSA11
 SWONNELL, Horace W. C1RT4

THORNE, Clinton R. P2AO2
 TOBIN, Bruce F. LSSWS
 TRASK, Donald R. LSRP1
 TURCOTTE, Reginald H. LSCK1

VANCE, Lawrence F. LNSN1
 VANDWATER, Vernon R. LSAO2
 VLIET, LeRoy M. LSCM1

WADLOW, Arthur C. LSSM1
 WATSON, Robert J. P1CW2
 WEBSTER, Harold A. LSAH1
 WELCH, John. LNS2
 WESSON, Albert W. LSAO1
 WHITE, Edward. P2AO2
 WHITWORTH, Derek. LSMA1
 WOOD, Archibald C. LNSN1
 WOOD, Charles W. LSVS1
 WORSFOLD, Michael. LNSN1
 WRATTEN, John G. LSSM1
 WRIGHT, James E. LNSN1
 WRIGHT, Leslie D. P2MA2

YORKO, John C. LSTDS
 YOUNG, George. LSA11

Advancement by Mail

Correspondence courses, provided through the Department of Veterans' Affairs, are being issued to men at the RCN Barracks, Halifax, at the rate of more than 200 a month.

Most of the men are studying for additional credits on the advancement roster or to bring their academic standing up to the standard required for certain higher ratings.

"Stadacona's" library also reports a fairly heavy monthly business. During September the library issued 1,090 books.

HA! HA! MA ET PA!

"The difficulty experienced in the past by service personnel and civilians, alike, in readily recognizing the ratings held by men serving in certain branches of the Naval Service, will be eliminated by a new system of personnel nomenclature and abbreviation which is being introduced in the R.C.N. simultaneously with the new substantive rating structure." (The "Crow'snest" March 1949).

We have our GI's in the Navy,
AA's and PW's, too,
But they don't seem to mean what
they look like,
To prove it, we'll quote you a few.

NS doesn't mean Nursing Sister,
It denotes Naval Storesman, 'tis said,
A PC is not in the Commons,
He's known as Plane Captain, instead.

PM refers not to St. Laurent,
It's Pharmacist, so says the book.
CO (though you may not believe it)
Is the Navy's expression for Cook.

PA, we are told, isn't Father,
MA can't be Mother, that's sure.
CS? No, it's not Civil Service,
And MR's not Mister, what's more!

RC's can be Protestant Churchmen,
CA's do not audit the books,
When an MO makes weather
predictions,
Can an RR be just what it looks?

But things are now fixed up completely,
A chart you'll find printed below,
So take a few minutes and learn it,
You'll find it's a good thing to know.

ABBR'V'N—BRANCH OR TRADE Seaman Branch

GI	Gunnery Instructor
LR	Layer Rate
QR	Quarters Rate
AA	Anti-Aircraft Rate
RC	Radar Control Rate
PI	Plot and Radar Instructor
RP	Radar Plot Rate
TI	Torpedo/Anti-Submarine Instructor
TD	Torpedo Detector
PT	Physical and Recreational Training Instructor
QI	Quartermaster Instructor
QM	Quartermaster Rate
MO	Meteorological Observer
SL	Sailmaker
MR	Master-at-Arms
RG	Regulating Petty Officer
CM	Communicator
CV	Communicator (V)
CW	Communicator (W)

CS	Communicator (S)
CC	Communicator (C)
BD	Bandsman
PH	Photographer

Engine Room Branch

SM	Stoker Mechanic
ER	Engine Room Artificer
SH	Shipwright
PB	Plumber
BK	Blacksmith
PN	Painter
MM	Motor Mechanic

Armourer Branch

GA	Gunnery Armourer
TA	Torpedo Armourer
CA	Control Armourer

Electrical Branch

ET	Electrical Technician
RT	Radio Technician
RA	Radio Technician (Air)
EA	Electrical Technician (Air)
EM	Electrician's Mate

Medical Branch

MA	Medical Assistant
HA	Hygiene Assistant
LA	Laboratory Assistant
OR	Operating Room Assistant
PA	Physiotherapy Aide
PM	Pharmacist
RR	Radiographer

Supply Branch

PW	Pay Writer
AW	Administrative Writer
NS	Naval Storesman
VS	Victualling Storesman
CK	Cook (S)
CO	Cook (O)
SW	Steward

Air Branch

NA	Naval Airman
AC	Aircraft Controlman
SE	Safety Equipment Technician
AF	Air Fitter
AR	Air Rigger
PC	Plane Technician
AT	Air Artificer

SHIPS KEEP ACTIVE

(Continued from Page 3)

After three years of duty with the Naval Research Establishment, "New Liskeard" has been replaced by her sister-sweeper, the "Portage." The former has been paid off into reserve and will spend the winter being refitted. She will be back on the job in the spring, however, and "Portage" will resume her annual summer occupation as a Great Lakes training ship.

The weather ship "St. Stephen" pushed off on November 29 for Station Baker and a patrol that will keep her at sea until December 28.

The destroyer "Micmac" was com-

missioned on November 15, with her completion date set for December 1.

Out west, the cruiser "Ontario" was alongside for her annual refit, but the smaller units were on the go. "Cayuga," "Crescent" and "Antigonish" spent a week on anti-submarine exercises, after which the "Antigonish" made a short cruise to Ocean Falls and Port Alice. Early in December she will leave Esquimalt on an 18-day trip that will take her to Prince Rupert, then back by way of Alert Bay and Port Alberni, on Vancouver Island.

On November 30, "Crescent" paid off into reserve and most of her crew proceeded on annual leave. On their return they will join the destroyer "Sioux", now nearing the end of her refit and conversion.

After her short spell in the limelight, the little "Cedarwood" was once more going quietly about her regular chores, making oceanographic surveys in B.C. coastal waters.

WEDDINGS

Lieut. G. W. S. Brooks, HMCS "Stadacona," to Miss Norah Patricia Grant, of Halifax.

PO James A. Pegg, HMCS "Magnificent," to Miss Eleanor M. White, of Liverpool, N.S.

PO Jack W. Palmer, HMCS "Magnificent," to Miss Una McWhirter, of Apple River, N.S.

PO Thomas R. Tremaine, HMCS "Magnificent," to Miss Margareta H. Enns, of Kitchener, Ont.

AB Joseph Schreuer, HMCS "Magnificent," to Miss Bernice Forgere, of Halifax.

AB Germain Litalien, HMCS "Magnificent," to Miss Sylvia Cote, of Windsor, Ont.

BIRTHS

To Cdr. D. G. King, HMCS "Naden," and Mrs. King, a son.

To Lieut.-Cdr. (P) G. D. Ollson, Joint Air Training Centre, Rivers, Man., and Mrs. Ollson, a son.

To Lieut. J. S. Hertzberg, HMCS "Cornwallis," and Mrs. Hertzberg, a daughter.

To Lieut. A. W. Ross, HMCS "Discovery," and Mrs. Ross, a daughter.

To Lieut. Hugh Cameron, HMCS "Discovery," and Mrs. Cameron, a son.

To PO Frank R. M. Andrews, HMCS "Discovery," and Mrs. Andrews, twins.

To PO R. J. McPherson, HMCS "Antigonish," and Mrs. McPherson, a daughter.

To PO T. W. Rayson, HMCS "Cornwallis," and Mrs. Rayson, a daughter.

To PO G. H. Allen, HMCS "Cornwallis," and Mrs. Allen, a son.

To PO Robert Stewart, HMCS "Naden," and Mrs. Stewart, a son.

To PO W. R. Mitchell, HMCS "Naden," and Mrs. Mitchell, a daughter.

To Ldg. Sea. B. L. Stinton, HMCS "Cornwallis," and Mrs. Stinton, a daughter.

To AB Charles Moore, HMCS "Naden," and Mrs. Moore, a son.

To AB R. W. Griffin, HMCS "Naden," and Mrs. Griffin, a daughter.

You're A Card, Sailor

by J.L.W.

Machines Produce Personnel Facts,
Figures From Perforated Pasteboards

THERE'S a set of machines at Naval Headquarters that completely knocks the spots off Gypsy palmists, teacup readers and crystal ball gazers when it comes to producing the dope on your past, present and future.

All they use is a perforated card, but these machines can answer an amazing number of questions with respect to naval personnel, individually and collectively.

These mechanical fortune-tellers are located in the Naval Section of the National Defence Personnel Machine Records Bureau. They are large, black, noisy affairs; about them is an air of crazed intelligence.

And well there might be, for, after being figuratively fed a sailor on the hoof, they transform him into a neatly punctured card $7\frac{1}{4}$ by $3\frac{1}{4}$ inches in size. By a reversal of the process, the machines can come up in double-quick time, not with the sailor himself, perhaps, but with pretty well all that needs to be known about him,

plus a fair amount of other useful information.

What Reserve officers are graduate lawyers or are studying law?

How many Eskimos have received treatment in the RCN Hospital at Halifax?

How many married men are serving in HMCS "Cedarwood"?

How many Second World War naval casualties from Port Arthur were of United Church denomination? (Give names, ranks or ratings, causes of death and dates).

Those are a few of the more unusual questions the machines have answered in the last year or so. They can tell you, too, how many officers and men have appendix scars, and whether there's anyone in the Navy from Kouchibouguac.

Personnel records — or keeping track of the bodies — and fleet accounting — or keeping track of the "lettuce" — are the section's big jobs, though there are a number of lesser commitments. This piece will deal mainly with the personnel side, for

the higher mathematics involved in the accounting end are slightly terrific.

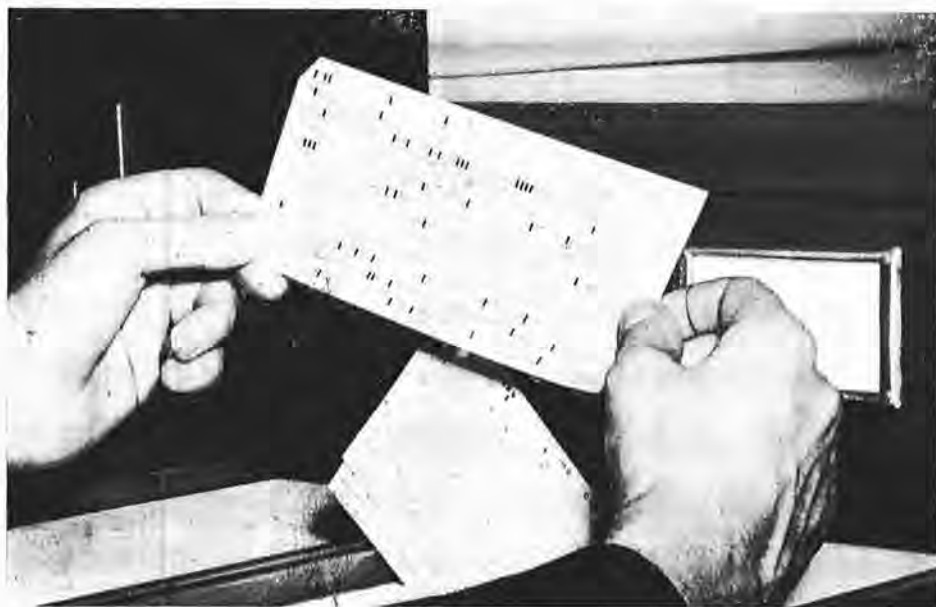
When an officer or man enters the Navy, his file is forwarded to the ND Personnel Machine Records (Navy) office. Two cards are made up — an enlistment card and a status card. The former remains unchanged until it is converted to a discharge card. The latter is an up-to-date record of his status within the service — branch pay grade, whereabouts, etc.

First the file goes to the "coding room," where an employee turns the information it contains into a numbered code, then passes the coded version and the original to a second operator. This one reverses the process, checking to see that the code corresponds with the original information.

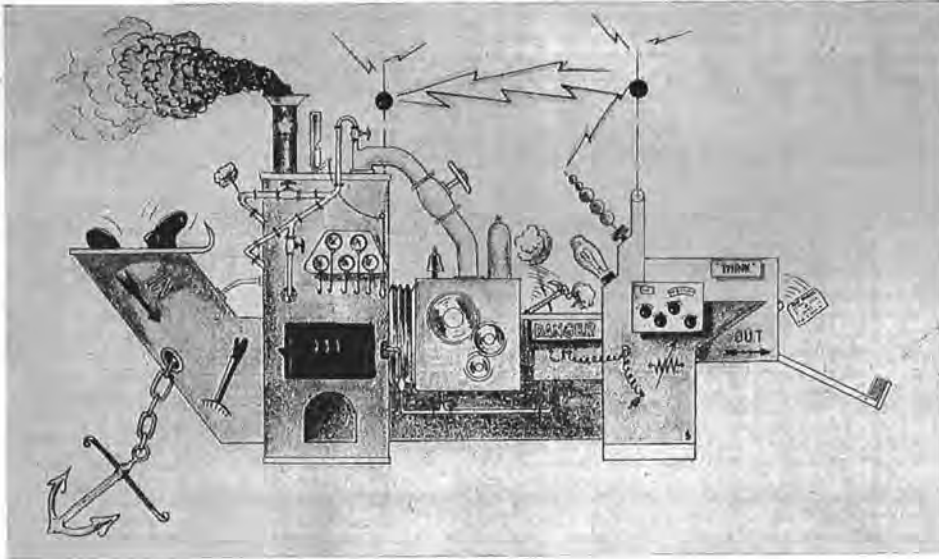
When this process is completed, the cards come into the picture. A third operator stationed at a black machine — which looks like a typewriter with big ideas — punches the appropriate keys and the coded version is transformed into $\frac{1}{8}$ th-inch oblong holes in the card.

Again, to guard against human error, there is a check. The punched card is put through a "verifier". This machine resembles the puncher, except that it's a little higher on the intelligence scale. The operator follows the same routine the first one did; she, too, reads the information and punches the appropriate keys. But if she punches a hole that isn't already there — that is, if an error has been made somewhere along the line — there is a great guffuffle.

The verifier emits a snort of rage, its one beady, red eye lights up malevolently and proceedings come to an abrupt halt. The card is hastily removed and sent back for a second run. The operator says sweet words to the verifier and, after soothing it, carries on with the next card.



It may look like a ticket on a modern version of the Chinese lottery, but this card constitutes a record of just about all the Navy needs to know about the seaman concerned. Machines transfer this information to the card in the form of perforations and, by reversing the process, can come up in quick time with a variety of vital statistics. (O-1205-1.)



After coding, checking, punching and verifying are done, the card is ready for use in the records. Across the top are printed the number, name, and rank or rating of the individual. The official number is the gimmick of the whole system. If an incorrect official number is given in documents or change sheets sent in by a ship (this does happen), the card system breaks down and the aspirins are broken out.

On the personnel side the section does a terrific number of jobs for almost every directorate in the service. How many men in the Navy were bank clerks in civilian life? How many members of each religious group are there? How many men are single? etc., etc. The machines will give these answers in a matter of minutes. This is provided, of course, that the right card-files are available, that a machine is free and that the manpower in the office isn't snowed under with work, as is often the case. If the card file is being used for another job or being brought up to date, the assignment is not as simple as it sounds. It's far from a "push-button" war in the machine records section.

Sometimes questions come up which are tactical problems in themselves. For instance, one directorate wanted the total number of men in the Navy under 23 who were married and the total number in this group who were discharged between July 1, 1948, and July 1, 1949.

In this case the entire RCN file was sent through the sorter to "pull" or kick out the cards of all men having a date of birth in 1926 or later. Then this abstracted group of cards was sent through again set to pull the cards of those married. On the second question, the discharge file was run through for those with a 1926 birth date or later, then that group run through again to get those who were married. It seems a little complicated, but the whole job took no more than an hour (card files, machines and staff were immediately available).

A few years back, 20 or more clerks would have had to thumb through as

many files as there are officers and men in the Navy to find the answers to these kinds of questions. Today, the wear and tear on thumbs is reduced to a minimum and the required man-hours slashed. These machines (they'll probably take over the country some day) will sort cards at the rate of 400 to 500 per minute. Thus the entire complement of the Navy can be checked in less than half an hour.

The statistical process is carried a step further by the alphabetical accounting machines, or "tabulators". These are the darlings of the section and it is said that if they're in the mood they can speak four languages and dance the Irish jig. Pay lists, by rate and trade group, can be printed by the machine itself. If the Chaplain of the Fleet wanted an alphabetical list of all Church of England officers and men, he could have it within an hour. The "tabs" will print the names, numbers, ranks and ratings and whatever else is needed at the rate of 80 cards per minute.

It's probably safe to say that this system has revolutionized personnel records and fleet accounting. The motto of the company that manufactures the machines is "THINK!" —The machines do practically that!



Elizabeth Bates of Ottawa runs the almost-human tabulator which lists alphabetically any desired group of men and prints their ranks or rates, names and numbers at the rate of 80 per minute. (0-1205-3.)



PACIFIC COAST

With the conclusion of summer reserve training, the Command swung into action on the fall training program, with the ships carrying out a number of exercises as well as making courtesy visits to Vancouver and New Westminster. A US Submarine, USS "Pomfret," called at Esquimalt for a five-day courtesy visit and exercised with "Crescent" and "Antigonish" in local waters.

Ashore, 2,300 men passed through the doors of the RCN Hospital at "Naden" for their annual survey and TABT inoculations. Eye tests, and, in the case of the Executive branch, color vision tests, were carried out, X-rays taken, blood tests given and finally the little cards signifying they had passed through the survey were handed out.

Displays and lectures by the Navy's Fire Departments, under the direction

of the Command Fire Chief, Lieut.-Cdr. (SB) J. D. Crowther, featured Fire Prevention Week. The displays, held in the dockyard, pointed out various fire hazards, and showed fire-fighting and first-aid equipment. Half-hour lectures on fire prevention, which all departments in the dockyard and "Naden" attended, also were held. Special lectures were given in the ships by the Damage Control Training Centre and practical demonstrations in the use of ships' damage control and fire-fighting gear, as well as new methods of control and fire fighting, were arranged.

At the same time, the Command was campaigning for the Community Chest and uniform regulations were relaxed for the period of the campaign to allow naval personnel to wear the little red feather. A message from Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, stated simply that he hoped subscriptions to the

campaign would "uphold the position of honor we enjoy in the community."

ND Training Centre

A busy training program has been brought to a successful conclusion at the Centre. From April to September, some 225 Cadets, RCN(R), took Navigation Courses, Parts I and II. These were split into 13 separate classes of varying numbers.

In addition, two courses in navigation, one in Part I and one in Part II, and an Action Information course were given to Reserve officers.

Training of Radar Plot ratings, 3rd class, continued during this period. A class of nine men completed a course on September 2, and a new class of 16 men commenced instruction in October.

The staff and classes at the Centre have participated fully in "Naden's" sports program, combining with the staff of the Communications Training Centre in most events.

HMCS "Crescent"

After spending ten days in harbor, during which time the Captain and First Lieutenant paid a flying visit to "Cornwallis" to observe new entry training, "Crescent" sailed with "Antigonish" for New Westminster.

The stay in the Royal City lasted six days and the citizenry certainly made it a very pleasant and entertaining one. To mention all those to whom the ship is indebted for hospitality would be well nigh impossible, but special mention should be made of the efforts of the Mayor, the City Council, the local branches of the Canadian Legion and the Army, Navy and Air Force Veterans, the managers of the city's theatres, and last, but by



Steam and electricity do the heavy "pushing" in today's warships, but it's necessary, all the same, to know how to employ "handraulic" power in case of damage or breakdowns. So we see men under training in the "Ontario" manning the capstan bars and weighing anchor by hand. The caption accompanying the photo failed to say whether they broke into any sea chanteys. (OC-158-1).

no means least, the friendly co-operation of the New Westminster City Police.

Following the visit, "Crescent" and "Antigonish" rendezvoused with "Ontario", proceeding to Nanoose Bay for a week's exercises. These included fueling at sea at 20 knots, which served to brush away any cobwebs which might have accumulated during the festive week on the lower mainland.

Friday, October 14, being the last occasion on which "Crescent" would enter her home port before paying off, a 786-foot paying-off pendant was flown on leaving Nanoose. All other craft cheered ship as "Crescent" led the formation out of harbor.

HMCS "Antigonish"

Early in October, "Antigonish", in company with the destroyer "Crescent", paid a six-day visit to New Westminster. Citizens of the "Royal City" arranged many social functions for the officers and men, including free admission to all theatres, two smokers and a dance by the Canadian Legion and the Army, Navy and Air Force Veterans, as well as numerous invitations to private homes for Sunday dinner.

"Visitors' Day" was held on a Sunday and for the three-hour period during which the ship was open it was almost impossible to move in any direction. Unfortunately, many visitors had to be turned back to avoid overcrowding the ship.

The warm welcome tendered by the people of New Westminster was much appreciated and the ship's company is looking forward to another visit soon. The trip to the Mainland also provided an opportunity to renew acquaintances made during "Operation Overflow" in the Spring of 1948.

On leaving New Westminster, "Antigonish" proceeded to Nanoose Bay for a week of exercises with "Ontario" and "Crescent" and the auxiliary vessel "Laymore".

Eighty wives of doctors attending the British Columbia Medical Associ-

ation Convention were taken for a four-hour cruise in the Esquimalt area in September. The visitors were shown through the ship and entertained at tea in the wardroom and in the Chiefs' and Petty Officers' messes.

Gunnery Training Centre

Lieut.-Cdr. John W. McDowall, formerly in "Ontario," is the new Gunnery Officer West Coast. He succeeds Lieut.-Cdr. E. S. MacDermid, who has left for the UK and a Dagger Gunnery Course. Lieut. Frederick

ATLANTIC COAST

Coverdale Radio Station

Coverdale Naval Radio Station is situated on the top of a hill on the south bank of the Pettitcodiac River, two miles from the city of Moncton, N.B. At present the station is engaged in Search and Rescue activities and the operational training of Communicator personnel.

Lieut. D. M. Waters is officer-in-charge of the station and other key personnel are Lieut. (S) J. P. Jordan, CPOs William C. Wilkinson and



Red Cross Instructor Jean Burns puts Laurel Anne Barfield through her paces while a group of other members of the "Stadacona" swimming school looks on. The school is held for children of naval personnel stationed in Halifax and civil servants employed with the Navy there. Some 165 children attended the classes, with 32 of the older ones passing the Red Cross junior swimming test. In the left background is Petty Officer Victor Dougherty, Navy swimming instructor. (HS—8330).

Little has taken over as First Gunnery Officer of the Centre.

Lieut.-Cdr. McDowall is conducting a drive to inform younger seamen of the career opportunities in the gunnery branch.

A number of courses are now under way at the Centre. These include a QR1 course, the first to be held on this coast.

The installation of an Artificial Visual Training Unit, under the supervision of Lieut. Little, is expected to help in training LR and QR rates.

Ronald R. Fenwick and PO John F. Savage.

Centre of relaxation in off-duty hours is the recently remodelled and pine-panelled Men's Recreation Room. Here dancing, cards, table tennis and other forms of entertainment are enjoyed by station personnel, and the frequent guest nights are becoming popular affairs. In addition, larger dances, with an orchestra, are held monthly.

Sixteen houses for married members of the staff have been completed and when the 50,000-gallon water tower is installed about December 1 the families will be able to move in. It is

expected the remaining 24 houses will be completed within the next few months.

HMCS "Haida"

Throughout the latter part of September and early October the ship was operating with US Fleet units out of Norfolk, Virginia, preparing for her part in Operation "Noramex," a large-scale amphibious exercise carried out by the US Navy on the coast of Labrador October 21.

Most of the time at Norfolk was spent in becoming familiar with USN bombardment procedure and methods of communication to be used in the exercise.

Firing was carried out at Bloodsworth Island, in Chesapeake Bay and the ship's gunnery and control personnel gained a good deal of useful experience in USN procedure.

While at Norfolk a number of the ship's company started growing beards. A five dollar prize was offered for the best beard and a consolation prize for the "scruffiest." At date of writing winners had not been named.

On October 13, "Haida" sailed with the Task Force for Labrador. Of the 45 ships comprising the force, "Haida" was the only "foreign" vessel. — E. McN.

HMCS "Cornwallis"

Married quarters, always a lively subject, is one of the main topics of conversation around this new entry training base these days. Each member of the ship's staff who considers himself qualified for one of the houses has been out to the site and has chosen the dwelling he hopes will soon be his. Although the final allocation of the units is still to be decided, one thing is certain — the completion of the "little city" on the hill is eagerly awaited by everyone.

"Cornwallis" was honored this fall by visits from the commanding officers of most of the ships of the East and West Coast fleets. The commanding officers, the majority accompanied by their executive officers, visited the establishment as part of a plan to acquaint them with the training procedure being carried out.

Communication School

A number of changes have taken place during the past few weeks in the personnel of the Communication School, Halifax.

A recent arrival is PO Len Murray, who has joined the instructional staff. PO Murray is one of the stalwarts of the "Stadacona" football team. Another addition to the school

staff is CPO Arthur Howard, who joined from "Magnificent" to take over the Message Centre.

Those who left the school recently include CPO Robert Campbell and PO Gilbert Howe, who have been drafted to sea; PO Ernest Sargeant, who has returned to "Naden," and Ord. Seamen Morley M. Ryder, Earle Greenfield, Edward S. Baily and Francis M. Watts, who will carry on with courses in other establishments.

With a complement of 164 men in ten classes, the Communication School is now working at full capacity. Apart from being somewhat crowded, all classes are progressing favorably. CR 24 will complete shortly at which time CR 32 will commence. — D.M.

NAVAL DIVISIONS

HMCS "Star"

(Hamilton)

With a good attendance each drill night, personnel of "Star" are looking forward to one of their most successful training seasons. Several courses have been added to the syllabus, of which the new Aircraft Maintenance course is proving particularly popular.

On the social side, all previous attendance figures were shattered in the Wardroom and the POs' Mess when the World Series on television proved an irresistible drawing card.

The drill deck was the scene of the ship's company Hallowe'en Dance on October 29.

On Sunday, November 6, a Church Parade was held to Christ Church Cathedral. The whole of the Ship's company turned out for the occasion. — C.S.J.L.

HMCS "Carleton"

(Ottawa)

Operation "Navarm," an ambitious assault landing operation on the shores of Dow's Lake, took place on October 13, with officers and men from the Division forming the attacking force and members of the Governor-General's Foot Guards and The Cameron Highlanders of Ottawa the defenders. Object of the assault was to destroy a "radar installation" on the shores of the lake. They did.



Air Vice-Marshal H. L. Campbell, Air Officer Commanding Northwest Air Command, inspects an Army Guard of Honor, commanded by Lieut. (P) G. H. Marlow, RCN, on his arrival at the Canadian Joint Air Training Centre, Rivers, for his annual administrative inspection.



Sailors from "Carleton" swarm ashore from their boats during a realistic mock assault landing on the shore of Dow's Lake, Ottawa, on October 13. Their objective was an "enemy radar installation" defended by personnel from the Governor-General's Foot Guards and the Cameron Highlanders of Ottawa. In the largest mock battle to be held in the Ottawa area since the end of the Second World War, the Navy men destroyed their objective within 35 minutes of the start of the attack. (Canadian Army photo: Z-5887-1).

"HC 311," used in the exercise, was brought to Ottawa from Kingston by a crew consisting of Lieut. T. E. Connors, staff officer of the Division, Lieut. R. F. Wood, Cadet W. Wood, CPO Claude Claude, PO D. C. Edgar, Ldg. Sea. L. M. Connors and AB C. Palmer, all of "Carleton." The same crew returned the vessel after the operation.

On October 29 the ship's company held its annual Hallowe'en Dance. About 150 Reservists and their friends were present.

Senior officers attending the annual conference at Headquarters, and Mr. L. W. Brockington, K.C., and Cdr. L. C. Audette, RCN (R), Ret'd, were guests of honor at a mess dinner held November 4 in "Carleton" by the Bytown Officers' Mess. Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, presided. — T.E.C.

HMCS "Donnacona" (Montreal)

The 1949-1950 training season at "Donnacona" is now well under way. With the UNTD training on Tuesday nights and the Active Reserve on Wednesdays, the problem of limited classroom space has been somewhat overcome.

The US training ship, "LSM 445", was an unofficial visitor to the port of Montreal during October, on her return from a summer training cruise on the Great Lakes.

"Donnacona" played host to the United Services Institute recently, the guest speaker of the evening being Marshal of the RAF, Lord Tedder.

The band, a guard and a party of men from "Donnacona" took part in the annual Trafalgar Day parade. Wreaths were laid by Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, Mr. R. W. Inch, representative of the Montreal Ex-Naval Men's Association, and Mr.



Minesweeping exercises have been a regular feature of training of "Malahat" reservists in the Victoria Division's headquarters ship, the minesweeper "Sault Ste. Marie". In the above photograph an Oropesa float is being readied by, left to right, CPO J. Wilson, Cox'n of the "Sault," PO Richard Penston and Ord. Sea. Gerald James.

C. K. McLeod, president of the Navy League of Canada, Montreal Division.

HMCS "Malahat" (Victoria)

Personnel of "Malahat" have completed their first summer of training in their headquarters and training vessel, the minesweeper "Sault Ste. Marie."

From June to October, Victoria reservists made ten weekend cruises and visited Port Alberni, Cowichan Bay and Ladysmith, on Vancouver Island; Bellingham, Everett, Fort Warden and Bremerton, Washington; Ganges, Salt Spring Island, and Vancouver. Included among these trips were visits to the US Navy Reserve unit at Everett, the USN dockyard at Bremerton and the US Army base at Fort Warden.

On each cruise the "Sault Ste. Marie" carried groups of Sea Cadets from RCSCC "Rainbow" and, occasionally, men under training in "Naden".

While the training program included instruction in a wide range of naval subjects and activities, the emphasis was on minesweeping and the use of minesweeping gear. — R.A.V.J.

HMCS "Hunter" (Windsor)

Training was in full swing at "Hunter" during October. An interesting syllabus has been drawn up, especially in the gunnery branch, where the emphasis is on the training of quarters rates.

The big social event of the month was the Trafalgar Ball held Friday, October 21, on the drill deck. Sponsored annually by the Windsor Branch of the Naval Officers' Association, the ball was attended by more than 600 persons.

Recruiting for the UNTD at Assumption College is progressing favourably. Reports brought back by cadets who took training at both coasts during the summer months have assisted in the effort.

Progress has been made in the formation of a service rifle club under the Dominion of Canada Rifle Association. Practices are being held on the range each Friday evening, with up to 20 men taking part. As soon as sufficient members are enrolled and officers elected, application will be made for affiliation with the DCRA. — R.G.

HMCS "Discovery" (Vancouver)

With the 1949-50 training season now well under way, recruiting at "Discovery" is progressing favorably. Lieut. William Davidson, recruiting officer, reports an average of five new applicants each drill night.

Lieut.-Cdr. A. A. Turner, RCN(R), has taken over as staff officer, relieving Lieut. A. H. M. Slater. Lieut. Lloyd Jones, RCN, a TAS specialist, has taken over the post of staff officer training.

HMCS "Chippawa" (Winnipeg)

Navy Week highlighted the month of October in the Winnipeg Division. Many visitors came aboard when the establishment held its annual "open house", and the Trafalgar Ball, under the auspices of the local branch of the Naval Officers' Association of Canada, was an outstanding success. On the Sunday following Trafalgar Day, the entire ship's company, including UNTD personnel and Sea Cadets, paraded to church to take part in



A musical link with Denmark was forged when the band from HMCS "Naden" recorded a special half hour program for the Danish State Radio. The program was arranged by Palle Bojesen, of Copenhagen, a producer for the DSR, through the International Service of the CBC in Vancouver. Recorded on wire at the band rehearsal studios in "Naden", the musical selections, portraying distinctive Canadian themes, were later transcribed at the CBC's Vancouver studios for transmission to Denmark. Above, Mr. Bojesen and Lieut.-Cdr. (SB) H. G. Cuthbert, Director of Music, go over the score before commencing recording. Mr. Bojesen is on a six-month tour of Canada (E-10336).

special services.

Recent visitors to "Chippawa" included Captain Sir Robert Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, Captain Benjamin S. Custer, USN, Naval Attache at the US Embassy, Ottawa, and Commander J. C. Littler, DSC, RCN, Training Commander, West Coast.

HMCS "Scotian" (Halifax)

A reception was held recently in the wardroom in honor of Cdr. W. E. Simpson, RCN(R), Ret'd., who is leaving the city to take up residence in Boston. Cdr. Simpson has been a prominent and active member of the Halifax Branch of the Naval Officers' Association.

An interesting guest at the Sunday night "open house" a few weeks ago was John Fisher, well-known CBC commentator. About 125 persons, including members of the Halifax Branch of the Naval Officers' Association, were present to hear Mr. Fisher

describe his recent trip to Europe. — A.C.R.

HMCS "Catarqui" (Kingston)

Commander H. K. Hill, commanding officer of "Catarqui," took five of the Division's boats into "action" on October 30 when reserve personnel from the Navy, Army and Air Force combined to "capture" Northport, near Belleville, Ont., during a training exercise dubbed Operation "Pontypool."

"Catarqui" supplied water transport for the assault troops, while the RCAF provided air cover with Harvards from 412 Squadron.

Earlier the Division's Fairmile, "PTC 721," made one of its last training cruises of the season, to Rochester, N.Y.

A whaler has been placed on the parade deck for training in sails and rigging.

HMCS "Queen Charlotte" (Charlottetown)

A large and very successful dance, sponsored by the Naval Officers' Association and the wardroom officers, was held at the divisions on Trafalgar Day. Prior to the dance the Lieutenant-Governor of Prince Edward Island presented prizes to Sea Cadets of RCSCC "Kent."

On October 27, campaign stars and medals were presented to RCN(R) officers and men by the commanding officer, Captain J. J. Connolly.

Ship's company social evenings, featuring movies and dancing, have been instituted and are held once a month.

OTTAWA FOOTBALL CROWD APPLAUDS NAVY BAND

The visiting "Stadacona" band made a big hit with football fans attending the Ottawa Rough Rider-Hamilton Wildcat game at Ottawa's Lansdowne Park November 5.

The Halifax aggregation put on a half-time show that was rated "one of the treats of the season". Their marching and counter-marching and excellent musical program drew loud applause and an insistent "encore" from the crowd. The band got a big hand, too, when it executed, on the march, a "W" for the Wildcats and an "R" for the Rough Riders.

THE RCN IN NEWFOUNDLAND

NEWFOUNDLAND JOINT SERVICE HEADQUARTERS, ST. JOHN'S—This has been the first completely Joint Service Base to be established in Canada, and it has been a most interesting experiment. The three Services recruit in one building. The Commodore, the Area Commander (Army) and the Senior Air Force Officer, all have offices on the same floor of the same building in Buckmaster's Field. The three Services undertake various commitments on a joint services basis—for instance, the Army provides Motor Transport and is responsible for the management of accommodation, messes and certain stores; the Naval Service provides all general maintenance of buildings, removal of snow, communications centre, as well as mail and postage; the Air Force will shortly be operating Air-Sea Rescue.

To say that it was easy at first would be untruthful, as all have different ways of doing things, even to ordering the smallest stores item. However, it cannot be said that friendly co-operation was lacking by any of the three Services, and the education all derived has been sufficient value in itself.

The reception of the three Armed

Forces has been cordial to a degree. The RCN being an old friend in Newfoundland, it was a pleasant return for many of the Navy and gave them an opportunity to renew their acquaintanceship with St. John's citizens whose warm hospitality they had enjoyed during the war.

On September 20, HMCS "Cabot" was formally commissioned, marking the twenty-first milestone in Naval Division history. Commander C. H. Garrett, OBE, VRD, RCN(R), was formally attested by Commodore V. S. Godfrey, OBE, RCN, at Joint Services Headquarters on that date.

Commander Garrett's 25 years' experience will be of great value in starting off the new Division on the right foot.

The First Lieutenant of "Cabot" is Lieut. Fabian O'Dea, who served in the RCNVR throughout the war, was in destroyers, carriers and cruisers, and being a Lieutenant (T), held an appointment in the Torpedo School at "Stadacona".

The Division will have by no means an easy start as the amount of office accommodation and lecture rooms immediately available is limited, but the old drill hall of "Avalon" will be

available soon and the enthusiasm with which the Division has been received is of the kind that can easily overcome temporary inconveniences.

Since before the First World War, no naval training facilities have existed in Newfoundland, and the recruiting effort for permanent and reserve personnel has most certainly been enthusiastically received.

A large number of Chief Petty Officers, Petty Officers and Leading Seamen with war service are living in St. John's and many of them have announced their determination to see the younger generation brought up as good naval seamen.

The American bases in Newfoundland carry large complements of service personnel, and the friendliness between the two Nations is very strong.

Generally speaking, the Navy has got off to a good start, but we must build well and build carefully to achieve both excellence and permanence. — J.C.P.

OFFICERS ELECTED BY OTTAWA NOAC

The Ottawa Branch of the Naval Officers' Association of Canada elected Bertram Doherty president for the 1950 term at the annual meeting held in the "Bytown" mess in mid-November. Also named to the new slate of officers were Albert Blais, vice president, and Charles A. Gray, treasurer. The secretary of the organization, Charles G. Gale, will continue in office until a successor is named at the next regular meeting.

A report of the past year's activities was read by John H. McDonald, retiring president.

Captain Barry German, president of the Naval Officers' Association of Canada, presented a report on the activities of the national organization, outlining in particular the events of the annual meeting of the association at Halifax.



Commander C. H. Garrett, RCN(R), (left, Commanding Officer of HMCS "Cabot," is congratulated by Commodore V. S. Godfrey, Commodore Newfoundland, after being formally attested into the RCN (Reserve) at Joint Services Headquarters, St. John's.

DULL WINTER AHEAD? - - NOT AT "NADEN"

West Coast Enthusiasts Form Camera,
Stamp Clubs, Start Building Boats

It promises to be an active winter at HMCS "Naden." Four clubs lately have been organized for the purpose of fostering interest in hobbies, sports and other activities, and indications are that more are in the offing.

"Naden" Camera Club

Proposed and sparked by Lieut.-Cdr. T. S. R. Peacock, Officer-in-Charge of the Navigation Direction Training Centre, the "Naden" Camera Club now has about 10 members actively engaged in building up the organization. They propose to invite photographers and members of city camera clubs to speak during their weekly meeting periods and lecture on various phases of camera art. They also hope to form an association with camera clubs in Victoria.

Election of officers will take place when membership has become large enough to warrant it. Meanwhile the

club makes use of facilities which have been set up in the old laundry in "Naden". Their object is to provide a meeting place where those interested in photography can exchange ideas and know-how and where expensive equipment beyond the means of any one club member can be made available.

Pacific Coast Philatelic Society

Stamp collectors in the Pacific Command recently re-organized the old "Naden" Stamp Club into the Pacific Coast Philatelic Society. Now embracing all ships and establishments in Esquimalt, the Society promises to be a renewed bonanza for the Navy's stamp hunters.

Commander J. C. Reed, who fostered the old "Naden" club, was elected president of the new society. Affiliation with other philatelic clubs in the city and a mutual exchange of ideas and stamp information is the principal aim of the club.

Pacific Command Snipe Sailing Club

A Royal Canadian Navy Yacht Club, the first in Canada, has been organized in the Pacific Command, and there are now about two dozen members signed up and proceeding with the building of their own craft.

Temporary officers have been installed and will remain in office until the annual general meeting in the spring of 1950.

They are: Rear Admiral H. G. DeWolf, Honorary Commodore; Commander J. C. Reed, Commodore; CPO Peter Cox, Vice-Commodore, and CPO Peter Lovric, Secretary-Treasurer.

Prime mover in the formation of the club was Commander Reed, who said it was inspired largely by co-operation given the RCN by members of the Royal Victoria Yacht Club. Applications have already been made for affiliation with the RVYC and for associate membership in the Pacific International Yachting Association.

A scheme has been worked out whereby members are loaned sums from their canteen or wardroom, to be paid back at the rate of \$10 per month. Enough lumber has been purchased for 24 vessels and a good start has been made on them. As each boat comes off the assembly line, lots are drawn for it and the owner must then finish it off himself. At least 12 "Snipes" are expected to be ready for sailing by the spring.

Boat builders already in the club are Rear-Admiral DeWolf, Lieut.-Cdr. W. Bremner, Lieut.-Cdr. J. C. Annesley, Lieut.-Cdr. (S) P. H. Sinclair, Chaplain G. L. Gillard, Lieut. H. E. Taylor, Lieut. G. E. Godbout, Commissioned Bos'n F. H. Moist, Warrant Shipwright J. Downs, CPO Lovric, PO P. W. Lushington, PO C. F. Halfyard, PO D. Larkey, PO S. R. Wallace, PO G. H. Richdale, AB C. W. Coombs, PO J. A. Stoddart, PO C. I. Scott, PO W. C. Brown, Ldg. Sea. L. G. Buchanan, AB J. R.



Two members of the Pacific Coast Philatelic Society, Lieut.-Cdr. T. S. R. Peacock (left) and Instructor Lieut.-Cdr. G. C. E. Gray, discuss a stamp collection. (E-10337).

Unsworth, AB R. Cato, Ord. Sea. G. Gray and Ord. Sea. D. Healey.

The Boat Building Committee includes Mr. Downs, Mr. Moist and PO Brown. Measuring Committee members are Mr. Down, PO Lushington and PO Larkey, while the Racing Committee members are Lieut.-Cdr. Annesley, Lieut. Mills, Chaplain Gillard and CPO Cox.

"Naden" Badminton Club

With 53 members already enrolled, the "Naden" Badminton Club appears to be in for one of its biggest seasons. Organized by Mr. Robert Dewhirst, Bos'n, RCN, and Instructor Commander J. D. Armstrong, the club will hold Wednesday evening sessions throughout the winter. The officers are: Honorary President, Commodore J. C. I. Edwards; Chairman, Instructor Commander Armstrong; Vice-Chairman, Chaplain B. A. Pegler; Secretary-Treasurer, Lieutenant (S) G. E. Godbout; Tournament Committee Chairman, Mr. Dewhirst; Membership Committee, PO A. Tassell; Catering Committee, Lieut.-Cdr. (S) P. H. Sinclair, Sub Lieutenant (NS) J. Robinson and Ord. Sea. C. E. McLeod; Entertainment Committee, Instructor Sub-Lieut. W. H. Northey and PO H. Mann. Bridge, darts and other games are played between matches and coffee and refreshments served.

WESTERN DIVISIONS INSPECTED BY DNR

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of the nine western naval divisions during November. It was his first complete circuit of the western divisions since being appointed DNR in early September. The tour began at HMCS "Griffon", Port Arthur, on October 31, went as far west as "Malahat", Victoria, and wound up at "Unicorn", Saskatoon, on December 1.

Accompanying Capt. Quinn were Cdr. W. A. Childs, RCN(R), Assistant Director of Naval Reserves, and Lieut.-Cdr. (E) A. H. Graham, Engineer Officer Naval Reserves.



A tour of RCN ships and establishments and the Canadian Services College took the greater part of a day when the New Zealand Sea Cadets visited Victoria. Five of the Cadets listen attentively as Petty Officer D. Rogers, of the Navigation Direction Training Centre, explains the workings of a plotting table to them. (E-10335.)

NEW ZEALAND CADETS TOUR PACIFIC BASE

Sixteen New Zealand Sea Cadets have returned to their homeland "down under" following a three-month tour of Canada and part of the Eastern United States.

The 16 Sea Cadets arrived in Canada on July 23. Their first stop was Choisy, Quebec, where they attended a ten-day International Sea Cadet Camp. After visiting Ottawa and Kingston, they spent a week at Toronto and while there took in the Canadian National Exhibition. A three-week stay at a Navy League Sea Cadet Camp on Georgian Bay, just north of Toronto, preceded three weeks of apple picking near Oakville, Ontario, to raise funds for a three-day trip to New York city. From New York the Cadets returned to Toronto and then began their return journey to the Pacific Coast. Enroute they stopped at Fort William, Port Arthur, Winnipeg, Regina, Saskatoon, Edmonton, Calgary, Banff and Vancouver. An event-packed four-day visit in Victoria climaxed their tour before

they embarked in MV "Aorangi" for home.

While in Victoria they were guests of the local branch of the Navy League of Canada, and stayed at Prince Robert House. Swimming at the Crystal Gardens, shows at Prince Robert House, tours of the Navy's ships and establishments, a dance by the Rainbow Sea Cadet Corps in their honor, a sightseeing tour by the Naval Officers' Association and a visit to the Dominion Observatory packed the last four days with thrills and memories for the Cadets.

"DISCOVERY" STAFF CHANGES

CPO Alexander J. K. (Sandy) MacPherson, a member of the ship's company of HMCS "Discovery" since August, 1947, has been drafted to "Naden".

Newcomers to the Vancouver Division include Mr. H. S. Lentz, Warrant Electrical Officer, CPO Charles R. McKenzie, Gunnery Instructor, CPO William Firman, CPO Ernest W. Clark and PO Allister L. Livingstone.

The Navy Plays



Coverdale Competing In Moncton Leagues

Coverdale Naval Radio Station has figured prominently in organized sports in Moncton, with entries in both softball and football leagues. Under the able coaching of Ldg. Sea. Ray Kergoat, the sailors landed a berth in the softball playoffs but bowed to the Air Force Veterans, who went on to the provincial finals.

Coverdale's football team has a record of one win and one loss in the Moncton and District loop. In addition to regular league play, the squad was scheduled to take on the "Stadacona" team in an exhibition game.

Further sports organization is under way. The radio station will be represented in the local industrial hockey league this winter, with PO John Purcell as playing coach. Work has already begun on getting the outdoor

rink into shape for practice sessions.

The gym enthusiasts are active. Part of the accommodation building has been turned over to them and an effort is being made to procure more equipment, including weights and boxing gear.

East Coast Teams Trade Soccer Victories

"Stadacona" suffered its first defeat of the season in the Halifax City Senior Soccer League in mid-October when an inspired eleven from "Shearwater" fought its way to a 1-0 victory in a contest that featured outstanding defensive play. The "Stadacona" men regained their winning stride in an exhibition game at HMCS "Cornwallis", when they edged out the Annapolis Valley sailors by a 1-0 score.

Naval Airmen Top Football Standings

On completion of the first four games of the schedule, HMCS "Shearwater" was showing the way in the Halifax Canadian Football League with a record of three wins and one loss. The lone set-back was suffered at the hands of the Wanderers Club, who edged out a 12-11 triumph over the naval airmen. In their other three games, the "Shearwater" gridmen took the measure of Dalhousie by 11-6 and 7-5 scores and defeated "Stadacona" 12-11.

"Shearwater" was faring equally well in the Halifax City Soccer League and possessed an undefeated record. The team defeated the School for the Deaf 3-2 and toppled highly regarded "Stadacona" 1-0. A game with Halifax Shipyards ended in a win by default for the airmen — A.J.C.

Supply Men Again Pace West Coast Competitions

The fall sports program at "Naden" is well under way, with the Supply branch again leading the pack in the race for the "Cock o' the Barracks" trophy.

In the inter-ship competitions, "Cayuga" is shaping up as the team to beat. Entered in the November competitions, which included soccer, basketball and volleyball, were "Ontario," "Crescent", "Antigonish", "Rockcliffe" and "Royal Roads."

The hockey season opened in Victoria November 1 when the City Commercial Hockey League played the first game of its schedule. "Naden" has entered a team in this loop and has its sights set on nothing less than the city championship. Action is taking place in the new Memorial Arena, which was completed this summer.



One of the mainstays of the "Shearwater" backfield, PO Johnny Sawatsky eludes a would-be tackler as he begins a lengthy gallop against Dalhousie University at the Wanderers Ground in Halifax. The naval airmen, who currently rule the roost in the Halifax City Football League, downed the Collegians 11 to 6. (DNS-1923.)

Basketball figures heavily in "Naden's" winter sports program and the base has an entry in the Senior "B" city loop. PO Dave Naysmith and CPO Fred Potts are coaching the Navy hoopsters.

The Port boxing championships are slated for the Bay Street Armouries in early December. Boxers from west coast ships and establishments will vie for various divisional titles in the competitions. Added feature of the fight card will be an exhibition bout between Ldg. Sea. Eddie Haddad, Canada's lightweight king, and an as yet unnamed opponent who will probably come from the US Forces.

Variety of Sports Featured at "Cornwallis"

At HMCS "Cornwallis" the fall sports program has featured soccer, boxing, rugger and bowling.

The soccer eleven broke even in a brace of games with their Halifax rivals. They trounced a visiting "Shearwater" team by 8 to 0 score but lost a thriller to "Stadacona" 1-0.

On the boxing front, two inter-divisional meets have been staged, with "Haida" and "Huron" divisions splitting top honors in the September slugfest, while "Iroquois" division eked out a narrow one-point win in the October duels.

Instructor Lieut. D. D. MacKenzie, who was the sparkplug of the "Cornwallis" soccer team, has turned to rugger and is organizing a team which is attracting a large number of soccer enthusiasts who want to try their hands at this closely related sport.

Bowling has made its bow at the training base and a 12-team mixed league is well underway. Organizing forces behind the bowling loop were the Chiefs and Petty Officers of the base.

Montreal Division In Football Playoff

HMCS "Donnacona's" grid team wound up the regular season in second place in the Quebec Intermediate Rugby Football Union and qualified to meet the league leading Lakeshore

Flyers in the playoffs for the provincial title. The Sailors suffered the only defeat of their 10-game schedule at the hands of the Flyers but it was the kind of game that could have gone either way. The final promises to be a tough tussle between the two evenly matched teams.

Other teams in the loop were Royal Montreal Regiment, Sherbrooke, Three Rivers and Eastward Fighters.

low net of 73. Other prizes for flight winners were donated by Halifax and Dartmouth merchants.

Sports Leagues Active on Board "Magnificent"

While at Saint John, "Magnificent" entered a team in the city soccer league and turned in a creditable record. The sailors fought their way into the finals of the four-team loop only to



Shown above are members of one of the foursomes which took part in the first annual Atlantic Command golf tournament October 12 at the Ashburn Golf and Country Club, Halifax. Left to right are Commander (L) H. G. Burchell, Rear-Admiral E. R. Mainguy, Chief Petty Officer "Pat" Patrick and Ordinary Seaman T. R. Charles. (HS-8943.)

CPO William Jamieson Wins Links Tourney

Forty-three divot-diggers turned out for the gala event of the season when the Atlantic Command held its first golf tournament at the Ashburn Golf Club. The entry list included Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, senior officers of the command, padres, nursing sisters, chief and petty officers and ordinary seamen.

Top honors went to CPO William Jamieson, of the "Magnificent", who carded a low gross of 76 to win the Oland and Keith trophy. PO Milton Kesluk, one of a visiting delegation from "Cornwallis", came home with a

bow to a more experienced aggregation from Saint John Drydock.

The good showing of this team created an enthusiasm for soccer throughout the ship and an inter-part league has been organized. Teams are entered from the Executive, Engine-room, Supply, Electrical and Miscellaneous branches.

Activities in the inter-part softball loop wound up in Saint John, with the favored Supply team coming through to win the championship in a two out of three series with the Engineroom department.

In basketball, the carrier men are staging a pre-season tournament in the ship's hangar, with five teams



It was an all-Navy show at pre-game ceremonies at Lansdowne Park when Ottawa Rough Riders and Hamilton Wildcats wound up the Big Four football schedule in the capital city. In the photo above, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, kicks off to open the game. Lieut. Don Loney, RCN(R), captain and star centre of the Rough Riders, held the ball. The "Stadacona" band provided musical entertainment and at the half-time intermission gave a display of precision marching. (Ottawa Journal photo.)

battling for honors. The ship's quintet took on the Saint John YMCA shortly before their departure, wound up on the short end of the score in two games but came through to win a third.

A volleyball league is well under way with no less than 12 teams competing. This game enjoys great popularity with officers and men of the "Magnificent" and large numbers turn out for the games. A ship's team has been formed and is eagerly awaiting any challenges.

"Star" Officers Score In Softball Opener

The Hamilton Garrison Officers' Indoor Softball League was opened in the best manner possible (from a Navy

standpoint) when the Wardroom team from "Star" stepped into the Army Combines and set them down with a resounding defeat, 16-11. The Combines are made up of officers from the Artillery, Engineers and RCEME. For the past two seasons they have led the league, but "Star" is determined to give them a different view of the race this year. The Navy battery consisted of Cadet R. W. Crofoot and Lieut. Garth Rowsome, both RCN(R).

"Shearwater" Planning Hockey, Hoop Teams

Basketball and hockey are coming into the sports picture at "Shearwater". Present plans are for teams to represent the air station in local leagues in both sports. Also included in the over-all sports activities is the

continuance of the inter-departmental leagues which enjoyed such success last winter.

A badminton club was formed recently with Cdr. E. E. Boak as president. Other officers elected included Lieut. (S) H. T. Cocks, secretary treasurer, and Sub-Lieut. (NS) M. C. Fitzgerald, social secretary.

Carrier Holds Tourney on Championship Course

Chief Petty Officer William Jamieson was the winner of a handicap golf tournament held by the officers and men of the "Magnificent" while the carrier was in Saint John. CPO Jamieson defeated Padre H. R. Pike 3 and 2 in the final match. In the consolation event, CPO John Murphy turned back CPO A. A. Campbell 4 and 3.

The tournament was played at the Riverside Golf and Country Club, scene of the 1949 Canadian amateur championships, and was officially opened when Commodore K. F. Adams walloped the first ball off the tee. Entries totalled 44.

When the dust had cleared, Padre Pike and Cdr. B. S. McEwen were in one semi-final bracket and CPO Jamieson and Bos'n J. A. Arnott in the other. Padre Pike won a close match on the 18th green and CPO Jamieson took the measure of Mr. Arnott 3 and 2.

The success of the tournament was largely due to the co-operation of Don Sinclair, Riverside club pro, and the Saint John Drydock Company, who made possible the use of the facilities of the club.

"Stadacona" to Enter Basketball League

"Stadacona's" intermediate basketball team, runner-up to Dalhousie Grads for the Halifax City championship last season, is rapidly rounding into shape for the winter schedule. A number of players who formed last year's squad are back in uniform and indications are that "Stad" will again be a strong contender for the title. Lieut. W. S. Lover has been named manager of the team.

Looking A Stern



"A feat of seamanship worthy of the highest traditions of the Navy and the sea".

That was the signal which reached the old four-stacker, HMCS "Columbia," and the minesweeper "Wasaga" from the office of the Commanding Officer Atlantic Coast. It was in January 1943 and the story went this way:

Propellerless and rolling helplessly at the mercy of a rising winter gale, HMS "Caldwell", with several injured men aboard, was in serious plight when her distress signals were received at Halifax.

Thirty-six hours before the storm struck, the Royal Navy four-stacker had left St. John's in tow of the tug "Foundation Franklin," bound for Boston where she was to have her propellers fitted. They had run into difficulties when the tug, steaming into the rising wind and sea, had been unable to make stearage way. The strain of the wildly plunging destroyer at the end of the 300 fathoms of tow-line was too much for the tug's towing winch and it broke down.

It was then decided to run before the storm, but this only added to the tug's difficulties. To ease the strain on the "Foundation Franklin," the destroyer captain ordered a drogue

sea anchor streamed in an attempt to lessen the violent pitching of his ship. As a group of men went aft to carry out the task, the seas swept over the quarterdeck and engulfed the working party, seriously injuring one man. At the same time the heavy tow-line parted and the destroyer was left wallowing in the heavy seas while the tug disappeared in the snow squalls.

Inspired by the calm, capable way in which their captain handled the situation, the crew of the "Caldwell" worked like Trojans in an effort to prepare her to be taken in tow again and to maintain her seaworthiness.

THE Canadian minesweeper "Wasaga," commanded by Lieut. John Raine, RCNR, which had been acting as escort, attempted to close the stricken vessel and render assistance. The storm, however, increased to such intensity that she herself was compelled to heave to.

Although powerless to assist, the little minesweeper determinedly maintained her position and gave comfort, by her presence, to the crew of the destroyer.

As the day ended, the weather grew steadily worse. The night was a dark void of tumbling, white-capped seas

whipped by the bitterly cold winds, and the crews fought the crashing waters with all the skill and seamanship at their command.

Throughout the night and the next day the same situation prevailed. But help was on the way. Thanks to the excellent position reckoning maintained by the commanding officer of the "Caldwell," the "Columbia" found them shortly after dawn on the following day. The seas had abated during the night, but had one final fling before giving in to the courage and seamanship of the crews.

First step of the manoeuvre was for the "Caldwell" to heave the tug's severed tow-line inboard. It couldn't be budged. Not even the combined efforts of "Caldwell's" ship's company of more than 150 men could move the line. So they went about the job of passing a tow-line from "Columbia." This was no easy task in the pitching seas, but to Lieut. Cdr. George H. Stephen, DSC, RCNR, commanding officer of "Columbia," it was "old hat." Already in the war he had supervised the salvage of a tanker and towed a merchant ship into port.

A rope messenger was picked up by the Canadian destroyer and attached to a wire hawser. "Caldwell" began

(Continued on page 32)

Rescued and rescuer make port to end one of the most difficult and stirring towing operations of the war. Both ships, the "Columbia," left, and particularly the "Caldwell," show evidence of the battering they sustained from the heavy seas, while the bleak, snow-covered shoreline in the background gives some idea of the bitterness of the weather which prevailed at the time. (H-6125).



Comrades in Arms



THE CANADIAN ARMY

Toys for Britain

Since the war's end, things have been getting tougher and tougher for the old gentleman with the beard who lives at the North Pole and makes his annual public appearance on Christmas Eve. During the war, there was a shortage of materials, and now, although that difficulty has been eased, he is still faced with rising prices and demands for wage increases and non-contributory pension plans by the Affiliated Gnome Workers' Union. In addition, Santa isn't as young as he used to be and finds it hard to cope with the pace of modern business methods and assembly line production. Yet the demand for Christmas toys and goodies by children the world over is greater than ever.

In order to ease this situation, Canadian Army personnel stationed in camps and military centres across

the country have, for the past four years, turned their unit hobby shops into sub-divisions of Santa's famous North Pole toy plant and spend their off-duty hours making toys. These toys are crated and shipped to the United Kingdom for distribution there among underprivileged children, thus helping Santa's production problem and also saving unnecessary wear and tear on reindeer.

This year, at least 66 cases of toys were manufactured by the troops for shipment overseas. These cases were produced at Fort Churchill, on the icy shores of Hudson Bay; at Whitehorse, Y.T., along the Northwest Highway System; at the RCEME School, Barriefield, Ont.; No. 26 Central Ordnance Depot, Ottawa; Royal Canadian School of Signals, Barriefield; the Royal Canadian Dragoons, Petawawa, Ont.; Royal Canadian School of Infantry, Camp Borden; No. 2 Company, RCEME, Malton, Ont.; No. 4 Personnel Depot, Mon-

tréal; Headquarters British Columbia Area, Vancouver; No. 13 Company, RCEME, Calgary; Headquarters Saskatchewan Area, Regina; Royal Canadian School of Artillery, Shilo, Man.; Canadian Joint Air Training Centre, Rivers, Man., and Headquarters Prairie Command, Winnipeg.

The toys include almost every variety small enough to be easily crated and shipped. Standardized sets of plans are supplied all unit hobby shops suggesting the types of toys to make, but the troops also design toys of their own. In addition to the toys made, some military camps have also purchased toys to be included in their shipments.

Canadian soldiers started sending toys to underprivileged children in Britain four years ago and last year supplied 82 cases containing more than 3,000 toys. Shipping expenses were borne by the Canadian Red Cross. This year the Red Cross paid for all inland freight charges while the United Emergency Fund for Britain was responsible for shipping the toys overseas and for distribution.

The toys will reach Britain in plenty of time for Christmas and it won't make much difference to the kids whether they were made by Santa's gnomes or Canadian soldiers.



In answer to an urgent call from old Kris Kringle, soldiers of the 7th Infantry Workshop Company, RCEME, got busy at their workshop in Ottawa to repair and paint toys which Santa will deliver on Christmas Eve. (Canadian Army photo — Z5612.)

THE RCAF

"Operation Metropolis"

The six bombers, droning through heavy grey clouds, crossed the ragged coastline 6,000 feet below, and cut abruptly inland for the city. Their target: the largest mass of human beings on the North American continent, New York City.

Suddenly out of the overcast darted a flight of gleaming silver aircraft, jet-propelled Vampires of the RCAF's Montreal Reserve squadrons. The tiny jet-planes made a series of quick, accurate thrusts at the bombers, and plotters back at the control center at White Plains, N.Y., knew that the first joint RCAF Reserve-U.S. Air National Guard exercise was a success.

The success of "Operation Metropolis" must be credited to a great degree to the teamwork and resourcefulness of the members of Montreal's three Reserve units, 401 and 438 Fighter Squadrons, and No. 1 Radar and Communications Unit.

The radar men, from their temporary homes at Stewart Field, N.Y., and the Air Force Base at Mitchell Field, teamed with US radar elements to "pick up" the attacking bombers shortly after 2 p.m. Saturday, October 22.

Word of the air invasion was quickly passed to the intercept squadrons composed of US F-47 Thunderbolts and the Canadian Vampires. Within seconds, the defenders had been scrambled and were being guided to the bombers by the radar controllers.

Soon the radar blips of the intercept force merged with those of the attackers, and the first phase of the simulated air-raid on New York City was over.

Four times the invading bombers attempted to get in a bombing run over the city, and four times the defenders "blasted" them out of the sky.

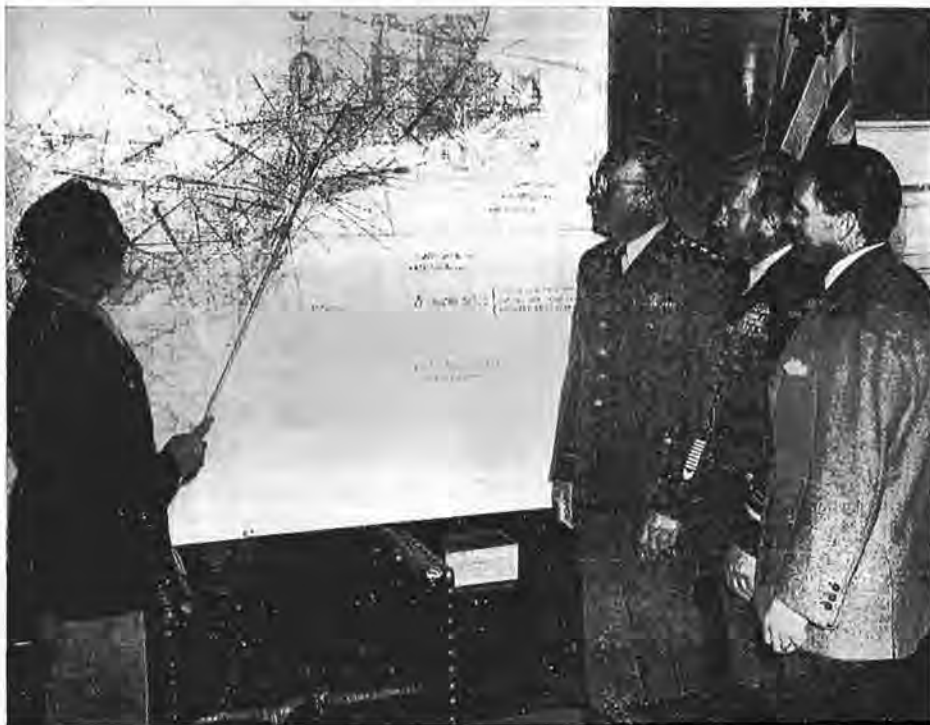
Watching the manoeuvres from the control centre at New York Air National Guard headquarters, White Plains, were high-ranking Canadian and US observers, including Air Marshal W. A. Curtis, Chief of the Air Staff, Lt. Gen. Ennis C. Whitehead, head of Continental Air Command, US Air Force; Harold C. Stuart, special consultant to the Secretary of the US Air Force, and Air Vice-Marshal C.R. Slemon, Air

Officer Commanding, Training Command.

At White Plains, too, were Brig.-Gen. Clyde H. Mitchell, overall commander of "Operation Metropolis"; Wing-Commander R. J. C. Hebert, commander of the Canadian forces

designed to dovetail forces of the two nations.

Needless to say, it was a happy and proud party of "weekend warriors" who boarded North Star transport planes for the return flight to Montreal after "Operation Metropolis."



Prior to the actual air operation of the Joint Royal Canadian Air Force Reserve — New York Air National Guard training manoeuvre known as "Operation Metropolis", the senior officer staff members of the RCAF and the USAF witnessing the manoeuvre were given a careful briefing of the predetermined situation. Brigadier General Clyde H. Mitchell, Commanding General, 52nd Fighter Wing, New York Air National Guard, pointer in hand, indicates the position of the various participating units in the White Plains, New York area. Looking on left to right are Lieut.-Gen. Ennis H. Whitehead, Commanding General, Continental Air Command, Air Marshal W. A. Curtis, Chief of Air Staff of the RCAF, and H. C. Stuart, Special Consultant to the Secretary of the US Air Force.

and commanding officer of 438 Fighter Squadron, and Wing Commander K. R. Patrick, head of the Montreal radar and communications unit. High over the city was Wing Commander J. W. Reid, commanding officer of 401 Fighter Squadron and leader of the Canadian intercept elements.

Commenting afterwards, W/C Patrick said that the commanders were "more than pleased" with the results of this first post-war test of the ability of the RCAF Reserve and the Air National Guard to work together.

Air Marshal Curtis stated that he believed the success of the operation was secondary to the experience gained and that it was hoped that it would be only one of many such operations

"COMRADES IN ARMS" BACK ON AIR-WAVES

The Armed Forces radio show, "Comrades in Arms", returned to the air-waves early in November. The program, which again alternates between Navy, Army and Air Force, features some of Canada's top flight musical talent. Included in the cast of the Navy's programs are Gisele, Edmund Hockridge, the Leslie Bell male chorus, and a first class orchestra under the direction of Howard Cable.

The Wednesday night show provides news and information about Canada's defence forces, sidelights on service activities and little known traditions of the Navy, Army and RCAF.

FISH (*ugh!*) STORY

Leo Kilbride, skipper of Yard Craft Number 3 at the Port of Halifax, has a fish story that's true.

It concerns a deep-sea fish (later identified by the Nova Scotia Museum as a Monk fish) that bit off more than it could chew.

Kilbride found the erring denison of the deep floating soggily off MacNab Island in Halifax harbor on the morning of October 14. In its capacious maw was a large seagull. The fish was dead — and so was the gull.

What had apparently happened, said Kilbride, was that the fish had grabbed the gull and submerged to swallow it. A great battle ensued and the adversaries both perished in the unique contest.

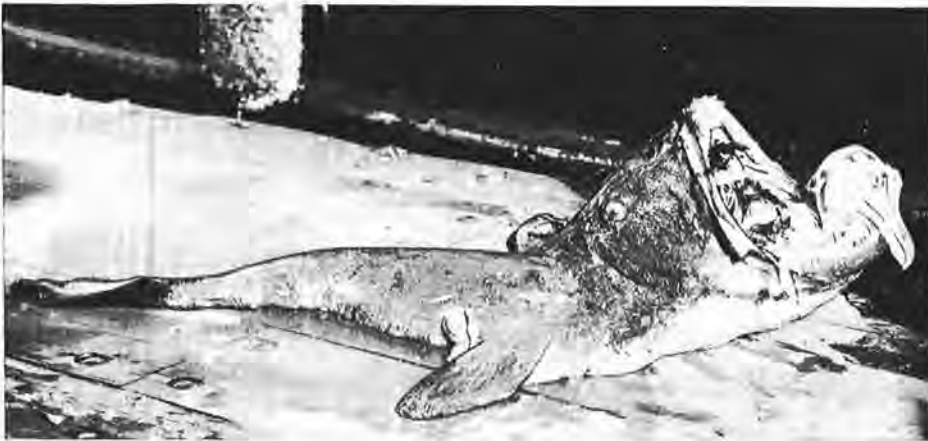
The gull must have been extremely tough, for Donald Crowdis, curator of the Museum, said the Monk fish has been known to gulp seven wild ducks at a sitting . . . or 75 herring . . . OR

21 flounder and a dogfish!

Scientific name of the "Monk" is "Tophius Piscatorius" and it is known in the vernacular as Monk, Goose, Angler, All-mouth, Bellows, Molligut and Fishing Frog Fishes. It eats everything from shell fish to eel grass and is in turn eaten by broad minded people in certain European countries.

It is by no means rare in comparatively shallow waters, and is found from the "Newfie" Bank to North Carolina and in deeps as far down as Barbadoes. On the European side it inhabits similar latitudes. Its jaw cants upward and it has flippers, indicating its natural habitat to be the bottom, but it obviously has terrific range of depth.

Kilbride's fish fact was two feet long, had an 18-inch beam and a mouth aperture of about 8½ inches. They do grow to four feet in length and may weigh as much as 70 pounds.



This is one Monk fish that bit off more than it could chew. It was found floating off MacNab Island in Halifax Harbour by Leo Kilbride, skipper of Yard Craft Number 3, with a dead gull lodged in its yawning jaws. (HS-8920).

LOOKING ASTERN

(Continued from Page 29)

to haul the cable on board. Just as all seemed working smoothly the messenger parted. The released wire slackened back into its coils and promptly wound around "Columbia's" propellers.

THEN the "Wasaga", which had almost been forgotten in the heat of the manoeuvre, moved in quickly and successfully passed a wire to the "Caldwell." This was

secured to the anchor cable and the two at last got under way. For three hours all went satisfactorily, then the tow parted at the second shackle of the "Caldwell's" cable. By this time the "Columbia" had moved into the picture once again. Within a short time lines were passed between the two destroyers and it was decided to use the remainder of the tug's towing line instead of "Caldwell's" cable. The arrangement worked very well and the "Columbia" covered the 370

miles to Halifax in 43 hours.

In summing up the manoeuvre, Lieut. Cdr. E. M. MacKay, RNR, commanding officer of "Caldwell," paid high tribute to the Canadian ships for "passing the tow under extremely difficult conditions" and for their determination and skilful handling that led to the successful completion of the task.

"DONNACONA" GRIDDERS WIN EXHIBITION GAME

HMCS "Donnacona" defeated the grid team from HMCS "Shearwater" by a 17-0 score in an exhibition tilt played at Montreal in late October. The "Donnaconas", who are in second spot in the Quebec Rugby Football Union, had too much weight and all-around polish for the visitors and coasted to an easy victory in what was unofficially billed as the "Eastern Canada Naval Football Championship." "Shearwater" holds down first place in the Halifax City Football League.

"NADEN" GYMNASIUM SCENE OF DANCE

More than 100 sailors, their wives and sweethearts attended an "All Ships' Companies" dance held in the gymnasium at "Naden." Music was supplied by Maurice Jackson and his all-girl orchestra from Port Arthur, Ontario.

The dance was sponsored by the "Naden" Ship's Fund Committee and admission was free, although limited to the capacity of the hall. Dance organizer was PO S. R. "Wally" Wallace, ably assisted by Ordinary Seamen R. Volker and C. Jessup. Recently refinished and sanded, the floor was reported ideal for dancing.

COMMUNICATORS' COURSE

The following men recently completed a 36-week course at the Communication School, HMCS "Stadacona," Halifax: Able Seamen Ronald H. Blake and Wilbert R. Stephens, and Ordinary Seamen Jack G. Harris, Gordon A. Matsell, Bernard J. Bowerbank, Robert J. Wilkins, John B. Stipkala and John L. Hebgin.



5



4



3



2



START!



6



7



8



9

These photos record the zany shenanigans of some 40 members of the Engineering, Medical and Supply branches at "Naden" during a team competition innocently labelled a Medley Marathon Relay Race. Each of the 14 events absorbed the energies of a separate group of competitors, as is befitting a relay, and no stunt could begin until the previous one had been completed to the satisfaction of the eagle-eyed officials.

- Beginning at the bottom of the page (left) and working clockwise, the photos show:
- (1) Start of the marathon with three swimmers paddling the length of the swimming pool, picking up a 25-cent piece from the bottom of the pool enroute.
 - (2) One oar's power transportation across the harbor.
 - (3) Fire a pre-determined number of rounds on the .22 range.
 - (4) Bowl five-pins until contestant records a strike.
 - (5) The wheelbarrow race.
 - (6) Sink a tennis ball into a golf cup using a hockey stick as a putter.
 - (7) Down the hatch.
 - (8) 100-yard sack race.
 - (9) Eat three dry crackers and whistle a recognizable tune.
 - (10) One of the few legitimate competitions of the marathon—a 440 dash.
 - (11) Dribble a rugby ball around the sports field.
 - (12) Bicycle slalom — no falls permitted.
 - (13) Dunking for apples.
 - (14) The final event — burst a toy balloon by puncturing it with a dart.
 - (15) The winner . . . Ord. Sea. C. E. McLeod beams proudly as he accepts the victors' spoils, a handsome cake, from Cdr. J. C. Reed, executive officer of "Naden", on behalf of his teammates of the Medical branch.



10



11



12



13



15



14

THE WINNER !!!

