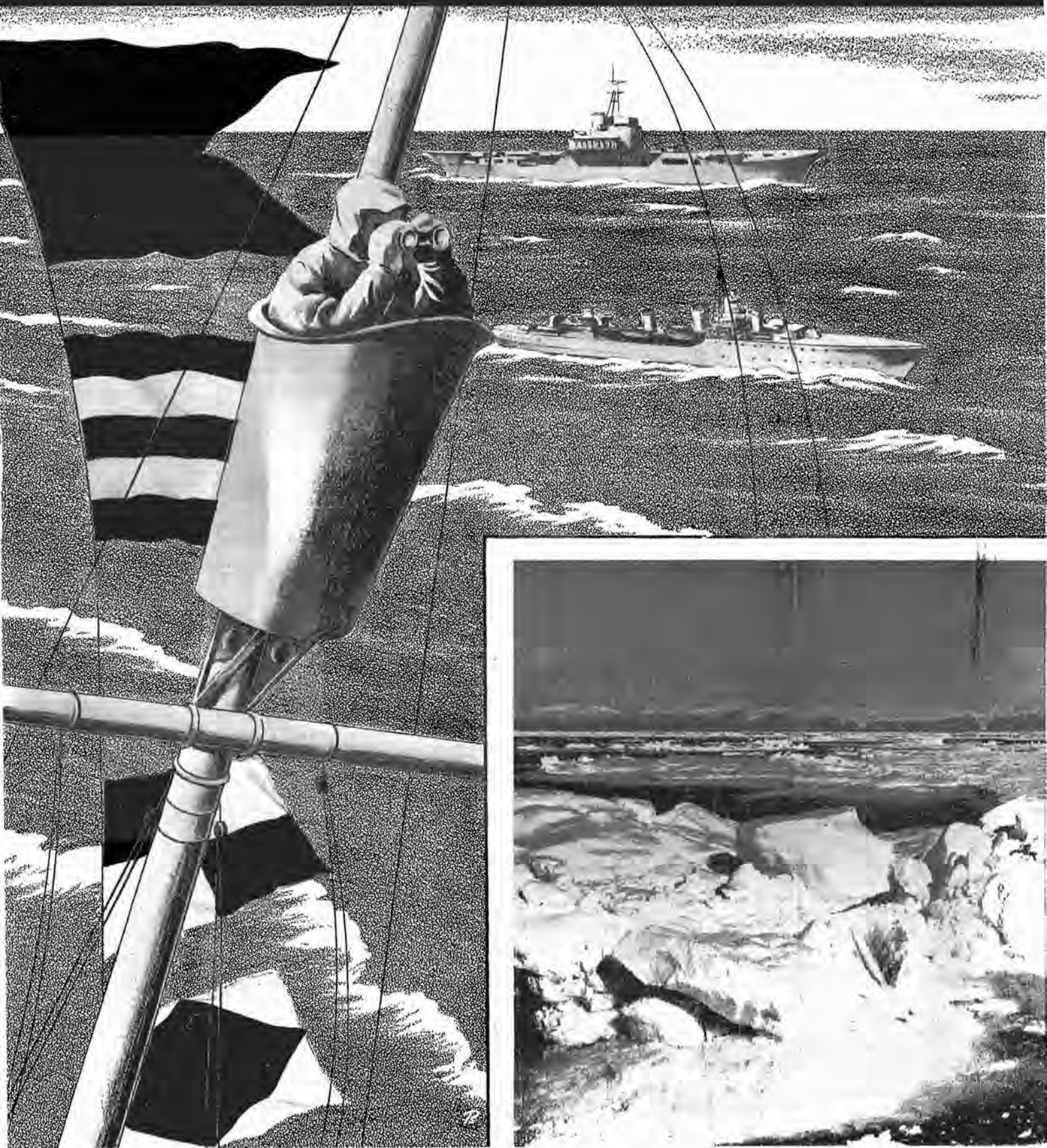


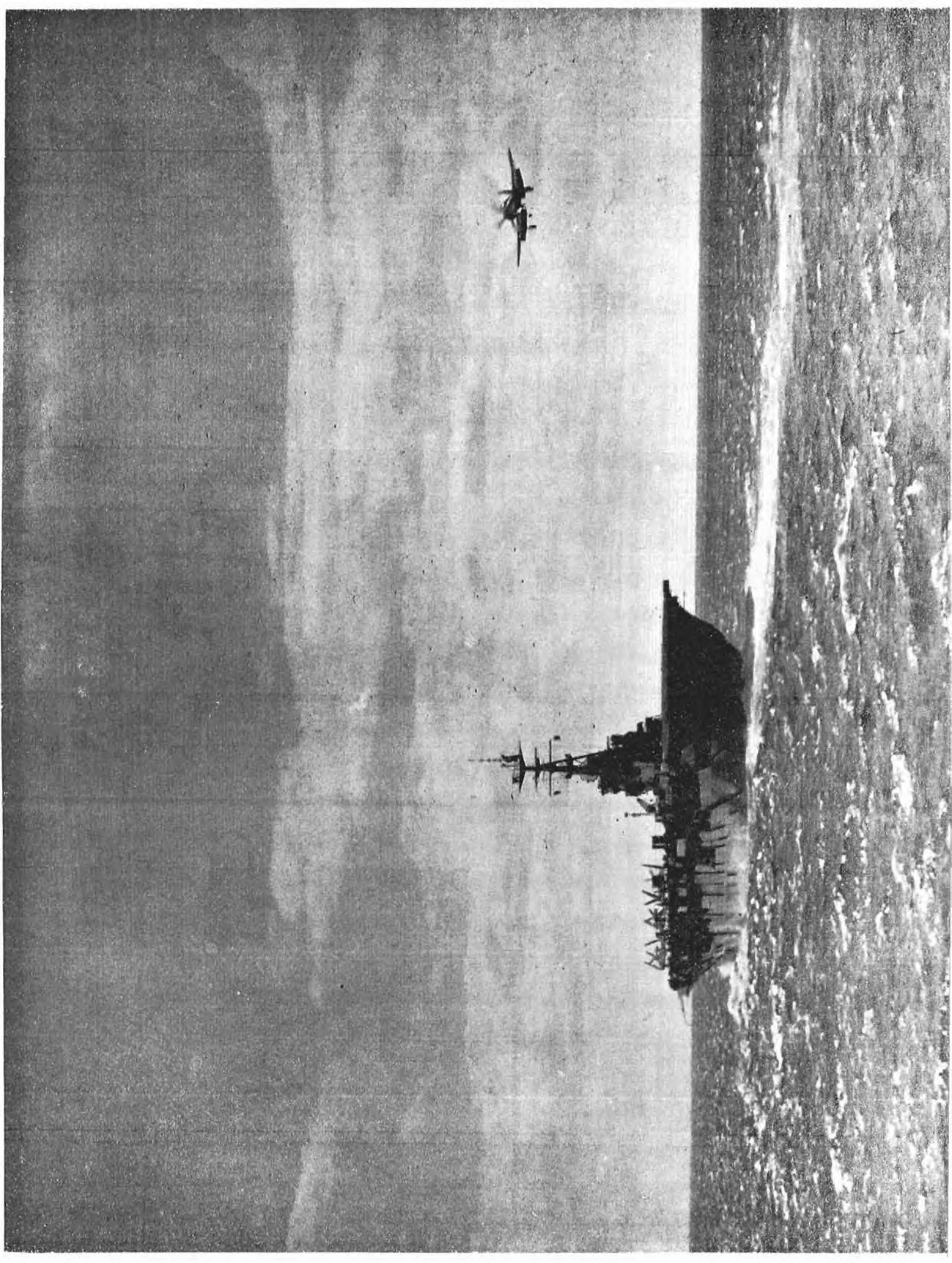
# The CROWSNEST

Vol. 11, No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

February, 1949





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Vol. 1 No. 4

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The "Man of the Month" is a regular feature of The CROWSNEST. Now, in this issue, there appears the first in a new series, the "Lady of the Month."

Leading off is, appropriately enough, the Fleet's First Lady, H.M.C.S. "Magnificent." She is shown on the opposite page about to take to her bosom one of her brood of aircraft, in this case a Sea Fury of 803 Squadron.



This month The "CROWSNEST" has jumped in size from 28 pages to 32. Credit for this goes entirely to the regular correspondents, whose ranks are steadily growing, and to those others who have contributed feature articles, cartoons and other material in increasing amounts.

However . . .

The spring cruise and other assorted ventures will be keeping most of the active units of the fleet extremely busy for the next three months, and it is more than likely that this will be reflected in their output of CROWSNEST material.

To take the strain, the editors are looking to the ships which will be staying "at home" and to the immovable shore establishments. To them is repeated the invocation:

KEEP A GOOD LOOK-OUT FOR  
"CROWSNEST" MATERIAL. SEE  
THAT YOUR CORRESPONDENT  
GETS IT. SEE THAT HE GETS IT  
TO . . .

**The Editors**

*Page one*

*Cover Photo*—One of the reasons why the Royal Canadian Navy is getting a new 5,400-ton icebreaker is illustrated in this month's cover photo. This Arctic ice pack is typical of the sort with which vessels operating in northern waters have to contend. Lacking an icebreaker to bull a path for them, naval craft would be able to force their way through such a pack only at the risk of severe damage. The contract for the icebreaker was placed in December.

# R.C.N. News Review

## Going Down South

The most ambitious spring training cruise ever undertaken by the R.C.N. commences January 28, when H.M.C. Ships "Ontario" (Captain J. C. Hibbard, D.S.C. and Bar), "Athabaskan" (Commander M. A. Medland), "Crescent" (Lieut. Cdr. D. W. Groos, D.S.C.) and "Antigonish" (Lieut. Cdr. W. S. T. McCully) slip from their Esquimalt berths and set course for the southward.

Throughout February and the early part of March the four ships will exercise off the coasts of Mexico and California. Then they will pass through the Panama Canal to rendezvous at Colon with H.M.C. Ships "Magnificent" (Commodore G. R. Miles, O.B.E.) and "Haida" (Commander A. F. Pickard, O.B.E.), newly arrived from Halifax.

C.T.F. 215, as the six-ship force will be known, will rendezvous on March 19 in the Caribbean with the

Commander-in-Chief America and West Indies (Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O.), in H.M.S. "Glasgow" (Captain C. L. Firth, D.S.O., M.V.O., R.N.). The combined force will call at St. John, Antigua, for fuel and will then proceed to Guantanamo Bay, Cuba.

En route they will link up with the carrier U.S.S. "Midway" and other American units and the ensuing period will see United States, British and Canadian warships of varying types and sizes, steaming and exercising in company.

Guantanamo will serve as the focal point for exercises conducted by the combined squadrons until early in April, when they will break off and head back to their respective bases. First to leave home and last to return, the west coast ships will arrive back in Esquimalt April 28. In their three months' absence they will have visited, besides those points already

mentioned, San Diego and Long Beach, California, Acapulco, Manzanillo and Magdalena Bay, Mexico, and Balboa, Canal Zone.

## New Aircraft

January was a busy month for east coast ships. "Nootka," "Haida" and "Swansea" were away from Halifax from the 5th to the 31st, exercising in Florida waters. On the 13th the "Magnificent" left for the United Kingdom, where she was to transfer the Firefly IV aircraft of 825 Squadron for new Firefly V's.

Due back in Halifax February 23, the carrier will disembark 825 Squadron to Dartmouth and will embark 803 and 883 Sea Fury Squadrons and 826 Firefly Squadron. These three squadrons will form her air component during the spring cruise, which for the "Magnificent" and "Haida" commences March 5.

## Readying For Reserves

While all these events are taking place, shore establishments will be continuing their normal training schedules and doing a job which is quite as important as, but less newsworthy than, the seagoing program.

Along about now, too, there is a great deal of planning being done in preparation for the 1949 reserve training program. The Reserve Training Commanders from the two coasts have completed their tours of the Naval Divisions and the picture of what the requirements will be this summer is virtually complete. It is now largely a matter of working out a program that will enable officers and men of the R.C.N. (R) to get maximum value out of their periods of training. To achieve this, no effort is being spared and no consideration overlooked.



This is the Firefly V with which 825 Squadron, now in the United Kingdom, is being equipped. The squadron will return to Canada February 23 on board H.M.C.S. "Magnificent". An all-metal, two-seat monoplane, the Firefly V is powered by a Rolls Royce Griffon engine. It is equipped with four 20-mm. cannon, radar and radio installations, and the latest airborne anti-submarine devices.

**Hip, Hip . . .**

Just before Christmas came good news in the form of an announcement by the Hon. Brooke Claxton, Minister of National Defence, that all personnel up to and including the rank of Commander would receive a \$10 basic pay increase and all married personnel would have \$10 added to their marriage allowance.

**Contract for Icebreaker**

A contract for building the R.C.N.'s new icebreaker was placed in December with Marine Industries Ltd., of Sorel, P.Q. The vessel will be constructed along the lines of icebreakers of equivalent size in use by the U.S. Navy and Coast Guard. She will be 269 feet in length, will have a beam of 63 feet 6 inches and will have a standard displacement of 5,400 tons. Diesel electric machinery of 10,000 horsepower will give her a top speed of 16 knots. She will carry approximately 13 officers and 160 men.

**' . . . LET NOTHING  
YOU DISMAY'**

Of the many messages conveying good wishes that were exchanged at Christmastime, two deviated sufficiently from the usual sort to merit special mention. The first, addressed to H.M.C.S. "St. Stephen" from Naval Headquarters, read as follows:

"The Chief of the Naval Staff and the Naval Board wish you a happy Christmas and good fortune in 1949. It is appreciated that the duty you are carrying out entails your absence from home at Christmas but this is the luck of the navy".

The "merry gentlemen" of the "St. Stephen", refusing to be dismayed in the slightest by the fact that their ship was bouncing, pitching and rolling about on a particularly bleak portion of the North Atlantic, sent to Headquarters the following message:

Got no anemometers  
Bust the barometer,  
At Baker we must be  
For a Yuletide at sea,  
Although it's bumpy,  
We're not grumpy,  
As when into Halifax at last we get,



The announcement of the 1949 spring cruise and the joint exercises to be carried out with ships of the Royal Navy undoubtedly brought back to many officers and men memories of the spring cruises of other years. These photos were taken during the 1934 cruise and show:

*Top:*— Units of the British Home Fleet, viewed from H.M.C.S. "Saguenay" during exercises in the West Indies. In silhouette, left to right, are H.M. Ships "Nelson", "Rodney", "Malaya", "Valiant" and "Furious". "Saguenay" was one of the screening destroyers.

*Bottom:*— "Saguenay" entering Wilhemstad, Curacao, Dutch West Indies.

The photos are from the album of Mr. Ronald Birch, who served in the "Saguenay" as a seaman and later as a telegraphist. He is now employed in a civilian capacity with the Staff Officer Intelligence and Trade to the Flag Officer Atlantic Coast.



We'll be able to shoot the longest line yet.

So to all at Canavhed we say  
Merry merry St. Stephen's Day.

(St. Stephen's Day being December 26 and one which has particular significance for the men of the weather ship).

The metre of the message may leave something to be desired, but there is no doubt about the spirit in which it was sent.

It is a wonder, in fact, that the men of "St. Stephen" managed to compose

any kind of poem at all. On her return to Halifax on January 5, "St. Stephen's" crew reported the most continuous siege of bad weather since the ship started patrolling station Baker more than a year ago. Two crew members were injured and the ship's superstructure suffered storm damage. Her men ate their Christmas dinner from bowls held in their hands because dishes would not stay on the tables.

(For more about the "St. Stephen" see page 8).

## REPLY TO 'THE FAST SUBMARINE'

No problem could hold more interest for the Royal Canadian Navy and those who are privileged to work with it than that of the fast submarine. Your correspondent, "R.P.W.", posed this problem with admirable clarity in your December issue, but in war progress in one direction is invariably matched in another. Let us, therefore, with due regard for the Official Secrets Act, gaze into the crystal and see whether the fast submarine is going to have things quite so much her way as "R.P.W.'s" article would suggest.

It is rightly pointed out by "R.P.W." that the U-boat's hydrophone can pick up the convoy at 20 miles. The use of the hydrophone is not, however, confined to the submarine. Moreover, the principal noise that the hydrophone detects is that made by the propellers when they exceed cavitation speed. Consequently, when "R.P.W.'s" U-boat "submerges to 20 feet, increases speed to 12 knots and places himself 10 miles directly ahead of the convoy", it is not unreasonable to suppose that the hydrophone of the next war, as carried in escort vessels, will detect the sound of this increase of speed and will give with minute accuracy the bearing of it. Hydrophones as at present constituted will not, of course, give range but cross bearings from the escorts coupled with radar ranges of the surface ships could presumably be plotted to give a reasonably accurate position of the submarine.

With such information at his disposal, the Escort Commander will be able to execute a couple of emergency turns that should go a long way to enable his convoy to evade the U-boat. It is true that the U-boats may operate in packs so that an alteration away from one will bring the convoy on top of another but the point to be realised is that the use of

high submerged speed at long range will in all probability give the submarine away and may well prove to be more of a danger to the U-boat than to its opponents.

However, it may indeed occur that the U-boat does not have to use high speed to get into position. Under these circumstances she may approach the escort undetected until the first asdic contact. But, contact once gained, are we going to find it just as difficult as of old to plant our destructive charges in the U-boat's vitals, or is there some other avenue of approach? So far in anti-submarine warfare we have always had to point our ship at the enemy and manoeuvre it to a position extremely close to, if not over, the U-boat. Surely we can look forward with confidence to the day when our designers will produce an anti-submarine weapon which can be trained through full "A" arcs and have a range as great as that of the normal asdic beam, say 2,000 yards. With such a weapon at our command, the problem of hitting the enemy, even if he uses high speed, will be nothing like so difficult as the old depth charge attack, even though the enemy speed is far higher.

Nor need it be supposed in these days that it will always be necessary to direct our weapon with complete accuracy. Already at the close of the last war both bombs and torpedoes were capable of finding their own targets, especially if these made loud noises by rushing about at high speed. It is only reasonable to suppose that the U-boat will find itself opposed by such weapons and that this will be yet another factor which will make it extremely cautious about using its high speed.

However, let us suppose that it succeeds in getting underneath a convoy undetected. It is undeniable that its speed will enable it to main-

tain such a position once gained and that its detection will be extremely difficult. The only answer must be to keep it outside by having sufficient naval escorts to form an efficient screen. In view of the fact that the U-boat of the future will undoubtedly be able to gain such a position from directly astern (having, let us suppose, lain doggo in order to do so) it is apparent that the screen must be a circular one, for it is hardly likely that even the most efficient hydrophone could detect a submarine beyond the noise of a convoy. This implies, as never before, an increased number of escort vessels, for, as long as we are dependent for range on the echo principle, we are up against the limits of its travel in water, which appear to have been reached already. Nevertheless, it can be reasonably anticipated that the increased efficiency of the hydrophone, coupled with the necessity to the submarine of using detectable speed when abaft the torpedo firing zone, will enable the escorts abaft the beam of the convoy to be much more widely spaced than those ahead.

It must not be thought that the advantages to the submarine of the capacity for high submerged speed need be minimised. Far from it. In the course of evasion, particularly when detected by a Hunter-Killer Group who may be presumed to be closing at too high speed for hydrophone work, no doubt a burst of high speed will do the U-boat a lot of good. Many other occasions when high submerged speed will be valuable can readily be imagined. But it is as well that all concerned with anti-submarine warfare should realise that there are two sides to the picture and they themselves are likely to possess weapons of far greater potency than any used in the Second World War. — J.S.D.

# The Man of the Month

Though he has been a landlubber for going on four years, Chief ERA Harry Donald Bondy, R.C.N.(R), of H.M.C.S. "Hunter," Windsor Naval Division, still has a strong hankering for the sea.

He had never seen an ocean swell until 1940, when his draft pulled into Halifax, and he hasn't felt a sea-going deck under his feet since he left the East Coast in 1945 and headed back for "civvy street."

"But," he says, "I sometimes get an awful hankering — feel like I'd like to pack it all up and go back."

"Chief" Bondy, H.M.C.S. "Hunter's" Man of the Month, is a typical product of Canada's most watery landlocked spot — Essex County in Southwestern Ontario. Surrounded on three sides by the fresh water of the Great Lakes, this area sent many men down to the sea in fighting ships during the Second World War.

As a boy, Harry Donald Bondy always had his eye on the Navy. Someday that life would be for him.

In 1934 he made application to join the R.C.N. Because of a slight physical defect he was rejected. A disappointed youth went out and did the "next best thing". He joined the Essex Scottish Regiment of the Non-Permanent Active Militia, for in those days there was no reserve naval training establishment in Windsor.

He stuck with reserve army until the outbreak of war in 1939. He was then a corporal. But the navy was still pulling. When the Windsor division was commissioned at the old Toledo Scales plant early in 1940, one of the first men to get his name on the dotted line was Harry Bondy.

This time, when the country was girding for war and needed every available man, Bondy's physical dis-

ability was no obstacle. He was "in" — a stoker, second class.

In October, 1940, he was drafted to Halifax. After disciplinary training he took a trade test and won himself a transfer to his first ERA rate. He worked in the North machine shop in



C/ERA Harry Donald Bondy

the Halifax Dockyard until the spring of 1941. Then, for the first time, he felt a deck under his feet.

He joined the engine room staff of H.M.C.S. "Agassiz," one of the original corvettes which had just been brought around from the west coast after commissioning. She was destined for the North Atlantic convoy routes and ERA Bondy was going with her.

His first stop was Newfoundland where in company with other Canadian corvettes the "Agassiz" opened the Canadian base in St. John's. It was just about the time of the "Bismarck" episode in the North Atlantic and "Agassiz" did patrol duty for H.M.S. "Suffolk" while she refueled in Newfoundland after

the battle. ERA Bondy remained in the "Agassiz," running first between Newfoundland and Iceland, then "Newfie" and Londonderry, until late in 1943, when (now a Chief E.R.A.) he joined the new frigate, H.M.C.S. "Royalmount." The "Royalmount" took him back to his old stamping grounds, and in her he stayed until the war ended and he was discharged.

A few months before his enlistment, Chief ERA Bondy was married to a Windsor girl, Norah Paddon, and they now have their home in LaSalle, a suburban village just west of Windsor. They have five children, four girls and a boy.

Mrs. Bondy's brother, Weymouth Paddon, was the first naval casualty reported to the Windsor area. He was lost when H.M.C.S. "Fraser" was rammed during the evacuation from France.

Chief ERA Bondy says his sea time was "pretty routine." He took part, as did many other corvette sailors, in numerous rescues and numerous submarine hunts. He was a member of a lifeboat's crew that went alongside H.M.C.S. "Levis" and took off survivors after she was torpedoed. Just before Christmas this year he received \$19.00 as his share of the salvage money granted the "Agassiz" for bringing a crippled U.S. tanker into St. John's.

He rejoined the R.C.N.(R) in June, 1946, with his old rate of Chief ERA. Since then he has done yeoman service in the big task of reorganizing H.M.C.S. "Hunter" on a peacetime footing. He served a year as president of the newly formed Chiefs' and P.O.'s Mess at "Hunter."

In April, 1947, he was awarded the Reserve Long Service and Good Conduct Medal, having completed 12 years' service in His Majesty's forces.

# The Bulletin Board

## **Leave — Assisted Transportation**

As from December 20, 1948, officers and men who have to travel a considerable distance in order to get home on leave will receive financial assistance. "Home" in the case of an officer or man in receipt of Marriage Allowance is the place where his wife or dependent child is residing, and for an officer or man not in receipt of Marriage Allowance, the place where his parent or parents are residing.

Officers and men proceeding to their "homes" on leave will, on one occasion only in each leave year, be reimbursed to the extent of one-half the cost of the fare in excess of \$30. Journeys by rail in Canada or by boat between Canadian ports are to be by the most direct route. Computation of the fare includes Canadian Government tax but excludes cost of accommodation and meals. Reimbursement is based on the civilian tariff rate for transportation in tourist class, or where tourist class is not available for the next higher class, when the journey is by boat, and coach class when the journey is by rail.

Individuals intending to take advantage of this assistance are to obtain a receipt from the transportation company covering the cost of the fare involved.

## **Flights with the R.C.A.F.**

Arrangements have been made whereby officers and men of the Naval Forces travelling on duty or proceeding on leave, may be carried as passengers on regularly scheduled service or specially authorized communication flights of the R.C.A.F.

Prior to contacting the R.C.A.F., individuals must obtain from the appropriate Naval Authority a properly completed Flight Authority Form (F. 101). The appropriate Naval Authority will then make necessary

## **None This Month**

Because the status of the majority of lower deck personnel has, or will be, altered by the inauguration of the new rating structure in the R.C.N., no list of lower deck advancements has been published in *The CROWSNEST* this month.

When the change-over has been completed, the names of those who earn advancement in the normal course will again be listed as a regular feature of the magazine.

arrangements for the flight with the R.C.A.F.

Consistent with the degree of urgency for making the flight, individuals will be given a Flight Authority Form categorized as "A" Priority (Must Ride), "B" Priority (Urgent), "C" Priority (Routine), or "D" Priority (Other). Personnel proceeding on compassionate leave are normally allotted a "C" Priority and



A line throwing gun used for many years on Sable Island for throwing lines to ships trapped in the treacherous sands is now one of the exhibits at the Maritime Museum in H.M.C. Dockyard, Halifax. Commissionaire A. H. Grant, museum guard, demonstrates how the gun is fired.

those proceeding on leave other than compassionate a "D" Priority.

Officers and men wishing to make a "flight" should apply through their Captain or, if on detached duty, through the Captain of the nearest ship or establishment.

## **Sick Berth Branch — Change of Name**

Simultaneously with the introduction of the new substantive rating structure on February 1, 1949, the name of the Sick Berth Branch will be changed to the Medical Branch. Sick Berth Attendants will be known as Medical Assistants as a result of the change until they obtain a Specialist (Trade) rating.

## **U.N.T.D. "Required Training"**

The training of from 12 to 16 weeks carried out ashore and afloat by University Naval Training Personnel during the university summer vacation period is now termed "Required Training".

Two full periods of Required Training are required to qualify for commissions in the R.C.N. (R) and all branches of the R.C.N. except the Executive branch, for which three full periods must be performed.

## **Scale of Rations**

A new scale of rations for the three services has been approved which authorizes a slightly increased ration in some foods. The new scale principally concerns the method and system of accounting.

## **Leave to Attend D.C.R.A. Meets**

Special leave, not exceeding 30 days, may be granted to officers and men to attend Dominion of Canada Rifle Association meets provided they are members of a recognized rifle association and have competed in some form of provincial rifle association meet.



Shortly after the war, agreement was reached among the nations of the Commonwealth that the proceeds of all prizes taken by them during the Second World War would be deposited in a common pool and eventually distributed among the nations on the basis of comparative strengths of their respective armed forces. For the first time the air forces were to participate as well as the navies. No sailor would grudge the airman a share, in view of the arduous work undertaken by air force units, and particularly the Coastal Command, whose efforts in search and shadowing contributed substantially to the building-up of the prize fund.

Canada's contribution to the Commonwealth pool consisted chiefly of the proceeds of two prizes taken in or near Canadian waters — the German motor vessel "Weser," captured by H.M.C.S. "Prince Robert" off the Mexican Coast in September, 1940, and the Italian "Capo Noli" taken in the St. Lawrence river in June, 1940.

Legislation recently introduced in the British Parliament indicates that the stage is set for distribution of the shares of the various nations. In the course of his speech to Parliament, the Parliamentary and Financial Secretary to the Admiralty stated that, although all proceedings in the Prize courts have not yet been completed, the total amount of the pool will probably be in the neighbourhood of £11,000,000. Of this, one-third will go to the Crown, leaving approximately £7,250,000. for distribution. Canada's share may amount to about £700,000.

On the agreed basis of distribution the share of the R.C.N. would be two-thirds and that of the R.C.A.F. one-third. On the assumption that no part of the Canadian share will be claimed by the Canadian Treasury, approximately \$2,000,000 would be allocated to the R.C.N. and \$1,000,000 to the R.C.A.F.

## PRIZE MONEY

The Naval Board has recommended that the R.C.N. share go to the Canadian Naval Service Benevolent Trust Fund. It is understood that it has been decided that the R.C.A.F. share go to the Royal Canadian Air Force Benevolent Fund. Implementation of these recommendations is, of course, subject to the approval of Parliament.

Payment to the Benevolent Funds rather than distribution to individuals would be a new departure. After the First World War, distribution was made to individuals having the requisite service at sea, on a scale based on rank. The Naval Board's decision to recommend elimination of individual distribution is based on a number of factors. Foremost is the fact that the amount available is relatively

small and the number of those who would be entitled is large. No one would receive a substantial amount, and if the yardstick of rank and responsibility were applied the ordinary seaman would only receive in the neighbourhood of \$10. Furthermore, the cost of administration, i.e. determining entitlement on the basis of service at sea, location of those entitled, settlement with estates of deceased personnel and the issue of thousands of cheques, plus the time required to do all this, would be considerable. The cost of administration would have to be charged against the Fund and would reduce it further.

In view of these and other considerations it was felt preferable to allocate the Canadian share to the Canadian Naval Service Benevolent Trust Fund. This Fund is devoted to the relief of personnel, both serving and demobilized, and their dependents. The acquisition of the amounts involved would enable the Benevolent Funds to expand the scope of their activities and to continue for many more years the splendid work they are doing today.

There will doubtless be those who will criticize the decision reached. The grant of prize money to members of His Majesty's Navies is a custom dating back to the 13th Century and the glittering pages of our naval histories are studded with these two magic words. Critics may say that the decision involved not simply a matter of dollars and cents, but a matter of principle — "the sailor is entitled to his Prize!" Practical considerations dictated otherwise.

The decision was reached after a great deal of discussion and the most careful weighing of pros and cons. In the end the Naval Board decided, not entirely without regret, that the realistic solution should be adopted. They are certain that events will prove the decision to be sound.

(For facts about the Benevolent Fund, see page 16).

### "SPROGS"

*You'll never make the grade, son,  
You haven't got the stuff,  
A sailor's life is rugged  
You've got to be quick and rough.*

*No time for idle dreaming  
And sentiment's taboo,  
For a sailor's a heartless sort, lad  
It's not the life for you.*

*This they told me on joining  
But I figured I'd like to try —  
And I wondered if all this were true, then —  
Why a tear in the old sailor's eye?*

*No sentiment, he told me,  
Yet bless me lad, I'll swear  
In that three badger's pupil  
There lurked a salty tear!*

*And now I'M a three badger:  
Outside there's a batch of Sprogs,  
That I've got to train to be sailors,  
So they'll some day be 'sea-dogs'*

*Yes, they hope to be right good sailors  
And take our ships to sea!  
With youngsters like that in the service,  
Heaven help the old Naveel!*

*But I'll tell them all I can, boys —  
And remind them the life is rough,  
But I know that they'll never stick it,  
For there's none of them got the stuff.*

*They're fresh out of schools and homes, pals,  
They're hopeless as all can see,  
They're just like a Sprog I knew myself —  
The chap that once was ME!*

— R.P.

## A TRIP IN H.M.C.S. "ST. STEPHEN"

*(Their job, the Navy's toughest, keeps the men of Canada's weather ship, H.M.C.S. "St. Stephen", at sea for an average of 30 days at a stretch. Often in that whole time they see nothing to indicate there is another living person in the world — no land, no ships, no aircraft, nothing but the grey North Atlantic waves rolling endlessly to the horizon, and the grey, sullen sky above them.)*

*But the "St. Stephens" would not trade jobs with anyone else in the navy. They are proud of their ship and of the service they are performing. The satisfaction derived from work well done and an esprit de corps that is unsurpassed more than compensate for the discomfort and monotony to which their job exposes them.*

*A description of a typical tour of duty by the frigate is given below by a former member of her company.)*

The day of sailing is a busy one. Wires and fenders are stowed below and lashed down, life-lines are rigged, the sealashings are put on the boats, and in general the ship is readied for any weather. Tiddley uniforms and greatcoats are put away and out come the old sweaters, seaboots, parkas and the weird assortment of knitted headgear that the ship's company wears on station. The Captain sports a red wollen scarf which he winds round himself like a cocoon; the "Buffer" blossoms out with a huge leather sheath that carries his dirk and marline spike, and which the seamen swear he wears to bed; and the Chief Stoker puts away his shore-going pipe for the black bit of brierwood which doubles as the heating bogey.

Once at sea, the first job is to get rid of grime accumulated while in harbour. By noon of the second day at sea the ship is her old self and the "Jimmy" and "Buffer" can be spoken to. From now on, the usual amount of attention in the morning will keep the ship clean, and the afternoon can be devoted to training, painting, or just plain make-and-mend.

By this time the ship is proceeding at 12 knots, around the tip of Newfoundland, up the coast and so north into Davis Straight, where she will take up position on Station Baker, a 210-mile square centred on Latitude 56 30 N and Longitude 51 00 W.

In the late summer and fall the route lies close to Newfoundland, and the trip can be made in four days, but in winter and spring the accumulation of pack ice and bergs along the coast often drives the "St. Stephen" well out into the Gulf Stream and close to Greenland before the turn north can be made. These trips take seven days or longer.

It is during the run to and from station that there is the best possibility of seeing another ship or of getting a crack of some rescue work, so all hands are keener than usual. When a ship is met identities are exchanged and each wishes the other "Good Luck". This always brings a growl from the lookout — "We'll need it". Once north of Newfoundland, however, the possibilities of meeting another ship are slim, and any echoes on the radar are usually icebergs, all of which are reported by wireless to shore.

Usually on the second day at sea the ship exercises "Man Overboard" and "Emergency Stations". The latter is carried out to accustom each man to his duties in case of collision or fire. "Stand by boats and floats" is the next evolution. These goings-on take up most of the afternoon and are not particularly popular, since most of the ship's company have had visions of hammocks swaying gently in the messdecks, with themselves in them. By the time, however, that the last seaman is drawn dripping from the Atlantic, and the last stoker is disentangled from the fire hose, all hands are agreeing that they needed the work-out. After two or three repetitions everything goes smoothly, and the normal routine goes on uninterrupted.

On reaching station the ship heaves to, endeavouring to stay in a ten-mile square in the dead centre of the larger station area. This small square is known as Oboe Sugar, and it is here that "St. Stephen" spends her 21 days. It is as uninteresting a stretch

of water as one could find anywhere. In the winter months the sun is rarely seen, since it is only above the horizon three four or hours each day, and then the heavy overcast effectively hides it.

In the winter, too, the area is lashed by gales which build up heavy seas and make it a constant struggle both to go where you want to and to stay put when you get there. The constant motion of the ship makes all hands quite tired, so that most of them are happy to get into their hammocks when not on watch or working. The ship ices up heavily, too, and from time to time the ice must be chipped off. All those not actually on duty turn to chipping ice, and the din of chipping hammers is punctuated only by someone trying to melt the ice with a few well-chosen bits of profanity. This last has not proven very efficient, though an ugly rumor has it that the Coxswain's breath after "Up Spirits" cleared a patch 15 feet square in 15 seconds.

In the late spring and summer life is much more pleasant. The days grow longer until finally there is no real darkness; the northern lights crackle in the sky, and in the daytime the sun can often be seen through the snow squalls. Dishes stay on the table, men can walk without holding on to something, and real training and work can be carried on.

Training consists mostly of exercises in picking up survivors. A volunteer from the crew is put in an immersion suit, strapped in a life-jacket, and callously dropped into the ocean, amidst the cheers and ribald advice of his hard-hearted shipmates. The ship then steams away in a wide circle, on completion of which the whaler is lowered and the "survivor" is picked up.

A possible refinement suggested was to lash a radar reflector on the man's head and an asdic target to his

feet, and home on him (a) by radar and (b) by asdic. A quick glance at the already small nominal list discouraged this and the project was abandoned, much to the disgust of the plot crews.

All the while, the real work of the ship goes on. Aircraft flying across the Atlantic to and from Goose Bay check in with the ship and get weather information, radar fixes or other navigational aids. The civilian meteorologists, five of whom are carried, take weather observations every three hours and pass them to

which produce some weird and wonderful variations, and movies in the messdecks all help pass the time. The movies are especially popular. After three weeks of seeing nothing but hairy-faced shipmates, anything feminine on the screen is greeted with wild enthusiasm and much swinging from the hammock bars. It is very rarely that a movie ashore receives such a whole-hearted approval.

Every effort is made by the men to keep themselves busy and the making of "rabbits" is a thriving industry.

long, the 12 knots 120 revolutions give the ship seem to make her fly through the water.

It is strange, also, that although 120 revolutions give only 12 knots on the way to the station, yet on the return journey 13½ knots is the average speed. Some say the Labrador current makes the difference, some say the prevailing winds; and since at this time the engine-room tachometers always go unserviceable, no other explanation can be offered. To accuse the engine-room personnel of adding a few revs. would be the vilest slander.

On the way home last minute touches are put on the ship, and she is readied for entry into the harbour. No. 1 uniforms are brought out and pressed, boots are polished, and there is much unhappiness among those of the ship's company who are unfortunate enough to be duty watch first night in port. The officers are pestered with, "When is our E.T.A. sir?", and if there is any change making the time of arrival earlier, there is great jubilation in the messdecks.

Finally, the long blue line of the Nova Scotia coast appears low on the western horizon. Everyone is dressed and ready long before "Hands to Station for entering harbour" is piped. As the ship slides up harbour everyone wears a broad grin. The heaving lines go ashore, the wires are turned up, the engines are rung off, the gangway is run out, and another trip is finished.

Mail comes aboard, followed shortly afterwards by pay. Immediately after payment, leave is piped, the men fall in on the quarterdeck, and the loneliness, the cold and the bad weather disappear into the past.

"St. Stephen's" men feel that their work is necessary, and they cheerfully go back time and again to Station Baker, knowing that their being there makes the passage of the North Atlantic safer for ships and aircraft. The ship's motto is "Ready for Anything". So far it has never been proven wrong.—H.S.



H.M.C.S. "ST. STEPHEN" AND "FRIEND"

Halifax, from where they go to the vast network which controls the weather information and aircraft services of the countries bordering the Atlantic. The pilots and radio men of the westbound aircraft take a fiendish delight in saying to the men on the "St. Stephen" far below, "Goodbye and thank you. We'll have a beer and say hello to the girls in Montreal for you tonight." It is a good thing the return remarks do not get on the air.

As may be expected, boredom is one of the principal things with which the crew has to contend and in the time off watch there are many diversions to relieve the monotony. Bridge and cribbage tournaments in which everyone takes part, beardgrowing contests

Jewel boxes, antique cannon ditty boxes, and so on, are turned out, and the messdecks get their share of fancy work on the stanchions and shelves.

In spite of all efforts to pass the time it is inevitable that after three weeks at sea everyone is ready to start for home, and as the time when the ship is to leave station approaches, all hands begin to get restless. The time and date of leaving are known throughout the ship, and at zero hour no one is asleep.

At long last, as the second hand of the chronometer reaches the top of the dial, the welcome orders come down from the bridge: "Steer 183 degrees — 120 revs." After being hove to or steaming at three knots for so

# Officers and Men



## SHIP'S COMMAND CHANGES

Lieut.-Cdr. (T) (TAS) William S. T. McCully, R.C.N., of Kingston, Ontario, has been appointed Commanding Officer of the frigate, H.M.C.S. "Antigonish". He succeeds Lieut.-Cdr. C. A. "Tony" Law, D.S.C., R.C.N., of Quebec City, who begins a staff course in the United Kingdom.

Lieut.-Cdr. McCully served during the war in H.M.C.S. "Restigouche" and "Qu'Appelle" and was Executive Officer, and later Commanding Officer of the latter. He also served for a period as officer-in-charge of the Torpedo School at H.M.C.S. "Cornwallis."

Prior to his latest appointment Lieut.-Cdr. McCully was on the staff of the Director of Weapons and Tactics at Naval Headquarters.

Lieut.-Cdr. Law was an outstanding wartime motor torpedo boat flotilla commander. During his four years in MTB's, he won the Distinguished Service Cross and was twice Mentioned in Despatches. He is well known as an artist and his paintings have been widely exhibited.

## CPO DOYLE HONOURED

A smoker was held in the H.M.C.S. "Scotian" canteen in honour of ex-Chief Petty Officer Donald "Dolly" Doyle, former Chief Bosn's Mate of H.M.C.S. "Haida", who has completed his service in the Royal Canadian Navy and is now on pension.

The ex-"buffer" was introduced and toasted by the Executive Officer, Lieut.-Cdr. William Bremner. He replied in his own inimitable fashion, and stated his appreciation for the Service, "Haida's" ship's company and the smoker in no uncertain terms, with perhaps a tingle of regret at his leaving. He claims to have no plans

for the immediate future, preferring to "rusticate" for a time.

Many humorous and nostalgic anecdotes were related by shipmates and associates from the dear, dead past. Notable among these were the recollections of Commander E. W. Finch-Noyes, who gave a fine testimonial to "Mr. Doyle," stressing his excellent knowledge of men, ships and seamanship and his fine sense of humour. A telegram of congratulations was received from Lieut.-Cdr. A. F. Pickard, "Haida's" Commanding Officer, who was unable to attend.

A presentation of clothing certificates was made by the ship's company together with a table lighter given by the wardroom as a token of the esteem in which "Dolly" Doyle was held by all who knew him. We wish him good luck and the best of success in civilian life. — "Kip."



LIEUT.-CDR. W. S. T. MCCULLY  
Commands "Antigonish"

## COMPLETE COURSES

Fourteen former members of the Torpedo Branch recently completed a 45-week course at H.M.C. Electrical School, Halifax, qualifying as Electrical Technicians second class.

Those graduating were Electrical Technicians 2/c R. D. Ferguson, George Thomassette, A. E. Wilson, J. F. Dube, M. E. Biggs, R. L. Burkmar, Kenneth M. Neal, R. A. Harnett, J. C. Osbourne, Jules Lapointe, F. Brown, E. J. May, R. E. Pate and L. R. Ferris.

The second long qualifying course for Radio Technicians second class has been completed at the school and the 11 men who took the 67-week course were drafted via leave to ships and establishments of the R.C.N. for the maintenance of radar and radio communication equipment.

Graduates were Radio Technicians 2/c Charles Allen, E. R. Harper, D. R. Turner, Basil St. Pierre, J. D. Buchanan, J. W. Lang, W. J. Murray, D. H. Nelson, J. C. Clarke, Lorne King and Edward Brooke.

Another course recently concluded at the School was one for Electricians' Mates third class. The 12 graduates will spend the next year and a half in various ships and establishments serving as apprentices under Electrical Technicians. They are Electrician's Mates 3/c J. A. Porteous, W. A. Derick, V. R. Kennedy, J. C. Frank, H. D. Roberts, M. J. Magnan, W. P. Killam, L. N. Fisher, Gordon Fish, Peter Lawrence and R. P. Abbets.

After a course lasting a year and a half, four men have qualified as Electrical Artificers third class and six as Engine Room Artificers third class. Graduates of this 18-month course were Electrical Artificers 3/c

William F. Redford, Darrell E. Nute, Gerald Rennie and John Vess, and Engine Room Artificers 3/c Raymond Boyd, Robert Logie, Harry Jones, Charles Doran, Boyce Gadbois, and Neil A. Hynds.

### 37 PROMOTED TO LIEUTENANT

Although it is not anticipated that such an occasion will occur again, certain exceptional circumstances brought about by the recent accelerated expansion of the Armed Forces, has given the Royal Canadian Navy an excellent opportunity to promote 33 Commissioned Officers from Warrant rank, and four Warrant Officers to the rank of Lieutenant in their respective branches.

Those promoted are:

#### *To be Lieutenant*

R. P. Mylrea, Cd. Bos'n, "Royal Roads"; L. Speight, Cd. Gnr. (TAS), "Stadacona"; F. Little, Cd. Gnr. "Ontario"; H. Shergold, Cd. Gnr. "Naden"; C. S. Smedley, Cd. Gnr. (TAS) "Naden"; G. H. Barrick, Cd. Gnr. "Bytown"; C. W. Fleming, Wt. Comm. Offr., "Stadacona"; T. J. Bailey, Cd. Comm. Offr., "Bytown"; R. M. Dunbar, Cd. Comm. Offr., "Magnificent"; W. H. Waters, Cd. Comm. Offr., "Stadacona"; P. E. Palmer, Wt. Comm. Offr., "Stadacona".

#### *To be Lieutenant (E)*

J. W. Brooking, Cd. Engr. "Iroquois" for "Micmac"; A. C. Karagianis, Cd. Engr., "Rockcliffe" additional for SOSR; J. R. Turner, Cd. Engr., "Naden"; W. G. Atwell, Cd. Engr., "Magnificent."

#### *To be Lieutenant (E) (A/E)*

D. Kings, Wt. Engr., "Magnificent"; W. W. Maxwell, Cd. Engr., "Shearwater".

#### *To be Lieutenant (L)*

J. R. Willdey, Cd. Radio Offr., "Stadacona"; R. R. MacDonald, Cd. (L) Offr., "Stadacona"; R. M. Riddell, Cd. Radio Offr., "Bytown"; R. D. Wilson, Cd. Radio Offr., "Magnificent"; N. R. Banfield, Cd. (L) Offr., "Stadacona"; J. F. Taylor, Cd. Radio Offr., "Stadacona".

#### *To be Lieutenant (S)*

J. W. Fisher, Cd. Stores Offr., "Naden"; K. R. Dauphinee, Cd. Stores Offr., "Bytown"; F. C. Bingham, Cd. Stores Offr., "Stadacona"; J. K. Tranton, Cd. Stores Offr., "Shearwater"; J. J. Shaw, Cd. Stores Offr., "Bytown"; R. Hollins, Cd. Writer Offr., "Bytown"; P. J. Bates, Wt. Writer Offr., "Magnificent".

#### *To be Shipwright Lieutenant*

J. A. McLaren, Cd. Shipwright, "Royal Roads"; H. Williams, Cd. Shipwright, "Stadacona".

#### *To be Ordnance Lieutenant*

A. J. Young, Cd. Ord. Offr., "Bytown"; C. A. Sturgeon Cd. Ord. Offr., "Magnificent"; F. E. Barlow, Cd. Ord. Offr., "Stadacona."

#### *To be Wardmaster Lieutenant*

B. Caddick, Cd. Wardmaster, "Royal Roads"; W. R. Sparrow, Cd. Wardmaster, "Naden".

Nine of those listed above joined the Navy as boy seamen, nine others as ordinary seamen and the remainder in various other rates.

### RESERVES ON CRUISE

Two officers and 22 men from various naval divisions in Eastern Canada were flown from Montreal to Bermuda December 29 to join H.M. Ships "Glasgow", "Snipe" and "Bigbury Bay" for three-month training cruises in the Caribbean, South Atlantic and Gulf of Mexico.

In charge of the party was Lieut. J. E. Trusler, R.C.N. (R), of H.M.C.S. "York", Toronto. Others in the group were: Sub-Lieut. F. D. Prouse, CPO E. Dawtrey, PO C. J. Joliffe, all from Toronto, and the following seamen personnel: J. S. R. Preston, E. Booth, George Fryer, Ward McVey, Robert Spence, John Wallis and C. R. Ferguson, H.M.C.S. "York"; J. Bonnevillie and Gerard Tailleux, H.M.C.S. "Carleton", Ottawa; S. Dobson, H.M.C.S. "Scotian", Halifax; N. W. Kidd, V. E. Richardson, John Mowatt and John Mullin, H.M.C.S. "Hunter", Windsor; George Brown, Glen Steels and Joseph Lawrence, H.M.C.S. "Prevost", London, and Ronald Clark and Roy Ellison, H.M.C.S. "Star", Hamilton.



Members of the R.C.N. staff at H.M.C.S. "Hunter", Windsor naval division, were entertained at a Christmas dinner held in the seamen's mess. A group of those attending is shown above.

Seated at the table at the left are (left to right): ERA G. E. Meston, R.C.N.(R), AB R. E. Johnson, R.C.N., Sto. H. W. Carnegie, R.C.N.(R), SA I. Kaiser, R.C.N., and PO Tel. H. Jacques, R.C.N.

At the head table are (left to right): MM F. E. Noble, R.C.N.(R), AB G. P. Martindale, R.C.N., P/Wtr. A. J. Hennin, R.C.N.(R), and ERA S. Cohen, R.C.N.

Seated at the right are (front to rear) Sto. Mech. R. G. Dawson, R.C.N., Wtr. G. Litalien, R.C.N., Sto. Mech. R. J. Gibb, R.C.N., and Ldg. Snn. J. R. Cambridge, R.C.N.

# HALF-YEARLY PROMOTIONS

The promotions of 39 senior officers were announced January 1 in the Royal Canadian Navy's half-yearly promotion list.

Of the officers named on the list, 26 received actual promotions while the remaining 13 were confirmed in ranks in which they had been acting.

The following is the list of promotions:

## ROYAL CANADIAN NAVY

### *To be Rear Admiral (1)*

Acting Rear Admiral Frank L. Houghton, C.B.E., Vice Chief of Naval Staff Ottawa.

### *To be Engineer Rear Admiral (1)*

Commodore (E) John G. Knowlton, O.B.E., Chief of Naval Technical Services, Ottawa.

### *To be Commodore (5)*

Acting Commodore Valentine S. Godfrey, O.B.E., Naval Member of the Canadian Joint Staff, Washington; Acting Commodore John C. I. Edwards, C.B.E., Commanding Officer, R.C.N. Barracks, Esquimalt; Acting Commodore Adrian M. Hope, O.B.E., Commanding Officer, R.C.N.

Barracks, Halifax; Acting Commodore Horatio Nelson Lay, O.B.E., Assistant chief of Naval Staff, (Plans) and (Air), Ottawa; Captain Roger E. S. Bidwell, C.B.E., Naval Member of Directing staff, National Defence College, Kingston, Ont.

### *To be Captain (2)*

Commander Owen C. S. Robertson, G.M., R.D., Commanding Officer H.M.C.S. "Cayuga", and Commander Canadian Destroyer Division, West Coast; Commander Kenneth L. Dyer, D.S.C., H.M.C.S. "Niobe" for Joint Service Staff Course.

### *To be Commander (11)*

Acting Commander Philip E. Haddon, Executive Officer, R.C.N. Barracks, Halifax; Lieutenant Commander Georges A. LaRue, H.M.C.S. "Magnificent"; Lieutenant Commander Harold V. Groos, H.M.C.S. "Bytown" Ottawa; Lieutenant Commander Antony F. Pickard, O.B.E., Commanding Officer, H.M.C.S. "Haida"; Lieutenant Commander Francis W. T. Lucas, H.M.C.S. "Bytown", Ottawa; Lieutenant Commander Paul D. Taylor, Deputy Director of Naval Plans and Operations, Ottawa; Lieutenant Commander Breen P. Young, M.B.E., Commanding Officer, H.M.C.S. "Iroquois" and Senior Officer Ships in Reserve, Halifax; Lieutenant Commander James C. Pratt, First Lieutenant, H.M.C.S. "Naden," Esquimalt; Lieutenant Commander Michael G. Stirling, H.M.C.S. "Bytown" for duty with the Naval Member, Canadian Joint Staff, Washington; Lieutenant Commander Richard C. Chenoweth, M.B.E., Officer-in-charge, R.C.N. Sub-Depot, Esquimalt; Acting Commander Ralph L. Hennessy, D.S.C. Assistant Chief of Naval Personnel, Ottawa.

### *To be Commander (E) (3)*

Lieutenant Commander (E) James S. Ross, H.M.C.S. "Rockcliffe," Engineer Officer Reserve Fleet, Esquimalt; Lieutenant Commander (E) Edward N. Clarke, Director of

Engineering Personnel, Ottawa; Lieutenant Commander (E) Henry A. Winnett, H.M.C.S. "Bytown", Ottawa.

### *To be Commander (S) (3)*

Acting Commander (S) Jack R. Anderson, Supply Officer, H.M.C.S. "Ontario"; Acting Commander (S) Martin E. Doyle, Secretary to the Flag Officer Pacific Coast, Esquimalt; Acting Commander (S) Steven A. Clemens, Assistant Naval Secretary (Personnel), Ottawa.

### *To be Commander (L) (2)*

Acting Commander Hugh L. Crawford, Assistant Electrical Engineer in Chief, Ottawa; Lieutenant Commander (L) Wilfred E. Smith, H.M.C.S. "Nootka."

### *To be Instructor Commander (2)*

Instructor Lieutenant Commander George L. Amyot, Canadian Services College, H.M.C.S. "Royal Roads"; Instructor Lieutenant Commander Irvine F. Ritchie, H.M.C.S. "Stadacona", Halifax.

### *To be Captain (SB) (1)*

Commander (SB) George A. Woolcombe, Director of Naval Organization, Ottawa.



REAR ADMIRAL F. L. HOUGHTON



REAR ADMIRAL (E) J. G. KNOWLTON

*To be Commander (SB) (3)*

Lieutenant Commander George B. MacLeod, Acting Director of Armament Supply, Ottawa; Lieutenant Commander (SB) Sidore B. Shore, Staff Officer (Intelligence), Ottawa; Lieutenant Commander (SB) John P. Dewis, H.M.C.S. "Bytown", Ottawa.

*To be Chaplain Class IV (1)*

Acting Chaplain Class IV Joseph E. Whelley (RC), H.M.C.S. "Stadacona", Halifax.

**ROYAL CANADIAN NAVY (RESERVE)**

*To be Commander (4)*

Lieutenant Commander George A. Brown, Executive Officer, H.M.C.S. "Brunswicker", Saint John, N.B.; Lieutenant Commander Lyle R. Hoar, Commanding Officer, H.M.C.S. "Nonsuch", Edmonton; Acting Commander Henry K. Hill, Commanding Officer, H.M.C.S. "Cataragui", Kingston; Lieutenant Commander C. W. King, Commanding Officer, H.M.C.S. "Griffon", Port Arthur.

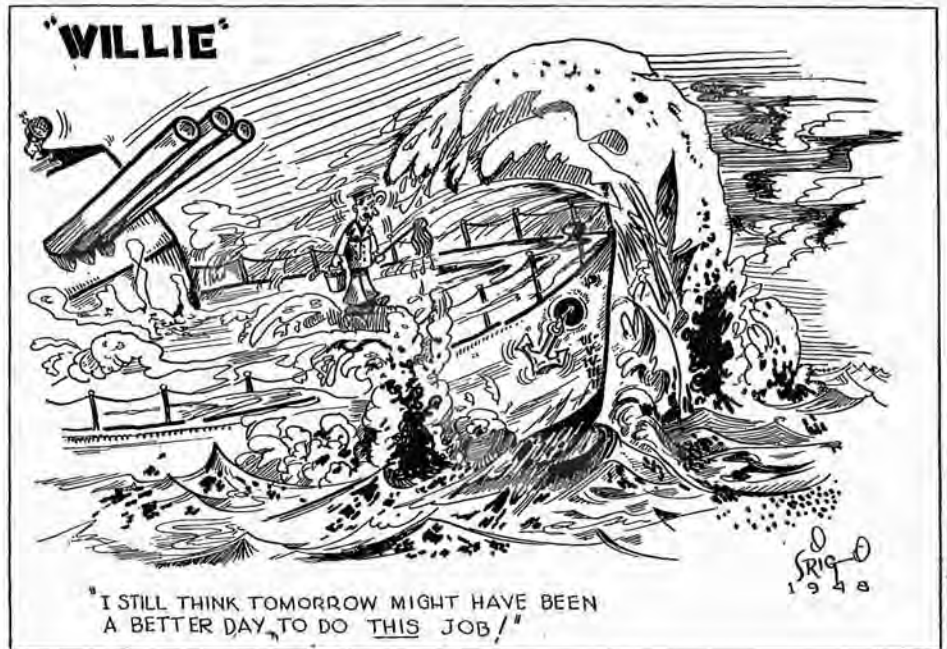
**CADET SAVES PUPPY**

Thirteen-year-old Ron Anderson, of Dartmouth, N.S., a member of the H.M.C.S. "Magnificent" Sea Cadet Corps, risked a chilling plunge in rescuing a spaniel puppy that had fallen through a hole in the ice covering a pond at the Brightwood golf links, Dartmouth.

While a group of skaters watched helplessly, the dog worked its way upside down underneath the ice for about 20 feet. At this stage, Sea Cadet Anderson crawled on hands and knees over a thin section of the ice, reached underneath at an open space and dragged the puppy to safety.

**QUALIFY AS AA II'S**

A class of eight men qualified recently for second class Anti-Aircraft rates in a course held in the Gunnery Training Centre, H.M.C.S. "Naden". Graduates were PO R. Cox, PO R. Heath, Ldg. Sea. W. Neilson, Ldg. Sea. S. Clark, AB E. Bartanus, AB S. Dubowski, AB D. Ferguson and AB K. Hunt.



**'CRESCENT' OFFICER RESCUES CHILD**

Mr. David A. Scott, Gunner, R.C.N., of H.M.C.S. "Crescent," was credited recently with saving the life of a three-year-old Victoria girl from a water-filled excavation.

Mr. Scott was just sitting down to a cup of tea at his home when a neighboring housewife called to him for assistance and he heard, simultaneously, cries for help coming from a schoolgirl standing near an excavation about 40 feet from his house.

Sprinting the distance, he saw three-year-old Elizabeth Dohan, a neighbor's child, floating face down in the water. Without hesitation, he jumped in after the child and was up to his neck in water and about six

feet from the edge when he reached her.

Although hampered by the sticky, clay bottom he managed after some difficulty to pass the child to waiting hands at the edge of the hole.

By his swift action, Mr. Scott rescued the child before she had swallowed much water and, after artificial respiration and oxygen had been given her, she was sufficiently recovered to be taken home, bathed and put to bed.

"Me? Oh, I went home and changed and finished my tea", said Mr. Scott, adding, "I have a small son myself and I only hope if the situation had been reversed, someone would have done the same for me".

**MARRIAGES AND BIRTHS**

*Married —*

Lieut. William Onysko, of H.M.C.S. "Athabaskan," to Miss Genevieve M. Parker, Aylesford, N.S.

AB Murray Edwards, of H.M.C.S. "Haida," to Miss Winnifred Hiltz, Kentville, N.S.

AB T. R. Guthrie, of H.M.C.S. "Crescent," to Mary May Olynick, Victoria.

Other members of the R.C.N. who

were married recently were Ldg. Sea. Austin Chater and Tel. William Paly, of H.M.C.S. "St. Stephen; Sto. (M) F. M. Zurowski, of H.M.C.S. "Ontario," and AB P. Hobbs, of H.M.C.S. "Prevost."

*Born —*

A son, to Able Seaman and Mrs. Raymond Villeneuve.

A son, to Able Seaman and Mrs. John Keltley.

## McGILL AFLOAT

"Join the Navy and see the world" is a phrase in which six McGill students found real meaning this summer when they joined the cruiser H.M.S. "Sheffield," 12,000-ton flagship of the America and West Indies Squadron, at Bermuda.

All six men are Cadets in the McGill University Naval Training Division. Early last May Richard Birkett (Commerce III), Phil Chaplin (Arts III), Derek Ramsay (Commerce III), Donald Stephenson (Science IV) and the writer (Arts IV) left Montreal for training at Halifax before proceeding to sea for more practical work, while John Butterworth (Arts II) went to Esquimalt to accomplish the same ends, and joined "Sheffield" on her arrival on the west coast.

After a three week course in Navigation-Direction at H.M.C.S. "Stadacona" we were drafted to the

"Sheffield" along with some 20 other U.N.T.D.'s from eastern universities.

The first two weeks of our stay in the "Shiny Sheff" were taken up with getting to know our mess-mates, our duties and our action stations, and with provisioning the ship for the long cruise which we were all awaiting. At this time we learned that Lieutenant Malcolm Smith (Arts IV, McGill) had been appointed to "Sheffield" and was our divisional officer.

On the morning of June 28 the cruiser slowly slid from her berth at the dockyard on Ireland Island, and as we left, with the Royal Marine band playing on the quarterdeck, our first action was to return the salutes of the other ships in the squadron which were remaining in Bermuda to make their own cruises later in the summer. The first night out from

Bermuda the ship's company closed up at action stations when we detected the presence of H.M.S. "Moorpout," with which we were carrying out night exercises. When the "Moorpout" was theoretically "sunk," we proceeded on to Colon at the Atlantic terminus of the Panama Canal.

We arrived at the Canal early in the morning of July 3 and reached Balboa, on the Pacific side, at 3:30 p.m. As Panama City is only a 10-minute bus ride from the American naval base at Balboa, the majority of us spent our free time in that Latin-American city.

It was there that Jerry Hibbard of U.N.B. and myself had the most adventurous moments of our cruise. In short, we became slightly involved in a political revolution which was at that time taking place in the Republic. It was more than a thrill to find ourselves in a large black limousine, being whisked from the city as the government forces moved in on motorcycles to quell the uprising staged by El Partido Revolutionares, who claimed to have won the recent elections. The government (El Partido Liberal) was of the opinion, however, that the majority had not been sufficient to warrant a change and were trying to control the situation until a new election could be held. So, at least, it appeared to us. Jerry and I were very fortunate in that we were able to meet leaders of both the government and the opposition, and thus were able to see both sides of the story. This brief introduction to Latin American politics, and the entertainment that was accorded us, went to make our three day stay in Panama most eventful.

Acapulco, on the west coast of Mexico, was our next port of call, and we relaxed in the slow pace of the city's life from July 11 to 17. There we all enjoyed the game of bargaining in the market place, and sprawled on the sun-drenched beaches.



PHOTO (N)

Transferring from H.M.C.S. "Swansea" to H.M.S. "Sheffield", U.N.T.D. Cadets load their bags and hammocks on board a truck at H.M.S. "Malabar", the Royal Navy's Bermuda base.



We left Mexico with parrots in the messdecks and serapis and Mexican pottery stowed in our lockers. The flagship arrived next in Long Beach, California, and after an enjoyable stay there continued northward to the mouth of the Columbia River, which we entered to make the scenic trip to Portland, Oregon. Here again we found ample entertainment awaiting us. As well as the dances and private parties to which we were invited, a refreshment tent was set up on the jetty which served free meals to the crew during the entire visit. And here again, some of the McGill lads chalked up more interesting experiences. Dick Birkett, Derek Ramsay and Sub-Lieutenant Peter Mackell (Law 1, McGill) had the good fortune to make a trip to Mount Hood for some August skiing.

An overnight trip spent conducting night exercises with units of the R.C.N. brought us to Esquimalt on August 7. We arrived at the Canadian base in time for Navy Week and H.M.S. "Sheffield" and her crew helped to make the event a success. One act from the Royal Navy's bag of tricks that never failed to draw large crowds was the sailor's hornpipe danced by 12 or 14 boy seamen. Another "Sheffield" attraction was the daily performance of the "Crossing the Line" ceremony, the traditional antics indulged in by ships' companies when they cross the equator.

From Esquimalt we crossed to Vancouver where we received one of the warmest welcomes of the entire cruise. Parties, dances, week-end leave and sight-seeing trips all made Vancouver a popular port. An indication of the crew's approval of Vancouver is the fact that on one day alone we landed some 475 libertymen—a record for "Sheffield".

After a hectic week on the mainland we moved north to Comox on Vancouver Island. Another overnight sea journey, during which more exercises with the R.C.N. were carried out, brought us to Seattle. As in other American ports we were royally entertained with dances and parties.

On the morning of September 8 we passed beneath the Golden Gate



ADMIRAL SIR W. G. TENNANT  
C-in-C. A.W.I.

Bridge which spans the entrance to San Francisco's beautiful harbour. San Francisco proved to be another typical warm-hearted American city. The wear and tear of shore leave in the big cities, however, was beginning to tell and we were not sorry when we put to sea, for there comes a time when rest is essential.

We left San Francisco on September 14 and were faced with a ten-day sea voyage, the longest of the cruise, before reaching Balboa. During this voyage the monotony was broken by excellent movies and interesting addresses by Admiral Sir William G. Tennant, C-in-C. A.W.I., and Captain G. B. H. Fawkes, commanding officer of "Sheffield", concerning various phases of the past war. It was at this time also that we met Mr. C. S. Forester, the author of the "Hornblower" stories, who was taking passage in the ship to Bermuda. Mr. Forester worked his passage by spinning yarns to the crew in the recreation space during the afternoons.

The ship arrived in Balboa and Colon on September 24. We remained in Colon only long enough for a few hours' shore leave. Colon was another Latin American city where life lags during the day but flourishes at night in the many bars, hotels and night

clubs on which the city's economy seems to be based. Kingston, Jamaica, was the next stop. Perhaps the most interesting aspect of our visit to Kingston was the manner in which the peddlers brought their wares on board ship and set up stalls along the decks like a regular bazaar. This made shopping easy.

H.M.S. "Sheffield" left Kingston on the morning of October 1, leaving behind eight Canadians who were more than a little sorry to see her slide from the jetty without them. It had been a good cruise and we had come to be very fond of the ship, its personnel and the Royal Navy. While on board the "Sheffield" we became a regular part of the ship's company. We were accorded no special privileges and were subjected to no special limitations.

During the three month period, we Canadians attended lectures in gunnery, torpedo control, communications, action-information organisation, fighter control, navigation and seamanship. When we were not attending lectures we were working in various parts of the ship along with the regular crew. We found the English sailors a fine group to work with and a considerate group with which to live. It was only natural that we should regret seeing our summer's associations steaming down the harbour.

The following day Lieutenant Smith rounded us up and we took to the air for the trip home. Lunch in Nassau, the night in Bermuda, and a relaxing afternoon of sunshine and swimming were most enjoyable, but hardly a fitting build-up for the almost freezing temperature which greeted us at Dorval Airport on our arrival on the evening of October 3.

Now, while attending our various classes in numerous departments at McGill, can we be seriously blamed if we occasionally lose track of the lecture as we mentally review the events of the cruise? It was a good summer, and already one can hear tentative plans being made for the next session at sea.

—Cadet F.F., McGill U.N.T.D.

# THE NAVAL BENEFIT

Not long ago a member of the Royal Canadian Navy found himself faced with a serious illness in his family. Soon, doctor's and hospital bills totalled \$2,091.00, well beyond his capacity to repay without excessive hardship. He consulted his Naval Chaplain, who referred him to the Canadian Naval Service Benevolent Trust Fund. The Fund, after careful investigation and consideration of all circumstances, swung into action. Reductions in outstanding accounts were secured from the doctors and hospital which left a final balance of \$1,382.50. This debt was retired by an outright grant of \$1,000.00 and a loan to the man of \$382.50, repayable at \$10.00 monthly.

\* \* \*

Another member of the permanent force, a married man with two children, was making good progress towards paying off a small debt by regular instalments from his monthly income until forced to accept an increase in rent and a bill for considerable arrears. While still endeavouring to find a way out of his predicament he was drafted away from his home base on temporary duty. The needs of the case were met by a loan from the Fund of slightly more than \$300.00 which enabled the man to place his personal finances on a secure footing again.

\* \* \*

In another case the Fund was approached for help by the wife of a former member of the Naval forces. The mother of three children, she ran into financial difficulties when her husband, who suffered from a nervous condition and amnesia, had been missing for several months. Her resources were depleted and debts of \$150.00 had arisen. At the suggestion

of the Fund the woman boarded her children with relatives and accepted a job secured through the Fund's efforts. Her bills were paid as a grant. When the veteran returned to the city he was given medical treatment, paid for by a grant from the Fund, and a job was found for him. Provided that future illness does not interfere, this family may be re-united in a short time and, as a result of the Fund's aid, their complete re-establishment may be achieved.

\* \* \*

A former Stoker Petty Officer invested all his cash, bond savings and war service credits in the purchase and furnishing of a house. Due to an unscrupulous agent and his own lack of wisdom in signing contracts without proper advice and examination, he found himself facing mortgage and interest payments on three mortgages within ten weeks of his purchase contract. Failure to pay would mean forfeiture of his equity in the house and loss of his furniture. Unemployed at the time, he appealed to the Fund for a grant of \$283.00 to make the first payment. As this obviously would not relieve the full extent of the man's distress, the Fund secured the services of a lawyer who arranged for the sale of the house at a price which returned the original investment and provided enough funds to clear the indebtedness on the original contract.

\* \* \*

These are but four cases taken from more than 2,000 in the files at the

Head Office of the Naval Benevolent Fund. Among the more common are cases in which the Fund has been able to achieve the re-establishment of a family by making a small grant or loan, and, with the aid of Welfare Bureaus and other social agencies, place the family's finances on a sound basis by careful budgeting and elimination of unnecessary expenditure. In other cases the Fund has obtained employment; has prevented eviction from homes; provided special medicine and drugs, artificial limbs and other paraplegic aids, and assisted in many other ways.

It should not be assumed from the above that the possibility of assistance from the Fund justifies neglect by any person of his responsibilities towards himself or his family in the matter of everyday living or failure to provide, as far as possible, for the unexpected events which may lead to financial distress.

Among the files in the Head Office of the Fund are, of course, some applications which could not be approved. In the majority of these cases it was found that the non-successful applicant was not suffering from any distress which was beyond his ability to relieve from his own resources. The Fund stands as a buttress for eligible persons in real distress. Every application is carefully considered by a committee of at least three members. If the amount of assistance needed exceeds \$300, further consideration is given the case by another group of members.

# s About BENEVOLENT FUND

Officials administering this Trust Fund are convinced of the foresight and sagacity of those responsible for the formation of the original Royal Canadian Naval Benevolent Trust Fund in 1942. The large number of applications so far received is but further concrete evidence of the need for such an organization. It was realized then, as now, that a Fund to which members and ex-members of the Naval Forces of Canada and their dependents could have access in times of misfortune and distress, was essential. Experience since 1942 has made it increasingly apparent that every effort must be made to ensure that the Fund will be in a position to operate for many years to come. It was for this reason that a general appeal for donations was made to the Royal Canadian Navy in November, 1948.

Early in 1945 the original founders decided to reorganize the administration of the Fund. In July of that year a Charter of Incorporation was granted by the Secretary of State. At the same time the name of the organization was altered to the Canadian Naval Service Benevolent Trust Fund to illustrate better the wide scope of its activities and the personnel eligible to receive its benefits.

Members and directors of the Fund are representatives of all officers and men, both serving and ex-service, and of the geographical areas in which they reside. At present authority exists for a voting membership of 75 persons. This body is responsible for establishing policy. There are 16 directors elected by the members. The

Board of Directors appoints an executive committee of five to administer business of the Fund in between regular meetings of the directors.

A Central Claims Committee sits in Ottawa and reviews all applications received, with the exception of those from British Columbia and Nova Scotia. This group may approve financial assistance up to \$300.00. The Western Claims Committee, in Esquimalt, handles cases from B.C., and the Eastern Claims Committee, in Halifax, considers applications from the Nova Scotia area. Any application involving a grant or loan in excess of \$300.00 is dealt with by the Executive Committee in Head Office.

In addition to the committees mentioned above, Canteens and ship's funds in all ships, fleet establishments and Naval Divisions may grant financial assistance up to \$150.00 in cases of emergency. Application for re-imbusement in such cases is made by the canteen or other agency involved to the appropriate Claims Committee.

In any general consideration given by officers and men of the Fleet to the work of the Naval Benevolent Fund one important fact is sometimes overlooked. Serving personnel, who are in receipt of a steady income, normally should have less need of assistance from the Fund than ex-service personnel, many of whom are employed at lower wages and have less security. It is obvious, therefore, that the Royal Canadian Navy should ensure that the Fund continues in existence in order that it may be available to help these same officers and men, if necessary, when they leave the service.

While the Benevolent Fund is not a charitable organization in the strict sense of the word, all donations made to it should be regarded in the same light as any contribution made to a non-profit organization which stands ready to serve a large number of persons, an organization in which the donor does not have any direct entitlement to benefits in relation to the gift. Assistance of the Fund is granted solely on the basis of necessity. It is a fallacy to adopt the attitude that current social and financial position and security are sufficient safeguards against the future. Unfortunately indeed, disaster and misfortune, with their resultant financial distress, are no respectors of persons. It would be a comfortable feeling to know that the Naval Benevolent Fund was ever ready to assist when occasion demanded.

All members and directors of the Fund serve without remuneration. Only two full-time employees and three part-time workers receive salaries from the Fund. Administration costs are kept to an absolute minimum and every money-saving device possible is employed. That the Fund is able to operate efficiently with a minimum of expense is a tribute to the zealous and untiring efforts of all concerned.

Finally, it must be stressed that if the Fund is to perform its functions satisfactorily it is essential that a large and regular income be provided. It is not anticipated that future subscriptions or donations from private sources will provide sufficient income to meet the demands for assistance that are being made. The invested capital of the Fund must be increased in order to provide sufficient income for current operation and to perpetuate the resources of the Fund so that those who serve, or have served, with the Naval Forces of Canada will have this splendid support for years to come if misfortune strikes. — H.M.



## ATLANTIC COAST

### H.M.C.S. "Magnificent"

The men of the "Magnificent" were highly honoured when, on Christmas day, a carol service from the ship's chapel was carried over the Canadian Broadcasting Corporation network. The service was conducted by Chaplain Harry Pike, while the Acadian male quartet assisted in the carol-singing.

On cruises made by the ship over the past few months, the "Magnificent" was fortunate in having on board a very competent band, under the direction of PO Victor Goodridge. Other members were Leading Bandsmen Bill Stitt, R. Walters, George Lincoln, Roy Schaefer and Charles Moody, Able Seaman Gordon Seymour and Electrician's Mate Bert Godding.

While the ship was at sea the band helped pass away many an evening.



Ordinary Seaman Joseph Saunders, member of a class qualifying as Aircraft Handlers, third class, puts on an asbestos suit and gets some practical experience during the portion of the course devoted to fire fighting and fire control.

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It also formed part of the guard of honour for the Governor General at Quebec, gave a concert at Seven Islands, Que., played at a hospital bazaar in Charlottetown and was a valuable addition to the Sunday church services. The men of the "Magnificent" take their hats off to the "Stadacona" band and trust that before long they will rejoin the ship again.

### Navigation Direction School

The school is now well established in quarters on the second and third floors of the Administration Building, H.M.C.S. "Stadacona," and can look back on a year of definite progress. The training program was a full one, with classes for officers, U.N.T.D.'s, and radar plotters, second and third class, going through at frequent intervals. The new year will see the syllabus expanded to include a course for R.P.1's.

The mock-up section is well set up and is paying dividends in the training of classes. These provide an action information centre, with control, operations, air direction and bridge plotting rooms.

The radar equipment installations are nearing completion and most of the sets are operational and in constant use. Also nearly finished is an instrument room containing such navigation equipment as loran, echo sounding apparatus, gyros and logs.

The school instituted a training scheme for candidates for leading seaman and the venture paid off well, the following passing a squadron board in December: AB Edwin Wells, Regina; AB Ernest McNutt, Halifax; AB Ray Villeneuve, Purcell's Cove, and AB Lawrence Mandy, Ottawa.

### H.M.C.S. "Swansea"

After a week of exercises with Task Group 211.1 and two weeks alongside at Halifax, "Swansea" sailed for Sydney on December 5 for annual docking at the Engineering and Drydock Company. During the stay at Sydney the opportunity was taken to hold the long-awaited ship's company smoker. The Navy League recreation hall was the scene of the festivities, local talent provided the entertainment, and it was generally agreed that the smoker was a rousing success.

The seamen's messdeck and the wardroom each now possesses a piano, these having been obtained from the Point Edward Naval Base. No budding Beethovens or boogie-woogie artists have been found as yet but the pianos added to the holiday spirit at Christmastime, especially in the seamen's messdeck, where dinner was served to all hands below petty officer.



Bobby and Garry Wright, aged 4, twin sons of Sick Berth Petty Officer Ivan Wright, talk things over with Santa Claus at the annual Christmas party held on board H.M.C.S. "Naden" for the children of personnel serving in the base.

Wednesday, December 22, was "Children's Day" aboard as "Swansea" crew members played Santa-Claus to 40 boys and girls from the St. Joseph's Orphanage. Movies and games entertained the youngsters all afternoon; there were ample supplies of cake, candy and ice-cream, and each little guest was presented with a suitable gift. The happy smiles on the faces of the children told better than words that a good time was had by all. It is hard to say who enjoyed the afternoon most, the guests or the hosts.

A formal Mess Dinner was held in the wardroom December 17 in honour of the Executive Officer, Lieut. Alan T. Love, who has been appointed to "Stadacona" for a long communications course.

#### H.M.C.S. "St. Stephen"

Although more than 1,000 miles from Halifax, men of H.M.C.S. "St. Stephen" with wives and families in the seaport city were brought close home on Christmas Day.

In a 30-minute shortwave program produced and broadcast by Radio Station CHNS, Halifax, wives and parents of some of the men were able to extend the heartiest of Christmas wishes to their husbands and sons aboard the weather ship on "Station Baker". Even a few of the younger generation managed to get a word through to "Daddy". In reply the men of the ship sent a message saying that the broadcast was happily received and returning the Christmas wishes and cheer to their families at home.

#### Communication School

CR 18 class completed training early in December and Tels. Olaf Ebeltoft, Albert Bell, Gordon Parson, Frederick Leafloor, Michael Kruger, Joseph Morrow and Philip Davidson went to Albro Lake Radio Station to help stem the seasonal rush of traffic. Tel. Warren Huff went to the "St. Stephen" and consequently spent Christmas in the north. Tel. Donald Leader completed the course successfully but had to be admitted to the

hospital for an operation. Latest reports indicate a good recovery. Another patient in the hospital is Lynwood Webber, Ord Tel from CR 21 class.

CR 19 and 20 classes amalgamated in consequence of the following five men of CR 19 class being sent inland via leave for a specialist course: AB Morley Love, A/ARM 4/C Thomas Oliver, AB James Baskey, AB Kenneth Webster and AB John Rosenlund.  
— D.M.

The "Naden" band played Christmas carols and incidental music for entertainment acts, which included numbers by children of Miss Florence Clough's dancing school, gymnastics by the "Naden" P. and R.T. staff and tricks by Carl Strable, a Victoria magician.

#### H.M.C.S. "Ontario"

On its return from Pearl Harbor the "Massive O" settled alongside to become "O Block" for a spell.



The Commercial Club of Halifax held its weekly luncheon in the seamen's mess at R.C.N. Barracks, Halifax, on Thursday, December 2. Following the luncheon the members were taken on a tour of the barracks and the frigate H.M.C.S. "Swansea". In the above photo the club's chairman, Willard MacKenzie, accepts a cup of tea from Cook H. E. Ross.

## PACIFIC COAST

### H.M.C.S. "Naden"

Close to 600 children, accompanied by their parents, attended two Christmas parties held in the H.M.C.S. "Naden" gymnasium, December 20 and 21. The first was for the children of personnel serving in the base and the other was for the Destroyer Division and Reserve Fleet.

Large quantities of candy, cookies and ice cream were provided and, at the end of the party, each child received from Santa Claus a present individually wrapped and addressed.

Frantic preparations were made by the ship's company for leave over the Christmas — New Year holidays and the regulating office looked like a paper factory after a tornado.

A large number of "H" Ordinary Seamen were drafted to "Stadacona" via leave and the ship's own 30-day men left soon after for their homes.

More than 360 wives and sweethearts, together with their men-folk, assembled at Club Sirocco for the annual dance, which turned out to be, to coin a phrase, a gala affair.

Close on the heels of the dance

came a Smoker held in "Naden," by kind permission of the Commodore, R.C.N. Barracks, for those in the ship who did not attend the dance. The affair was a grand success.

With the approach of Christmas, the ship's messes took on a holiday air as verdant branches of spruce and cedar, berried B.C. holly and lots of red ribbon were placed to advantage by would-be window dressers and interior decorators.

The ship itself got decked out in two illuminated Christmas trees on "A" and "Y" turrets and a large lighted star atop the mainmast. The star, incidentally, was the cause of more earths on the ring main than any other since the ship was commissioned.

### H.M.C.S. "Athabaskan"

The end of the year saw a number of personnel changes in the "Athabaskan". Commander M. A. Medland took over command and Lieut.-Cdr. C. R. Parker assumed the post of Executive Officer, succeeding Lieut. Eric Earnshaw, who was appointed to Headquarters for duty with the Director of Naval Reserves.

Lieut.-Cdr. George Rooke has gone to Headquarters, Lieut. Marcel Belanger to "Naden" for new entry training duties and Lieut. John Buckingham to "Queen" as Staff Officer. Sub-Lieuts. G. M. De Rosenroll and G. C. McMorris have joined the ship.

The following men have joined the "Tribe": Sto. Edward Polnick, A/Ldg. Sto. Mech. Harold Gwyther, and LT 2/c Frank Brown, from "Naden"; A/Ldg. Photographer Cecil Brown, from the Joint Air School, Rivers; LT 1/c Lennox Clark, from "Cayuga"; PO Tel. (W) James Lawrence, from "Naden", relieving PO Tel. Harold Clark, and RT 2/c Gordon Trickett, from the joint experimental and training station at Churchill.

A ship's dance was held in the Crystal Gardens and a most enjoyable time was had by all. Dancing



A naval diver goes down into the tank which was set up as part of the R.C.N. display at the Port of Halifax Week exhibition in the Halifax Armouries.

prizes were won by LM Carman Marklinger and AB Frank Paulson and their partners.

The "Athabaskan" logged 14,921.3 miles from when she was commissioned, early in 1948, to the end of the year.

### H.M.C.S. "Cayuga"

If you want to hear "moans and groans" which form a real tribute to a ship, take a walk down to H.M.C.S. "Cayuga", keep your ears open and your mouth closed. From the fore lower messdeck to the Chiefs' and Petty Officers' messes the main topic of conversation seems to be that the ship is "paying off". ("Cayuga" went into refit January 1).

This certainly isn't too startling and one would think many of the men would welcome the chance for a respite ashore or perhaps in another ship. But no — these men don't want to go ashore. They don't want to go to another ship. Almost to a man they want to stay aboard their beloved "Cayuga". They don't see why it is necessary to break up a good crew and pay off what is to them the best ship in the Navy.

Let's hope these men will find a new berth that will, in some measure at least, be as good as the one they are leaving. And, too, let's look forward to the day not too far distant when a new "Cayuga" will emerge from her refit and take her place again

with the destroyers of the Royal Canadian Navy.

### H.M.C.S. "Crescent"

The flag-bedecked upper ballroom of the Crystal Gardens was the scene of a gala ship's company dance for H.M.C.S. "Crescent". One hundred and seventy-five couples danced to the music of Bert Zala and his orchestra. The master of ceremonies, PO Cook Robert Murray, awarded prizes to the following: Tel. Kay Luna and Miss Georgina McDonald for the first spot dance; Ldg. Cook William Medmore and Mrs. A. Ross for the second spot dance; Cook Robert Shirley and Miss Larraince Larson for the elimination dance; the Jitterbug King and Queen, Cook Robert Burns and Miss Donna King; and Able Seaman Reginald McLuskey and partner, who won the door prize.

Credit for a very enjoyable evening is due largely to the efficiency of Petty Officer Richard James and PO Cook R. Murray, who arranged the dance. Halos also to the decorating party and CPO Robert Taylor for his public address system.

## NAVAL DIVISIONS

### H.M.C.S. "Catarqui"

(Kingston)

"All hands to recruiting stations" is the order of the day at H.M.C.S. "Catarqui". Under the guidance of the new Commanding Officer, Commander H. K. Hill, every available officer and man has become a member of the recruiting team with instructions to "go get 'em".

Kingston, in spite of being an Army stronghold, should produce a goodly number of embryo sailors. However, not content with so limited an area, the recruiting team has gone afield and to date recruits are coming in from Gananoque, Mallorytown and Brockville. Future plans call for visits to Belleville, Trenton, Napanee and Picton and it is hoped that these towns will bring favourable results.

A pleasant stand-easy came during a recent drill night when the ship's

company had the privilege of listening to Commander J. S. Dalison, D.S.O., R.N., who gave a most interesting review of the West Coast squadron's Pearl Harbor cruise.

Apart from recruiting and regular training activities, salvage has been an important operation carried out by the Kingston division. "Catarqui's" fleet of two harbour craft and a Ville class tug were put to extensive use during the past summer and fall and, had the "Loganville" been operating on a business basis, she might well have brought in a tidy sum, so many rescue jobs did she perform.

### H.M.C.S. "Chippawa"

(Winnipeg)

The youngsters took over "Chippawa" on Saturday, December 18, when hundreds of children of ship's personnel were introduced to Santa Claus in the person of Lieut. Don McDiarmid R.C.N. (R). There were movies, games, ice cream and candy for the youthful guests and everyone enjoyed the party — even Santa Claus, who lost 15 pounds that won't be missed in the least.

A ball was held on New Years' Eve, with the men taking over the parade deck and the officers the wardroom and adjoining mess-hall.

An increased emphasis is being placed on the training of gunnery rates in the New Year and an anti-aircraft trainer has been installed along the lines of the A/A dome used in training at "Stadacona" during the war.

By the time this appears in print the new Sea Cadet quarters will have been opened officially. The new training deck is among the finest in the country and will certainly be more than adequate for the more than 200 cadets on strength at the present time.

### H.M.C.S. "Donnacona"

(Montreal)

For days, shipwrights conferred in secret . . . stray pieces of lumber and shiny linoleum disappeared, then turned up mysteriously on the day of days as the biggest and best and

longest slide ever . . . see saws took the place of rifle racks, courtesy of the Gunnery Officer . . . and swings hung from the beams where sailors normally practice rope climbing.

Children gasped with glee when met at the gangway by an enormous bushy-moustached pirate with an ominous skull and cross bones on his cocked hat. He and his cutthroat crew carried the little folk down to the drill deck where the ship's band played . . . and the amusements awaited them. A really salty touch was a breeches buoy running the full length of the drill deck. Little "survivors" were placed in the carrier by two stalwart policemen and propelled by a two-pirate-power at a dizzy pace from one end of the deck to the other. The "pirates", incidentally — black-patched eyes, fierce moustaches, swords, sea boots and all — were just faintly discernible through their disguises as various commanders, lieutenants, midshipmen, and, yes, . . . be it, whispered, even a surgeon

captain. And when the shrieks of glee from the wild ride on the breeches buoy died down, the pirates were ready to lead the youngsters round the deck on a real live pony.

But as in all Christmas parties the climax of the occasion was the arrival of Santa Claus. All the pirates and clowns disappeared, the children had their tea, and when they reassembled there was a great fanfare from the ship's band and a jolly parade entered.

Leaving reindeer behind, in came St. Nick, sitting on a naval gun carriage, the drag rope manned by the pirate crew.

It was soon over after that. The little people went ashore clutching their presents, the mothers bundling them up as they went. The pirates, and even Santa Claus, retired to collapse from exhaustion in the wardroom. And when the bos'n's call shrilled "pipe down", H.M.C.S. "Donnacona" knew the children's party was over for another year.



A concert party staged entirely by members of the ship's company provided a thoroughly enjoyable evening on board H.M.C.S. "Magnificent". In the above photo Petty Officer Steward Arthur Taylor introduces some of the cast from the skit. Left to right are: CPO Gordon Sears, PO Raymond R. Warnock, Sto. Mech. Thomas Thompson, SA Thomas Graham, SBA Fredrick Joyce, Electrician S/c Ernard Kynaston and Chief. Tel. (V) Arthur Howard.

### H.M.C.S. "Hunter"

(Windsor, Ont.)

Two gala Christmas parties took the spotlight at H.M.C.S. "Hunter" during the festive season.

On Saturday, December 18, several hundred children — families of reserve personnel — gathered on the drill deck to welcome Santa Claus. There was a gift on the Christmas tree for every child and each was treated to ice cream and soft drinks.

On Friday evening, December 17, members of the permanent R.C.N. staff at "Hunter" were entertained at a Christmas dinner in the seamen's mess. There were turkey and all the trimmings, provided by donations from the wardroom mess and the Windsor Branch of the Naval Officer's Association.

### H.M.C.S. "Star"

(Hamilton)

The housing shortage must be grim at the North Pole this year, because when Santa Claus visited H.M.C.S. "Star" at Christmas time he came with an accent that smacked of residence in the Southern Hemisphere.

This Southern Santa brought his usual full bag of toys and candies for each of the children in attendance. Any resemblance between the big, hearty, friendly chap and Lieut. Cdr. Bob Pearce, noted Australian sculler, was purely coincidental.

The Chiefs and P.O.'s were hosts to their friends at a New Year's Eve dance on the Drill deck and the capacity crowd enjoyed itself to the full.

### H.M.C.S. "Prevost"

(London)

In late November a party of approximately 80 officers and men from H.M.C.S. "Prevost" were guests of the Steel Company of Canada, Hamilton works, and spent an interesting day touring the plant. It was a most educational and enjoyable trip.

On December 17, a Christmas dance was held by the Men's Mess, under the able chairmanship of Ldg. Sea. C. Roman, R.C.N. (R), and Able Seaman J. Pook, R.C.N.

A turkey shoot was held on December 20 for the entire ship's company. Ten rounds were fired at 25 yards

### Hair's to You!

Monty Woolley, George Bernard Shaw and Lieut. E. M. Chadwick, long considered tops in the beard business, found competition getting tougher than somewhat during the Winter Carnival at Fort William, Ont. Reason for their concern was a beard growing contest held in connection with the Carnival, in which several men from H.M.C.S. "Griffon," the Naval Division at nearby Port Arthur took part. The sailors, traditionally well-versed in the art of cultivating hirsute adornment, entered the contest with a will and in no time at all were scaring children and alienating the affections of their wives or sweethearts. Winners of the prizes, among which was one offered by "Griffon," had not been announced at press time. However, it is understood that the "Man Who Came To Dinner," the famous Irish playwright and the commanding officer of H.M.C.S. "St. Stephen," managed to retain their status — but only by a whisker.

range and the winners were: 1. Lieut. Shuttleworth; 2. Ord. Sea. Wood; 3. Ord. Sea. C. Brown, UNTD.

A New Year's Eve party was held by the wardroom, and a large number of ex-Naval Officers attended. A very successful dance was held by the Chief and Petty Officers' Mess on November 27, with approximately 175 members and guests present.

### H.M.C.S. "Queen"

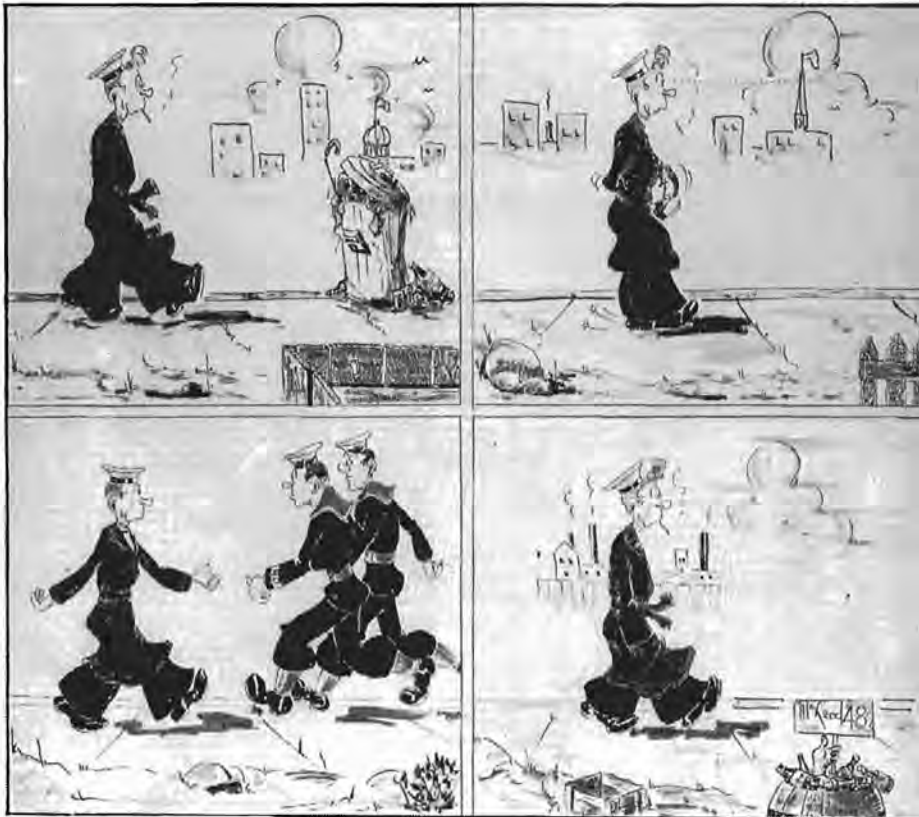
(Regina)

Social activities took the spotlight at H.M.C.S. "Queen" during December. The Naval Officers Association held its first dance of the season on December 3. The cabaret affair had all the trimmings and everyone had a very enjoyable time.

The following evening saw the ship's company and their friends jiving it to the strains of the "Bobette" orchestra. After that one, consideration should be given to recruiting these be-bop musicians for the physical training department (voluntary).

On December 17 the Chief and Petty Officers held a smoker in the Petty Officers' mess. Twenty-five members were in attendance.

On December 21 the ex-Wrens' Association combined their monthly meeting with a Christmas party.





# Looking Astern



## Lest We Forget

February 1944 . . .

In spite of increased U-boat activity in the North Atlantic, the month was a satisfactory one, for not one merchant ship in the main trans-Atlantic convoys was sunk. S.S. "Kelmescott" was hit by a torpedo just as she was leaving the approaches to St. John's, Newfoundland, but she was quickly turned about and towed back into harbour.

## **Kills**

A remarkable 'bag' fell to the Second Escort Support Group in the middle of the month. On February 8 and 9 three U-boats were destroyed some 350 miles off Cape Clear. A week later enemy aircraft spotted convoy ONS-29 and reported it. Aircraft from H.M.S. "Biter" shot down two of the shadowing planes and the escorts made preparations for a strong submarine attack. Convoy ON-224 was in the area, and the respective escorting groups joined forces. Soon there was work to do, with at least three enemy subs in the vicinity. On February 18 H.M.S. "Spey" sank one of them and took 45 prisoners. Within 16 hours two more had been disposed of, the last by the Senior Officer of EG-2, H.M.S. "Starling."

A week later H.M.C.S. "Waskesiu," the senior Canadian frigate at the time, destroyed her first submarine and picked up 20 enemy survivors.

## **Debit Account**

Various mishaps occurred to R.C.N. ships during the month. The most serious was when H.M.C.S. "Columbia" struck on Motion Head near Cape Fear, Newfoundland, on February 25. The damage was so extensive that it was decided to pay her off on care and maintenance basis.

H.M.C.S. "Columbia" was the last of the six former U.S. Town class destroyers to remain in operation. Of the others, "St. Croix" had been sunk, the "St. Clair" was converted to a tender for submarines, and the "Niagara," "Annapolis" and "Hamilton" had been assigned to training duties.

## **Strength**

The strength of the R.C.N. and reserves as of February 26, 1944, totalled 82,198. A breakdown shows 4,175 in the permanent force, 5,797 in the R. C. N. R., 67,714 in the R.C.N.V.R., and 4,512 in the

W.R.C.N.S. This was an increase of 1,878 over the previous month.

## **Commissionings**

Six British ships — two frigates, two corvettes and two destroyers — were re-commissioned in the United Kingdom by the R.C.N.; H.M.S. "Meon" was re-commissioned H.M.C.S. in Halifax, and the River class frigate, H.M.C.S. "Chebogue," was commissioned at Victoria, B.C.

## **W.R.C.N.S.**

A third draft of W.R.C.N.S. ratings arrived in the United Kingdom during the month, bringing the total of Canadian Wrens in London up to 60.



Depth Charge Attack

# The Navy Plays



## West Coast Boxing Champions Crowned

Out of 35 entries, seven champions were crowned in the 1948 Pacific Naval Command Port Boxing Championships.

Results of the final bouts were as follows:

### Bantamweight

Ord. Sea. Robert LeClerc, Ottawa ("Naden") won by decision over Ord. Sea. John Ferrish, Summerside, P.E.I. ("Ontario").

### Featherweight

Ord. Sea. Joseph Cassidy, Ottawa ("Naden") won by decision over Cook (S) Gordon Perry, Saint John, N.B. ("Ontario").

### Lightweight

Sto. Mech. Gerald Fortin, Montreal ("Naden") won by default from Sto. Mech. Gordon Gregory, Winnipeg ("Ontario"), who was injured in winning his semi-final match.

### Welterweight

Ldg. Sea. Gerald Halikowski, Nipawin, Sask. ("Ontario") won by t.k.o. over Cook (S) John MacDonald, Glace Bay, N.S. (S. and S. school).

### Middleweight

Sto. Mech. Russell Roberts, Calgary (Reserve Fleet), won by decision over Ord. Sea. Rowan Carroll, Ottawa ("Ontario").

### Light Heavyweight

Ldg. Smn. N. Nelson, Ottawa ("Ontario") won by decision over PO Wtr. Thomas Rayson, Victoria ("Royal Roads").

### Heavyweight

SA John Wandler, Medicine Hat (H.M.C. Dockyard), won by knock-out from Sto. Roy MacLellan, Amherst, N.S. ("Naden").

## Noted Athlete Joins "Stad" Instructor Staff

Instructor Lieut. D. D. MacKenzie, M.A. (Edinburgh), a recent addition to the Instructor Officer staff of H.M.C.S. "Stadacona", is an athlete of renown. Prior to the war he was the Scottish junior fencing champion. He is a rugger International, having played for Scotland for two seasons against England, Ireland, Wales and France, and is a soccer "blue", having played on his university team. As a track man he prefers the sprints, but had the honour of running for Britain in the 400-meter relay in the 1948 Olympic Games.

It is likely that we shall be hearing more of Lieut. Dave MacKenzie in the realm of naval sports. Perhaps he may revive rugger in "Stadacona" next season.

## 'Malahat' Rifle Team

Although all its members, with the exception of CPO W. C. Burch, the coach, are green shots, the rifle team from H.M.C.S. "Malahat," Victoria naval division, was tied for third place in the Pacific Command Rifle Association standings at the end of the year. CPO Burch, who has been shooting with the team, is classed as an "expert" by the P.C.R.A.



Winner of the Middleweight title in the 1948 Pacific Command Port Boxing Championships, held in Victoria, Stoker Mech. Russel Roberts receives his trophy from Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast. Also in the group are Mr. F. C. Short, Gunner R.C.N. (left), and Lieutenant H. E. Taylor, Sports Officer for H.M.C.S. "Naden". Earlier this year Stoker Roberts won the welterweight championship at the Southern Alberta Golden Gloves.

## Winter Sports Popular at "Stad"

Bowling, basketball, badminton and hockey combine in providing an active sports program in the Atlantic Command. The 22-team Interpart Bowling League in "Stadacona" has produced some keen competition, with the Artisans leading the league with 29 points and M.T.E., Regulating Staff, Admiralty House Staff, and Torpedo A/S teams all tied for second place.

On the basketball front the Supply team is leading the way with the Electrical School giving them a close race. A representative Navy team is playing in the Halifax Basketball League. Prior to the league opening the team played three exhibition games, these being with Dalhousie University, Acadia University, and Liverpool.

Badminton has become increasingly popular and the Atlantic Command Badminton Club has added a number of new members. The Indian International badminton team played several exhibition matches with a Halifax team in the gymnasium. A large audience was in attendance to witness the sparkling brand of badminton displayed by the visitors.

The Inter-Service Hockey League opened successfully so far as the Navy was concerned. Of their first three games the "Tars" won two and lost one. In the opening game of the season they downed the Army 5-3 and in their next ice clash defeated Dartmouth Air Station 9-2. In their third contest, with the R.C.M.P., the boys in blue lost by one goal.

The Navy team also played an exhibition game with Dartmouth Arrows of the Maritime Senior League, and put up a good showing before going down by a 9-6 score.

## West Coast Golfers Hold Xmas Tourney

In the R.C.N. Golf Association's third annual Christmas tournament, held at the Uplands Golf Club, Victoria, Chief Sto. Mech. Robert Dallin, of H.M.C.S. "Naden," posted



Sports activities cover a wide range on board H.M.C.S. "Magnificent". Some of the ship's company, under the direction of PO Edmund Poirier, build the "body beautiful" by means of weight lifting. Eight of these huskies are: *Front row* (left to right)—Air Mechanic Robert Bradstock, Ord. Sea. Raymond Harkins, PO Poirier. *Back row* (left to right)—Air Mechanic Earl Gillis, Air Mechanic Erwin McLaughlin, Sto. Mech. Edward Weymouth, PO Cook Louis Bayer and Air Mechanic R. Smith.

a 73 to take low net honors and one of the numerous turkeys offered as prizes. Chief Tel. Thomas McIntyre, of H.M.C. Dockyard, was runner-up. There were 64 competitors.

The handicap event was won by Instr. Cdr. G. L. Amyot, "Royal Roads," with C/ERA Victor Dear, also of "Royal Roads," runner-up.

MAA Stanley Reid, Reserve Fleet, and Captain Jackson, Royal Canadian Dental Corps, were first and second, respectively, in the low hidden hole event. Sgt. Gordon McKay, also of the Dental Corps, and Ldg. Stwd. Jack Ross, "Naden," finished in that order for the high hidden hole.

Captain (S) R. A. Wright presented the prizes after refreshments had been served in the clubhouse.

## SBA's Set Pace in "Naden" Bowling

The halfway mark in the Interpart Bowling League at H.M.C.S. "Naden" found the Sick Bay team well in front, although a close race is indicated before the schedule comes to a finish.

With two pitches out of action because of heavy rains, the "Naden" Soccer League had to re-shuffle its schedule and fit in games as best it could. The six teams—Officers, Chiefs and P.O.'s, Band, S. and S. School, New Entries, M.T.E. and Supply—are hoping for better luck in the New Year.

The basketball league is proceeding at a good pace and the Band shapes up as the team to beat.

## **Cadets Retain Cross-Country Trophy**

On December 1 the Cadet team from the Canadian Services College, H.M.C.S. "Royal Roads", retained the Admiral Nelles Trophy for top team in the second annual invitation cross country run on the college grounds. The eight teams competing were from the college, the New Entry section at "Naden", the Supply and Secretariat School at "Naden", St. Louis College, St. George's School, Vancouver, University School, Oak Bay High School, and Victoria High School. The first four runners from each team scored points.

In a heavy rain, Phil Matson of Oak Bay High School broke his own record of last year, running the 3.8-mile course in 20:49½ seconds. Cadet R. H. Kirby, captain of the Services College team, also broke the old

record, running the course in 21 minutes flat. The Cadet team piled up 218 points, the "Naden" New Entry team placing second with 186 points.

Admiral P. W. Nelles, C.B., L.L.D., R.C.N., (Retired), congratulated the 57 participants on their showing under adverse conditions and presented his trophy to Cadet Kirby. He also presented individual trophies for the winning runners.

## **'Crescent' Proud of 1948 Sports Record**

H.M.C.S. "Crescent" had two outstanding teams during the past year. The ship's softball team, managed by Petty Officer R. James, chalked up 11 wins, one tie and one loss and never tasted defeat in inter-ship or inter-establishment play. The one loss was a 3-2 decision at the hands of the crack U.S. Army Air Force

nine in Balboa. The airmen were leading the Panama Senior loop at the time and had not been beaten in 17 starts. Probably the best game was an 11-inning, 2-2 deadlock with New Westminster Army and Navy before a crowd of 2,500 fans.

Mainstay of the team was PO Joe Kinch, who turned in many creditable pitching jobs. The steady hitters were PO Harry Green, Sto. Mech. Bill Bayers, Ldg. Smn Mel Padgett and ERA Tommy Rafferty.

"Crescent's" boat-pulling team shared the limelight. They walked off with the laurels in Magdalena Bay last spring. The next Regatta took place in St. John, Antigua, and "Crescent" again showed her stern to the fleet. The crowning achievement was winning the Pacific Command Annual Regatta in Navy Week against crews from all ships and establishments in the command, and for the third time in 1948 Lieut. Cdr. J. A. Charles, the Commanding Officer, received the "Cock of the Fleet".

Coxswains of the various crews were: L/Smn A. Julius (Young Seamen); Stores PO A. Chamberlain (Supply); PO Sto. J. Pilon (Stokers); PO Tel. Trevor Reading (P.O's); Ldg. Smn. J. Hannam (Seamen); Lt. R. Clemens (Electrical Technicians); Lt. J. Winters (Electricians); and Mr. J. Andrews, Bos'n. (Officers).

## **'Hunter' Teams Play in Basketball Leagues**

Basketball is in full swing at H.M.C.S. "Hunter", Windsor naval division, and Navy teams are playing in the city intermediate league and the garrison league. The latter loop is made up of teams from the 22nd Reconnaissance Regiment, the Essex Scottish and "Hunter".

The Naval Officers' Revolver Club, inactive for more than a year, has been revived and successful shoots are being held every other Friday. Lieut Milton Popovich is president of the club and is in charge of the Friday evening activities. A sterling silver spoon bearing the Navy crest is up for competition at each shoot.



The track team from the Canadian Services College, H.M.C.S. "Royal Roads," again won the annual Invitation Cross Country Run, sponsored by the College, and retained possession of the Admiral Nelles Trophy.

In the photograph above are, rear row, left to right — Cadets B. V. Simons, F. W. Crickard, H. L. Boughton, C. P. Ilsley and K. E. Scott. Front row — J. L. Geddes, J. N. Lyon, R. H. Kirby, team captain, and M. D. Wilson.

## 'Haida' Hockey Team Off to Good Start

"Haida's" hockey team has played three games in its schedule, winning two and losing one.

The first game, against the "St. Stephen", went to "Haida" by a 6-2 score. Starring for the "Haida" was the line of Able Seaman Woods, Tel. Stuart Leggatt and Able Seaman Price, plus a nice defensive effort by Petty Officer Tom Elstone.

The second game was played against the "Magnificent". Fast, hard and clean play predominated but our boys were no match for the men of the "Maggie" and we emerged with a score of 4-2 against us.

In the third contest "Haida" defeated "Iroquois" 4-1. SA Joe Duchesneau sparked the attack with a two-goal effort and Leading Stoker Mech. "Johnny" Howe played an excellent game in the nets.—"Kip."

## 'Iroquois' ERA's Excel on Alleys

Winter sports are well under way aboard H.M.C.S. "Iroquois". The hockey team has had several workouts and Able Seaman John Nadlin, who is doing the coaching, is confident his squad will acquit itself well.

The basketball team recently clashed with, and most important of all, defeated the hoopsters of the "New Liskeard". In the Interpart bowling, the E.R.A.'s' team is leading the way once more. In a recent match ERA Ed. Auby bowled a sparkling 321. Another good bowler on the ERA's' team is Archie Sims, who averages around 200 per game.

During the last two months quite a number of the ship's company passed their swimming tests in the "Stad" pool, bringing the total now qualified to 85 per cent.

Under the capable assistance of Mr. Raymond McIntyre, Bos'n, R.C.N., who is ship's sports officer, and Leading Seaman Joe LePage, we are looking forward to a sport-packed winter.—G.N.W.

## 'CHIPPAWA' TO HAVE GRID TEAM

The sportsmen of H.M.C.S. "Chippawa" will never have to wallow in the wake of defeat, disparagement or indifference, if the present athletic state of Winnipeg's naval division is any criterion.

The "Chippawa" sports gentry — and their feminine counterparts, the fair representatives of the Wrens' Association — are now actively engaged on a complete slate of events, ranging from hockey and basketball to water polo and bowling.

The blueshirts who take to the frozen surf between December and March, have, at the time of going to press, raised the "Chippawa" pennant to a first-place tie in the Manitoba Senior "B" Hockey League.

The strong circuit consists of three other Winnipeg clubs and the towns of Selkirk, Transcona, Swan Lake and Carman. The Navy entry is under the presidency of Lieut. Jack Ross, sports officer, and is managed by Petty Officer Writer Jack Knight, former Winnipeg sport writer. Two of the starry members of the squad are Able Seaman Emile St. Marie, goalie, and Ordinary Seaman Russell May, a centreman. Both are only 18 years of age.

The Winnipeg Reservists are particularly proud of their strong five-pin bowling empire which numbers over 300 keglers distributed among four leagues. The officers take to the alleys on Saturday nights, while the Chiefs

## 'Catarqui' Boxers Win Four Bouts

Boxers from H.M.C.S. "Catarqui," Kingston naval division, punched their way to victory in four out of nine bouts staged in the Barracks Gymnasium.

Jim Flint of the Navy was credited with one of the most interesting fights of the evening when he outpointed his opponent in a great display of ring work.

Other Navy winners were Jimmy Wilding, Paul Broder and Johnny White.

and Petty Officers, Seamen and Wrens' Association roll on Sunday, Friday and Wednesday evenings, respectively.

Inter-part sports rivalry at "Chippawa" is carried on in basketball and volleyball, while the swift mermen — and comely mermaids — regularly take to the pool for aquatic events.

The Winnipeg Tars also hold regular archery sessions, and from the bow and arrow game it's a short step to the pistol shooting ranges where the members of the Wrens' Association can be found sharpening their sights.

The "Chippawa" standard-bearers shared the championship of the Winnipeg Inter-Services Fastball league with the R.C.A.F. in 1948, when stormy weather forced cancellation of the final series.

The men who guide the athletic destinies of H.M.C.S. "Chippawa" are now embarking on one of the most pretentious and ambitious plans ever undertaken.

Impressed by the success of the Winnipeg Light Infantry unit which entered a team in the Manitoba Junior Rugby Football League for the first time last fall, the "Chippawa" sports trust are now seeking a franchise in the league for the 1949 grid campaign.

Under the direction of Lieut. Ross and Petty Officer Knight, committees will shortly be formed to handle the far-flung details of such an enterprise.

But while the Tars still have to be officially accepted into the league, the engines of industry have not been silent, for the services of one of Canada's greatest rugby names, Bill Ceretti, recently retired veteran line-man of the Winnipeg Blue Bombers, have been secured to coach the squad.

Ceretti will be assisted by Alf MacLaughlin, Boatswain, R.C.N.(R), a former 'Peg senior grid star and umpire. Ed Haverstock, grizzled trainer of two Memorial Cup hockey teams, the St. Boniface Seals of 1938 and the Winnipeg Monarchs of 1946, will dispense arnica for the team.

# Comrades in Arms



## THE R.C.A.F.

### Pilot Training

Reminiscent of wartime flying schools is the R.C.A.F.'s pilot training centre at Centralia, Ont., which is busy turning out young pilots for the post-war Air Force. Here at the R.C.A.F.'s Flying Training School, youngsters fresh out of high school or college are beginning their careers in the peacetime R.C.A.F. as potential commissioned aircrew officers.

Wearing the same white wedges in their caps that distinguished aircrew trainees during the days of the British Commonwealth Air Training Plan, the peacetime student pilots are known as flight cadets. Successful completion of their basic training, which covers about a year, sees them sporting pilot wings with a Flying

Officer's stripe on their sleeve.

General pattern of training is similar to that of wartime days, although far more thorough. First step for the embryo pilot of the peacetime R.C.A.F. is the Manning Depot at Toronto, where a series of medical examinations ensures the fitness of all would-be pilots. With jet aircraft now in use, these tests are far more demanding than during the war.

Aptitude tests are also given the young cadet, to determine his suitability for the various aircrew trades. A short course designed to acquaint him with his responsibilities as a Service officer follows, and after a total of eight weeks in Toronto he is posted out to start his actual career training. If he is to become a pilot,

he goes to Centralia.

Thirty-eight weeks are spent at Centralia, and ground school subjects account for half the cadet's training time during the first 32. Examinations are taken at this time, and the remaining six weeks are devoted entirely to flying. Harvard trainers, regarded as advanced training aircraft during the war, are used from the beginning in the peacetime flying programme, and the student pilot at Centralia usually makes his first solo after about 20 hours. In all, 170 hours are put in on the single-engine Harvards, including formation flying, night flying, and navigation exercises. In addition to Harvards, students are given 40 hours on twin-engine Beechcraft, a departure from wartime training days, when pilots were graduated from flying schools as "single engine" or "twin engine" flyers.

Ground-school instruction includes signals, aero engine, photography, navigation, airframe construction, and theory of flight, and as with actual flying training, is far more thorough than comparable wartime training.

Majority of the Centralia trainees are lads fresh from high school, or serving airmen selected from the ranks, under the RCAF's Short Service Commission plan. Object of the scheme is to ensure that average age of serving aircrew is kept at a reasonable level, and also to provide a constant flow of trained aircrew to the Auxiliary or Reserve.

Wings parades mark the end of each flying course, and the cadet is then posted to Trenton, Ont., for a further eight-week course in basic air armament. He is then commissioned, and after leave is sent to one of the many flying stations across Canada, to begin specialized training for whatever duty he may have been selected.



That first solo flight is a big moment in the lives of young R.C.A.F. flight cadets beginning their careers as pilots. Here is a typical post-war pilot trainee at the R.C.A.F. Station, Centralia, home of the Air Force's basic flying instruction, receiving the congratulations of his flying instructor after making his first flight "on his own". (RCAF Photo).

First wings parades for the new peacetime pilots of the R.C.A.F. were held last summer, and a steadily-growing number of them are now taking their places beside wartime flyers with thousands of hours behind them. However many hours the veteran has, though, and however many operational decorations he wears on his uniform, flying remains a young man's game, especially with the growing importance of jet planes. Continued dependence on our veterans, say training officers at Ottawa, would result in a dangerous situation. Any emergency in the next few years would see the bulk of the operational flying done by the youngsters, as was the case in the last war.

## THE CANADIAN ARMY

### *Northern Operations*

More and more each year the Canadian Army is increasing its activities in the Northwest and Yukon Territories. Today, the Army is engaged in three major operational projects in the North, namely, the Northwest Highway System, the Northwest Territories and Yukon Radio System and the combined experimental and training station at Fort Churchill.

Field exercises from Fort Churchill are continuous; every kind of weapon and equipment—both Canadian and American—is tested.

At one time or another, personnel from every corps of the Canadian Army and from most of the arms and branches of the United States Army have been on duty at Fort Churchill. Canadian and American troops work together and share the messes and facilities. Wives of servicemen from both countries have the same amenities and privileges. Children of Canadians and Americans attend the same school, have their hair cut by the same barber and their teeth pulled by the same dentist. There is no distinction in duty or responsibility.

The Northwest Highway System is a maintenance responsibility of the Royal Canadian Engineers. Started in 1942 by United States Army Engineers and operated as a Military road until 1946, it was then turned



Major General Harry W. Foster, G.O.C. Eastern Army Command, faces off the puck to open the Halifax Inter-Service Hockey League season. Opposing centres are CPO Ed MacSweeney for the Navy (left) and Staff Sgt. Muzz Mont for the Army. Behind CPO MacSweeney is Lieut.-Cdr. Charles McDonald, officer in charge of the P. and R.T. school, H.M.C.S. "Stadacona."

over to the Canadian government. It extends from Dawson Creek, British Columbia, to Fairbanks, Alaska—a stretch of 1,523 miles, of which 1,221 miles lie in Canada. It is a gravelled, all-weather road—difficult of traverse during the spring break-up and the autumn freeze—passing through beautiful but rugged mountainous country—with hotels, restaurants, and service stations at infrequent intervals. The highway, in general, follows the line of the Northwest Staging Route, a chain of air installations maintained by the Royal Canadian Air Force. The telephone and telegraph lines along the highway are part of a system stretching from Edmonton to the border of Alaska, where they tie in with the Alaska Communication System. They carry both commercial and official traffic, and several telephone and teletype channels have been leased to the United States. Built during the Second World War by the U.S. Army Signal Corps, the lines are now operated by the Royal Canadian Corps of Signals.

Across the great northern expanse of Canada, below the Arctic Circle, stretches one of the Dominion's most important facilities—the Northwest Territories and Yukon Radio System.

It was started commercially, and spottily, before the First World War, to serve the fur traders, prospectors and miners who were opening up the north country. When air transport to the northland became feasible in 1928 and prospecting and trading increased, the radio stations became increasingly important. They provided a weather reporting service in addition to their communications functions, assisted polar expeditions and established points of contact for government and civilian personnel in the vast north country.

Starting modestly with a few stations, the Royal Canadian Corps of Signals now operates the extensive network from Baker Lake, near the west shore of Hudson Bay, to Whitehorse, Yukon Territory, where the lines tie in with the Northwest Highway System, and thence to Alaska. At the eastern terminus, and through commercial feeders along the route, the system ties in with commercial lines of the Dominion. The radio and telegraph traffic is not confined to official business, but provides full service for commercial messages. Through its awareness, 24 hours a day, of what goes on in the northland, the Northwest Territories and Yukon Radio System is an indispensable factor in Canadian defence.

# "THE CHRISTMAS SPIRIT"

... AKSHULLY  
LAUGHED AT ME!  
AT ME, SIR, WHO'S  
SWALLA'D MORE  
SEA-WATER THAN  
HE HAS MILK!



"Able Seaman Francis O'Flaherty!"

O'Flaherty — large, cheerful, 17 years' service and not a G.C. on his arm — stepped smartly out of the line and doubled up to the Captain's table. He came to a crisp halt and stood at attention.

"Off caps!" The Master-at-Arms barked his orders; then read the charge like a tobacco auctioneer:—

"On the 23rd day of December, 1948, at 2115," he chanted, "Able Seaman Francis O'Flaherty was apprehended in possession of a lighted Christmas tree, the property of the T. Simkins Company Limited. In removing the tree he caused a short-circuit which threw the whole store into darkness for two hours. He broke most of the lights on the tree, broke the nose of the Leading Seaman in charge of the Shore Patrol and inflicted a total of three black eyes, two broken teeth and minor lacer-

ations upon the other members of the Patrol. He resisted arrest and used abusive language in public."

After a reflective pause the Captain said, "Uh . . . well, O'Flaherty, what's your story this time . . . and remember the words of the official caution."

"Sir, it wuz a vurritable noightmare," O'Flaherty began in a hurt tone. "There Oi wuz, mindin' me own business; only takin' possession of me roighful prapperty. This yellow-livered Orangeman . . . beggin' yer pardon, sir . . . the one in charge of the Shore Patrol, come along and started to make trouble. And now, me proud name — O'Flaherty of County Murrah — is bein' blackened and loibelled. The Lord save us, Oi don't know what the Navy's comin' to . . . with all doo respect, sir.

"It happened like this. Oi wuz havin' a few wets with a friend in The Horseless Carriage Inn and feelin' a little low about me financial condition. As you know, sir, it wuz the 23rd of December and me woife had told me to git a Christmas tree for the kids or niver to show me dirty Oirish face about the house agin — she's a Scot, ye know. Now it hap-

pened that me winger had produced a quantity of hoighly acceptable refreshment, so natcherly Oi bought him wan of the same in return, and by that toime Oi had but twenty-foive cents in me pants. He wuz most onderstandin' and said he moight be able to help, as he had an extra tree. Oi wuz delighted at this and told him it would be a pleasure to take a tree off his hands — as a convenience to him, d'ye see — and Oi suggested we waste no toime. Then he tole me his name was Thomas Simkins, the owner of the department store, and the tree wuz at the store. He said Oi had better get it meself as it wouldn't look good if the customers seen him clamberin' about his own store. So Oi agreed with him there, thanked him koindly, wished him the blessin' o' the Lord, and left.

"Arroivin' at me destination, Oi seen that the marquee over the door was oncommon hoigh so Oi went to get me a ladder. Found wan at a near-boy hardware shop and borrad it; pausin' only to beat a little Christmas spirit into the complainin' proprietor. Thin Oi mounted me objective and proceeded to work. As Oi wuz disconnectin' the loights there wuz a bit of a blue flash from the electric outlet — a fact upon which they're basin' a power failure,—shoorly you can't be believin' that, Sir. Next Oi foinds the tree pretty heavy — it wuz a lovely thing, loike a cathedral poine — and Oi had to drag it to the edge. Just then along came the lubberly killick in question, brayin' at me loike the proverbial ass to come down and obey the orders o' the law. Now, Sir, Oi'm not wan to be heedin' the oidle chatter of adolescents, so Oi merely told him to shut his trap or Oi would do it for 'im. Then I resoomed me work. He just stayed where he wuz, hollerin' and cursin' — Oh, it was scandalous, sir, for a young man. The tree wuz heavy, as Oi said, and it dropped over the edge . . . roight on his ugly beak, improvin' his thievish looks considerable, Oi thought. Thin Oi give a lep down to the soidewalk



and detailed off the two vurry Ordinary Seamen to help me lug it home to me family. They got a little hostile-loike at this and Oi wuz reluctantly forced to teach them some manners. Boi this toime, the miserable killick had dragged himself from under without me noticin' and — Oh, the sneakin' mongrel, sir — he clapped the handcuffs on me as Oi struggled with the tree. Helpless Oi wuz.

"The forces of bureaucracy wuz gangin' up and Oi seen the only escape wuz to explain me position frankly. So Oi pointed out me legitimate claim on the article. At this the officious yap akshully laughed at me! At me, Sir — who's swalla'd more seawater than he has milk! Oh, it wuz mortifyin'.

"So, deaf to me pleas of innocence, they hists me into the pusser bun-wagon and we're off to the cooler. As for the black oiyes and minor lacerations. Well, Sir, 'tis a well known fact these O.D.'s is shockin' bad droivers. It transpoired that the poor onfortunates were struck by me handcuffs as Oi wuz jolted and flung about in the back with me hands fettered — it wuz indaid a nasty accident." O'Flaherty's face registered painful concern.

"Them is the akshul facts, Sir, and if you wuz to communicate with me friend, Mr. Simkins, Oi'm shoor the misunderstandin' could be cleared up and me good Oirish reputation exonerated."

There was a respectful silence as the assembled group considered the lyric beauty of this tale. O'Flaherty's voice and expression were worthy of John Barrymore at his best. No one was surprised, for his eloquence at the Captain's table was legendary.

The Captain meanwhile was struggling to hide a smile. His was a burdensome, worrying job and O'Flaherty never failed to produce a gem of a story. Secretly, the Captain always hoped the bard would be cleared.

However, the matter had been thoroughly investigated and the facts were stated by his Divisional Officer.

O'Flaherty had indeed enjoyed extensive refreshment — with the driver of one of the Simkins Company delivery trucks! This man had merely mentioned that the store was open late that evening and Christmas trees would probably still be available. As for the power failure — O'Flaherty had torn down a couple of vital lines (fortunately well insulated) which were in his way. It also developed that he had given the owner of the hardware store and the members of the shore patrol a systematic going over.

The reading of the warrant was stood over so that O'Flaherty could be home for Christmas. He got 28 days' detention. The Captain invited Mr. Simkins aboard for some Christmas cheer and told him all about the fabulous O'Flaherty. Three hours after boarding the ship Mr. Simkins was helped into his car by his chauffeur and the Corporal of the Gangway. He was singing "Does Your Mother Come from Ireland?" and had declined to press charges.

The Christmas tree? Resplendent with new lights, it was delivered to the Irishman's home on Christmas Eve — in a Simkins Company truck. J.L.W.



Mr. Edward MacFayden, Gunner R.C.N., turns pirate for the day and tells a tale of treasure trove to Becky MacDonald (left) and Maureen Toogood at the Christmas party held by permanent and reserve personnel of H.M.C.S. "Discovery," Vancouver, for 160 of their own and 40 underprivileged children of the coast city.

## NOTED ARTIST SAW SERVICE IN 'SWEEPERS

Eric Riordon, A.R.C.A., who served as a lieutenant in the R.C.N.V.R. during the war, died on December 23, 1948, at his home in Montreal.

Born in St. Catharines, Ontario, on December 5, 1906, Mr. Riordon was the son of Mr. and Mrs. Carl Riordon. He was educated at Ashbury College, Ottawa, and McGill University, and after a period at the Ecole des Beaux Arts in Montreal, went to Europe in 1932 to pursue his studies in France, Italy, Austria and Switzerland. He exhibited his work many times in Paris, Toronto and Montreal, and there are more than 200 of his paintings in private collections, chiefly winter and marine scenes.

Mr. Riordon joined the Navy in June, 1940, and subsequently served on convoy and minesweeping duty in H.M.C. Ships "Fundy", "Milltown" and "Kenora". Later he served at N.S.H.Q., "Avalon" and "Donnacona". He found time during the war years to contribute illustrations to "Canada's War at Sea", by Stephen Leacock and Leslie Roberts.

After demobilization in May, 1945, Mr. Riordon resumed his exhibitions, the last of which was held in February, 1948, and was attended by the Governor General. In November, 1947, he was elected to the Royal Canadian Academy of Arts.

Surviving Mr. Riordon are his wife, the former Mollie Usher-Jones, of Montreal, two sons Eric and Michael; his father and mother, Mr. and Mrs. Carl Riordon; two brothers Hal and Peter, and two sisters, Mrs. Peter Bennett and Mrs. Gordon Forbes.

## MORE CHRISTMAS SPIRIT

The Christmas spirit was expressed in many ways. For instance . . . more than 150 officers and men from H.M.C.S. "Shearwater" donated blood on December 22 to the Halifax Red Cross Blood Donor Clinic, in response to an appeal to ease an anticipated "acute" shortage of blood and plasma over the Yuletide season.



### H.M.C.S. "Magnificent"

In heraldry, the concept of "splendour", or "magnificence", is depicted by the sun shown in full. The name of Canada's aircraft carrier is therefore interpreted in her badge design. A red maple leaf in the centre of the sun shows the association with Canada.



### H.M.C.S. "Cayuga"

The Cayuga Indians have been known for their deep loyalty to the King of England. When war with Nazi Germany became imminent in 1939, the Cayuga Tribe held their own council, and declared war on the Germans. The badge of this destroyer shows a Cayuga Indian in the position of 'on guard'. The design is carried

out in scarlet and gold, after the first and fourth quarters of the Royal Arms, to indicate the particular allegiance of this tribe to the British Throne.

### A Worthy Cause

The Lakehead Branch, Naval Officers' Association of Canada, on December 20 presented McKellar General Hospital, Fort William, with a cheque for \$750.00 for the furnishing of a naval ward in the hospital. The cheque was presented to the chairman of the hospital board, Jack Fryer, by John Sprinkle, president of the Lakehead Branch, and Lieut.-Commander C. W. King, R.C.N.(R), Commanding Officer of H.M.C.S. "Griffon".

This and other gifts of the Lakehead Branch were financed almost entirely by the annual Trafalgar Day Ball and Christmas Ball held in the division and jointly sponsored by the N.O.A.C. and the wardroom, H.M.C.S. "Griffon".

### EARN L.R.3 BADGES

Following a nine-week course at H.M.C. Gunnery School, Halifax, seven Able Seamen qualified in December as Layer Ratings third class. This was their first step in the Gunnery Branch.

Those graduating were: Able Seamen J. W. Dean, A. J. Pike, R. W. Lowe, S. M. Batsford, J. H. McGregor, R. E. Tretheway and Ray Dingley.

### 'BLUEPRINTS' FOR MODELS

Men who go in for the modeling of ships will be interested to know that the Admiralty has prepared a series of simplified drawings for the use of model makers. They are outline drawings to a scale of 1/50 in. to a foot. They show profile, plan and sections as required for the construction of waterline models. The prices charged are: Battleships, 5 shillings, Cruisers, 4s, Destroyers and Monitors, 2s and 6 pence (1s extra in each case for commercial firms selling models to the public.) All applications should be addressed to the Secretary of the Admiralty (P. Branch 1) Bath. These should be accompanied by a postal order payable to the Director of Naval Accounts, Admiralty.



### H.M.C.S. "Queen"

The name of this Reserve Division is simply the English translation of the name of the city in which it is located: Regina, Saskatchewan. The badge design is interpretive—the lozenge denotes the female, the orb stands for regal authority, and the colours, purple and gold, show the association with royalty,



### H.M.C.S. "Prevost"

The badge design of the Reserve Division at London, Ontario, is derived from the crest in the Arms of Sir George Prevost, Baronet, Governor-in-Chief of Canada in 1811, and Commander-in-Chief of the British Forces in Canada during the War of 1812.

## NEW R.C.N. PAY GRADES

*With the new rating structure and the resultant changes in pay rates being introduced almost concurrently with the \$10 increases in pay and marriage allowance, the staffs of the Directorate of Naval Pay and Accounting, at Headquarters, and the ship's offices at the coasts have had, in making the necessary adjustments on pay records, a major job on their hands.*

*At the same time, there has been a certain amount of understandable uncertainty on the part of a number of men as to what their monthly rates of pay will be, once the new advancement structure is put into effect.*

*In order to clear things up, herewith is a table of pay grades which will prevail under the new structure and which take into account the \$10. increase:*

### SUBSTANTIVE PAY RATES

| Pay | Grade | Rating                 | Standard | Trade<br>Group I | Trade<br>Group II | Trade<br>Group III | Trade<br>Group IV |
|-----|-------|------------------------|----------|------------------|-------------------|--------------------|-------------------|
| 7   | C     | CPO 1/c (Over 6 yrs.)  | \$156.00 | \$160.00         | \$168.00          | \$176.00           | \$184.00          |
| 7   | B     | CPO 1/c (Over 3 yrs.)  | 151.00   | 155.00           | 163.00            | 171.00             | 179.00            |
| 7   | A     | CPO 1/c (Under 3 yrs.) | 146.00   | 150.00           | 158.00            | 166.00             | 174.00            |
| 6   | C     | CPO 2/c (Over 6 yrs.)  | 141.00   | 145.00           | 153.00            | 161.00             | 169.00            |
| 6   | B     | CPO 2/c (Over 3 yrs.)  | 136.00   | 140.00           | 148.00            | 156.00             | 164.00            |
| 6   | A     | CPO 2/c (Under 3 yrs.) | 131.00   | 135.00           | 143.00            | 151.00             | 159.00            |
| 5   | C     | PO 1/c (Over 6 yrs.)   | 126.00   | 130.00           | 138.00            | 146.00             | 154.00            |
| 5   | B     | PO 1/c (Over 3 yrs.)   | 121.00   | 125.00           | 133.00            | 141.00             | 149.00            |
| 5   | A     | PO 1/c (Under 3 yrs.)  | 116.00   | 120.00           | 128.00            | 136.00             | 144.00            |
| 4   | C     | PO 2/c (Over 6 yrs.)   | 111.00   | 115.00           | 123.00            | 131.00             | 139.00            |
| 4   | B     | PO 2/c (Over 3 yrs.)   | 106.00   | 110.00           | 118.00            | 126.00             | 134.00            |
| 4   | A     | PO 2/c (Under 3 yrs.)  | 101.00   | 105.00           | 113.00            | 121.00             | 129.00            |
| 3   | C     | Leading (Over 6 yrs.)  | 94.00    | 98.00            | 106.00            | 114.00             | 122.00            |
| 3   | B     | Leading (Over 3 yrs.)  | 91.00    | 95.00            | 103.00            | 111.00             | 119.00            |
| 3   | A     | Leading (Under 3 yrs.) | 88.00    | 92.00            | 100.00            | 108.00             | 116.00            |
| 2   | C     | Able (Over 6 yrs.)     | 85.00    | 89.00            | 97.00             | 105.00             | 113.00            |
| 2   | B     | Able (Over 3 yrs.)     | 82.00    | 86.00            | 94.00             | 102.00             | 110.00            |
| 2   | A     | Able (Under 3 yrs.)    | 79.00    | 83.00            | 91.00             | 99.00              | 107.00            |
| 1   | B     | Ordinary (Trained)     | 72.00    | 76.00            | 84.00             | 92.00              | 100.00            |
| 1   | A     | Ordinary (On Entry)    | 68.00    |                  |                   |                    |                   |

#### Subsistence Allowance (Where applicable)

|  |         |
|--|---------|
| Ordinary, Able and Leading                                   | \$54.00 |
| Petty Officer 2nd Class                                      | 60.00   |
| Petty Officer 1st Class and Chief Petty Officer<br>2nd Class | 65.00   |
| Chief Petty Officer 1st Class                                | 70.00   |

#### Marriage Allowance

All rates..... \$30.00

#### Separated Family Allowance (where applicable)

In all cases..... Subsistence less \$15.00

