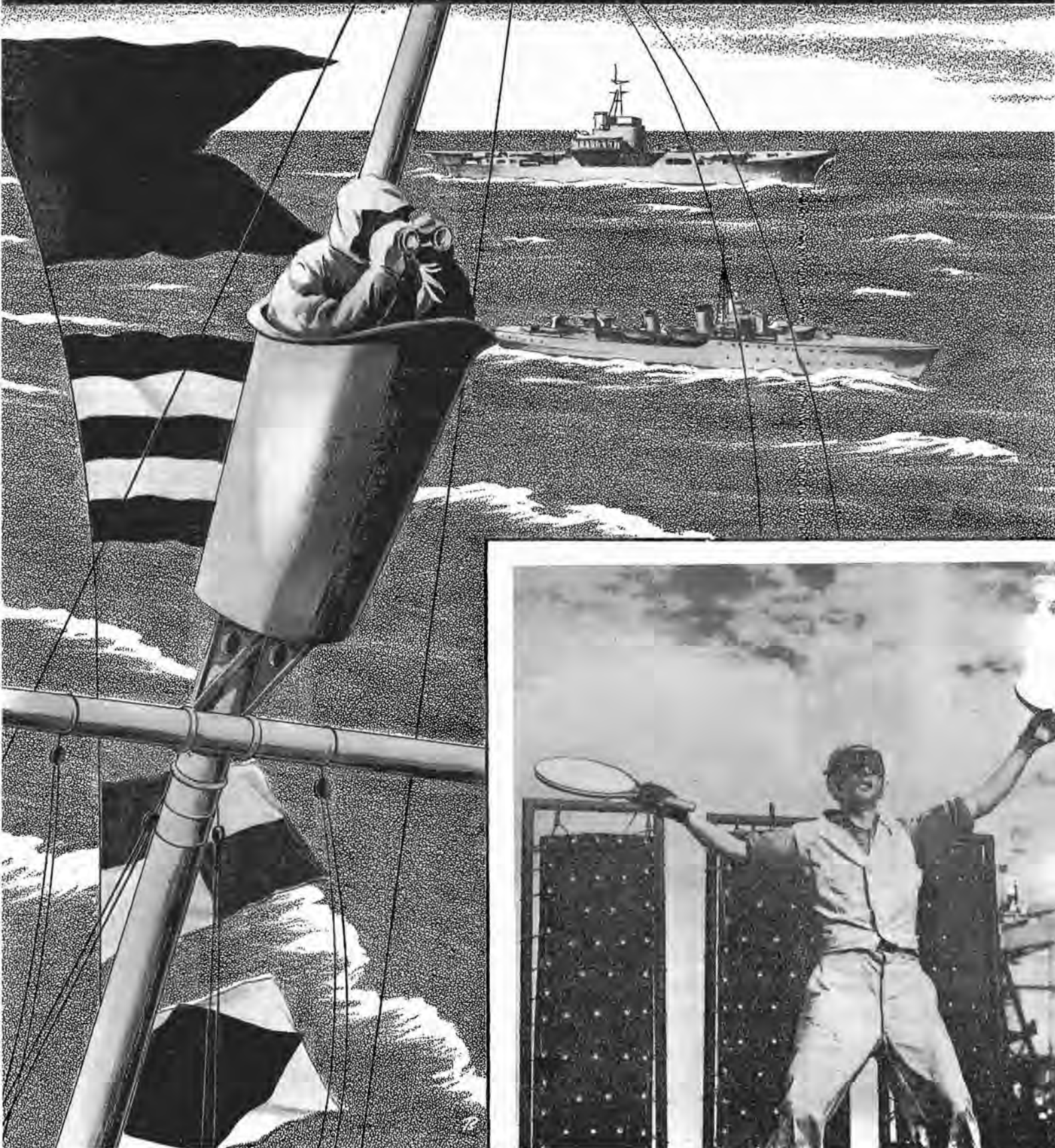


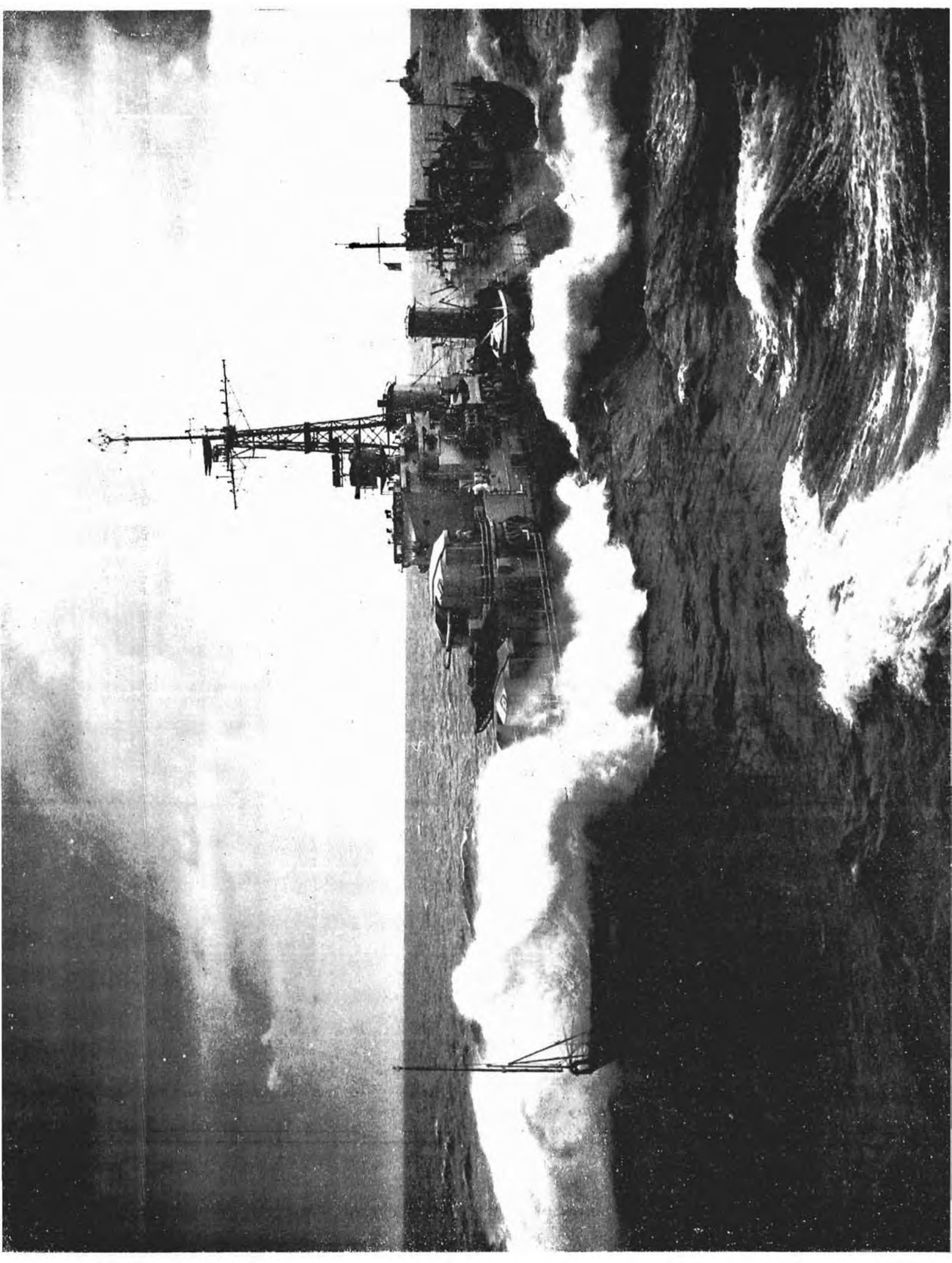
The CROWSNEST

Vol. 6 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

June, 1969





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Vol. 1 No. 8

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Cover Photo — A study in concentration is Lieut. (P) Bert W. Mead, of Vermilion, Alberta, who as "batsman" is directing an aircraft in for a landing on the flight deck of HMCS "Magnificent". With his bright yellow luminous discs — like oversized table tennis bats — the "batsman" controls the landing on of aircraft with appropriate signals: "too high", "more to port", "your approach is correct", etc. The pilot, who cannot see the flight deck, depends entirely on "bats" for his directions — so it's no wonder Lieut. Mead is giving full attention to his job. All "batsmen", incidentally, are themselves pilots.

LADY OF THE MONTH

HMCS "HAIDA" ships some moisture during the 1949 spring cruise. (RCN photo by Petty Officer James Ward, HMCS "Magnificent").

★ ★ ★

We were asked the other day why it was that in a particular issue of the "Crowsnest" one coast was so much more heavily represented than the other. Could it be that we were prejudiced? If so, could we not be just a little less obvious about it?

Patently, we explained that all we did was put the magazine together and attended to the mechanics of production. What went into it depended entirely upon the ships, the establishments, the schools, the training centres and the divisions—and upon those former officers and men who demonstrate a continuing interest in the Navy by contributing to the magazine.

If one coast gets more space in any particular issue than does the other, it is because more photos, more articles and more news items have been received from that coast. Similarly, if a particular ship pops up in the Afloat and Ashore section every month (none does), it is not because that ship is favored above the others, but simply because her "Crowsnest" correspondent has been on the job (bless his li'l heart).

Take a look at this month's "Afloat and Ashore." The divisions get the lion's share of the space. Need we explain why?

We aren't going to point any fingers, but we would like to draw attention to the fact that there are a certain number of ships, stations, schools, etc., who have been heard from only occasionally, and a few others not at all. Perhaps they are not interested. If so, possibly they will forego a proportion of their monthly allotment of magazines, making them available to feed the heavy demand in other quarters.

Or it may be that they are dissatisfied with the magazine. If so, we would be glad to receive and consider their "beefs."

Or perhaps it is just that until now they have not understood that it is they themselves who must see that they receive recognition in the "Crowsnest." We hope that this last is the case and that we will be hearing from them soon, and regularly.

The Editors

Page one

R.C.N. News Review

The New "Cornwallis"

The naval training base which grew to be the largest of its kind in the Commonwealth before being declared surplus in January 1946 returned to active duty on May 1. At a simple ceremony attended by the advance naval party and a number of civilian residents of the Annapolis Valley, HMCS "Cornwallis" was re-commissioned as a training establishment for RCN new entries.

"Cornwallis," which will concentrate entirely on new entry training, is commanded by Captain A. P. Musgrave, with Cdr. P. D. Budge, as Executive Officer. (See page 6).

The day following the commissioning, 148 recruits from every part of Canada arrived to form the first training classes and to begin the five-month new entry course. More will arrive at the rate of 74 every two weeks until the end of September. Peacetime capacity of the Annapolis Valley naval station is set at 800

trainees. The complement also allows for a training staff of 183 officers and men, which will be filled as the number of trainees increases.

Although the "new" Cornwallis is installed in a portion of the wartime training base, there are a number of innovations. Barrack accommodation has been vastly improved. Men will sleep in single beds placed two in a cubicle, instead of in the double bunks which accommodated four men per cubicle. And there are other comforts, including bedside rugs, arm chairs, individual lockers and two feather pillows per man.

For the permanent staff two housing projects are under way. The first, consisting of 20 temporary apartments, will be ready for occupancy on June 1. These will be allocated to chief petty officers and below. The second project is expected to get under way early in June and will consist of 110 houses to be built by Central Mortgage and Housing

Corporation. Site of the development will be behind the base hospital and overlooking the Annapolis Basin. These houses will be allocated to both officers and men on a point system.

"Cornwallis" will once again be a community within itself, complete with railway station, post office, bank, swimming pool, bowling alleys, canteens and theatre.

Coming and Going

Training cruises and anti-submarine exercises kept ships of both commands busy during May.

HMC Ships "Athabaskan" and "Antigonish" were back at sea within a week after their April 28 arrival from southern waters. The two Pacific coast ships were engaged in anti-submarine exercises with the USN submarine "Sea Dog" in the Esquimalt area. Meanwhile, HMCS "Crescent" was nearing completion of her Far East cruise. Early in May she sailed from Hong Kong for Alacrity Anchorage, near the mouth of Yangtze River. This was the first stop on the way home. The destroyer would call in at Kwajalein and Pearl Harbor before arriving at Esquimalt on June 7.

Largest RCN units in each command were alongside during most of May. Both "Magnificent" and "Ontario" were completing leave periods and did not sail from their respective bases until late in the month on the first sea-training cruises of their summer schedules.

In the Halifax command two destroyers and a frigate were busy with submarines and reservists. "Nootka" spent the early part of the month exercising with the USS "Piper" while "Swansea" took on the Royal Navy sub "Tudor." After completing repairs the destroyer "Haida" joined in the A/S exercises. During these



Formed in a hollow square, cadets of the Canadian Services College, Royal Roads, are shown being presented with academic and athletic awards by Air Vice-Marshal H. L. Campbell, Air Officer Commanding, North West Air Command. The presentation of prizes and awards was part of the Finishing Exercises held at the college to mark the end of academic year. (See page 10)

exercises, ships also took part in the reserve sea-training programme.

HMCS "St. Stephen" returned to Halifax on May 10 to end another weather patrol. The frigate and her crew are due to return to station "Baker" the second week in June.

Latest addition to the Atlantic fleet, HMCS "Portage" worked up in Bermuda waters, then sailed from Halifax on May 18 for the Great Lakes. First lengthy stop for the Algerine minesweeper is Port Arthur, where she arrives on June 1.

Three ships were commissioned during the month. HMCS "Sault Ste. Marie" returned to service as headquarters ship for HMCS "Malahat," the Victoria naval division; HMCS "Beacon Hill" joined the West Coast fleet as a running-mate for HMCS "Antigonish" during the summer training schedule and HMC "ML 121" was commissioned at Halifax and sailed to Kingston, where she will be attached to HMCS "Cataragui" for training purposes.

Attends U.K. Exercise

Vice Admiral H. T. W. Grant, Chief of the Naval Staff, visited the United Kingdom during late April and May to attend Naval staff exercises at Greenwich and to visit a number of Royal Navy operational and training centres. The staff exercises, known as "Trident", were held at the Royal Naval College and were attended by more than 200 high ranking officers of the Royal Navy, Commonwealth navies and the USN. All aspects of warfare at sea—past, present and future—were examined with a view to emphasizing the continued vital importance of maintaining sea communications in war and of intimate collaboration between the different services.

Admiral Grant returned to Canada late in May after completing an informal inspection tour of RN training bases.

Also attending the staff exercises was Commodore H. N. Lay, Assistant Chief of Naval Staff (Plans).

Informal Visits

Captain Sir Robert Stirling-Hamil-



ton, RN, Naval Advisor to the United Kingdom High Commissioner in Ottawa, paid an informal visit to the RCN's Pacific Command Headquarters and to three western naval divisions early in May. Enroute to Esquimalt, Captain Stirling-Hamilton visited HMCS "Tecumseh" at Calgary and attended the division's weekly drill. At Esquimalt he made informal inspection tours of HMCS "Naden", the Canadian Services College, the dockyard and ships of the fleet, and of the naval division, HMCS "Malahat". On his return trip to Ottawa he stopped at Vancouver and Edmonton, where he visited HMCS "Discovery" and "Nonsuch".

Sir Robert will be remembered as one of a party of five men who were lost for 12 days in northern Manitoba last fall following the forced landing of the plane in which they were flying from Churchill to the Pas.

Reunion In Halifax

Plans are nearly complete for the naval officers' reunion to be held the week of June 27 — July 2 as part of the Halifax Bicentenary celebrations. The reunion is being sponsored by the Halifax branch of the Naval Officers



W. R. MacAskill, prominent Halifax artist-photographer and a director of the Maritime Museum, is shown through the museum, in HMC Dockyard, Halifax, by Commodore A. M. Hope, president of the museum committee (top). At the right, Premier Angus L. Macdonald of Nova Scotia, former Minister of National Defence for Naval Service, who is honorary president of the Maritime Museum, pens the guest book's first signature.

Association of Canada and they have laid on a sea trip, motor tours, golf, a clambake, a dance, a dinner and other events for attending ex-officers and their wives.

For those attending the convention and/or reunion, special rail fares have been arranged. (Details on page 8).

The Salvador Affair

by 'DEADLIGHT'

This is the first of what is hoped will be a series of articles featuring various minor incidents in the history of the R.C.N., not only because they are worthy of record, but also to show the type of unexpected adventure that has happened and will continue to happen to those of us who follow the sea. The sudden departure of HMCS "Crescent" on a 4,000-mile cruise with a destination 200 miles up the Yangtze River is a case in point.

Readers are cordially invited to contribute articles to this Series. Where possible they should be accompanied by photographs.

On Friday, January 22, 1932, HMC Ships "Skeena" (Commander V. G. Brodeur, RCN) and "Vancouver" (Lt.-Cdr. F. G. Hart, RCN) were on passage from Esquimalt to the Canal Zone on the first leg of the annual spring cruise.

At about 2000 a radio message was intercepted stating that British lives and property in the Republic of San Salvador were in danger owing to the imminent possibility of a general Communist uprising, and that HMS "Dragon" was proceeding there at

once but could not arrive before January 27.

Course was immediately altered for the port of Acajutla, San Salvador; confirmation of this action and further instructions were received during the night from headquarters.

It happened that on the previous day the Republic of Guatemala had experienced a minor earthquake accompanied by the eruption of two normally dormant volcanoes, as a result of which the atmosphere was full of a fine, brown volcanic dust causing a haze that reduced visibility to about two miles.

Not only did this make the landfall a tricky matter (there was no radar in those days!), but the ships themselves, which had just lately been painted overall, suffered severely from the dust which settled everywhere. This was not noticed until daylight the following morning, when the comments of the First Lieutenants, the Captains of Tops, and indeed everyone who was faced with the job of removing it, were memorable if unprintable.

At noon on the 23rd the two ships anchored about a mile from the single

pier at Acajutla.

There is no harbour, and the endless sandy beach is directly exposed to the long Pacific swell.

The only possible method of gaining the long steel-trestle pier is by means of a form of boatswain's chair in which one is whipped up smartly by a steam-crane.

The port itself is little more than a village, the principal buildings being the railway station, the British Consulate and the local Port Commandant's headquarters. The rest is a collection of wooden sheds and native huts.

In the circumstances shore-leave was out of the question, and, anyway, there was literally nothing to see or do in the village itself.

An officer was sent ashore to ascertain the situation. He was told by the British Vice Consul — the only white man in the village — that while Acajutla itself was quiet, serious trouble had broken out up-country. A telephone message to the British Consul in the capital, the city of San Salvador, elicited the information that the situation was grave, and Commander Brodeur was asked to visit the capital and see for himself.

In the meantime ships were kept at half-an-hour's notice for steam and all preparations were made for the immediate landing of a full platoon, with Lewis-gun sections, from each ship.

On the afternoon of Sunday, January 24, Commander Brodeur and Lt.-Cdr. Houghton, accompanied by Petty Officer M. E. Priske, carrying a Lewis-gun concealed in a hammock (on the urgent advice of the Consul) left Acajutla for the capital.

The mode of transportation was unusual — a "gasoline car", consisting of a flat railway truck on which were mounted the engine, chassis and



"The mode of transportation was unusual — a gasoline car, consisting of a flat railway truck on which were mounted the engine, chassis and body of an Overland tourer of 1919 vintage."

body of an Overland tourer of 1919 vintage. It was noisy and dusty but on the whole comfortable.

The vehicle, driven by a native, achieved 45 m.p.h. at times; but the 65-mile journey, including stops, took three and a half hours.

The town of Sonsonate, where the riots had first broken out, was the beginning of the so-called "danger area", and the driver refused to go on. Fortunately, a volunteer was found who was prepared to take the risk.

A few days before, a band of Communist Indians wearing red armbands and numbering several hundreds had attacked the Customs House, murdered the customs police and dragged their mutilated bodies into the street. A few of the rioters were armed with rifles of an ancient pattern, but most carried machetes (sometimes called cane-knives and nearly all of them "made in Birmingham").

The attackers were driven off by army officers from the local barracks using their revolvers. They would not allow their own soldiers to have arms, fearing that they had also been affected by the Communist infiltrators.

Apart from the bodies of a few very dead rioters strewn alongside the railway tracks, the "danger area" proved uneventful, and on arrival in San Salvador, after interviewing the British Consul, the party was granted an interview with the military dictator, General Martinez, who had overthrown President Araujo a few months earlier. At the time of this incident, the Junta Government of Salvador had not been recognized by Great Britain or any other power, and this may have accounted in part for what proved to be the somewhat exaggerated fears of the British residents.

In the meantime the ship had received an urgent message from the British Consul requesting that an armed party be landed at once and sent to the capital to protect British lives and property. No sooner was it ashore—quite an evolution in the heavy swell with the steam-driven boatswain's chair—than a second



Lieut.-Cdr. Houghton and Petty Officer Priske, with officials of the British-owned San Salvador railway.

message was received cancelling the first one. Back they all went to the ship, being dropped two at a time into the motor-boat and whalers as they rose and fell violently on the long rolling swell.

Less than 30 minutes later another message arrived, "Please send a landing party immediately," and once again they all went ashore. The platoon formed up on the jetty and was on the point of marching off to the railway station when once again a message came through to the effect that "on no account was a foreign armed party to set foot in San Salvador without the personal approval of the president".

This was, of course, perfectly correct procedure in normal circumstances. However, the officer in command of the party pointed out that he had received his orders, but eventually agreed to keep his party on the jetty until he was able to telephone to the Commanding Officer in the capital for orders. In the meantime, the platoon was employed filling sandbags with the object of barricading railway boxcars for the journey up-country.

Eventually, the party returned to the ship and no further calls were made for assistance.

During the stay at Acajutla, "Skeena" had on board the wives of five British railway officials from Sonsonate. They occupied officers'

cabins (the officers slung) and messed in the captain's cabin. One of them—the prettiest, incidentally—was very shortly—very shortly indeed, as a matter of fact—to present her husband with an heir or heiress, and while the wardroom discussed the possibilities of naming the expected newcomer "Skeena" the ship's doctor boned up on such medical literature as the sick bay possessed. Needless to say, he could find little reference to this particular emergency, in spite of the fact that K.R. and A.I. (no K.R.C.N. in those days) directs that "all births, marriages and deaths on board His Majesty's Ships shall be entered in the Log".

In the event, and to the disappointment of everyone in the ship's company except the doctor, the young lady was disembarked before anything happened.

In the interview at government headquarters in the Capital, General Martinez was adamant as regards his refusal to allow a foreign armed party to land, and stated confidently and very definitely that he had the situation perfectly well in hand and saw no reason whatever for foreign intervention.

Commander Brodeur thanked the General, explaining that we were only trying to help; but he insisted upon immediate and thorough protection of all British interests. This was

(Continued on page 30)

The Man of the Month

A man who joined the Navy at the age of 16 as a boy seaman and who today, at 44, holds the rank of commander, took up on May 1 an appointment of singular responsibility and one for which his experience and record make him eminently suited.

That man is Commander Patrick David Budge, DSC, RCN, who assumed the post of Executive Officer of HMCS "Cornwallis" when the New Entry Training Centre on the shores of Annapolis Basin was commissioned last month.

As "XO," Commander Budge is responsible to his Commanding Officer, Captain A. P. Musgrave, OBE, RCN, for the maintenance of efficiency, safety, discipline and morale in "Cornwallis." In that respect his duties do not differ from those of the Executive Officer of any other ship or establishment. But there are additional factors which make the job of the Executive Officer of "Cornwallis" especially important.

The period they spend at "Cornwallis," under the keen eye of Commander Budge, will be, for the hundreds of young men who join the RCN in the coming months, the most important of their naval careers. What kind of sailors they will prove to be will depend to a very great degree on the introduction they get and the training they receive at "Cornwallis."

To his latest post Commander Budge carries a wealth of experience, gained not only on the lower deck and as an officer, but as a recognized specialist in the field of training.

On top of that, he is a shining example for the man who is prepared to give his best to the Service and has the ambition to get ahead.

Born in Dover, England, Commander Budge joined the Royal Navy in 1921 as a boy seaman. In 1928, after his parents had moved to Toronto,

he transferred to the Royal Canadian Navy as an able seaman and for the next two years served in HMCS "Stadacona" as an instructor of Naval Reserves.

He returned to England to qualify



CDR. PATRICK D. BUDGE, DSC, RCN

as Torpedo Gunner's Mate at HMS "Vernon," then joined HMCS "Saguenay" for a three-year stretch. It was back to "Vernon" in 1934, this time to earn his warrant as Acting Gunner (T).

In May 1936 Mr. Budge rejoined the "Saguenay" and he remained in her until the outbreak of war. After two weeks ashore he was appointed to HMCS "Assiniboine," which had just been turned over by the Royal Navy to the RCN. In May 1940 he joined another destroyer, HMCS "Ottawa," and while serving in her was promoted to Commissioned Gunner (T) and mentioned in despatches

"for good services in an attack on an enemy U-boat."

He left the "Ottawa" in June 1940 and for the next year and a half served as Flotilla Torpedo Officer at Halifax and on the training staff engaged in the working up of ships preparatory to their going on operational duties. He was one of the originals of the unofficial HMCS "Halo," the summer cottage which served as the headquarters of the training staff at St. Margaret's Bay.

Cdr. Budge (then a lieutenant) returned to sea in 1943 as Executive Officer of the new Tribal class destroyer, HMCS "Huron," and was in her when she and her sister destroyers distinguished themselves in a series of English Channel actions before and after D-Day.

"For good services in action with a destroyer force" on June 8 and 9, 1944, Cdr. Budge was awarded the Distinguished Service Cross.

In February 1945 he got his first command, that of the second HMCS "Ottawa," and in August of the same year was appointed captain of HMCS "Gatineau," which he took around to the West Coast from Halifax for paying off.

He stayed on at Esquimalt as First Lieutenant of the RCN Barracks, HMCS "Naden," and the following year was appointed assistant to the Training Commander there and confirmed in the rank of lieutenant-commander.

He became Training Commander, with the rank of acting commander, in December 1946 and held this post until August 1947, when he was appointed to HMCS "Ontario" as Executive Officer. There the connection with training continued, for it is in the "Ontario" that RCN new entries get their first introduction to life at sea.

As keys to success, Cdr. Budge recommends ambition — the desire and the will to get ahead — and a cheerful attitude.

Cdr. Budge is a "t.t." — naval terminology for an abstainer — but admits to a great fondness for "cokes", which he drinks out of large-sized beer steins, and for ice cream. A hobby of his is fancy needlework, with which he occupies himself during the quiet hours on long trips at sea. He's an expert at it, too.

But don't let all that mislead you. As those who have served with and trained under him know full well, the Executive Officer of HMCS "Cornwallis" is a real sailor, "knows the score" from A to Z, and stands for no nonsense.

Cdr. Budge is married and has one child, a nine-year-old daughter, Wendy. Like most naval careerists, his "home town" is wherever his appointments take him. Once it was Halifax, then Victoria, now it's Cornwallis.

'CORNWALLIS' COMMISSIONING ALL-HANDS JOB

A lot of hard work and good, honest sweat went into the preparation of HMCS "Cornwallis" for commissioning May 1. In recognition of this, the commanding officer, Captain A. P. Musgrave, dispatched the following signal on commissioning day to Naval Headquarters and the Atlantic and Pacific Commands:

"I would be grateful if the deep appreciation of the officers and men who have commissioned HMCS 'Cornwallis' could be extended to Supyard (Superintendent of the Dockyard) Halifax, his staff, especially Naval Stores in HMC Dockyard, Halifax, and to the personnel of the various directorates at Canavhed for their untiring efforts, without which it would not have been possible to commission today.

"The co-operation displayed by 'Naden', 'Stadacona' and the depots in cheerfully providing the staff required on time shows that all personnel in the RCN are willing to do accept the extra load when necessary.

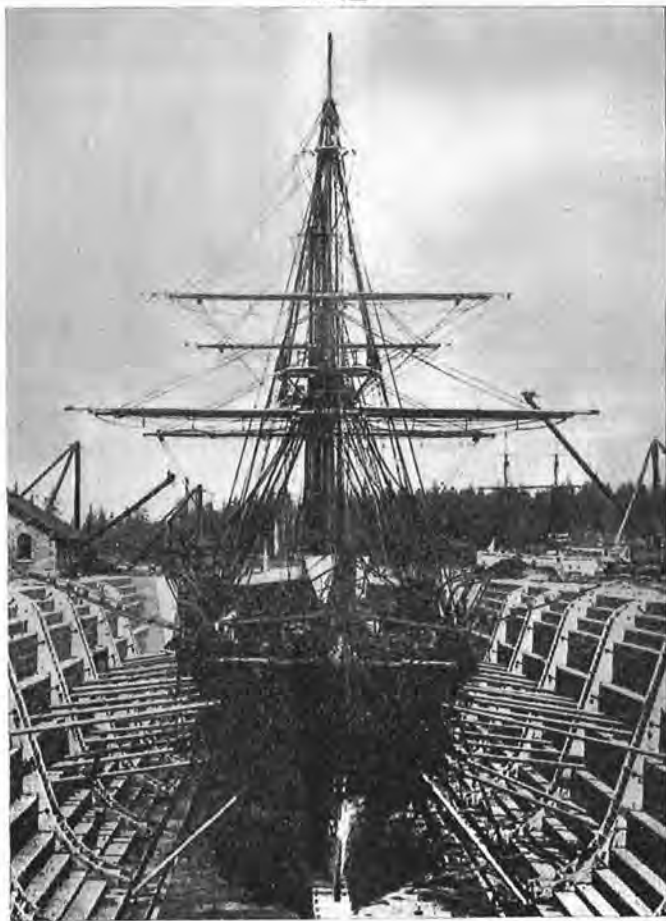
"Further, the work of the local civilian maintenance staff under the charge of Mr. Anderson (C. F. Anderson), Clerk of Works, in providing the required buildings on time has been little short of remarkable.

"I have nothing but praise for the officers and men of the advance party, who have all cheerfully taken their coats off and got down to any work that was necessary."

Prompted by Captain Musgrave's message, the following was dispatched from Naval Headquarters May 3:

"The Naval Board note with pleasure the appreciation of the commanding officer HMCS 'Cornwallis' expressed in his message 011302Z and desire that this message be brought to the attention of all concerned in both commands. The untiring efforts of the officers and men of the advance party at 'Cornwallis' to meet the May 1 commissioning date have been particularly noted by the Naval Board, who wish to express their gratification for the co-operation and initiative displayed by both naval and civilian personnel in this undertaking."

Then



Now



The ships are different but the drydock hasn't changed much over the years. HMS "Cormorant," first ship to enter the naval drydock at Esquimalt, went in 62 years ago, on July 20, 1887. HMCS "Crescent" is shown at the right during a docking period in February 1948.

The Bulletin Board

Permission Required On Service Matters

Before any officer or man can publish any writing or deliver any address dealing with service matters, he must submit the text to his Captain for approval. In some cases the Captain must seek higher authority, for example from Naval Headquarters when armed forces of a country other than Canada is mentioned.

Maple Leaf Emblem

Authority has been granted for all ships to wear the maple leaf on their funnels. This was the practice during the latter part of the war and was discontinued at the end of hostilities.

The maple leaf to be placed on the funnels of ships shall be in the form of a plate painted green and attached to the funnel — not painted on.

RCN (R) Emergency List

The Emergency List of the RCN (R) permits men with former naval service to retain some connection with the Navy without any active training or interference with their civilian life. Under certain circumstances, men on the Emergency List may train actively with the RCN.

The requirements for entry on the Emergency List have been reduced so that the time qualifications are now "two years continuous active service," "five years RCN service" or "six years in a naval force."

Retired List RCN (R)

A graduate of a Canadian Services College who does not enter the RCN and is unable for geographical reasons to serve in the Reserve or the Active List may now be placed on the Retired List of the RCN (R) as a midshipman. Previously, an officer had to be a confirmed sub-lieutenant to be entered on the Retired List.

The RCN (R) Retired List for officers is similar to the Emergency List for men in retaining some ties with the Navy within civilian occupation.

Allotment Changes

As the result of a change in regulations, officers and men may not change the amount of their allotments more than once in six months except on changing ships, prior to long cruises, after changes in status and finally, in exceptional cases, at the discretion of the Captain.

The effect of this change should be to reduce the number of changes, at the same time following the practice in the Army and Air Force.

Special Rail Fares For NOAC Convention

The CNR advises that Convention

Certificate Plan arrangements have been placed in effect by the railways for those who will be attending the Naval Officers Association of Canada Convention and Reunion in Halifax June 27—July 2.

The plan provides one way single plus one-half for the return trip, plus 25 cents certificate fee, from all destinations in Canada to Halifax. To procure this rate, delegates should get from their railway ticket agent a one way ticket to Halifax and a standard convention certificate which, when validated at the meeting by a representative of the railway appointed for this purpose, will be honoured by the ticket agent at Halifax for one-half of the one way fare back to destination. The return limit of the convention tickets is 30 days.

In addition to the above, there will be in effect at that time for those going from Ontario and Quebec the 21-day summer excursion fares, which are based on single fare plus one-third for the return trip.

On two of the days, June 29 and 30, the annual meeting of the NOAC will be held in HMCS "Scotian." Twenty-seven official delegates will be present from Victoria, Vancouver, Calgary, Edmonton, Regina, Saskatoon, Fort William, Windsor, London, Hamilton, Toronto, Kingston, Ottawa, Montreal, Quebec, Saint John, Halifax and St. John's.

Naval Libraries

Grants of money are authorized for the establishment and maintenance of Naval Libraries in ships and establishments. As the result of the commissioning of HMCS "Shearwater," the extension of the payment of the grant to Naval Air Stations has been authorized on the same basis as for a cruiser or larger ship.



Who says the days of sail are past ?

As part of her regular equipment, HMCS "St. Stephen" carries a steadying sail which is hoisted on a specially fitted mast during heavy weather on Station Baker. The sail enables the frigate to point up better into the wind and sea when hove to on station. This in turn reduces the number of revolutions required of either engine to keep the ship hove to, and thereby saves fuel.

SPEED AND TEAMWORK

by E. S. MacD.

Parade Training Is First Step In Developing Fighting Efficiency

"Divisions . . . SHUN! . . . Shunn
. . . shunn . . ."

That familiar cry, booming from the dais in front of the Gunnery Training Centre in HMCS "Naden," rolls out across the parade, bounces off the M.T.E., the gymnasium and Grenville Block in turn, and finally shoots straight upward. Seagulls and sparrows pause in mid-flight and eye with dismay the rigid blue-clad ranks below.

Remember the March Past on a Saturday morning when the leading division passed the last three before they were clear of the parade? Remember, too, the day the Parade Officer became almost frantic as "B" Company headed for the South Gate, presumably bound for the Tudor House? (The gate was locked).

Those are the little incidents that linger long in the memory. But, as those of you who are fortunate enough to be members of the cult of St. Barbara (the patron saint of artillerymen) know, parade drill is only a portion — albeit a necessary portion — of the training required to fit a man for a place in today's Navy.

The modern ship is becoming ever more complex, incorporating new developments with which training and discipline must proceed apace. Although the outward, visible forms of discipline may change, the underlying spirit and attitude must remain constant. For example, with the increased automatic properties of new equipment, the physical duties of one man may have been lessened but the degree of concentration necessary to push the right button at the right time has been increased. More than ever the emphasis is being placed on mental alertness.

This applies to every man in the Navy. Since things happen faster these days, men must be able to **think** and **act** in split seconds. Hence the Gunnery Department's stress on what

may appear on the surface to be unnecessary training. To be mentally alert, a man must be physically capable.

The gun armament of our ships employs a greater proportion of the men in battle and they work with intricately built equipment. It is here that one man's mistake or fumble may be felt throughout the entire ship. Perhaps his timing is off, he may be putting the shells in the hoist upside down. Whatever he is doing wrongly, it is certain that he is disrupting someone else's precision. With the whole ship's company timed and geared to operate as a team it is evident that harmony must be established before the ship can take its place alongside other ships in the grand team — the fleet.

Traditionally, the Gunnery Branch has always been responsible for training every man in "how to act." This resulted from the fact that the efficient manning of gunnery armament has always required a high degree of discipline, timing and drill. It is to this end — to the achievement of a high standard of specialized skill — that the Gunnery Training Centre in HMCS "Naden" is dedicated. Every man specializing in Gunnery is a potential Gunnery Instructor. It is a good man who makes the grade and he has to work hard to get there.

At the present time the G.T.C. is employed mainly in qualifying Second and Third Class rates. It is hoped that the Centre may branch out in the future and work up to qualifying all Gunnery rates needed in the Pacific Command. For the time being, however, budding "Gunnery wizards" must be sent to other schools having greater facilities. Efforts at "Naden" are devoted to providing junior men with a sound foundation in basic Gunnery knowledge and the first elements of their specialized skill in this fascinating science.

"Warrior" In New Role

An old friend turned up in a new outfit recently when the aircraft carrier "Warrior" (now HMS) appeared with a specially fitted flexible landing surface designed to permit modified jet fighters to make deck-landings with skids instead of the conventional under carriage. "Warrior" has been engaged in manoeuvres testing the new invention.

Few details of the deck structure are available other than that it is flexible and has a rubber-like surface. Through the new deck surface it is hoped to eliminate the undercarriage of the aircraft, which accounts for approximately six percent of the fighter's empty weight; thus permitting greater range or addition of more armament.

The idea of skids on aircraft is not new. The Germans tried it on some small experimental rocket aircraft and the RAF did similar tests during the past war. Main bug-bear in the experiments has always been the same — the sudden impact of landing without wheels is too great a strain on plane and pilot.

"Warrior" may have the answer to this problem in her "rubber" deck.

RETIRED NAVAL OFFICER DIES AT MONTREAL

Lieut.-Cdr. Walter J. Kingsmill, RCN(R) (Ret'd), 47, son of Lady Kingsmill and the late Admiral Sir Charles Kingsmill, of Ottawa, died on April 27 in the Queen Mary Veterans' Hospital in Montreal.

Born in Toronto, Lt.-Cdr. Kingsmill served as a naval cadet in the First World War. At the outbreak of the Second World War he joined the RCNVR as a paymaster lieutenant, transferring to the executive branch in June, 1940.

During the war he served as executive officer of the corvette "Bittersweet" and as commanding officer of the Bangor minesweeper "Blairmore" and the frigate "Kokanee."

He was discharged on medical grounds in June 1945 and was placed on the retired list.

The funeral, which was attended by high-ranking officers of all three services, was held in Ottawa.

Officers and Men



CHANGES ANNOUNCED IN SENIOR POSTS

New appointments for Commodore H. N. Lay, Commodore R. E. S. Bidwell and Captain C. N. Lentaigne were announced recently.

Commodore Lay, formerly Assistant Chief of the Naval Staff (Plans) and (Air), will become Naval Member of the Canadian Joint Staff and Canadian Naval Attache in Washington on July 15. He will succeed Commodore V. S. Godfrey, who will take up his appointment as Commodore Newfoundland on the same date.

Until he goes to Washington, Commodore Lay will carry out the duties of Assistant Chief of the Naval Staff (Plans). Captain Lentaigne, formerly Director of Naval Aviation, has been appointed Assistant Chief of the

Naval Staff (Air) and becomes a member of the Naval Board.

Commodore Bidwell, at present Naval Member of the Directing Staff at the National Defence College, Kingston, will succeed Commodore Lay as Assistant Chief of Naval Staff (Plans).

FIVE ARE PROMOTED TO WARRANT RANK

Chief Petty Officers Leslie Healey, Eric Carey, David Millen, Ernest Bell and George Dunfee, all electrical technicians, have been promoted to the acting rank of Warrant Electrical Officer, RCN.

Mr. Healey, who hails from Vancouver, joined the RCN at HMCS "Naden" in 1935. Among the ships in which he has served are the destroyers,

HMCS "Skeena," "Ottawa," "St. Clair" and "Nootka."

Born in London, England, Mr. Carey also calls Vancouver his home town. He joined the RCN at "Naden" in January 1936 after a year in the RCNVR. He has seen service in HMC Ships "Skeena," "Fraser," "Husky," "Restigouche," "St. Clair" and "Ontario."

Mr. Millen, a native of Halifax, joined the RCNR in December 1939 after spending a few months with the Royal Canadian Engineers (AF). During his time in the Reserve he sailed in the destroyer "Saguenay," the former RCMP patrol vessel "Fleur de Lis," the converted yacht "Vison" and the cruiser "Uganda." Following his transfer to the RCN in November 1945 he served in the aircraft carriers "Warrior" and "Magnificent."

Mr. Bell joined the RCN as a boy seaman in 1934 at Victoria, his home town. He has served in a number of RCN and RN ships and establishments, including HMCS "Skeena," "Fraser," "Ottawa" and "St. Francis, HMS "Belfast" and HMCS "Ontario."

Born in Hamilton, Ont., Mr. Dunfee joined the RCNVR there in October 1941. He transferred to the RCN in April 1942, and subsequently served in HMCS "Middlesex" and "Magnificent."

ROYAL ROADS CADETS COMPLETE TERM

Finishing Exercises held on April 29 marked the completion for 22 Navy cadets of their senior term of academic instruction at the Canadian Services College, Royal Roads.

The 22 Navy and 33 Air Force cadets who completed their final year and the 85 junior term cadets of the Navy, Army and Air Force will under-



Members of the first all-Canadian class of chief petty officers and petty officers to take the Gunnery Instructors' course at HM Gunnery School at HMS "Excellent," Portsmouth, pose for the camera in the rose garden outside the CPO's mess at Whale Island. The course ended April 8. In the photo are: Front row (left to right) — PO Reg Winter, CPO Ira Johnson, PO James Luke, PO Jack Gaynor, CPO Stanley Rhodes. Rear row — CPO William Aveling, CPO Bruce Colegrave, PO Erland Grant, CPO George Coles, CPO John Rafter and PO Stanley Burch.

go a summer of professional training with their respective services.

The cadets were inspected by Air Vice-Marshal H. L. Campbell, Air Officer Commanding, North West Air Command, who also gave the address and presented scholastic and athletic awards.

Among the officers who attended the Finishing Exercises were Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast; Major-General M. H. S. Penhale, General Officer Commanding Western Command; Commodore W. B. Creery, Chief of Naval Personnel, and Captain H. S. Rayner, Commandant of the College.

Senior term Navy cadets to receive first class honours in academic subjects were James D. Prentice, Edward R. Ross and Donald K. McNair.

Navy Cadet Ian S. Wishart received the Governor-General's Bronze Medal, awarded to the cadet in his first year who attains the highest place in examinations at the end of the academic session.

The Director of Studies Cup, awarded to the outstanding cadet in the first year for athletic ability and sportsmanship, went to Navy Cadet F. W. Crickard.

The following is a list of Navy cadets who completed their senior academic year: James L. Creech, John K. Kennedy, Ronald G. McCullagh, James D. Prentice, Edward R.



Graduation of the first four Air Observers to be trained by the RCN was marked by a wings parade held on the flight deck of HMCS "Magnificent" at sea April 7. Commodore G. R. Miles, commanding officer of the "Magnificent", presented observer's wings to the graduates, who will be assigned to RCN air squadrons for full operational duties. Shown above with their instructors are, left to right, Lt. (P) (O) Farrell Lapres, Sub-Lieut. (O) Donald E. Maxwell, Lieut. (O) J. A. Shee, instructor in charge of observer training aboard the carrier; Lieut. (O) R. E. Quirt, instructor; Sub-Lieut. (O) John A. P. Anderson and Sub-Lieut. (O) Harry R. Dubinsky.

Ross, Keith M. Young, Edward D. Francis, William G. Welbourn, Richard J. K. Hamilton, Clifford A. Stewart, Roy Allan McKay, Willoughby F. Jones, Richmond H. Kirby, William E. Leslie, James W. McDonough, Donald K. McNair, Stanley Szach, Malcolm Wilson, Andre F. Bender, Jean Gagnon, Allison H. Bell and William T. Orr.

LONG SERVICE MEDALS ARE PRESENTED

RCN Long Service and Good Conduct Medals were presented to CPO's William Rye and Donald McGee, both of HMCS "Magnificent," in a ceremony aboard the carrier.

Commodore G. R. Miles, the ship's commanding officer, presented the medals.

Both men joined the RCN in Halifax in 1933, CPO Rye as a stoker second class and CPO McGee as a boy seaman. The former has served in HMCS "Magnificent" since July, 1948, while CPO McGee joined the ship in January of this year.

PETTY OFFICERS PASS SELECTION BOARD

Petty Officers Thomas A. Cove and Douglas B. Payne have passed a Fleet Selection Board for promotion to commissioned rank in the Supply and Secretariat Branch.

They must now successfully complete a four-month course at the Supply and Secretariat School, HMCS "Naden," after which they will be promoted to the rank of Acting Sub-Lieutenant (S). Both are Petty Officer Writers and have been serving in ships of the West Coast Fleet.

COMPLETE TAS COURSES AT "STADACONA"

A new group of TAS Instructors graduated from the TAS School, HMCS "Stadacona," on April 21. These included CPO J. P. Lipton and PO's L. S. Roussel, J. W. Jackson, T. E. Elstone, D. Wallace, D. Ingram and G. Hornett.

Nine other men who completed a course on April 8 are now entitled to wear Torpedo Detector Second Class badges. They are PO's A. Sheddon, C. Llewelyn, C. Smylie, B. J. Allday, A. A. Gray and J. B. Featherby, Ldg. Sea. F. P. Conway, and Able Seamen J. F. Connors and K. V. Gates.



Six naval fighter pilots graduated this spring from the second course to be held at the Operational Flying Training School, HMCS "Shearwater". In the photograph are: Front row (left to right) Lieut. (P) G. D. Westwood, Lieut. (P) A. T. Bice, instructor, and Lieut. (P) R. C. MacLean; rear row, Lieut. (P) H. D. Joy, Lieut. (P) J. C. Runciman, Lieut. (P) D. A. Wardrop and Lieut. (P) J. P. Cote. The new pilots are now flying Sea Fury aircraft with the 19th Carrier Air Group.

NEW ENTRIES SAIL IN 'NEW LISKEARD'

Early in April the New Entry Section from HMCS "Stadacona," complete with staff, boarded the Algerine minesweeper, HMCS "New Liskeard," for a week-end training cruise to Shelburne, N.S. In all they added seven officers, eight petty officers and 160 men to the normal complement of the ship.

However, in the Captain's words, "Despite the mass of top weight on board, the cruise was an undoubted success."

With perfect weather prevailing during passage to Shelburne, training was carried out to the fullest extent. Boatwork, including hoisting, lowering and pulling, was practiced almost continuously and "New Liskeard's" armament was fired both by day and night, creating considerable interest and a great deal of noise.

PO JAMES H. KEAST RECEIVES G.C. MEDAL

Petty Officer James H. Keast, of HMCS "Stadacona," was awarded the RCN Long Service and Good Conduct Medal on April 4. The medal was presented by Captain A. B. Fraser-Harris, commanding officer of HMCS "Shearwater," where PO Keast was serving at the time.

PO Keast joined the RCN as a boy seaman. Among the ships in which he has served are HMS "Warspite" and "Sheffield," and HMCS "Saguenay," "St. Laurent," "Skeena," "Rimouski," "Restigouche," "Uganda," "Sioux," "Warrior" and "Haida."

He joined the RCN Air Station in August 1947 and was drafted to "Stadacona" in April of this year.

DIRECTOR OF NAVAL STORES RETIRES

Douglas G.L. Pittman, MBE, Director of Naval Stores at Headquarters since October, 1943, retired from the Civil Service on April 1. He has been in ill health for more than two years.

Harry N. MacNamara, formerly Deputy Director of Naval Stores, has succeeded Mr. Pittman.

Mr. Pittman joined the stores department at HMC Dockyard, Esquimalt, in August 1914. He transferred to Headquarters, Ottawa, in 1921 and subsequently to HMC Dockyard, Halifax, in 1925. He was Naval Stores Officer at the East Coast base in 1940 and was promoted to Supervising Naval Stores Officer two years later.

Mr. MacNamara started his career in the Civil Service in 1915 in HMC

FOUR NEW WARRANTS IN MEDICAL BRANCH

Four chief petty officers of the Medical Branch have been promoted to the acting rank of Warrant Wardmaster.

They are Victor H. Skinner, Clifford A. Brown, Stanley P. Ford and Robert H. Jones.



MR. SKINNER.

All four joined the RCN as probationary sick berth attendants at HMCS "Naden" in 1939, and served at sea and in hos-

pitals ashore during the war.

Mr. Skinner and Mr. Jones are at present on the Staff of the Medical Director General at Naval Headquarters. Mr. Brown is now at the RCN Hospital, Esquimalt, while Mr. Ford left the cruiser "Ontario" for duty in RCN Hospital, Halifax, on June 1.



MR. JONES



Photographed following christening ceremonies on April 17 at HMCS "Shearwater," Dartmouth, are, left to right, Mrs. James L. Haddon, Patricia and AB Haddon; Mrs. Walter R. Proseilo, Barrie and AB Proseilo; Mrs. Eric C. Batsford, Linda and AB Batsford; Mrs. Ronald J. Brayton, Janet and AB Brayton; Mrs. George W. Mitchell, Valerie and AB Mitchell, and CPO Clifford E. McNaught, Mrs. McNaught and Valerie.

Dockyard, Halifax, in the office of the Captain Superintendent. He joined the stores department there in 1916. He became Assistant Supervising Naval Stores Officer in 1942, and Supervising Naval Stores Officer the following year. In May 1944 he followed Mr. Pittman to Ottawa, where he was appointed Deputy Director of Naval Stores.

In the Second World War both men played a large part in establishing and equipping the many new naval bases and stores depots in the Maritimes, Newfoundland and other parts of Canada, and in operating the organization through which new construction warships were outfitted and made ready for sea, and vessels already in commission were supplied with stores and equipment necessary to keep them in top fighting trim.

THE FLEET IN WHICH WE SERVED

BY C.S.J.L.

Visit to Corvettes Bound For Scrap Heap Brings Back Ghostly Memories

A SHORT while ago a party of Reservists from HMCS "Star" made a Saturday afternoon visit to the corvettes being readied for the scrap heap in Hamilton. The official purpose of the visit was to salvage whatever material would be of instructional value to the Division. For those who had served in ships such as these, the visit brought back a host of memories.

As our tug rounded the Steel Company jetty, the sight was somewhat familiar. There in a long bank lay a dozen corvettes, side by side, some bow to stern, just as they would appear alongside Jetty 5. From the distance they had the same look. The paint job was neither any worse nor any better. The general silhouette was the same. However, as we came alongside a difference became apparent. The ships were silent.

Climbing aboard the outside ship, I had to scramble over heaps of rubble to get forward. I wanted to see how these veterans of the North Atlantic had made out in the years between. Passing along the portside flats I noticed that all the cupboards were bare, completely cleaned out. That is, all except one. It contained several bars of puffers soap, now gone mouldy.

Going to the wheel-house of this ship, which was known now only as K-125, I found that someone else had been there first. Anything that hadn't been removed had been smashed. Chart tables, windows, and doors were all broken. Only Lord Kelvin's inverted soft iron spheres were undamaged. On the W/T shack door the much painted call letters "CGQS" still stood out. Inside, a rusty helmet lay on the deck of torn corticene.

This first ship, the "Algoma", set the pattern of what was to be seen in the others. It seemed as though someone had a little score to settle and was taking it out on the empty corvette. Settees, desks, bunks, closets and

drawers, all lay smashed and broken. The Captain's cabin was cleaned out of all woodwork. The messdecks were hardly touched, but I did notice there that the bells from all the alarm rattlers had been removed. The sudden jangling of "Action Stations" would never again bring the men of "Algoma" scrambling out into the Mediterranean dusk to ward off a torpedo-bomber attack.

The second ship was a little more familiar. The pendant numbers K-179 stood out clearly, and the name "Buctouche" was still painted there to bring back memories of days in convoy on the Atlantic, and of her more romantic days as a movie stand-in for "Corvette K-225". The star, "Kitchener", was there, too, but she stood apart from the rest. The movie queen was right on the scrap heap and only her hull remained.

Down in the wardroom of "Buctouche" I noticed that the stanchion had a turk's head of yellow, red and blue on it. Did a Queensman ever sail in her?

Ducking around "Buctouche's" whaler, which was still seaworthy, I went to the next ship, K-174, "~~Buctouche~~". Outside on the bridge, all was still. The only noise was the rusty creaking of the emergency masthead light as it swung gently in the breeze. Ghost noises from a ghost ship.

Next ship in the bank was K-121, "Rimouski", another veteran of the Newfoundland Escort Force. Alongside of her was "The Pas", K-168. She still had the short fo'c'sle. Of all the corvettes, "The Pas" seemed most ready to receive visitors. A rusty, battered light cluster lay by the gangway, and the officers ashore board was in place.

The next ships had just their numbers. The first was K-112, ("Matapedia") a ship which must have had a good Number One. The wardroom and flats still bore signs of good care

and a neat paint job. However, someone leaving the sick bay spread pills over everything. They had no use for the "Tiffie's" standard cure for seasickness, hangovers, sore feet, and other shore-leave complaints. On the bridge, a rocket projector stood ready to warn a convoy of danger, but there was no rocket. The job was over.

Then there were K-161, K-273 and K-119. Just numbers now. Their paths of glory had led them to the grave.

The last ship was K-231, "Calgary". No future Christmases would be spent in Gibraltar, nor would she shoot at enemy aircraft strafing the beaches. Now she was nearest the scrap pile. Her creaking lines were plainly audible as the slight waves moved her up and down. The worn copy of the First Lieutenant's Standing Orders would go forever unheeded. The copy of the Winnipeg Tribune of February 15, 1944, carried headlines telling of the progress of our Russian Allies, but now it, too, was out of date, lying there on the wardroom cupboard.

The corvettes lie in rack and ruin. The dirt, filth and wreckage would break the hearts of all who scrubbed and sougeed these ships so thoroughly. Perhaps it is just as well that they are not on view. These corvettes were the sweethearts of the men who sailed in them. Like their human counterparts, they want to be remembered as they were in their best days, the days when they made up the fleet in which we served.

23 U-BOAT SINKINGS

Ships of the Royal Canadian Navy were officially credited with 23 U-boat sinkings during the Second World War. HMCS "Chambly" and "Moose Jaw" scored the first RCN "kill" on September 10, 1941, while HMCS "New Glasgow" was credited with the last, on March 20, 1945.

Kenogami



PACIFIC COAST

HMCS "Naden"

Mother Nature continues to upset the tranquility of HMCS "Naden." In February it was a record snowfall, followed by flooding rains. Recently it was an earthquake, the second in three years, which shook buildings in the barracks at 1150 April 13. No damage was done.

Prime Minister Louis St. Laurent made a flying visit to Victoria early in April and was met by Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, and a Naval Guard of Honour.

The exodus of New Entry Training instructors from HMCS "Naden" to HMCS "Cornwallis" is now almost completed. Among the latest to leave were CPO C. Sainsbury and PO's P. E. Lemasurier, J. K. Slater, H.

Stevens and W. Ramsdale. Others who will join the new establishment early in June are CPO's B. Inglis and C. Mann and PO's S. Case, J. F. Goucher and W. Reubottom.

PO W. Bayers is now in "Stadacona's" Mechanical Training Establishment, AB G. Scriven has been drafted to HMCS "Discovery" and Able Seamen R. G. Murray and E. Fey have joined the crew of HMCS "Cedarwood."

Ldg. Sea. Francis Fyke has arrived in "Naden" from "Tecumseh," at Calgary, to take his AA3 course; Ldg. Sea. G. W. Ackerman and AB R. McGirr have returned to the West Coast from "Stadacona," and AB D. Ocroft, with his wife and baby, recently arrived from Port Arthur.

ATLANTIC COAST

TAS School

Activity at the school has been maintained at a rapid pace during the past month, with a number of qualifying courses finishing up and a large draft of men arriving to make up new courses.

Some changes in administration have been made at the school through which it is hoped to increase the efficiency of training and instruction in all phases of TAS work.

Among those who left the school recently were CPO E. L. Anderson, formerly in charge of the regulating office, who has been drafted to "Cornwallis;" PO's D. Wallace and D. Ingram, who returned to "Naden" after completing a TAS I. qualifying course, and PO J. B. Featherby, drafted to HMCS "Nootka" following a TD2 course.

HMCS "New Liskeard"

The ship has seen a number of changes recently and feels especially the loss of Lieut. (P) C. A. Borque, our able "Crow'snest" correspondent and his assistant "Cub Reporter," PO Jerome Kay. After having evaded the eagle eye of the drafting depot for two years and eight months that long arm finally reached out and whisked the Yeoman away. During PO Kay's time in the ship he was prominent in all sports activities. He is also reported to be the only Yeoman who has ever stood on a sidewalk in Key West and chatted with Harry Truman, President of the United States, without recognizing him.

Blood, blood and more blood, but it wasn't lost in a fight! The ship's company volunteered their services to the Blood Bank. In all, 66½ pints



When HMCS "Crescent" called at Shanghai on her Far East cruise, she was welcomed by the Canadian ambassador to China, Mr. T. C. Davis (second from right), who was shown about the ship by her commanding officer, Lieut.-Cdr. D. W. Groos, (right). Others in the photo are Mr. Frank G. Ballachey (extreme left), Canadian vice-consul at Shanghai, and Mr. Bruce Rankin, of Edmonton, acting Commercial Secretary for Canada. The "Crescent" is now on her way home.

were contributed and 66½ pints have been pledged each quarter. The half pint of blood was collected, after quite a struggle, from our diminutive Chief ERA, CPO Eric Graham. Needless to say, he has collected a nickname because of it.

"New Liskeard's" crew is beginning to train for this year's regatta, and the "Buffer," CPO Walter Bond, has his eye on a torpedo in a certain destroyer which he intends to lash under our whaler, just in case there is any competition.

We in "New Liskeard" take exception to all this loud boasting about "sea time" and miles logged. Just come with us on an oceanographic cruise, you hearty sailors!

NAVAL DIVISIONS

HMCS "Malahat"

(Victoria)

Most of April was taken up in the preparation for the commissioning of "Malahat's" newly-acquired headquarters ship, the Algerine mine-sweeper "Sault Ste. Marie." Other arrangements also were made for "Sault Ste. Marie's" participation in the annual May 24 celebrations in Greater Victoria.

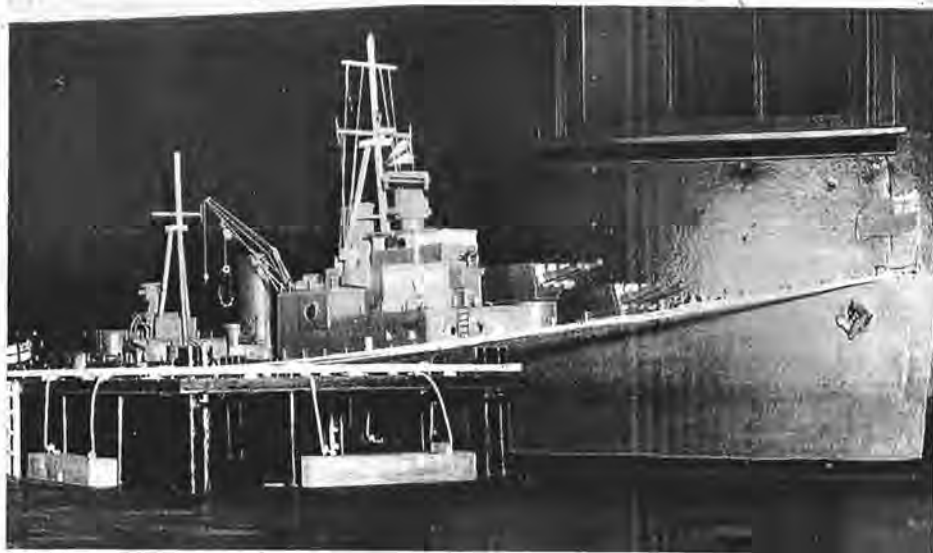
The naval reservists, however, have been beaten to sea this year by 14 cadets of the UNTD of Victoria College, a tender to "Malahat." On March 25, 14 of the cadets left HMC Dockyard aboard HMC "ML 124" for a week-end training cruise designed to familiarize them with naval routine in preparation for their summer training programme with the RCN.

HMCS "Griffon"

(Port Arthur)

Painting and overhauling have practically been completed on all harbour craft and the training staff and crews of each boat are anxiously awaiting their launching. This is the activity that heralds another year of sailing and training at HMCS "Griffon."

At the moment, special efforts are



This is the 10-foot cruiser model recently completed by the men of HMCS "Queen," Regina. The model has workable main derrick, davits, slings, and other equipment and is used to demonstrate various evolutions carried out on board ship and to illustrate lectures in seamanship and gunnery. The model jetty serves to display the use of berthing wires and fenders.

being made to establish a stokers' training course that will extend over the Summer, including the "Portage" cruises, and end up with an intensive course of lectures and practical training in the Fall. Lt. (E) Lloyd Walker is the instigator of this new plan and he hopes to see several new stokers in the Reserve before the "Portage" arrives at the Lakehead on June 1.

HMCS "Queen"

(Regina)

The Regina Naval Division now has a "fighting ship" all its own.

Members of the division recently completed a 10-foot model of a City class cruiser, complete with workable main derrick, davits, slings and other equipment. The model serves a very useful purpose in allowing practical demonstration of various evolutions, from oiling at sea to towing aft. Gunnery problems such as convergence, displacement and fine distribution also can be taught more efficiently by use of the model. A special scale model jetty has been constructed to display the use of berthing wires and fenders.

Constructed under the supervision of Lieut. J. W. B. Buckingham, RCN, staff officer of the division, and with the assistance of Lieut. (E) James R. Cook, PO William R. Canham, PO

Alexander Heys, PO Frank Curson, Ldg. Sea. August Switzky and Able Seamen R. A. White and Fred Davis, the model was started during the last week in January and completed on March 14.

Pleased with the success of their first effort in model building, the men of HMCS "Queen" are planning to lay the keel of a second model, a Tribal class destroyer, in the near future.

HMCS "Chippawa"

(Winnipeg)

At a ceremony held on board HMCS "Chippawa", regents of 11 Winnipeg and district Chapters of the I.O.D.E. were presented with scrolls honouring them for their work for the Navy during the Second World War.

Commodore E. R. Brock, RCN(R) (Ret'd), welcomed the I.O.D.E. representatives and paid high tribute to the service rendered by the chapters in providing amenities to the crews of naval ships "adopted" by them. Scrolls were presented by Cdr. Lorne D. G. Main, commanding officer of the Winnipeg Division.

Following the presentation the guests were taken on a tour of the establishment and later to the ward-room where tea was served. The "Chippawa" band was in attendance.



Representatives of 20 B. C. Chapters of the I.O.D.E. and their provincial executive officers are shown above at HMCS "Discovery", where they received scrolls from the Naval Service honouring them for their work during the war. I.O.D.E. Chapters "adopted" various RCN ships and provided comforts and amenities for their ships' companies. The scrolls were presented by Commander W. R. Stacey, commanding officer of "Discovery".

HMCS "Discovery"

(Vancouver)

Scrolls honouring I.O.D.E. Chapters in the Vancouver area for their work during the war in "adopting" ships of the Royal Canadian Navy were presented during a ceremony on board HMCS "Discovery."

Presentations were made by Commander W. R. Stacey, commanding officer of the Vancouver Naval Division, who referred to the "unselfish devotion" of chapter members in supplying personnel of sea-going ships with the amenities that mean so much to the sailor.

Mrs. W. N. Martin, provincial president of the I.O.D.E., said her organization's wartime work for the navy was a "labour of love."

The band from HMCS "Naden", under Lieut.-Cdr. (SB) H. G. Cuthbert, played during the ceremonies, which were attended by approximately 300 I.O.D.E. delegates and their friends.

HMCS "Queen Charlotte"

(Charlottetown)

Seven new officers recently joined HMCS "Queen Charlotte." They are A/Lieut. (L) W. R. Brennan, A/Instr. Lieut. R. J. LeClair, and A/Sub-Lieuts. A. MacDonald, K. MacKenzie C. Court, M. K. Kelly and J. J. Mahar. All are from Charlottetown with the exception of Sub-Lieut. Court, who claims Bedford, P.E.I., as his home town.

Lieut. LeClair is a Professor of French at Prince of Wales College, Charlottetown, and formerly served as a RQMS in the Reserve Army. In civilian life Lieut. Brennan is an electrical engineer. He served during the war as a flight lieutenant in the Royal Canadian Air Force. A former leading telegraphist, Sub-Lieut Kelly, known as "Mike," has been attending St. Dunstons' University in Charlottetown since his discharge from the Navy last year.

Lt.-Cdr. (S) J. MacAndrew has returned to the Active Reserve to take up the appointment of Supply

Officer, "Queen Charlotte."

Lieut. M. J. Weymouth, RCN, staff officer of the Division for the past 18 months, has been appointed to HMCS "Stadacona," Halifax, for pre-course training, after which he will go to the United Kingdom for a Long "G" Course. Lieut. C. E. M. Leighton, RCN, has been appointed to HMCS "Queen Charlotte" as staff officer.

HMCS "Tecumseh"

(Calgary)

Personnel from the Calgary Naval Division assisted members of a naval diving party from HMCS "Naden" in an unsuccessful four-day search of the Elbow River bottom at Calgary for the body of a three-year-old boy who had fallen through the ice. The search got under way on April 8 and was abandoned April 12.

The diving party, composed of Mr. Lawrence Chaney, Cd. Bos'n, RCN, and PO's James Wilson and James Connolley, was sent to Calgary after an appeal had been made by city officials through HMCS "Tecumseh".

Although the naval diving party was unsuccessful in locating the body,



Petty Officer James Wilson, member of a naval diving party from HMCS "Naden," prepares to descend to the bottom of the Elbow river, at Calgary, to search for the body of a three-year-old boy who had fallen through the ice several days earlier. The diving party searched the river bottom for four days but was unsuccessful in finding the child's body.

their immediate response and searching efforts in the difficult sections of the river were greatly appreciated by all concerned.

HMCS "Star" (Hamilton)

A number of Reserve ratings on the ship's staff at HMCS "Star" have returned from refresher courses in Halifax. Courses were taken at the Gunnery School and the Mechanical Training Establishment. Petty Officers taking courses at the MTE were particularly loud in their praise of the training given.

The wardroom of HMCS "Star" is one of the first in Canada to be fitted with a television receiver. Programs come in from the TV station at Buffalo, 56 miles southeast of Hamilton. Reception is good in spite of the range. The wardroom is being used to a much greater extent!

Installation of the set, including the aerial, was carried out by wardroom officers. Service, including materials, was donated by local firms.

It is proposed to pay for the receiver with proceeds from special functions, such as dances, television nights, etc.

UNTD PRIZE DAY HELD AT 'PREVOST'

On Sunday afternoon, April 10, 40 members of the University of Western Ontario Naval Training Division brought their parents and guests aboard HMCS "Prevost" for what is believed to be the first prize day ever to be held by a University Naval Training Division.

After a tour of the establishment, the members and guests gathered on the parade deck. Commander C. H. Little, Staff Officer, University Training, who had come from Ottawa to be present at the unique ceremony, briefly addressed the cadets. He stressed the importance of maintaining a well-trained fighting force at all times and outlined the connection of the UNTD with the RCN and RCN (R).

The contribution of the UNTD to University life was the subject of a short address by Dr. G. E. Hall, President and Vice Chancellor of the University of Western Ontario.

Each member of the Division was presented with a certificate acknowledging his promotion to Cadet RCN (R).

Awards were made to the five cadets with the most outstanding records for the year. Five large shields, each bearing "Prevost's" distinctive crest and the winner's name, were presented and will be hung in the gunroom. They will be open to annual competition. In addition, each winner received a smaller replica of his shield.

Cadets J. G. Wilson and D. A. Avery won the first and second year awards. Cadet H. E. Williams, of the fourth year division, received the General Efficiency Award, Surgeon Cadet Bruce Waldie won the Marksmanship Award, while Cadet Don

Arcott was awarded the "Cock of the Walk." Lieut. W. H. Shuttleworth, Executive Officer, UNTD, summarized the achievements of each of the recipients and the Commanding Officer of HMCS "Prevost," Cdr. W. A. Childs, presented the shields.

The cadets and their guests were entertained at a tea in the wardroom following the presentations.

WEDDINGS

Lieut. (L) Carl W. Ross, RCN, HMCS "Nootka," to Miss Ruth Mustard, of Sarnia, Ont.

Lieut. C. J. Mair, RCN, of HMCS "Athabaskan" to Miss Jessie Irish, of Victoria.

CPO Douglas L. Barteaux, of HMCS "Stadacona," to Miss Thelma Tredwell, of Halifax.

Ord. Sea. S. J. Hazelden, of HMCS "Naden," to Miss Ester D. Swanson, of Victoria.

BIRTHS

To CPO Joseph Doucette, of HMCS "Montcalm" and Mrs. Doucette, a daughter.

To PO Gordon E. Board, TAS School, HMCS "Stadacona," and Mrs. Board, a son.

To Ldg. Sea. William Gibb, of HMCS "New Liskeard," and Mrs. Gibb, a daughter.



Sea Cadets of RCSC "Rainbow," of Victoria, hear an account of U-boat warfare in the Second World War from Captain J. D. Prentice, RCN (Ret'd). Captain Prentice was one of the early corvette commanding officers, later was Captain (D) Halifax, senior officer of the 11th Support and Escort Groups, and commanding officer of HMCS "Somers Isles," the sea training base at Bermuda. Ships under his command had a part in the sinking of four U-boats, including the first to be destroyed by the RCN.

The Navy Plays



Inter-Part Champions Crowned At "Stadacona"

Inter-part leagues were a big feature of the winter sports programme at HMCS "Stadacona" and a large number of officers and men took part in the friendly rivalries on the hockey rink, bowling allies and basketball courts. Here is a quick round-up of results in inter-part leagues at the Halifax naval base.

The favoured MTE team, after leading the hockey league in the regular schedule, bowed to the Gunnery School in the semi-finals of the playoffs. The Gunners then advanced to the final only to be trounced 4-0 and 5-1 by a smooth-working Electrical School team.

In basketball the Engineers fared better. In the finals with the Electrical School, the series went the full three games before the MTE team squeezed out a narrow win.

A rank outsider showed up in the winner's circle in the bowling league. The Regulating Staff, who finished a lowly fifth in regular league play, suddenly caught fire during the play-offs and ran through all opposition to win the inter-part trophy. The Regulators defeated a team from TAS School in the finals.

Lieut.-Cdr. McCormick Wins Squash Championship

Lieut. Cdr. John D. McCormick, RCN(R), became the first winner of the Birks Trophy, emblematic of the Maritime singles squash championship, when he defeated Dave Churchill-Smith, ex-sub-lieutenant RCNVR, in a hard-fought final that went to five games. Scores were 15-2, 10-15, 10-15, 15-4, 15-6.

The tournament, played at HMCS "Stadacona" gymnasium, attracted a total of 16 entries from RCN ships

and establishments, the RCAF Greenwood Air Station, Dalhousie University and from the city of Halifax. Lt. Cdr. McCormick, who is physical director at Dalhousie University, is a member of the HMCS "Scotian" Naval Division and is currently serving in "Stadacona."

New Entries Stage Boxing, Swimming Meets

The first post-war new entry training classes to train at HMCS "Stadacona" held an inter-divisional swimming meet at the "Stadacona" gymnasium recently, with "Assiniboine" Division edging out "Fraser" Division by a 44-41 point total to cop the honours. Forty new entry trainees, representing five divisions, took part in the meet and provided many keenly-contested events for the 500 spectators in attendance. Lieut. W. M. Kidd, officer in charge of new entry training, presented prizes to the winners on completion of the meet.

The new entry divisions were in the sports spotlight again later in the

month when representatives of six divisions tangled in a boxing tournament held in the "Stadacona" gym. From the action-packed two-night show, which drew a large attendance, "Ottawa" division emerged the victor. The following won championships in their respective weight classes:

Bantamweight — OS W. Donnelly, "Fraser" Division.

Featherweight — OS J. Jones, "Ottawa" Division.

Lightweight — OS A. Bowes, "Ottawa" Division.

Welterweight — OS D. Ramsay, "Saguenay" Division.

Middleweight — OS C. Wilkinson, "Assiniboine" Division.

Light-heavyweight — OS J. Thermier, "Ottawa" Division.

Heavyweight — OS D. Burke, "Skeena" Division.

"Naden" Names Champs In Bowling, Basketball

An unbeaten and untied MTE quintet rode roughshod over the TAS Training Centre in both games of a two-game total-point series for the "Naden" Inter-Part basketball championship. The high-flying engineers, who dominated the eight-team loop during the entire schedule, found no difficulty in defeating the TAS team by a 63 to 34 point total.

Cdr. (P) J. C. Reed, executive officer of "Naden", was on hand to present the inter-part basketball trophy to CPO E. DeCosta, captain of the championship team. In addition, each member of the victorious team received a crest.

In the Inter-Part Bowling League, a determined Gunnery Instructors team came from behind to score a close victory over the defending champions from the Supply and Secretariat School in the final play-offs. Following the GI's victory, Commodore J. C. I. Edwards, commanding officer of



LIEUT.-CDR. JOHN McCORMICK, RCN(R)
Maritime Squash Champion

"Naden", presented the trophy to CPO A. L. Rutherford, team captain.

Commodore Edwards then made special mention of the work of the league's secretary, CPO A. N. McLeod, whose efforts were largely responsible for the efficient operation and management of the league.

"Huron" division splashed to a decisive victory in the New Entry swimming meet held at the West Coast training base last month. Despite the threats of a fighting "Iroquois" crew, "Huron" division clung to a comfortable margin throughout the entire meet. The race of the afternoon was the 150-yard relay, in which "Iroquois" edged out the leaders by a scant six inches. However, the triumph was not enough to stop the championship drive of "Huron" division.

A life-saving display and a pantomime illustrating the evolution of swimming, staged by the P. and R.T. staff, rounded out the programme.

Naval athletes are turning their attentions to the baseball and softball diamonds. The Navy has entered city leagues in senior baseball and senior softball, and candidates are fighting for regular berths on the teams. In addition to the senior teams, plans are under way to field a junior baseball team and a senior "C" softball team. — H.E.T. and J.A.B.

Navy Riflemen Score In Garrison League

RCN riflemen were active in both inter-part and inter-service .22 competitions in Halifax during the past few months. The "Stadacona" Rifle Club romped off with top honours in the senior division of the Garrison Indoor Rifle League and placed second in the junior bracket.

In inter-part competition, the Gunnery School team finished in first place with the Electrical and TAS Schools second and third, respectively.

Team and individual trophies were presented to the winners by Rear-Admiral E. R. Mainguy at a riflemen's get-together held at the Halifax Armouries in mid-April.

"Shearwater" Triumphs In Boxing Tournament

Highlight of the month at HMCS "Shearwater" was the challenge boxing tournament between "Shearwater" and "Stadacona." The air station team defeated their rivals from across the harbour by a 17-13 point total to win the C.E. Hand Trophy. Held in the "Shearwater" gymnasium, the event attracted more than 800 spectators who thoroughly enjoyed the show. Mr. F. MacIntosh, Commissioned Engineer, refereed the bouts.

Mrs. E. R. Mainguy presented the trophies to the winning boxers.

Complete results of the tournament were:

- AB Hutchison ("Stadacona") defeated Ord. Sea. Shah (K.O. in 2nd).
- AB Gailer ("Shearwater") defeated AB Robertson (K.O. in 2nd).
- PO Bolt ("Stadacona") defeated AB Van Alstine (Decision).
- AB Nicks ("Shearwater") defeated AB Brown (T.K.O. in 2nd).
- AB Wilber ("Shearwater") defeated AB MacDonald (K.O. in 2nd).
- AB Wanner ("Shearwater") defeated AB Simard (Decision).
- PO Lowe ("Shearwater") defeated AB Moore (Decision).
- AB Ledingham ("Shearwater") defeated Ord. Sea. Duerkisen (Decision).
- Ord. Sea. Sangster ("Shearwater") defeated AB Thernier (Decision).
- AB Skidmore ("Stadacona") defeated Sea Cadet MacKenzie (Decision).

—A.C.



The HMCS "Shearwater" boxing team (above) scored over "Stadacona" in a well-attended challenge tournament held at the air station. In the photo are: Back row (left to right) — PO W. Lowe, Ord. Sea. W. Laplant, AB R. Wanner, Ord. Sea. M. Shah, AB C. Wilber, AB W. Rollet, and Ord. Sea. N. Sangster. Front Row — AB B. Nicks, CPO A. J. Chartren, P.T.I., Mr. J. L. Blades, A/Bos'n, sports officer, PO H. Clark, coach, and AB Van Alstine.

"Queen Charlotte" Wins Hockey, Shooting Trophies

"Queen Charlotte" hockey and rifle teams both brought home championship trophies this spring. In the hockey picture, the Navy team won the Dr. F. C. Dougan Trophy, emblematic of senior supremacy in the city of Charlottetown. The "Queen Charlotte" puck-chasers, who had placed second in the regular league standings, out-fought the league leading St. Dunstan University crew to bring the division its first championship.

Later in the month, a team of sharp-shooting riflemen from "Queen Charlotte" topped the P.E.I. Recce Regi-

ment and the 28th LAA Regiment in the Garrison Indoor Rifle Meet to win the Challenge Trophy. High individual score went to Captain E. R. Burke of the Recces with 373. Runner-up was Ord. Sea. John MacRae with 372. Other members of the Navy team were PO A. R. MacLeod, CPO S. G. Bowles, PO E. Duffy and Ldg. Sea. W. M. Judson.

"Montcalm" To Enter Garrison Softball League

After leading the Garrison Hockey League for the whole season, "Montcalm" was eliminated in the semi-finals of the league play-offs by the

Royal 22nd Regiment. Loss of two key men, CPO Robert Slavin and Able Seaman Paul Horth, left the team shorthanded for the playdowns. With the hockey season over for another year, the accent is on softball and plans to enter a Navy team in the Garrison Softball League have been completed.

PO Wings Pacing "New Liskeard" Bowlers

Latest standings in HMCS "New Liskeard's" inter-departmental bowling league show the Miscellaneous II team occupying top spot, while the officers' team is buried in the cellar. Individual honours go to PO Sammy Wings, who hits 250 with demoralizing consistency. Lieut. Ian Morrow, commanding officer of "New Liskeard," is maintaining his stranglehold on the low-score title.

Invitation Hoop Tourney Held at "Stadacona"

An Invitation Basketball Tournament was held at the "Stadacona" gymnasium, with eight teams from Halifax and district competing for the Ernest Glass Memorial Trophy. A total of 14 games were played over a two-day period and a smooth-working team from Dalhousie University went

undefeated to win the championship and the trophy. Three Navy teams took part in the tourney, "Stadacona" "Magnificent" and "Shearwater."

Some Sports Shorts From East and West

The trophy case at HMCS "Shearwater" is beginning to take on the appearance of a silversmith's display window. On its shelves are 13 new trophies donated recently by merchants of Dartmouth and Halifax for competition at the naval air station . . . Ordinary Seaman James Nicol, 19-year-old writer stationed at "Stadacona," fulfilled an ambition of long standing when he competed in the 1949 Boston Marathon. Although he did not place, Nicol finished the gruelling 26-mile race, which is quite a feat in itself . . . From Esquimalt comes word that Petty Officer Stan James, a popular sports figure at the west coast base, has taken to sports organizing in his spare time. Soft-spoken Stan rounded up a group of eager new entries and molded them into a well-balanced basketball squad. They have campaigned with considerable success against Victoria and Esquimalt teams, and provided first-class entertainment for men living on board.

Some ships of the Atlantic command are readying for the annual fleet regatta. "New Liskeard" is serving notice that her crews have been doing some solid training and look like serious contenders for the cock-of-the-fleet . . . The Navy entry in the Halifax City Intermediate Volleyball League wound up the regular schedule in top spot but lost out in the first round of the playoffs . . . Attendance at the "Stad" swimming pool continues to grow more impressive each month. Last month a total of 4,048 persons took part in recreational and instructional swimming.

JILL TARS INSTALL NEW OFFICERS

The newly-elected officers of the Jill Tars Club were officially installed at a meeting of the club held in HMCS "Scotian," Halifax.

Installed were Mrs. W. S. Norman, president; Mrs. C. A. Brodie, vice-president; Mrs. F. E. Rushton, secretary; Mrs. J. C. Lewis, treasurer; Mrs. J. Humphries, programme convenor; Mrs. George Pilkington, social convenor; Mrs. Leslie Healey, press and publicity convenor, and Mrs. H. E. Swanson, club photographer.

Following the installation ceremonies the club was addressed by Lieut.-Cdr. (NS) Fay Rutledge, RCN, on the subject of home nursing.

Retirement

Chief Petty Officer Walter Elliott

Rating: C1SM3
Age: 40
Address: Cambridge, Ont.
Joined: May, 1929. As a Stoker, Second Class.
Served In: HMS "Victory," "Danae," "Fisgard"; HMCS "Stadacona," "Champlain," "Saguenay," "Festubert," "Fundy," "Annapolis," "Cornwallis," "Niobe," "Chaudiere," "Peregrine," "Warrior," "Magnificent" and "Iroquois."
Awards: Long Service and Good Conduct Medal. Mentioned In Despatches, June, 1945.
Retired: May 10, 1949.



Shown above are the members of the MTE basketball team, champions of the Inter-Part Basketball League at HMCS "Stadacona". The engineers won the title by taking the measure of the Electrical School in a best-of-three final series. In the photograph are: Front row (left to right) Mr. Hedley Ivany, Wt. Shpwt., and Instructor Lieut. K. D. MacKenzie; back row — AB Reynolds Agnew, PO George Clark, and PO William Monteith. Missing from the photo are Petty Officers Emedia Marini and James Pegg.

A Colorful Career

by W.J.H.

Veteran of Three Wars Ready, At 70,
To Leave His Sweet Pea Patch and Serve Again

WELL, I've served in three wars and I certainly think I'm spry enough to take part in another one."

His eyes twinkling merrily and his clear voice punctuated by bursts of rolling chuckles, Captain Stuart M. Holmden, 70-year-old Master Mariner, explained why he had recently applied to be placed on the retired list of the RCN (R), through HMCS "Discovery", Vancouver Divisional Headquarters. Because of his age, authorities at Naval Headquarters had been compelled, regretfully, to turn him down.

However, Capt. Holmden declared he was willing and anxious to help out with the training of reservists wherever he could, and then outlined an exciting and adventurous career to prove his qualifications.

Stuart Holmden was born at Burton-on-Trent ("where the ale comes from") in 1879. His family moved to Ottawa when he was three, leaving him in Britain to be educated. His father, a newspaperman, was later president of the Press Gallery at Ottawa, where he was correspondent for the Montreal Star.

Young Holmden, who was being groomed for a "business" life, rebelled when he was 13 and ran away to sea. He sailed in fishing smacks on the North Sea for a couple of years, then joined HMS "Worcester", the training ship for cadet officers planning merchant service careers.

In "Worcester" some famous men were his fellow-students . . . men such as Admiral E. R. G. R. Evans of the "Broke" and Commander J. Parker Bevan.

He graduated as a first class petty officer from "Worcester" in 1896 and was appointed to the Aberdeen Line as an apprentice. His graduation carried with it an appointment as midshipman, RNR.

Holmden was appointed to the "Patriarch", one of a fleet of sailing ships operating in the wool trade between Britain and Australia. While in the "Patriarch" Cadet Holmden learned his profession the hard way and saw plenty of service in the Australia and China Sea trades.

Captain Holmden recalls that when the "Patriarch" left the China service on her return to Britain, she cleared Manila three days before Admiral Dewey entered the harbour. "And", he added, "what a trip home that was. One hundred and sixty-eight days from Manila to London".

In September, 1899, Captain Holmden, still an apprentice, was aboard the "Thermopylae", a passenger steamer of the Aberdeen Line, when she ran ashore while bound for Capetown. All passengers were rescued without injury, but it was the rescue of two horses that Captain Holmden recalls most vividly.

"We got both the horses ashore, unhurt. One of them belonged to Lily Langtry, the famous actress. The other was a New Zealand-born colt named Moifaa. Well, danged if Moifaa didn't eventually join the stables of His Majesty King Edward VII and under his colours win the Grand National!"

With his ship lost and no prospect of a job, Captain Holmden decided it was high time he continued his naval training. As a naval reservist he was obliged to serve a month each year as a midshipman in an RN ship. War was imminent, too, in the troubled South African area. So Midshipman Stuart M. Holmden, RNR, visited the flagship of the Cape Station, HMS "Doris", where he was promptly appointed senior "snotty". He did three months' duty and when his appointment expired moved into Capetown, where he joined the first regiment formed in that city, the

South African Light Horse, later commanded by Lieut. Col. Julian H. G. Byng . . . Byng of Vimy, Governor-General of Canada. That was in November, 1899, and the war had been under way a month.

Trooper Holmden, by joining the army, had automatically severed his connection with the RN. But, in the campaign he was wounded seven times and he recalled one exciting day — December 15, 1899 — when he saw five V. C.'s awarded in a single afternoon. This was the famous Colenso engagement.

"I also remember very well one of our lieutenants. He was a round-faced, pink-checked individual who had been a war correspondent and was an escaped prisoner of war. One night this officer and I sneaked into Ladysmith and held conferences with the big wigs there to see what part they could play in the relief of the city. That young officer was a man you've doubtless heard of — Winston

CAPTAIN STUART M. HOLDEN



Spencer Churchill".

Captain Holmden was invalided out of the service and received his discharge in Capetown. He joined a steamer named the "Nineveh" as quartermaster in order to return to London. Three days after the ship had berthed at her home port, he had joined her again, this time as third mate.

In 1901 Holmden joined his family in Ottawa and for a session was "leg-man" for his father in the Press Gallery. In 1902 he joined the Northwest Mounted Police and saw service in Regina and Maple Creek before volunteering for arctic service in 1905. He was assigned to Fort McPherson and was on regular patrol between there and Herschel Island.

After two years in the North, Constable Holmden was summoned to Ottawa. He was given special leave by the RNWMP to track down a murderer, who was believed to have gone to sea. Through police and company co-operation, Holmden was placed aboard a tramp steamer, where his quarry was thought to be the ship's carpenter. For a year, Holmden kept the man under close surveillance. Finally, one day, Holmden caught the ship's carpenter with his shirt off and identified him as the suspected murderer by a long scar on the culprit's shoulder.

After purchasing his discharge from the police, Holmden spent a year at sea, then "swallowed the anchor" and settled in Edmonton. There he joined the Dominion Meteorological Service, got married and enlisted in the 101st Regiment, Edmonton Fusiliers.

At the outbreak of the First World War, he was Lieut. Holmden and was instrumental in forming the 51st Battalion, CEF. He went overseas with that unit as Captain and adjutant in the spring of 1916, only to have it broken up as a re-inforcement unit. He was transferred to the 75th Bn., CEF, and was under fire with that outfit in the Salient and the Somme, where he collected three more wound stripes. After discharge from hospital, he served on some 600 courts-martial.

He was then assigned to a staff

course at Cambridge, where one of the officers was Major H. D. G. Crerar, later General Officer Commanding the First Canadian Army in the Second World War.

As Staff Captain "A", Holmden was attached to the Forestry Corps, which he promptly dubbed the "saw-dust fusiliers." After the Armistice he was employed as adjutant in the Clearing Services Command, bringing Canadian soldiers home. He was finally demobbed in Edmonton in 1919.

He returned to his civilian job at the meteorological station but resigned in 1920 and moved to the West Coast, where he worked in the plate shop at Wallace Shipyards. He joined the Canadian Government Merchant Marine as a third officer and later, when that organization was absorbed by Canadian National Steamships, sailed with them until 1932. During that time, he sailed in the "Canadian Prospector," the "Prince Henry", the "Prince Robert", and other CNS ships.

After 1932, when he was "laid off by the C. N. S., as most of their ships were tied up," Captain Holmden made a voyage aboard the 3,500-ton "Rosebank" from Vancouver to Hamilton, Ont., via the Panama Canal, Bermuda and the St. Lawrence.

He felt the depression years and, after doing all sorts of jobs, wound up in the U. K. as chief officer of a tramp steamer. In November, 1935, he became superintendent of the London County Council ships, but in the summer of the following year, he gave up the sea once more and opened a store, with an attached post office and telephone exchange, at Blackmoor in Hampshire.

In 1938 he received a letter from the War Office asking him to report to Salisbury as a Clerk Grade Three. He finally reported in 1939 and was engaged, in a civilian capacity, in movement control, which job he continued to hold until mobilization day. He requested an appointment when war came but was turned down because of his age. However, he did join the Local Defence Volunteers, which eventually became the Home Guard.

"After fussing around quite a lot," he got a job as night telephonist at Clandon, about four miles north of Guildford, where he remained until 1943. He recalled that on his first night of duty, he had to face five bombing raids — "and no shelter, either".

While working nights as a telephonist, he also went to work by day at the Admiralty.

By this time, Captain Holmden wanted desperately to get back to sea. They'd passed him by in the Dunkirk show because of his age and several other commands had bypassed him because of that same old bugbear. However, the U. S. Maritime commission said that they would give him a ship if he could get to New York. So, in order to get back to this side of the Atlantic, he signed aboard an American ship as an able seaman.

He found that his ship was bound for New York, but via the Mediterranean. In fact, out of a convoy of 95 ships, 22 of them were destroyed, before they reached Bone, Salerno and Malta.

However, he eventually did get to New York, but instead of joining the U. S. ship, came to Vancouver where he promptly signed on as an officer with the Park Steamship Company. He commanded the "Bowness Park," which was secured immediately astern of the ill-fated "Greenhill Park" just before it exploded in Vancouver Harbor. Without steam, or proper complement, Captain Holmden got his ship out of the danger zone without incident.

After several more trips in Park vessels he finally retired to his little home in Burnaby, where, with Mrs. Holmden "I play about in my garden and dig snow". They correspond regularly with their younger daughter, who is married in London, and are frequently visited by their elder daughter who resides in New Westminster.

The Captain, who looks much less than his 70 years, would like to go to sea again if someone would give him a ship. But in the meantime he's content to work in his garden, which for four months last year gave him more than 100 fresh sweet pea blooms a day.

Looking A Stern



Lest we forget . . .

June 1944 . . .

For long, painstaking months, allied military planners had been preparing the greatest landing operation in history. They had studied each phase with meticulous care. Thousands of aerial photographs had been taken, thousands of intelligence reports analysed. Brave men had given their lives in order that information essential to the success of the invasion of Western Europe might be obtained. Every German strongpoint, every battery, minefield and cluster of beach obstacles, the depths and gradients along every foot of shoreline, were known and had been carefully fitted into the over-all plan.

Now all was ready. Poised in the seaports and on the airdromes of Great Britain was the greatest invasion force ever assembled.

On June 6, 1944, they struck. The blow fell with sudden, blunt simplicity — so simply that it proved more baffling than the complicated operations the enemy had been led to expect. Midway between Le Havre and Cherbourg a breach was opened, and Allied armies made a bee-line for the French shore. No deceptive deployment or false strikes were employed. Sheer power hit directly at the target, with a will that was not to be denied.

In the vast sea-borne operation, the navies of the allied nations played an important role. With that silent precision which is habit as well as tradition, they had readied themselves for the naval phase of the plan — Operation Neptune — and had carried it out with quiet efficiency. Four main jobs fell to the invasion fleet: minesweeping, bombardment, the landing of troops, and the protection

of the waters on the flanks of the channel chosen for the crossing.

In each of these tasks, ships and men of the Royal Canadian Navy were active participants. The navy of little ships which the enemy had once described as being composed of "a few amateur yachtsmen" was playing a grown-up part, and playing it with confidence and precision. Her contribution to the invasion fleet was 110 ships and more than 10,000 officers and men.

The job of minesweeping was one of the most perilous and exacting of the master plan. Of the large number of minesweepers employed by the allies, one flotilla was entirely Canadian (the 31st), a second was part British, part Canadian, still other RCN sweep-

ers were scattered in mixed allied groups. Under heavy escort, the minesweeping flotillas steamed within a mile and a half of the French coast, clearing and marking channels as they went.

Among the ships forming the escort for the 'sweepers were the Fleet "V" destroyers "Algonquin" and "Sioux," which later took an active part in the bombardment of enemy strong points ashore. When the landings began, the two destroyers went in to almost point-blank range and wiped out their targets with quick despatch. Just how accurate and effective was the gunnery of the RCN was illustrated when troops of the Regiment de la Chaudiere were being withheld by a strong German battery which lay in the path of their advance. Thirteen salvos from



At the first grey light of dawn, landing craft from HMCS "Prince David" churned their way to the beaches of Normandy, to land units of the Canadian Army in the first wave of the invasion assault. In the above photograph, invasion craft, laden with British and Canadian troops, and manned by RCN personnel, prepare to leave the "Prince David". In the background can be seen a small portion of the vast invasion armada.

HMCS "Algonquin" solved their problem.

Among the first vessels to move into assault position were HMC Ships "Prince David" and "Prince Henry", followed by the landing ships of their groups. The ships carried Canadian soldiers and had crossed the channel under an escort of which many Canadian vessels were a part. In all, some 40 RCN destroyers, frigates and corvettes patrolled both flanks of the great invasion fleet, helping to cover the whole channel from Ushant and the Scillies to Dover and Boulogne with a dense anti-submarine screen. So effective was this screen that less than half a dozen ships of the huge armada were believed to have been sunk by U-boats during the entire month of June.

To single out any one ship as the most brilliant in these operations is invidious. There were many outstanding contributions other than those already mentioned, including those of "Haida" (Captain H. G. DeWolf) and "Huron" (Cdr. H. S. Rayner) who combined to drive an Elbing ashore ablaze and wrecked; "Iroquois" (Cdr. J. C. Hibbard), which operated with the British and Polish Navies, and the fast-moving MTB's of the 29th flotilla, which destroyed one enemy R-boat and damaged three others on the night of June 7. Each unit taking part in Neptune was an essential piece in the over-all plan. Each in her place was irreplaceable.

The invasion was more than two weeks old when HMCS "Haida" came up with another noteworthy accomplishment. On June 24 the Canadian Tribal, in company with HMS "Eskimo," sank a U-boat some 40 miles northwest of Ushant after a two-hour hunt. On the 26th another RCN vessel took part in a sinking. On her first operational assignment, the Castle class corvette "St. Thomas" was part of an A/S group under HMS "Bulldog" which successfully attacked and sank a U-boat 60 miles northwest of Blacksod Bay, Ireland.

SHIPS' BADGES

HMCS "Sault Ste. Marie"

The name of the city, and of the minesweeper which has been called after it, is old French for the "Falls of St. Mary." The ship's badge, therefore, depicts a heraldic waterfall on which are superimposed the insignia of the Virgin Mary.

HMCS "Unicorn"

In view of the number of ships in British naval history called "Unicorn," the Saskatoon Naval Division was furnished by the Admiralty with the badge design of the Royal Navy "Unicorns"—a white unicorn on a blue background. The mythical creature has gold horn, hooves and wings.



HMCS "Portage"

This Algerine is called after the city of Portage la Prairie in Manitoba. The name was shortened to fit the naval cap tally. The ship's badge derives from the crest of the civic device of Portage la Prairie and shows a plough riding the waves.

HMCS "Hunter"

HMCS "Hunter," the Naval Division at Windsor, has the crossbow and arrows for its badge, suggestive of the ancient mode of warfare. The device was obtained from the Royal Navy, many ships of which bore the same name.



FUND SUPPORT URGED

Annual Meeting Told Contributions
To CNSBTF Below Expectations

Activities of the Canadian Naval Service Benevolent Trust Fund during 1948 were outlined by the President, Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN (Ret'd), in his report to the fourth annual meeting of the Fund at Naval Headquarters, April 11.

He noted a reduction in the capital surplus of the Fund after the year's operations, stressed the benefits that would accrue to the organization if Second World War prize money were turned over to the Fund and expressed concern over the high proportion of grants and loans expended to cover payment of medical and hospital bills.

"The capital surplus of the Fund was \$898,792.98 at the end of 1948, as compared with \$966,868.46 on December 31, 1947."

On the subject of prize money, Admiral Stephens stated that the Fund had rejected suggestions that it make a direct request for the Canadian Navy's share of the prize money.

However, the executive committee "did consider it prudent to advise those concerned how the Benevolent Fund would be affected if the prize money were allocated to the Fund."

In outlining the uses to which this money could be put, Admiral Stephens sounded a note of warning.

"While such a large increase in capital should ensure the continuance of the fund for many years, it will not make the Fund self-supporting," he said. "The requests for assistance are steadily increasing and will increase for some years to come, at least. Under these circumstances there can be no laying back or resting, but our drive for a steady annual income from all available sources should even be accelerated."

The president reported that during the year an effort had been made to obtain greater and continuous financial support from permanent naval personnel.

"While we are grateful to those who

are contributing," he said, "it must be admitted that to date the increased financial support has not come up to expectations."

In discussing the "very large proportion" of grants that were made to cover medical and hospital bills, Admiral Stephens said that the directors "feel that too high a percentage of our assistance is required for that purpose as compared with what we expend to provide the essential necessities of life, such as food, clothing, fuel and housing."

Improvement being made in hospital and medical insurance schemes "are most welcome," he continued.

"We would urge upon all concerned the necessity for enlargement of such schemes and upon all Service and ex-Service naval personnel the advisability of voluntary enrolment in such insurance schemes."

While the Fund is at present unable to participate in or underwrite any

such form of insurance, Admiral Stephens said "it has given and will give consideration, as with other debts, to assistance with premium payments to those who have such insurance, when in financial distress."

He pointed out that at the last annual meeting a sub-committee was appointed to explore the question of the Fund's participation in a medical insurance plan. However, in spite of considerable work on the subject the committee had not yet obtained sufficient information to enable it to make recommendations.

RE-ELECTED PRESIDENT

Engineer Rear Admiral G. L. Stephens, RCN (Ret'd), was re-elected president of the Canadian Naval Service Benevolent Trust Fund at the fourth annual meeting.

Elected vice-presidents were Commodore W. B. Creery, RCN, Com-



Defence Minister Brooke Claxton is shown addressing the fourth annual general meeting of the Canadian Naval Service Benevolent Trust Fund, held at Naval Headquarters on April 11. Seated around the table, reading clockwise from Mr. Claxton, are Engineer Rear Admiral G. L. Stephens, CB, CBE, RCN (Ret'd), who was re-elected president of the Fund's board of directors; Lieut (S) Harry McClymont, RCN, secretary treasurer; Miss A. I. McPhee, Ottawa; CPO R. N. Langton, HMCS "Ontario," Cdr. N. L. Pickersgill, VD, RCN (R) (Ret'd), Ottawa; Mrs. George Huffman, Toronto; Captain (SB) A. W. Baker, RCN (R) (Ret'd), Guelph; Earl Chambers, Victoria; Griffith Jones, BEM, ex-Chief Petty Officer, Victoria; Jackson Dodds, Montreal; R. C. Stevenson, Montreal; Cdr. K. S. MacLachlan, OBE, RCN (R) (Ret'd), Toronto; Commodore Paul W. Earl, CBE, RCN (R) (Ret'd), Montreal, and Vice-Admiral Harold T. W. Grant, CBE, DSO, RCN, Chief of the Naval Staff. In the background at the extreme right is B. Davidson, Ottawa. On the far left are Lt.-Cdr. J. B. O'Brien, RCN (R) (Ret'd), Ottawa, and Allan B. Coulter, OBE, Assistant Deputy Minister (Supply), Department of National Defence.

Thanks Fund For Help

The following letter is typical of many received by officials of the Canadian Naval Service Benevolent Trust Fund from those who have received assistance from the Fund:

"I wish to thank you for your letter dated 24th March, 1949, advising me that a cheque had been sent to the Medical Group as full payment of my doctor bill. I also wish to thank the Board of Directors for their kind and generous consideration of my case.

"It hurts to have to ask for anything, I guess it must be the proud Naval spirit it still with me. But I think the RCN Benevolent Trust are doing a fine work and I'm proud to be an ex-member of the Naval Forces.

Sir, I remain,
Yours very respectfully,
Ex-A.B., RCN

modore Paul W. Earl, RCN (R) (Ret'd), Capt. (S) Joseph Jeffery, RCN (R) (Ret'd) and Cdr. A. C. Bethune, RCN (R) (Ret'd).

Lieut. (S) Harry McClymont, RCN, was re-elected secretary-treasurer.

Directors elected were Cdr. Bethune, Allan B. Coulter, Cdre. Creery, Cdre. Earl, Capt. P. B. German, RCN (R) (Ret'd), C. R. W. Hobson, ex-Yeoman of Signals, Capt. Jeffery, Griffith Jones, ex-CPO Writer, Cdr. (S) C. V. Laws, RCN, Willard MacKenzie, Cdr. K. S. MacLachlan, RCN (R) (Ret'd), Miss A. I. McPhee, ex-Lieut.-Cdr. (S) WRCNS, Lieut.-Cdr. J. B. O'Brien, RCN (R) (Ret'd), Lieut.-at-Arms W. Pember, RCN, Rear Admiral Stephens and R. C. Stevenson.

MEMBERSHIP INCREASED

In order to stimulate further interest and circulate information in the RCN regarding the Canadian Naval Service Benevolent Trust Fund, nine new memberships in the Fund were approved at this year's annual meeting.

The new memberships, all of which go to RCN men, were allocated as follows: East Coast — HMCS "Stadacona", "Magnificent" and "Shearwater", the Destroyer Flotilla and the Reserve Fleet; West Coast — HMCS

"Naden" and "Ontario", the Destroyer Flotilla and the Reserve Fleet. A member is elected by the ship's company of the ship or establishment in which he is serving.

The following were elected to membership since the annual meeting last year: Commodore W. B. Creery, CPO's L. W. Howe, HMCS "Iroquois"; D. McGee, HMCS "Magnificent"; A. Graham, HMCS "Shearwater"; C. Hill, HMCS "Haida"; R. B. Faulks, HMCS "Rockcliffe"; R. N. Langton, HMCS "Ontario"; D. H. Nelson, HMCS "Naden" and Leading Seamen W. J. Mellish, HMCS "Stadacona", and D. H. Alderson, HMCS "Cayuga".

NAVY INSTALLS NEW RADIO LINKS

The first installation of its kind in Canada, a microwave FM radio link between Naval Headquarters at Ottawa and the naval receiving station at Gloucester, 18 miles south of the capital, is now in operation.

Other microwave links, of a slightly different design, are being installed between the naval radio stations at



Has Ottawa guessing

Albro Lake and Newport Corner in Nova Scotia and between Aldergrove and Sumas in B.C. These are expected to be in operation this Fall, and combined with the radio teletype system already operating between Ottawa and the two major naval bases at Halifax and Esquimalt, will provide a completely modern radio communications system from coast to coast.

The new links use no connecting ground cable, radio waves being transmitted in a direct line between special parabolic reflectors, or "dishes," mounted on 200-foot-high towers, one of which will be constructed at each of the points between which the system is to function.

OFFICERS ELECTED BY OTTAWA EX-WRENS

Mrs. Evelyn Cross was elected president of "Carleton" Division of the Canadian Wrens Association at the annual dinner and meeting held in Knox Church, Ottawa.

Other officers elected were: Mrs. J. Clayton (Kay) Peacock, vice-president; Miss Betty Buckley, secretary; Miss Beatrice Grant, treasurer, and Miss Faith O'Doherty, entertainment committee.

HURRAH FOR THE GALLEY

Hero of a recent week-end cruise of HMCS "New Liskeard," for which more than 160 extra men were embarked, was the ship's senior cook, PO Arthur Higgins.

Reporting on the trip later, the commanding officer of the Algerine minesweeper stated that PO Higgins' "untiring efforts and cheerful willingness in preparing, cooking and serving no less than 1,360 extra meals contributed greatly to the successful conclusion of the cruise."

COMPLETE COURSE IN U.K.

Five RCN petty officers recently completed a gunnery course in the United Kingdom which qualified them as anti-aircraft ratings, first class.

Successful graduates were PO's W. Topping, C. Coyle, W. G. Neilson, G. McDougal and W. R. White.

Comrades in Arms



THE R.C.A.F.

Learn Bush Lore

The Royal Canadian Air Force now operates a school which has one of the oddest curricula but the most logical aim of any school in the world. It is the RCAF Survival Training School, which was established at Fort Nelson, B.C., last December, to reduce the threat of such enemies as starvation, cold and disease by instructing airmen in the best ways of keeping alive when forced down in isolated areas.

Each year the Air Force operates on a full-time basis in the Canadian Arctic and sub-Arctic regions, and each year these operations become more and more a matter of daily routine and extend deeper into the northland. Crews employed on aerial photographic operations leave Rockcliffe, near Ottawa, in April and follow the snowline north, returning to base in October with photographic coverage of previously uncharted portions of the country.

In addition, aircraft from transport and communications squadrons operate on a full-time basis, flying men and supplies to outlying stations, while the RCAF Search and Rescue organization is continually called upon to bring aid to inhabitants of the far north. Wintertime always brings a rash of requests for aid by Search and Rescue aircraft, and the rapid changes in northern weather conditions makes such flights extremely hazardous. During the past winter one of the many mercy flights resulted in the aircraft being forced down on the ice of Hudson Bay, and only the spectacular rescue of the crew by a Norseman aircraft prevented a major tragedy.

Because of these increased flying commitments, the Survival Training School was set up late last year. The school, commanded by FO R. J.

Goodey, a former member of the RCMP, has an instructional staff which includes two Indians, and part of the training covers instruction in basic Eskimo and Indian dialects.

The first class of 16 aircrew officers began their bout with the elements in January. First portion of the course was devoted to lectures and theoretical instruction. Then trainees were taken by motor transport 73 miles south of Fort Nelson along the Alcan Highway, and from there began a 23-mile trek into Klua Lake, east of the highway. For the duration of the trip the trainees lived on the new "X" rations, supplemented by what-

ever food they could obtain in the country. The men split into four groups, each choosing their own leader. When they started their trip the temperature was 28 below zero, but they were suitably clothed and none reported ill-effects.

Each man carried a 35-50 lb. pack and camp equipment was carried on toboggans drawn by dogs belonging to the Indian instructors. Camp was pitched in the open, using bush shelters for protection against the falling snow. When they reached Klua Lake and established their camp they settled down for a five-day sojourn in temperatures that had fallen to 50



It was a "combined operation" when Prime Minister Louis St. Laurent visited the Canadian Joint Air Training Centre at Rivers, Manitoba, on his recent western tour. During his inspection of a guard of honour, Mr. St. Laurent chats with Lieut. J. J. H. R. Lamontagne, of the Royal 22nd Regiment, officer in charge of the Army section of the guard, which consisted of 24 Army and 24 R.C.A.F. personnel and was commanded by Lieut. (P) G. H. Marlow, R.C.N. (extreme right). Between the Prime Minister and Lieut. Lamontagne is G/C P. A. Gilchrist, D.F.C., R.C.A.F., Commandant of the station. Other officers in the photo are (left to right) Lieut.-Cdr. (P) G. L. Ollson, R.C.N., Senior Naval Liaison Officer; Lt.-Col. H. P. Harris (partly obscured), United States Army exchange officer, and Lt.-Col. D. R. Ely, M.B.E., deputy commandant of the Training Centre.

below zero. Food was obtained by spreading fishing nets beneath the ice and snares were constructed on rabbit runs, British Columbia game laws being strictly observed. However the total "take" from these ventures was only five fish, one hare, three Canadian jays and pots of spruce tea.

During the stay at Klua Lake a Norseman aircraft from Fort Nelson landed on a strip prepared by the trainees. This was a precautionary measure which proved timely, for one of the party had to be evacuated with badly inflamed knees.

After the five-day sojourn the party returned to the highway, where they feasted at a local restaurant before returning to Fort Nelson by motor transport. Even after taking on this heavy meal, the members of the party were down an average of eight pounds from their weight at the start of the trek.

The remainder of the course was taken up with an analysis of experience gained and with further lectures on survival training. Results of the

first course were considered successful, and new experiences encountered added to the information already possessed by the instructors. Since that time courses have been run every three weeks, and the ultimate aim is to have all Air Force men who fly in the north country attend.

THE CANADIAN ARMY

On The Flood Front

Repeating their activities of last year, soldiers of the Canadian Army's Prairie Command again battled the flood-swollen waters of the Assiniboine River near Winnipeg in April to prevent serious flooding of prairie farmlands.

Last year both active and reserve force soldiers in this Command were out in considerable force for several days in a fight to stem the flood-swollen rivers and this year saw them again fighting alongside their civilian neighbours on the prairie flood-front.

This spring a party of 21 soldiers under Capt. G. A. MacCaulay, Royal Canadian Engineers, worked side by side with farmers and members of the

Wins Parachute Wings

Lieut. (P) George H. Marlow, RCN, recently became the first member of the RCN to take and qualify in the Army-conducted parachute course at the Joint Air Training Centre, Rivers, Manitoba.

Lieut. Marlow is an instructor at the air photograph interpretation school at Rivers.

During the Second World War three Canadian Naval Reservists, Lieut.-Cdr. Bruce S. Wright, Lieut. Burton Strange and AB Andrew Skead trained and served as parachutists while attached to Combined Operations. They won their wings at Ringway, England, and jumped in the United Kingdom and in India.

Hutterite community of the Marquette-Poplar Point district. Using 5,000 sandbags to repair the 20-foot-wide breach, the troops worked for two days before the rampaging flood waters were brought in check.

Farmers estimated that a large portion of a flooded area approximately eight miles long and two miles wide had been inundated by water pouring through the broken dyke.

Movement to the broken dyke was hampered when a tractor motor failed. The soldiers then moved the first consignment of sandbags into the area by hand, wading through water for close to a half mile.

The dyke was completely sealed off by noon on Easter Sunday.

All Canadians will recall the efforts of the armed forces in the terrific battle against the British Columbia floods which reached the proportions of a national disaster in late May and early June of last year.

When British Columbia's Premier B. I. Johnston declared a state of emergency on May 30, 1948, and called upon the active and reserve members of the Navy, Army and Air Force to rally their forces against the flood-swollen Fraser River, he set in motion the greatest peacetime effort of Canada's fighting services, involving literally thousands of sailors, soldiers and airmen and scores of naval craft, airplanes and military vehicles.



Soldiers from Prairie Command repair a breach in a dyke of the Assiniboine River two miles east of Poplar Point. The Army's assistance was requested to close the break, which was causing heavy inundation of farmland in the area. The soldiers worked throughout Saturday afternoon until darkness forced a halt. They then returned to the area Easter Sunday morning to complete the task, which was their first flood assignment this year. This is the third successive year that troops have been used in this area to repair dykes. (Canadian Army Photo)

LETTERS TO THE EDITOR

Three Years Old

Dear Sir:—

On reading through the April issue of the "Crowsnest" I came across an item in the Bulletin Board section dealing with the Naval Officers' Association of Canada. It would appear from reading the item that this was a newly formed association. This, of course, is entirely incorrect and perhaps in the interest of all may I record the few facts about the Toronto Branch of the NOAC.

The first meeting of this branch was held on October 5, 1945, with Lieut.-Cdr. Z. R. B. Lash and Cdr. Duff Wood doing the greater part of the initial organizing. Our first president was Cdr. George Bernard and Cdr. Bob Hendy was elected secretary. Our two main events each year consist of the Trafalgar Ball in the fall and the annual dinner in the spring, and in addition to these events there is a smoker or tournament of some kind practically every month. The membership of the branch now stands at slightly more than 900 and with new arrivals in the city we are able to increase it a little each year.

Yours truly,

DAVID C. MORTON,
Chairman,
Publicity Committee,
Naval Officers' Association
of Canada,
Toronto Branch.

Note From U.N.

Dear Sir:—

Reading and thoroughly enjoying your recent March edition of the "Crowsnest" brought back many pleasant memories of the R.C.N.

Having spent nearly eight years with the Navy, I think some of your readers will probably remember me: (ex) Chief Petty Officer (Supply) Peter Wight, R.C.N.

When the war came to an end in '45, I left the Navy in favour of "settling down." Left "Cornwallis" behind in October and headed for the United States to study industry. Six months later I joined the United Nations and,

based on my experience as a Supply Chief in the RCN, have worked my way up to the position of "Chief of Stores" for the entire organization. Once a chief always a chief, it seems. Certainly it feels more like old times.

I still have a brother in the Navy, Chief Petty Officer Robert Wight serving on the East Coast.

My regards to the RCN and particularly old messmates of the "Skeena" and "Saguenay."

Sincerely

PETER WIGHT
United Nations
Lake Success N.Y.

We Blush

Sir:—

I'm sure I speak for the thousands of men of the Royal Canadian Navy and the Reserve when I express my gratitude to you and your staff for producing the fine Naval organ, the "Crowsnest."

Every article is enjoyed by myself and the other members of the ship's company at H.M.C.S. "Griffon." Our only beef is that the magazine does not come out often enough, nor does it contain enough material from the humble divisions that are found nestled between the giant naval arms at the East Coast and West Coast.

May I thank you particularly for the items under Looking Astern. These articles bring to mind many a memorable day in the past history of our Navy.

Thank you again, and may the "Crowsnest" continue to be the finest service publication in the country.

Very truly yours,
C.P.O. F. P. GERRIE,
H.M.C.S. "Griffon."

COMMANDS FRIGATE

Lieutenant Joern E. Korning, RCN, formerly Staff Officer (Trade) at Naval Headquarters, assumed command of the frigate, HMCS "Beacon Hill," when the ship commissioned at Esquimalt May 16. "Beacon Hill" will take part in the reserve training programme on the West Coast this summer.



Cadets of the University Naval Training Divisions across Canada are sporting new uniforms. The former seaman's rig, with distinguishing white cap band, has been replaced by battle dress jacket, trousers and peaked cap. Admiring each other's new uniforms are Cadet F. W. Denton (left) and Cadet G. R. Todd, both of Acadia University, Wolfville, N.S.

TAKE SPECIAL COURSE

Six officers from HMCS "Tecumseh" recently completed a special course in Action Information Organization at the Navigation Direction School, HMCS "Stadacona," Halifax, in connection with the Calgary division's specialized programme of radar plot training.

Those who took the course included Cdr. Reginald Jackson, commanding officer, Lieuts. James Monteath, G. H. Adolph and George Manolescu, Lieut. (L) James McBride and Sub-Lieut. Murray Comba.

APPRENTICES GRADUATE

Artificer Apprentice Course No. 2 was completed recently at the Mechanical Training Establishment, HMCS "Stadacona." The following graduated: Ordinary Seamen E. F. Marini, J. H. Palmer, Raymond H. Mahy, Les Daisley, Roland Dube, Joseph Beke, Albert Lockau, Peter Matiachuk, James A. Pegg, Roger A. Belanger, J. W. Riley, Kenneth Warner and R. J. LaPoint.

(Continued from page 5)

promised at once, and subsequently carried out with reasonable efficiency. By the following day we ascertained that all British-owned property—this included the railway—was under military guard.

The troops used for this purpose were the National Guard—a body of men comprising better-class Indians and native Salvadoraneans; they were well-trained, better armed than the ordinary troops, and made good soldiers.

The return journey was considered too risky by night, and the members of the party occupied the temporarily evacuated house of one of the railway officials.

In spite of the 2100 curfew a certain amount of sporadic rifle-fire occurred during the night; it did not appear to have resulted in any casualties.

The return journey proved uneventful.

Four days later a message was received from General Martinez

saying that peace had been re-established, that the Communists had been beaten and dispersed and that already some 4,800 had been killed. The "already" didn't make it sound any too good for the rest of them; and as a matter of fact the local Commandant invited the Commanding Officer to lunch the following day "to witness a few executions." He went, but tactfully avoided watching the actual end of five miserable looking Indians on the reasonable grounds that it was diplomatically inadvisable.

There seems little doubt that at that time the plight of the Indian workers on the plantations was a sorry one, and they were little more than slaves living and working under the most appalling conditions.

The majority of them seemed to have been, if not content with their lot, at least indifferent to it. But to the few who managed to better themselves, the principles of Communism as disseminated by the "Socorro Rojo Internacional" ("Red International Help") appealed strongly,

and it was these unfortunate dupes who became the ringleaders of the "revolution", who were caught, usually with their "S.R.I." red armbands on, asked if they were Communists (to which question, for some reason, they nearly all replied in the affirmative) and then hanged or shot. The bodies were immediately soaked in gasoline and burnt, which at least indicates reasonable attention to the rules of hygiene.

In the end, no damage was done to British lives or property, and the "revolution" soon became just another Central American incident. Whether the result would have been the same had HMC Ships not been there to demand the necessary protection it is difficult to say.

The whole affair was just another of those unexpected little adventures that are now and then the happy lot of those of us who were fortunate—shall we say far-seeing?—enough to make the Navy our career.

BOOK REVIEW

EVERYMAN'S HISTORY
OF THE SEA WAR (1939-1941)
by A. C. Hardy

This is the first book of a trilogy which, when the succeeding volumes are published, will bundle into one package all those incidents, actions, campaigns and outlines of policy which heretofore have been, for the most part, subjects of separate narratives.

Volume I describes the prelude to war, gives a lineup of naval strengths on the eve of hostilities, then takes the reader from the sinking of the "Athenia" to the sinking of the "Prince of Wales."

The book is written for popular consumption by a man with high technical qualifications. The result is a happy one, for Mr. Hardy succeeds in putting into "everyman's" language an expert account.

In only one place did we find him in serious error. In a chapter devoted to the Dominion Navies, he says the R.C.N. in 1939 consisted of 500



When HMC Ships "Ontario," "Athabaskan" and "Antigonish" stopped at Long Beach on their way back to Esquimalt from the spring cruise, the entire cast of the film "Copper Canyon," which is currently under production, was taken down to the harbour by Paramount Producer John Farrow to welcome the Canadians. Mr. Farrow served during the war as a lieutenant-commander (SB) in the RCNVR. In the above photo are (left to right) Mr. Ted Briskin, his wife, Film Star Betty Hutton, Mr. Farrow and Captain J. C. Hibbard, commanding officer of "Ontario."

officers and 11,800 men. The numbers actually were 115 and 1,453.

The book brings home a realization of how extensive was the sea war. It was fought in many theatres, and often there were engagements taking place in two, three and more widely separated localities all at the same time.

And always there were the convoys. Time and again Mr. Hardy emphasizes the vital role played by the Merchant Navy. He declares: "Sea power and the ability to use it is not merely a question of possessing a large number of surface warships with sufficient aerial protection, and good harbours in which they can be repaired. To fulfill its function, sea power needs Merchant Navy power. In fact, the two are 'Siamese twins.' It is the merchant ship which brings the raw materials from which war materials are made. It is the merchant ship which moves troops overseas. It is the merchant ship which keeps the population fed. And it is the merchant ship which is the king-pin in any amphibious operation."

Particular features of the book are a diary of principal naval events, a complete list of warship and merchant ship casualties and profiles of various ship types.

Mr. Hardy describes in more than usual detail the construction, machinery, armament and equipment of warships and merchant craft; which is understandable, for he is an outstanding authority in this field. A naval architect by profession, Mr. Hardy served during the Second World War as a member of the Intelligence Division of the Naval Staff at Whitehall, later as a Constructor Commander with Lord Louis Mountbatten when he was Chief of Combined Operations and afterwards with Lord Reith when he took over the material and technical side of Combined Ops. Later he was Deputy-Commander Constructor Officer on the staff of the British Naval C.-in-C., Germany, and senior technical member of the Tripartite Naval Commission in Berlin.

(The book is published by Nicholson and Watson, London. Price: 18 shillings.)

From The Files

A STRANGE STORY

Confined there originally for security or other reasons, many an untold, or only partially told, story lies forgotten in the files at Naval Headquarters. Such a one was brought to light, quite by accident, the other day. It begins with a letter, written in French, which was received in 1945 by Mr. William Scott, of Halifax. Translated, it said, in part:

Sir:

Now that my relations with America are established, I find it my duty to give you the information respecting the burial of Sub. Lt. J. W. Scott, in the Plouescat cemetery.

A year ago, a naval combat took place north of Plouescat. Two days later, the bodies of 50 sailors belonging to HMCS "Athabaskan" were found on the shores. The Germans took everything they could find on them: rings, watches, binoculars, and also their papers. By chance, among the German soldiers in charge of the searching of the bodies, there was a Pole who had been incorporated in the German army. He found papers on one of the bodies that seemed to him to be of military value and handed them to me instead of to the German authorities. I hid the papers until the Germans left. Then the bodies were brought to the Plouescat cemetery by the people of the place.

In spite of the Germans' order, a service was held in the cemetery. All the



LIEUT. J. W. SCOTT

population assisted. A Catholic priest officiated, and that night the tomb was covered with flowers.

All the papers in my possession are letters, photographs and telegrams addressed to Sub Lt. J. W. Scott. It is on one of these papers that I found your address, Sir. All these papers will be sent to you when I get confirmation of your address.

Our sincere sympathy is with you. The sacrifice of your son and his companions is very dear to us, as we all know that it is due to such men that we now have our liberty and that it is from Canada.

Rene Montfort,
Rue du Calvaire,
Plouescat Finistere,
France.

But . . .

* Sub Lt. (he was then Lieut.) Scott was not lost in the sinking of HMCS "Athabaskan;" he was the only officer from the destroyer to be rescued by HMCS "Haida." His jacket had been picked up, by mistake, by his cabin-mate, Sub Lt. A. R. Nash, who lost his life in the action and was buried with his shipmates at Plouescat.

Badly burned, Lieut. Scott was hospitalized in the United Kingdom, then returned to Canada for further treatment. He underwent a series of plastic operations which were not completed until last summer. The papers found in his jacket were returned to him in September 1945. Though oil soaked and charred, they were still readable.

A graduate of Royal Military College, Lieut. Scott joined the R.C.N.V.R. in 1942. On being demobilized in 1946, he attended and graduated from Queen's University. He is now enrolled in the faculty of law at Dalhousie University and is an officer on the R.C.N. (Reserve) Retired List at HMCS "Scotian." During the summer he will be attached to the staff of the Reserve Training Commander at Halifax. His father is well known in the R.C.N., having been for 30 years naval architect at Halifax Shipyards Limited.

A Salute

This and the following page are dedicated to the Royal Canadian Navy hockey team, winners of the Halifax Inter-Service League and Maritime intermediate championships and quarter-finalists in the Eastern Canada intermediate playdowns.

In a season in which it won 27 games as against five defeats, the team fashioned an outstanding record, both on and off the ice, that was in keeping with the best traditions of the Service.

This was a team whose members were sailors first and hockey players second. Hockey playing was extra-curricular and conflict between it and the performance of their regular duties was kept at an absolute minimum. Some of the players, for instance, were serving in HMCS "Magnificent" and missed much of the hockey season when the carrier went to the United Kingdom early in the year, then sailed south on the spring cruise shortly after her return to Canada.

It was, moreover, a team of amateurs, in the strictest sense of the term. The only rewards the players received were a medal and a windbreaker apiece, two trophies, the pleasure they got from playing and the honour they enjoyed as representatives of the Navy.

The team may not have had the skill and finesse of the professionals and senior "amateurs," but what it lacked in mechanical ability it more than made up for in dash and spirit. Those who had the privilege (we use the word advisedly) of seeing the Sailors in action were impressed, perhaps more than anything else, by the obvious enthusiasm

with which the Navymen went about their puck-chasing. It wasn't a business, but a game, and they played it as such. The desire to win was there, and in quantity, but it was tempered by a refreshing light-heartedness that served to put things in their proper perspective.

The team did not represent the Navy as a whole, but was drawn only from the Atlantic Command. Most of the players are serving in "Stadacona," while some are attached to ships of the command and two are at the Albro Lake radio station.

However, while the team may not have been fully representative of the Navy, it did pretty well represent Canada. Players and management were drawn from nine of the 10 provinces. Seven were from Ontario, four from Quebec, three each from Nova Scotia and Saskatchewan, two from New Brunswick and one each from P. E. I., Manitoba, Alberta and B. C.

The final chapter of the 1948-49 season was written on the night of April 20, when the team and honorary officials were entertained at a banquet in the Chief and Petty Officers' Mess at "Stadacona." Highlights of the evening was the presentation of trophies, medals and windbreakers.

Praise and congratulations were showered on the team and a number of complimentary messages and letters from outside sources were read. A sample letter is the one below, received by Commodore A. M. Hope, Commodore RCN Barracks, Halifax, from the Gloucester hotel in Bathurst, N. B., after the Navy team had defeated Bathurst Paper-makers to win the Maritime championship.

W. J. KENT & CO., LIMITED
Wholesale and Retail Merchants

BATHURST, N.B.

March 24, 1949.

Commodore Hope,
R.C.N. Barracks,
Halifax, N.S.

Dear Sir:

We wish to take this opportunity to express our appreciation for the splendid manner in which your Royal Canadian Navy Hockey Team conducted themselves while guests at our Gloucester Hotel.

The Royal Canadian Navy should well be proud of the Officers and Ratings of this team, as they certainly showed a fine quality of sportsmanship both at the game of last night and also during their stay with us at our hotel.

The management wishes to thank each and every member of this team and hope to have the privilege of catering to them at some date in the near future.

Yours very truly,

W. J. KENT & CO., LIMITED
Per: B. M. Branch.

Proud of the team we certainly are, and highly pleased at having this opportunity to say so. May the fine example they and other Navy athletes have set be maintained at all times and to the fullest extent by RCN representatives in all branches of sport.



PO "Ginger" O'Brien
(fwd)
Montreal



CPO Melvin Davis
(goal)
Schreiber, Ont.



CPO John Spidell
(fwd)
Team Captain
Halifax



AB Jack Naylor
(goal)
Peterborough, Ont.



AB Lebaron Mersereau
(def)
Fredericton



AB Thomas Thompson
(fwd)
Montreal



PO Albert Carroll
(equipmt mgr)
Ottawa



CPO Cecil O'Hearn
(fwd)
Dartmouth



CPO Ed McSweeney
(fwd)
Halifax



Sub-Lt Angus McDonald
(def)
Charlottetown



CPO Harry Patrick
(coach)
Edson, Alta.



PO Laurie Larson
(def)
Yorkton, Sask.



CPO R. S. Johnson
(trainer)
Hespeler, Ont.



CPO Bernard Gordon
(def)
Verdun, P.Q.



PO Joe Conrad
(fwd)
Emerson, Man.



AB Robert Patry
(fwd)
Montreal



Cdr (L) H. G. Burchell
(mgr)
Toronto



AB Andre Baribeau
(fwd)
Dromery, Sask.



Ldg Sea Ray Shedlowski
(fwd)
Kindersley, Sask.



Lt. Robert Greene
(fwd)
Ottawa



Ord Sea John Ryan
(fwd)
Moncton, N.B.



PO Garfield Charles
(fwd)
Langstaff, Ont.



Mr. L. A. Jackson
(Sec.-Treas.)
Victoria

1948 — 49
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