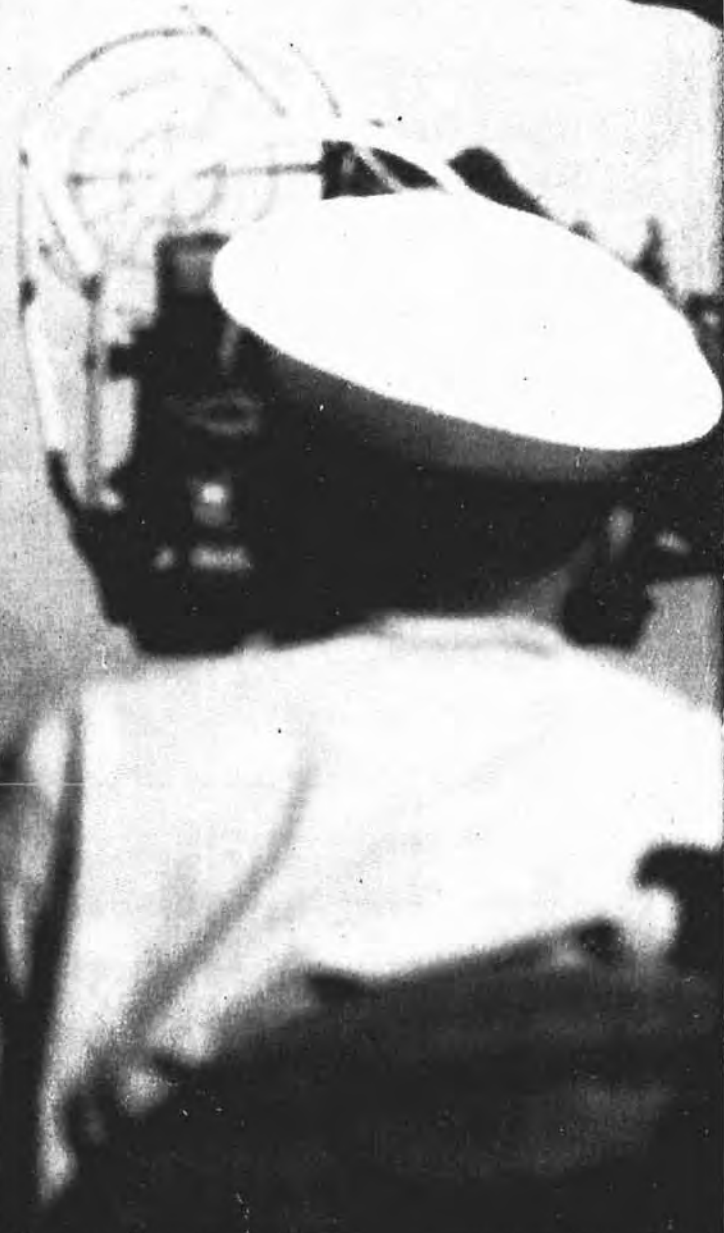


The CROWSNEST





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LADY OF THE MONTH

It so happened that it became necessary to select a "Lady of the Month" on the eve of "Be Kind to Animals Week." By a further coincidence, there came to hand the photo on the opposite page. The result was that Alice, mascot of HMCS Cayuga and now a Petty Officer Wren, won the choice for the second time.

No doubt there will be charges of favoritism—this being Alice's second appearance in the role—and to them we shall plead guilty. However, we are fortified by the knowledge that there are, at the very least, 300 navymen—serving and former Cayugas—who will support our selection.

Frankly, we feel she deserves it. While the rest of her shipmates went happily home on leave, Alice's sojourn in Canada has been spent in a Victoria veterinary hospital, wherein she was confined by the law of the land. Only when it comes time for the Cayuga to return to Korea will she be freed from bondage. Then she will rejoin her ship and mingle with her sailor-comrades once again.

As the photo testifies, Alice has not been forgotten. On the occasion pictured, Ldg. Sea. James Tyre went to the vet's to cheer her up and, to add body to the gesture, took along a very large bone.

Sad and listless when brought from the kennels, Alice's mood changed to gleeful excitement when she spotted Tyre. The bone was ignored as she leaped happily up and down and tried to lick every inch of her visitor's face.

Later she calmed down and sniffed the bone appreciatively, but her attentions invariably returned to the sailor. Occasionally she whimpered, as if to say, "Please, pal, take me back to the ship."

Alice was found, hungry and abandoned, on a wharf at Guam last July by Ldg. Sea. George Johnson. So small then that she could be tucked in a sailor's jacket (see "Crow'snest", October 1950) she quickly became a favorite aboard the ship.

Soon she will go back to the Cayuga. And when her shipmates start talking nostalgically of the times they had on leave, she very likely will sniff disdainfully, as if to say, "Chum, you just don't know when you're well off . . . Me, I'll stay right here."

Cover Photo — While HMCS Ontario was on passage between ports of call in Australia, planes with which to give the cruiser's radar operators and plotting crews practice in aircraft tracking were made available by the Royal Australian Air Force. Guns' crews were also closed up for practice in sighting and training their weapons, and the cover photo shows an anti-aircraft gunner firing a last few imaginary bursts at an RAAF Lincoln bomber as it roars away after completing a tracking run. (OC-554).

R.C.N. News Review

The latter part of May and the first part of June found a good deal of coming and going on the part of ships of the Fleet.

Here, in chronological order, are some of the ship movements that have been or will be taking place:

- May 17—HMCS Athabaskan returned to Esquimalt after an absence of more than ten months, nine of which were spent on active service in the Korean war zone.
- May 21—HMC Ships La Hullose, Crescent and Swansea departed Halifax on the first of three summer training cruises to the United Kingdom.
- May 28—HMC Ships Crusader, Beacon Hill and Antigonish sailed from Esquimalt on a 10-day training cruise to Los Angeles.
- May 30—HMC Ships Magnificent and Micmac sailed from Halifax for two weeks' flying and anti-submarine training in the Bermuda area. Embarked in the Magnificent was the 30th Carrier Air Group, while accompanying the ships was HM Submarine Thule.
- June 7—HMCS Ontario returns to Esquimalt from her three-and-a-half month training cruise to Australia and New Zealand.

On both coasts other ships were engaged in minesweeping, anti-submarine and other forms of sea training in local waters.

Athabaskan Returns From Korean Duty

On May 17, ten months and 12 days from the time she set forth with the Cayuga and Sioux for the Far East, HMCS Athabaskan returned to Esquimalt. The ship was originally due to arrive on the 24th but her route was altered to the northward and, following the great circle track, she cut a full week off her schedule.

The welcomes accorded her predecessors were repeated for the Athabaskan, hundreds of persons turning out to greet the destroyer as she steamed into Esquimalt harbor and secured at her berth in HMCS Naden. It was a fitting tribute to a ship that had served her country well and proudly in the cause of the United Nations.

In the nine months the Athabaskan was in the Korean theatre, she was engaged in a variety of operations. To begin with, she did a brief period of convoy duty between Japan and the Korean port of Pusan.

Then she was switched to the west coast of Korea for what was probably the most interesting portion of her entire Korean service. Frequently detached to operate independently, the Athabaskan on several occasions bombarded communist positions on enemy-held islands and supported South Korean naval units in local landing operations.

In September she took part in the Inchon invasion and, while pat-



Members of three Commonwealth navies pose on board HMCS Ontario following exercises in which the Canadian cruiser participated with ships of the Royal Navy, Royal Australian Navy and Royal Pakistan Navy. Standing at the back are Signalman M. Amil, of Montgomery, Pakistan, left, and Able Seaman Peter Lambert, of Adelaide, S. Australia. In front is Ord. Sea. Gabriel Caron, of Montreal. (OC-600).

trolling the southern flank of the invasion area, carried out further bombardments of Red shore positions and destroyed five enemy-laid mines in the approaches to Kunsan.

In October she was attached to the US Seventh Fleet for the Wonsan landing operation, on the Korean east coast. During this period she bombarded San Podong, destroyed three mines and, from having worked with USS Missouri, earned the nickname of "Little Mo."

Early in November came her only respite from war duty—a brief trip to Hong Kong with the Cayuga and Sioux. Then the three ships began a long session of patrol duty on the west coast which was featured in December by the withdrawal and bombardment operation at Chinnampo.

From the first of the year until the Sioux arrived to take over from her on the west coast of Korea, the Athabaskan was employed mainly in routine patrols and in screening aircraft carriers in the Yellow Sea.

Out of 273 days in the war zone, the Athabaskan spent 202 at sea. She steamed 62,000 miles in setting what was probably the longest continuous record of service of any destroyer in the UN fleet. In bombardments of enemy targets, she fired well over 1,000 rounds of four-inch ammunition.

Cayuga Sails June 19, Will Relieve Nootka

Her refit and leave period completed, HMCS Cayuga swings into a period of trials and work-ups prior to returning to operational duty in Korean waters. The destroyer will sail from Esquimalt June 19 for Pearl Harbor, from where she will proceed onward to the Far East.

On arrival, the Cayuga will relieve HMCS Nootka and the latter will begin the long journey home to Halifax.

This change-over will leave the Cayuga, Sioux and Huron representing Canada in the United Nations fleet.

Praise for Athabaskan

To HMCS Athabaskan, as she sailed for Canada after nine months' service with the United Nations fleet, went a warmly worded message from Vice-Admiral C. T. Joy, USN, Commander Naval Forces Far East.

Said Admiral Joy in a signal to the destroyer:

"HMCS Athabaskan has served the United Nations effort in Korean waters honorably and bravely and it is with deep reluctance that I note her departure for a well deserved rest. To the commanding officer, officers and men my sincere well done."

Battle of the Atlantic Sunday Observed May 20

In naval establishments ashore, on board ships at sea and in many churches across Canada, Battle of the Atlantic Sunday was observed on May 20.

Serving and former naval and Merchant Navy personnel were joined by their fellow-citizens in commemorating the part played by the Royal Canadian Navy and Canada's Merchant Navy in the longest, and in many ways the bitterest, battle of the Second World War. Church parades were held in many centres and, at special services, tribute was paid to those who lost their lives in the war at sea.

Commencing this year, Battle of the Atlantic Sunday will be observed annually on the third Sunday in May.

Wren Reserves to be Recruited

Defence Minister Brooke Claxton announced in the House of Commons April 24 that a limited number of women would be recruited for the regular Air Force and for the reserve forces of the Navy, Army and Air Force.

Mr. Claxton stated that "with the expansion of our armed forces, there is a real need for a limited number of women to carry out duties for which they are specially fitted." These included occupations related to radar and communications, in addition to the more obvious duties such as those of clerks and stenographers.

Recruiting for the Air Force was expected to start this summer and for the Navy and Army in the late summer or early fall.

A new uniform is being ordered for the Wrens which is expected to be a much better and much smarter outfit than was worn during the Second World War.



Shortly before her return to Canada, HMCS Athabaskan embarked Vice-Admiral Sir Guy Russell, Commander in Chief of the Royal Navy's Far East Station, for passage through the Inland Sea of Japan. Keenly interested in the Canadian ship, its gear and equipment, Admiral Russell is shown discussing the merits of the RCN's winter clothing with Commander R. P. Welland, commanding officer of the Athabaskan, while AB Claire Mayhew, of Kensington, P.E.I., "models" the regulation winter cap. (NK-580).

Two Keels Laid in May, Two More due in June

The new construction program was proceeding in high gear, with two keel-layings taking place in May and at least two more scheduled for June.

During the month, the keel of a gate vessel was laid at Pictou, N.S., and that of a minesweeper at Montreal. Early in June, the keel of a destroyer escort will be laid at Vancouver and that of a minesweeper at Port Arthur.

South Pacific Service Honors Atlantic Warriors

On May 14, HMCS Ontario completed her round of visits to Australian and New Zealand ports and set sail from Auckland, N.Z., for Suva in Fiji Islands, on the first leg of the journey back to Canada.

A day out of Suva, Royal New Zealand Air Force planes from Fiji met the ship and provided facilities for close-range weapons crew to exercise in aircraft tracking and in firing at a towed target. Later the Ontario streamed a splash target to give the planes a turn at practice shooting and, on her arrival off Suva, acted as target towing ship for shore batteries on the island.

Leaving Suva on the 19th, the Ontario exercised again with RNZAF planes before setting course for Fanning Island, just north of the Equator, to land stores and mail, a consignment of which she had also delivered to Suva.

Fanning Island was visited briefly and the Ontario then proceeded to Pearl Harbor, arriving May 26 for a four-day visit before beginning the last lap of the homeward trip.

Sioux Participates in Korean Shelling

For security reasons, news from the Korean front was scanty, but there were indications that the Canadian destroyers were getting a change from the carrier screening duties that had occupied them for most of the past four months.

A United Nations naval communique released from Tokyo May 20 reported that HMCS Sioux was part of a UN seaborne artillery group that scored hits on enemy gun emplacements and other targets on Kalma peninsula, on the west coast of Korea. Two days later it was announced that HMCS Nootka had also been engaged in bombardment operations.

Caribbean Cruise

by S. G.-C.

A HEAVY schedule of training interspersed with interesting and eventful visits in hospitable ports of call featured the spring cruise of HMC Ships *Magnificent* (Commodore K. F. Adams) and *Micmac* (Lieut.-Cdr. F. C. Frewer).

The ships sailed from Halifax on March 19 and returned April 28. On board the *Magnificent* was the 18th (now 30th) Carrier Air Group (Lieut.-Cdr. R. E. Bartlett), composed of 883 (now 871) Squadron, armed with Sea Fury fighters, and 825 (now 880) Squadron, flying anti-submarine Avengers.

It was the third successive year in which the *Magnificent* had made a spring cruise to the Caribbean. On this occasion her ports of call included Bermuda; Port of Spain, Trinidad; Barbados and Boston.

Ship-Air Co-operation

One of the most difficult daily problems facing the Task Group Commander was that of meeting the many and varied training requirements of carrier operations and those of the surface force. For, even though the *Micmac* acted unflinchingly

as a plane guard during flying operations off and on the deck of the "Maggie," she had her own fighting efficiency to work up and maintain. Her plane guard duties had, therefore, to be incidental in her training program, even though this bit deeply into her working day.

The difficulties were overcome by pre-training period meetings between the ship and the air group, and time was found for gunnery, torpedo firing, communications, battle manoeuvring and seamanship evolutions in this short but intensive training cruise.

West Indies

The sailing date had coincided with Easter, and to observe the customary holiday and religious devotions the task force put into Great Sound Anchorage, Bermuda, for the first weekend. A pleasant few days' swimming and other recreations were made possible by the excellent supplementation of the ship's boats by the *Corona*, a local pleasure boat with a capacity of about 350 which comfortably handled the 1,100 officers and men who all, in turn, wished to get ashore as often as duty would permit.

The ships departed from Bermuda on March 28 and headed for Trinidad by way of the Windward Passage to rendezvous with four Avenger A/S3s which had been flown from Halifax to replace unmodified Avengers held on board the *Magnificent*. The exchange of aircraft, and mail, took place at the USN base at Guantanamo, Cuba.

While the exchange of aircraft was taking place at Guantanamo, the *Micmac* was taken alongside the *Magnificent* and both ships steamed in perfect close formation while 300 tons of oil fuel flowed from the carrier into the fuel tanks of the destroyer. This procedure was repeated on the homeward run off Puerto Rico.

Unexpected Encounter

The exchange of aircraft and refuelling of the *Micmac* completed, the task force continued on its way to Port of Spain, Trinidad. Shortly after dawn on April 3, a small ship, later identified as the S.S. *Gilbert Jr.*, of Dominican registry, was sighted off the port bow of the *Magnificent* flying distress signals. The *Micmac* was ordered to close and investigate.

It was found that the small ship had run out of fuel two days out of Ciudad Trujillo, Dominican Republic, while bound for the Dutch possession of Curacao. At the time of sighting she was stranded 188 miles NNW of her destination, which was also the nearest land. It was a tough situation for the 500-ton ex-steam yacht. The chief engineer of the *Gilbert Jr.* was making his first trip in her and had accepted his first engineer's word that the fuel tanks were full before sailing. Needless to say, they were not. The passengers included eight women and the cargo included two horses and a flock of chickens.

Commodore Adams ordered the *Micmac* to take the *Gilbert Jr.* in tow. The *Micmac's* First Lieutenant, Lieut. H. J. Hunter, was put aboard the *Gilbert Jr.* to provide the necessary communication between the *Micmac* and her tow and take charge generally until she could be handed over to tugs. Course was altered for Curacao at a speed between 8 and 10 knots, which was as fast as the *Gilbert Jr.* would take the choppy sea under tow.



The *Magnificent* and *Micmac* observed Easter Sunday at Bermuda, the first stop on their spring cruise. Here the ship's company of the carrier is shown at divisions on the flight deck just prior to the Easter service. (MAG-2909).

Curacao was reached during the afternoon of the following day and tugs took over the final job of hauling the Gilbert Jr. into harbor.

Trinidad

The tow safely delivered, course once more was set for Port of Spain and the ships steamed parallel to the Venezuelan coast. Early on the morning of April 6 they passed through the Dragon's Mouth and tied up alongside in Port of Spain.

The stay in Trinidad was greatly enjoyed by all hands. Considerable organized entertainment had been laid on by the townspeople, by clubs and association. Picnic parties, bus tours, swimming, cricket, softball, shooting competitions, dances and receptions filled the three days' stay.

On Public Days aboard the ship, the local populace so rushed to get aboard that at times the police were unable to control them and the Magnificent had to close the gangways until order was restored. The crowd was in a happy mood but would not be controlled until a police car had been driven through it to make a clear path to the carrier's gangway. Once cleared, the roadway was lined with police reinforcements. Unfortunately, many thousands had to be turned away due to lack of time.

The only casualty suffered during the rush came when the toes of a barefoot boy were crushed under the gangway as a slight movement of the ship caused it to move an inch or two in and out. First aid was provided by the sick bay aboard the Magnificent and the boy was later removed to the town's Central Hospital.

Barbados

The charming, old-world island of Barbados was reached on April 13 and provided no less a reception than Trinidad. A repetition of recreational activities on the Port of Spain standard was provided. The ships lay at anchor within easy distance of the shore and the cooling easterly trade wind made conditions aboard and ashore very pleasant.

Sunday Divisions were made notable at Barbados by the presence of a 40-man military band of the Barbados Police, who delighted the ship's company of the Magnificent with their performance of musical marches reminiscent of the Royal Marines "Beating the Retreat." The Police Band then played the hymns for Divine Service and after Divisions continued playing for half an hour. During Divisions, wings were pre-



It wasn't a straightforward towing job, such as is practised during work-ups, when HMCS Micmac took in tow the small Dominican passenger vessel, Gilbert Jr., in the middle of the Caribbean. The destroyer had to furnish all the gear and a party to supervise the securing of the towline on board the disabled craft. By dint of improvisation and generally good seamanship, the Micmac's Executive Officer, Lieut. H. J. Hunter, and Chief Boatswain's Mate, CPO A. Burns, surmounted the many difficulties and the 188-mile tow was carried out practically without a hitch. The photo shows the tow being secured just prior to getting under way. (MAG-3108).

sented to five Observer's Mates who had qualified for them before sailing from Halifax.

Boston

On April 16 the task force headed for Boston, with a week's seetime en route in which to complete the training schedule.

Baseball fever rose to a high pitch in the two ships when it became known there would be three games in Fenway Park during the stay in Boston. Some fans wanted good seats and nearly \$400 was collected by Commissioned Bos'n J. L. Blades, P. & R. T. Officer, to enable early reservation. RCN authorities in Washington assisted and before arrival in Boston a signal arrived reading, "Baseball tickets secured."

On top of this, the Boston Red Sox gave 200 free tickets to personnel from the ships for each of the three games and the path to Fenway Park was well beaten. The games were good and seeing such stars as Joe and Dom DiMaggio, Ted Williams, Ellis Kinder, Allie Reynolds, Scooter Rizzuto, Johnnie Pesky and Bobby Doerr in action was, for the baseball fans, the high point of the cruise.

Fire and police boats formed an escort as the Magnificent and Micmac entered the harbor and headed for Pier 6 at Charlestown Navy Yard, the fire boats spouting

columns of colored spray into the air on each side of the Canadian ships.

A US Navy band was assembled on the jetty to play the ships alongside while numerous press and newsreel representatives waited to board the Magnificent for an interview with Commodore Adams. Tugs and small craft in the harbor blew welcoming blasts on their sirens. Rain, which had threatened to dampen the arrival program, ceased 20 minutes before the ships came alongside and the sun had broken through the clouds by the time they were secured.

Included in the program of official entertainment was a breakfast for officers given by the City of Boston at the Hotel Statler, with Mayor Hynes acting as host. A dance for the ships' companies was held in the Navy Building on Summer street and a reception at the Ritz-Carlton Hotel was given by the Canadian Consul-General. The US Naval Air Station, Squantum; the Commandant of Boston Navy Yard, Rear-Admiral H. L. Thebaud, and the Chamber of Commerce also entertained and helped make the Canadians feel welcome and at home at Boston.

Friday, April 27, brought to a close four very enjoyable days and the Magnificent and Micmac headed for their home port of Halifax to complete a successful and instructive spring cruise.



Yellow Sea Duty

by C.T.

*For Every Exciting Moment
on Korean Front, There's
a Day of Dull Routine*

WITH THE CANADIAN DESTROYERS IN THE FAR EAST — For every hour of bombardment of enemy positions ashore the Canadian destroyers fighting under the United Nations flag in Korea spend day upon day of long, uneventful patrol in the Yellow Sea.

Early this year, the Cayuga, Nootka and Athabaskan, along with HMS Comus, a Royal Navy destroyer, carried out successive assignments screening the light fleet carrier HMS Theseus off the Korean west coast.

Guarding a floating airbase while the Sea Furies and Fireflies roar shorewards to blast enemy positions along the front is a vital job for the small ships — a task that has to be discharged efficiently as long as the enemy may have the potential to strike from below the surface or from the air. But it is a job that rarely sends the destroyer crews hurrying to their action stations.

Much has been written about bombardments of enemy positions ashore and the counter-engagements with Red guns. Little, if anything, has been recorded of an average day aboard a

Canadian destroyer screening an aircraft carrier somewhere in the Yellow Sea.

This is a sketch of a day's operations in one of the Canadian destroyers. It is typical of the routine in her sister-ships engaged on the same mission.

Dawn breaks about 6 a.m. over the Yellow Sea, the first thin light of morning chasing the shadows on the destroyer's bridge. A little over a mile away the shape of HMS Theseus assumes clarity and colour and one by one the other destroyers, disposed at their screening positions about the carrier, come into focus. It is cold on the bridge. The officer of the watch and the lookouts shiver.

The bridge radio telephone speaker comes to life and a metallic voice calling from the carrier chatters instructions to the screening destroyers . . . The day's operations are about to begin.

It is lighter now and a swift breeze whips the Yellow Sea into small, breaking wavetops. Her aircraft ranged on the flight deck, the Theseus turns into the wind. As her bow swings the destroyers burst into sud-

den activity. Speed is increased to conform with the carrier's new course. HMCS Athabaskan, detailed to act as plane guard for the day, drives forward at nearly 30 knots to take station a few hundred yards astern of the carrier.

Aboard the Cayuga the officer of the watch concentrates on keeping perfect station. As senior ship, Cayuga is Screen Commander. He is responsible for all the destroyers guarding the Theseus.

The carrier is headed into the wind and one by one her aircraft zoom off the flight deck into the brightening sky. On the destroyer's bridge, glasses are trained on the carrier and on the deck below members of the duty watch silently watch each plane take to the air from the flight deck.

It is a sight that never fails to intrigue the onlooker. The aircraft look like toys on the deck of a model carrier. Then a toy suddenly moves down the flight deck, reaches the end at a speed that seems from a distance far too slow, appears to hang in mid-air for a moment — and the watcher feels a sudden agony that something is wrong — but then it climbs, circles and becomes a speck fading from view.

Again the voice reaches out through the R/T from the Theseus. The message is passed and executed and the ships swing back to their original course. Once more there is a spasm of activity from the destroyers as they shift their screening positions while the carrier turns away from the wind.

Breakfast comes and goes aboard the destroyers and the men turn to for the day's work — the usual routine jobs that go on in ships no matter what the day's business. However, in the control positions there is a warlike note. Asdic operators hunch over their sets sending probing fingers beneath the surface of the sea. Radar operators peer at their glowing scans, passing information to the seamen grouped around the plotting tables, and on deck the cruising watch stands at the ready beside the guns.

The morning passes smoothly, broken only by the sudden increases of speed and the tilt of the deck as the destroyer heels to her rudder as she alters course. Every two and a half hours the carrier turns to windward to land on returning planes and send fresh striking aircraft skyward. Every two and a half hours the destroyers wheel in their tracks and race to their changing screening position.

By mid-afternoon the wind has freshened and the Yellow Sea presents a rhumba dance of whitecaps. The seas curl at the destroyer's bow, sending sheets of spray stinging over the salt rimmed forecastle. The slim hull moves to the lift of the waves; a little over a mile away the solid bulk of the Theseus cuts evenly through the advancing seas. Above the sun is warm in a pale blue sky.

"Stand Easy!" is piped. Ten minutes later comes the call, "Out pipes . . . hands carry on with their work." There is a lull between flying operations . . .

Afternoon passes into early evening and the constant round of ship's routine and flying operations drags on. The Theseus and her destroyers cut long furrows in the Yellow Sea.

It is almost dark and the last strike returns from its mission over the Korean front. The aircraft swarm out of the darkening sky, dipping low as they come into the circuit. One by one they peel out of formation, bank in a tight turn, skim down the carrier's side, turn again and head up the track and then settle quickly to the flight deck. They land on in steady precision — one plane every 15

seconds — until the last aircraft touches down.

The Theseus turns out of the wind and for the last time that day the destroyers gather their skirts about them and hurry to their night screening positions.

The ship is darkened now. Deadlights blank out the lighted portholes, blackout curtains blanket doorways. Gradually the ships melt into the night. Only the radar scans show their positions as tiny blobs of light . . .

Another uneventful day has passed on the Yellow Sea patrol.

'Chummy Ships'

'Warrabaskan', 'Athamunga'
Are New Additions
to UN Fleet

With the Canadian Destroyers in the Far East — The Korean war has given birth to a classic friendship between two ships of the Commonwealth and has produced two vessels of war not to be found in Jane's Fighting Ships or, in fact, in any other lists of naval craft.



Housekeeping is part of the daily routine on board ship and the fact that a vessel may be operating in a theatre of war makes no difference — it goes on just the same. Here, on board HMCS Athabaskan, Leading Seamen Bruce Legatt, left, of Jasper, Alberta, and Harvey Symington, of Edmonton, wash the after-breakfast dishes in their mess during a patrol off the Korean coast. Both men are communicators by trade. (CA-485)

These two phantom ships some day may sail the seven seas in company with the famous Flying Dutchman, and from their peaks will fly, side by side, the flags of Canada and Australia. They are the "Warrabaskan" and the "Athamunga," symbols of a common bond between two nations.

The ghost ships were conceived when the Australian destroyer Warramunga and the Canadian destroyer Athabaskan joined with US Navy units last fall to take part in bombardments and the invasion of Wonsan.

During the 24-day patrol, the Athabaskan and Warramunga became firm friends and good neighbors. They both are Tribal class destroyers and that may have started it, but the main doors of good-will were opened by the men themselves.

One day when the two ships were lying alongside, the Athabaskan's commanding officer, Commander R. P. Welland, asked if the Australian Tribal had facilities aboard for making ice cream. When told there were none, Commander Welland offered to provide the sailors from "down under" with enough ice cream for noonday dessert.

The gift was accepted with thanks, and the keels of the ghost ships were laid.

The common bond between the sailors of two countries strengthened as the ships became better acquainted. The crews began swapping yarns and individual friendships gradually came into being. As time went on, the destroyermen mingled so completely they even ate and slept aboard each other's ship.

As the weeks went by and the two destroyers fought and played as a team, the name HMAS "Warrabaskan" developed for the Warramunga, and it was only natural that the Athabaskan should be re-christened HMCS "Athamunga."

However, the friendship never did blossom to the point where the Canadian beaver would allow himself to be outdone by the Australian kangaroo.

When the Warramunga joined the UN fleet in the Far East she flew her commissioning pendant from the tail of a brass model of a kangaroo mounted atop the mainmast.

The Athabaskans never will admit they were jealous or copied the idea, but, today, HMCS Athabaskan proudly flies her commissioning pendant from a model beaver which is much the same in design and shining appearance . . . but which is much, much larger. — D.C.L.



OFFICERS *and* MEN



Commodore Godfrey on Retirement Leave

A distinguished, 38-year naval career came to an end on May 15 when Commodore Valentine S. Godfrey, Commodore Newfoundland, proceeded on retirement leave.

Born in London, England, on August 14, 1898, Commodore Godfrey came to Canada at an early age and was attending Ashbury College, Ottawa, when his application for entry into the Royal Naval College of Canada was accepted in January, 1913.

During the First World War, Commodore Godfrey saw service in warships and submarines of the Royal Navy. In the peacetime years which followed, he served in ships and establishments of both the RCN and RN. His appointments included command of the destroyer HMCS Champlain for two years and the posts of Naval Intelligence Officer, Esquimalt, and Inspector of Naval Ordnance, Halifax.

Following the outbreak of the Second World War, Commodore Godfrey was appointed in command of the auxiliary cruiser Prince David. She served in both the Pacific and Atlantic under his command.

After a time ashore in Washington as Chief of Staff to the Naval Member of the Canadian Joint Staff, Commodore Godfrey took command of the infantry landing ship, HMCS Prince Henry, which carried the first wave of Canadian troops to the Normandy beachhead on D-Day and later took part in the landing of US and Canadian forces on the beaches of Southern France.

Commodore Godfrey was twice mentioned in dispatches for his services in the successful invasion of the south of France.

At the close of the European war he became Chief of Staff to the Commanding Officer Pacific Coast and in September 1947 was appointed Naval Member of the Canadian Joint Staff in Washington. His appointment as Commodore Newfound-

land, with headquarters at St. John's, was made shortly after Newfoundland became Canada's 10th province.

Recognition of Commodore Godfrey's service during the Second World War was given in the King's Birthday Honors List of June 1946, in which he was awarded the OBE. For his wartime service in Washington he was awarded the US Legion of Merit, Degree of Officer.



COMMODORE V. S. GODFREY

New Appointments are Announced

The following are among the appointment changes of interest that have been announced recently.

Commodore C. L. Keighly-Peach, to Naval Headquarters on loan from RN as Assistant Chief of the Naval Staff (Air) and member of the Naval Board. Formerly Directing Captain of the Senior Officers War Course at the Royal Naval College, Greenwich.

Commodore Charles N. Lentaigne, to HMCS Niobe to revert to Royal Navy. Formerly on loan to RCN as ACNS (Air) and member of the Naval Board.

Commander D. G. King, to HMCS Athabaskan in command. Formerly Chief of Staff to the Flag Officer Pacific Coast.

Commander R. P. Welland, to Naden as Chief of Staff to the Flag Officer Pacific Coast (temporary appointment). Formerly in command of HMCS Athabaskan.

Commander (S) R. G. Harris, to Naden as Supply Officer. Formerly in Naden as Inspector of Supply and Fleet Accounting.

Commander (S) B. F. Gorely, to Cornwallis as Supply Officer. Formerly at Naden as Supply Officer.

Commander (S) D. K. M. Graham, to Shearwater as Supply Officer. Formerly at Cornwallis as Supply Officer.

Lieut.-Cdr. W. D. F. Johnston, to Stadacona as officer in charge of the Navigation Direction School. Formerly at Headquarters on the staff of the Director of Plans and Operations as Staff Officer Operations.

Chaplain of the Fleet Receives Honorary Degree

An honorary degree of Doctor of Divinity was conferred on Rev. Ernest G. B. Foote, of Ottawa and New Glasgow, N.S., Protestant Chaplain of the Fleet, during Convocation ceremonies at the Presbyterian College of Montreal on May 1.

Rev. Dr. Robert Lennox, PhD., principal of the college, officiated at the Convocation, while Rev. Dr. Robert Good, DD, of Erskine Presbyterian Church, Ottawa, made the presentation on behalf of the college.

Chaplain Foote, who has headed the RCN's Protestant Chaplain service since December 1945, graduated in theology from the Presbyterian College in 1936. He has been with the RCN since January 1941.

Chaplain Foote is one of the youngest clergymen in Canada to be honored with the college's highest degree.

Four CPOs Promoted to A/Commissioned Bos'n

Four chief petty officers have been promoted to the rank of acting commissioned bos'n.

They are Peter Samuel Cox, 30, of Victoria; George William Peakman, 32, of Calgary; George Alvin Carroll, 29, of Bagot, Manitoba, and Allan Chalmers Gorsline, 30, of Toronto.

Three of them, Commissioned Bos'ns Cox, Peakman and Carroll entered the RCN prior to the war. Commissioned Bos'n Gorsline entered the RCNVR in 1940 and transferred to the RCN in 1944.

All four officers recently completed courses in the United Kingdom in which they qualified for commissioned rank.

Aircraft Controlmen Qualify for Higher Rate

The first class of Aircraft Controlmen to qualify as Petty Officers 2nd Class graduated recently from the School of Naval Aircraft Maintenance in HMCS Shearwater, Dartmouth, N.S.

Under the instruction of CPO Lloyd B. Taylor, the class included: Leading Seamen Raymond Harkens, Hull, P.Q.; Laurier Shewan, Brockville, Ont.; Victor Green, Simcoe, Ont.; Bruce Kelly, Windsor, Ont.; George Kinsman, Yarmouth, N.S.; Ronald Schaws, Hanover, Ont.; Robert Fex, Windsor, Ont., and Eric J. Jellstrom, Niagara Falls.

Unicorn Holds Annual Award Presentation

The award for the most proficient member of the RCN(R) in Saskatoon went to AB Gerald Clackson during the annual presentation of awards at HMCS Unicorn recently.

Other awards included the Pendlebury Award, which was presented by Lieut.-Cdr. E. L. Pendlebury to CPO C. C. Chapman, president of the chief and petty officers' mess; the Band Prize for faithfulness, attendance and good example, which went to AB A. Mackie, and the Seamanship Prize, which was awarded to Ord. Sea. George Porteous for the best aptitude in seamanship and keenness in the division.

Silver spoons were presented to members of the Navy rifle team which competed against the Army and Air Force teams. They were Cadet M. D. Cameron, Cadet A. B. Chanin, PO W. E. Cole, Ldg. Sea. H. A. Humphries, Ldg. Sea. D. H. Campbell, AB P. T. Maybin and Ord. Sea. V. B. Schwager.

Awards to members of the University Naval Training Division were as follows: Cadet G. G. Armstrong, general proficiency; Cadet A. B. Chanin, best results in Navigation I; Cadet C. T. Paseka, best results in Navigation II; Cadet R. J. Robinson, first year seamanship prize; Cadet M. D. Cameron, second year seamanship prize, and Cadet (S) K. A. Wotherpoon, second year supply prize.

Commander (SB) J. B. Mawdsley, commanding officer UNTD, also presented promotion documents to 13 new cadets. Promotion of seven cadets to the rank of Sub.-Lieut., RCN and RCN(R), also was announced.



Able Seaman Gerald Clackson receives the Unicorn Proficiency Award from Commander O. K. McClocklin, commanding officer of the Saskatoon naval division, at the annual presentation of awards April 2. (Photo courtesy *The Saskatoon Star-Phoenix*).

Early Medical Training Serves Radiographer Well

Sound naval medical training and individual initiative were put to good use in the rugged interior of Nova Scotia recently when a chief petty officer radiographer played a major part in the successful rescue of a pilot with a fractured spine.

CPO H. J. Ward, a medical assistant specialized in radiography, was the senior medical assistant at HMCS Shearwater the day an RCN aircraft crashed into Wright's Lake, in central Nova Scotia. To get first aid to the pilot as soon as possible, CPO Ward was flown in by private plane, a Seabee amphibian, while a medical officer set out over the logging trails in an ambulance to effect the rescue of the injured man, Lieut. (P) D. D. Peacocke.

Guided by circling planes, the

pilot of the civilian aircraft landed CPO Ward at the scene of the crash only 10 minutes after leaving Shearwater. CPO Ward found the pilot in a sawmill cabin, where he had been taken by a logger, and an examination indicated a back injury and shock.

Suspecting a fracture and realizing the ambulance probably would take hours to reach the scene over the rough logging trails, CPO Ward decided to try to get the pilot out by air, despite the limited space in the Seabee. He found a ladder and placed Lieut. Peacocke on it face down. He and two loggers then carried the pilot to the lake edge on this improvised stretcher and

carefully placed him in the plane.

Back at Shearwater only two hours and 15 minutes after his departure, CPO Ward, having put to use his medical assistant's training, then turned to his specialist trade and, at the station hospital, took x-rays of Lieut. Peacocke's spine. The plates showed a fractured vertebrae, verifying CPO Ward's first assessment of the injury. Lieut. Peacocke was transferred to the RCN Hospital, Halifax, for treatment and has been making a satisfactory recovery from his injury.

Awards Presented at Scotian Inspection

The annual inspection of the ship's company of HMCS Scotian, followed by the presentation of awards won during the past year, was carried out at the Halifax naval division April 12.

Seating accommodation was taxed as friends, relatives and members of the Halifax Press Club crowded the drill shed for the occasion.

The inspection was carried out by Captain W. E. S. Briggs, commanding officer of the division. In the inspecting party were Lt.-Col. Leo Simmonds, commanding officer, Princess Louise Fusiliers (MG) (Reserve), and Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast.

Also present for the occasion were Captain (E) A. D. M. Curry, RCN, Ret'd, representing the Halifax branch of the Naval Officers' Association; Major Fred MacIntosh, PLF; Lieut.-Cdr. George Guy, RCSC, commanding officer, RCSCC Nelson, and S. R. Kennedy, acting president of the Halifax Press Club.

Following the march past, Mr. Kennedy, on behalf of the Press Club, presented the division with a new trophy to be competed for annually and to be awarded to the "best all-round athlete." Its first winner was PO A. A. MacGillivray.

Other prize winners included:

The NOAC Trophy (a mounted silver barometer) for "best all-round rating"—PO G. R. Bradley, who also received a silver dirk as a permanent trophy.

Best first year UNTD Cadet — Cadet D. J. Rogers.

Best new entry rating — Ord. Sea. R. Comeau.

Inter-part parade training trophy—won by Seamen and received by Ord. Sea. H. E. Saulnier.

Inter-part rifle trophy — won by officers and received by Lieut.-Cdr. J. Burns.

Most valuable hockey player — PO J. S. White.

High aggregate rifle score and best average in external rifle shoots — both won by AB E. A. Nickerson.

Radio Technicians (Air) Earn Advancement

A group of ten Radio Technicians (Air) recently completed a six-month course at HMC Electrical School, Halifax, which qualified them professionally for advancement to Petty Officer First Class.

The class included the following: Petty Officers Richard Jacob, Windsor, Ont.; Wilfred McAllister, Blackfalls, Alta.; Ralph White, Victoria; Wilson Lawrence, Edmonton; Harold Green, Moose Jaw; David Irving, Montreal; Arthur Curtis, Stickney, N.B.; Robert Budd, Swift Current, Sask.; Robert Jackson, Thessalon, Ont.; and Jean-Marie Mousseau, Montreal.

UNB Cadets Receive Annual Awards

Presentation of efficiency awards and promotion certificates took place at an inspection April 4 of 26 cadets of the UNTD of the University of New Brunswick by Captain C. H. Bonnycastle, commanding officer of HMCS Brunswicker, at the Saint John naval division.

Efficiency awards were presented to Cadet Rene A. Ouellette, of Edmunston, and Cadet John Bishop of Fredericton.

Promotion certificates denoting cadet qualification in electrical engineering were presented to Cadets John E. Bliss, James D. Brown, Guy A. Caron, J. E. Cleland, Peter J. Collis, John C. Smith and R. B. MacKenzie.

Another feature of the inspection was the presentation to Captain Bonnycastle of the division's official crest. Cadet John McNaughton, of Stellarton, N.S., made the presentation on behalf of the division.

On completion of his inspection, Captain Bonnycastle praised the cadets for their "smart appearance, good spirit and progress during the past year."

The division was accompanied to Saint John by its commanding officer, Lieut.-Cdr. A. F. Baird, who is dean of science at UNB, and by Lieut. A. H. Sutherland, staff officer, UNTD.

Twelve POs Qualify as Electrical Technicians

Twelve petty officers have joined ships of the fleet after completing an electrical technicians' qualifying course at the Electrical School, Halifax.

They are Leading Seamen Elmer Childerhose, Port Hope, Ont.; Herbert Herman, Leduc, Alberta; Leonard Keen, St. Paul, Alberta; Stewart Myers, Winnipeg; Ivan Latimer, Regina; Archie MacArthur, Barrie, Ontario; Lawrence Patton, Vancouver; Edwin Hibbert, Winnipeg; Elmer Ferguson, Kamloops, B.C.; John Muir, Exeter, Ont.; Harold Grant, Webb, Sask.; and Harold Price, Hampton, N.B.

TAS Instructors Finish Course at Stadacona

The following completed a course for Torpedo Anti-Submarine Instructor at the TAS School, HMCS Stadacona, April 30: CPOs C. E. Buckley, G. R. Freeman, Frank Rushton, Leonard Rousell and Sydney R. Crossley, and POs Frederick Barteau, Gordon White and E. M. Carter.



Chosen as "best all round rating" in HMCS Scotian during the past year, PO G. R. Bradley was winner of the Naval Officers' Association (Halifax branch) trophy, a mounted silver barometer which hangs on the quarterdeck of the division with the winner's name inscribed. The winner also receives a silver dirk for permanent possession. Here PO Bradley is congratulated by Capt. (E) A. D. M. Curry, RCN, Ret'd., as he receives the dirk. (HS-14174).

Cadets Complete Year At RMC, Royal Roads

Ceremonies marking the end of the academic year at the Canadian Services Colleges, Royal Roads, B.C., and Royal Military College, Kingston, Ont., were observed April 27.

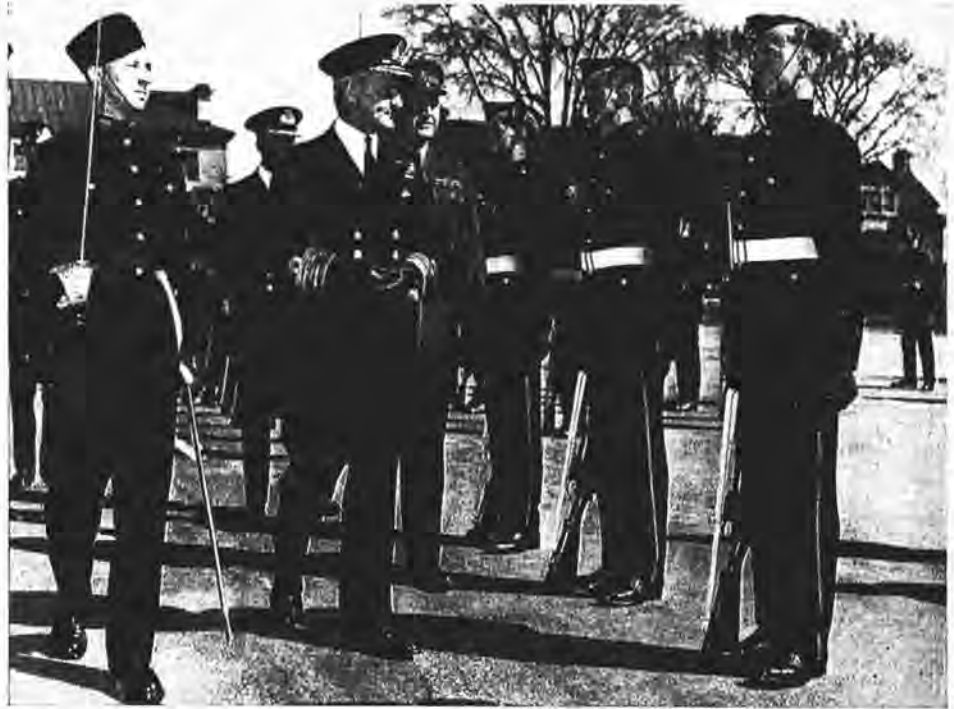
At Royal Roads, rain forced the traditional graduation ceremony indoors for the first time since 1943. At RMC, however, the weatherman favored the affair with the finest day of the year, permitting the closing parade to be held with full ceremony on the square outside Currie Hall.

Vice-Admiral H. T. W. Grant, Chief of The Naval Staff, inspected and addressed the RMC cadets and presented athletic award winners with their trophies. It was the first time a naval officer had performed these functions at RMC.

At Royal Roads, Air Vice Marshal J. L. Plant, Air Member for Personnel at RCAF Headquarters, Ottawa, inspected the cadets and addressed the graduating class, following which he presented scholastic and proficiency awards to outstanding members of the junior and senior terms.

Two navy cadets figured in the list of awards made at Royal Roads. The Governor General's Silver Medal was awarded to Naval Cadet Robert C. Orme of Chilliwack, B.C. This award is made annually to the second year cadet who proves himself to be the most proficient academically in his year. Another top award, the Commandant's Cup, was presented to Naval Cadet Flight Leader Victor G. Ernst, of Halifax.

Out of eight members of the graduating class at Royal Roads who attained first class honors, five of them were navy. They included Cadets Robert C. Orme; Roderick M. Houston, Enderby, B.C.; George E. Forman, Prince Rupert, B.C.; Jerome M. Vivian (ex-Ordinary Sea-



Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, inspects the cadets at the Canadian Services College, Royal Military College, Kingston, at the closing ceremonies April 27. At his left is Brigadier D. R. Agnew, Commandant of the College. Admiral Grant later addressed the cadets and presented athletic awards won during the year. (O-1833-3).

man, RCN), Drumheller, Alta., and John D. Chalmers, Timmins, Ont.

Since the first tri-service class at RMC will not graduate until next year, athletic awards only were presented there. Naval Cadet Palle Kiar, of Shawinigan Falls, P.Q., received the Militia Staff Course (1929) Cup for obtaining the highest number of points in all track and field events that count toward the Rainnie Bugle, the 50-yard swim, the annual rifle competition and in all boxing events.

Naval cadets in the two colleges will spend the summer months taking professional training in naval ships and establishments. Air Force cadets will take aircrew training at Trenton and Centralia, Ont., and at Summerside, P.E.I., while Army cadets will spend their summer in various Army corps training establishments.

Ordnance Lieut. Marwood Again Heads Stage Group

Ordnance Lieut. Ronald A. E. Marwood was re-elected chairman of the Shearwater Players at their annual meeting in Dartmouth in April. Other officers include: Vice chairman, CPO Robert Dalley; secretary, Sybil Hibbert; business manager, Commissioned Supply Officer Jack Young, and production manager, Lieut. (L) S. J. (Ned) Noad.

The Players will produce one more play before the season closes. "The Glass Menagerie", current playhouse and movie drama, will be staged at the Shearwater Theatre late in May. Casting for the play began in the middle of April.

Radio Class Completes Course at Comschool

The first radio class to complete at the Communication School, Halifax, since the Communication branch was split into radio and visual sections finished its courses on Friday, April 13. AB Edward Bellefontaine was drafted to HMCS Portage, AB Robert Thyne joined the Swansea and ABs Walter Deakin, Wesley Garvin and Ronald Bartram were drafted to Naden for disposal.

Soldier Thanks Sailors

An ex-Navy man now in the Army expressed gratitude to scores of rescue workers who searched woods near Beechville, N.S., for his four-year-old daughter Lili Marlene and another little girl who were lost for more than 12 hours in early April.

Cpl. Charles Stewart, father of Lili Marlene, wrote to the Halifax Mail-Star: "Would it be possible to express my deepest thanks to all those people who aided in the rescue of my daughter... I am very proud, too, that the Navy had a hand in the search, being a naval veteran myself." Cpl. Stewart is serving with the Canadian Special Force.

In Father's Footsteps

Russell Mackintosh of Tufts Cove, Dartmouth, N.S., set off in his father's footsteps recently when he entered the RCN as an ordinary seaman. His father is Lieut. (E) J. Frank Mackintosh, who holds the distinction of having the largest family of anyone in the Navy ("Crowsnest", October 1950). Russell is the oldest boy in the family of six girls and five boys. He was reunited with his father when he went to Cornwallis for training, Lieut. Mackintosh having been appointed there earlier for a course.

LOWER DECK ADVANCEMENTS

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

ALLDAY, Beverley J.....	P1TD1
ALLEN, John G.....	C2A03
ARMSTRONG, James A.....	LSRP1
ATTON, William J.....	LSAF2
BAILY, Ralph W.....	P1RA4
BARON, Harold R.....	P2RC1
BASKEY, James A.....	LSCM1
BATSFORD, Eric C.....	LSFM2
BATSFORD, Stanley M.....	LSLRS
BATTEN, Donald.....	C1FM3
BEAMISH, Arthur L.....	LSTD1
BENNETT, Christie L.....	C2ET4
BERRY, Gordon E.....	LSLRS
BOON, Paul G.....	P1RA4
BOURNE, Harold C.....	C1ET4
BRAHAM, Lawrence C.....	P2TD1
BREWER, Lewis R.....	P1RT4
BRONSON, Murray K.....	C2AT4
BROOKS, Irvine C.....	LSLRS
BROWN, Brian J.....	C1T13
BRUCE, John P.....	P2AR2
BRUNK, James E.....	LSRPS
BRUSHETT, Gerald R.....	P1EA4
BUTLER, Peter J.....	LSRCS
CARMICHAEL, Howard J.....	LSFM1
CAVANAGH, James F.....	LSLR1
CAWLEY, William.....	C2A03
CHANCE, Joseph L.....	LSRCS
CHAPMAN, Hartin I.....	LSRPS
CHATVAIRE, Jacques M.....	LSAAS
CHOLOSKY, Walter.....	LSAL1
CHRISTIE, Donald T.....	P1RA4
CHURCHER, Walter R.....	P2RT3
CLERMONT, Jean B.....	LSFM1
CONNOLLY, John F.....	LSRP1
CONRAD, Earl L.....	LSRC1
COPPING, William J.....	LSEM1
COSTIN, John C.....	P1ET4
CROSS, Guy A.....	C2RP1
CULLEN, James P.....	P1QR1
DAVIS, Gordon K.....	LSRP1
DAVIDSON, Philip H.....	LSCM1
DeCANDIDO, Candido.....	C2TD2
DENNY, Russell M.....	LSSM1
DODSWORTH, Guy K.....	P1RT4
DONALDSON, James E.....	P1AC2
EASTWOOD, Willard F.....	LSFM1
EVANS, David R.....	P1ET4
FINDLAY, Alexander R.....	C2AT4
FLECKNELL, Neil P.....	P1SM2
FLETCHER, Joseph R.....	LSAN1
FOX, Homer A.....	LSTD1
FRANKENFIELD, Thomas D.....	LSRC1
FREEMAN, John W.....	P1RA4
FRYER, Lloyd J.....	P1RC1
GARDNER, Thomas W.....	LSRPS
GASCHO, Douglas R.....	LSAR1
GAYNOR, Jack S.....	C2G13
GEARING, Daniel W.....	C2ET4
GODDARD, Piers E.....	LSAC2
GOODING, Ronald G.....	LSFM1
GORDON, Charles A.....	LSPH2
GORDON, Robert.....	LSTD5
GRANT, Erland H.....	C2G13
GRAHAM, Thomas H.....	P1RT4
GRAY, Angus A.....	P1TD1
GREGORY, Albert P.....	LSAL2
GUIMARD, Joseph J. L.....	P2RP1

HADDEN, James L.....	P2AN2
HALL, Kenneth G.....	P2AF2
HAYTER, Ronald W. F.....	LSAC1
HOLLAND, Delmar A.....	P2FM2
HOWE, Alexander.....	P1ET4
HULL, Leslie.....	P1RA4
HUMEN, John.....	LSAN2
IRVINE, Bernard V.....	C1T13
IVES, Victor E.....	LSAN1
IVEY, Gordon W.....	P1SM2
JACKSON, Arthur H.....	LSFM2
JACKSON, Leonard B.....	C2ET4
JAMIESON, George E.....	C2T13
JONES, Geoffrey C.....	C2RT4
KAY, Lloyd D.....	LSAAS
KEILLOR, Frederick M.....	LSFM2
KELLY, Bruce M.....	LSAC1
KITTSO, William J.....	P1ET4
KJELLSTROM, Eric G.....	LSAC1
KRUEGER, Harold W.....	LSFM1
KUBICEK, Alfred F.....	P2RC1
KUCHER, Lawrence V.....	C1AT4
LAATSCH, Howard D.....	LSLRS
LaRAMEE, Guy L.....	C1AT4
LAWRENCE, Henry C.....	LSTD1
LAYCHUK, Raymond.....	P2RC1
LEDUC, Marcel J.....	LSEM1
LEONARD, John B.....	LSAL2
LINDE, William G.....	LSAAS
LOCKHART, Walter T.....	C2MR3
McCALLUM, Leslie J.....	LSMO1
McCOWELL, Daniel L.....	P2AO2
McCOY, Charles K.....	LSEM1
McCOY, Donald.....	LDTD5
McCUTCHEON, Robert W.....	P1AL2
McGIRR, Robert C.....	P2ET3
McKARNEY, George.....	LSRPS
McLEOD, Frank T.....	LSTD5
McMULLEN, Clifford P.....	C2ET4
MacEACHERN, Samuel E.....	C1AT4
MacKENZIE, James R.....	C2AT4
MacKINNON, William J.....	LSAR1
MacLEOD, John F.....	LSRPS
MAHALEK, George P.....	LSFM1
MALIN, Richard R.....	C1T13
MALLETTE, George H.....	LSSM1

MILLER, James R.....	C2ET4
MILLER, Thomas A.....	P2AF2
MILLS, Robert G.....	LSRP1
MITCHELL, George W.....	P2AL2
MITCHELL, Roy L.....	P1SM3
MOLYNEUX, Gerald W.....	LSTD1
MOODY, Harold S.....	C2QR2
MOSLEY, Michael D.....	LSSM1
MOSS, Brian E.....	P2RP1
NAYSMITH, David.....	C2SM3
NEWMAN, Donald R.....	P1TD1
NICHOLSON, Robert K.....	P2RP1
NUNNERLEY, Richard.....	LSAN2
O'BRIEN, Joseph M.....	LSRCS
O'CONNOR, Wilbert P.....	LSFM1
O'HERON, Maurice H.....	LSAC2
O'KEEFE, George S.....	P1RP1
OPOCENSKY, Frederick.....	LSAL2
PALMER, Charles N.....	LSAAS
PATTERSON, Ronald L.....	LSRPS
PAYEUR, George J.....	LSPW2
PEARSON, John D.....	P1SM2
PEEL, Robert R.....	C2ET4
PEGG, James A.....	P1ER4
POWELL, James B.....	P2SM2
RAWDING, Dean H.....	P2AR2
RHYMES, Reginald H.....	LSTD1
RICE, Douglas D.....	C2RA4
RIGBY, Kenneth J.....	LSMO2
ROBINSON, William J.....	P2RC1
RUBIN, Donald.....	P2AR2
RUSHTON, Frank E.....	C2T12
SANFORD, William F.....	LSRPS
SAUVE, Edouard E.....	LSFM1
SCHWAB, William C.....	LSTD1
SCOTT, Lawrence R.....	LSRCS
SCOVILLE, Walter D.....	P1QR1
SCRATCH, Thomas W.....	LSTD1
SHARPE, John R.....	P1ET4
SHELLEY, William A.....	P1SM2
SHERRING, Reginald J.....	P2LR1
SHEWAN, Laurie G.....	LSAC1
SINGER, Glenn A.....	LSTD1
SMITH, Robert H.....	C2RC2
SMITH, Thomas L.....	LSAR1
SMYTH, Alan.....	LSAN1
STANBROOK, Wilfred T.....	P1TD1
STAUFFER, William G.....	LSTD5
STENSRUD, Wallace M.....	P2PT1
STUMPH, Mark A.....	LSRP1
TAYLOR, Robert D.....	C1RT4
THOMAS, Ernest J.....	P1RP1
THOMPSON, Peter.....	LSRP1
THOMPSON, David J.....	C2TD2
TURGEON, Armand J.....	LSQRS
UNWIN, Roger W.....	C1FM3
VARGA, Nelson A.....	LSAL2
VINCENT, Lorne K.....	LSRCS
WALKER, John K.....	C1RT4
WATSON, Alexander G.....	P2ET3
WEBB, Nelson.....	P1AA2
WHITELAND, Dennis N.....	LSAR1
WINDROSS, Patrick G.....	LSAC1
YUILLE, Clifford R.....	LSRCS

Navy to the Rescue

The path of progress and industry was threatened near London, Ontario, until the Navy was called in to push through a project for the Hydro-Electric Power Commission of Ontario, considered to be the biggest electrical distribution system in the world.

For two-and-a-half days hydro crews stood by while repeated attempts to put a power line across the flood swollen Thames river failed.

Then they called in the Navy.

Lieut. (E) Gordon Gilbride, CPO G. E. Short and PO A. S. Clements, all from HMCS Prevost, took on the job. Six attempts to fire a line across with a Coston gun failed. Then the Coston line was attached to a one-pound rocket and shot across the 400-foot wide river. It travelled about 600 feet.

With this a heavier line was pulled across, and then the power line. Hydro had previously tried to shoot a line across with a bow and arrow.

In the list of lower deck advancements published in the April Issue of The "Crow'snest," James G. McQuarrie was shown as having been advanced to "C2RG3". This should have been "C2MR3".

'VR' VETERAN CHOSEN BY 'SOO'

*CPO 'Ed' Peters is Elected
by Ship's Company
of 'Sweeper*

THERE was no indecision on board HMCS Sault Ste. Marie when it became the turn of her ship's company to choose their "Man of the Month." In short order the crew of the Algerine minesweeper, training tender for the Victoria naval division, came up with the name of CPO Ed Peters, a stoker mechanic with a good many years of reserve and permanent force time behind him and five years of whaling thrown in for good measure.

Born in Vancouver on October 27, 1908, and christened Edward Alexander, CPO Peters was a month away from his 18th birthday when he entered the RCNVR at the coast city. It was 1926 and Vancouver's first naval division had just been launched, in a drill hall in the industrial section of the city.

He spent his drill nights in the old East Hastings Street hall and that summer went to sea for the first time on a two-week training cruise in the minesweeper HMCS Thiepval.

"They took a delight in giving the reserves a good run," he recalls. "I remember a big PO had us coaling the ship... I won't forget those hours in the bunkers, trimming. But that early discipline was my best education." And he hasn't forgotten much he has learned in the Navy, then or since.

By 1928, Peters was training with the reserves in the old Stanley Park Yacht Club. That was in the days when what is now HMCS Discovery was just Dead Man's Island. Salt water time accumulated quickly for him when he went whaling for five seasons in the 1930s, and he learned seamanship in large quantities in those years which twice saw his ship beached with started seams and sheared rivets.

Now that he was a merchant seaman, Peters transferred from "VR" to "NR," entering the RCNR in Victoria in 1934. He continued his naval training and on different occasions served in the minesweeper Armentieres and the destroyers Skeena and Vancouver.

He was called on active service on September 7, 1939, and, in 1942, he transferred to the RCN. The

war took him to many places both at sea and ashore.

From it all, he has memories, both humorous and serious, which have taught him to see a lot of fun in life while still being able to settle down to some pretty serious discussions.

On the one side, he remembers an embarrassing situation in Valparaiso when, with half the ships of the Chilean Navy watching, a boat's crew from his ship was dumped into the harbor when a slip on the whaler failed to release. On the other side,



CPO EDWARD PETERS

there are memories of such activities as the boarding of the German motorship Weser during her capture by the Prince Robert.

Following a mechanical training course and a stint of instructing at Esquimalt and Comox, early in the war, Peters served for three years in the Kenora, minesweeping off the East Coast and, later, in the English Channel up to D-Day plus one.

He joined the new destroyer Crescent in 1945 and was with her during a visit to the islands of Jersey and Guernsey in October of that year. The invitation to make the visit came from the Lieutenant-Governor and people of Jersey while the Crescent was at Portland undergoing her shakedown. Both Jersey and

Guernsey were visited and the islanders showed boundless hospitality in expressing, through the Crescent's ship's company, their appreciation for Canadian Red Cross supplies sent them during the German occupation.

Shortly after her visit to the Islands, the Crescent sailed on her voyage to Esquimalt, B.C. The trip home was not without incident, either. While the Crescent was en route to San Pedro after having passed through the Panama Canal, one of the ship's company developed acute appendicitis and the destroyer turned and sped back to Balboa where the seaman was landed for an immediate and successful operation.

Other voyages had other incidents, such as the one that occurred in Acapulco, Mexico, in 1946, when the Crescent was visiting there in company with the Warrior and Uganda. She arrived alongside just in time to take an active part in subduing a fire which had broken out in two shops close to her berth. A fire-fighting party from the destroyer, with CPO Peters one of its busiest members, was given credit for being largely responsible for extinguishing the blaze.

The chief joined the "Soo" on May 7, 1949, and in a very short time had acquired the respect and popularity which eventually were to earn him his shipmates' selection as "Man of the Month."

Home life is good to CPO Peters, too, and one can often find him busy in the garden of his place at 919 Hereward Road, Victoria, perhaps under the watchful eyes of his 10-year-old daughter, Loa, and five-year-old son, Noel.

Gardening does not take up all his leisure periods, however, and Peters usually makes sure he has time to get in some deer hunting, salmon fishing (he has his own boat) and the odd game of softball (despite his 44 years, he still plays a smart game on the diamond).

In spite of all these activities, Peters still manages to set aside a few quiet hours on board and at home to study for his stationary engineer's certificate in preparation for civilian life at the end of his service career in 1958. — A.C.

'Cock o' the Fleet'

by P. L. McC.

It's Going to Take Some Doing to Better Athabaskan's Fuelling Record

ON BOARD HMCS ATHABASKAN—March 28 was a great day in the Yellow Sea. It began quietly, with the first silver-gray of dawn streaking the sky over the west coast of Korea. Officers of the watch and lookouts peered into the half light to pick out the forms of the ships in company as the British carrier Theseus and her four-destroyer screen steamed calmly northward. Normally this would be nothing unusual, and everybody would be preparing for a day's flying operations off Inchon.

But this morning there was a new tension in the air. Men employed uncovering guns or undarkening ship had a preoccupied look about them. The "Buffer", Chief Petty Officer R. A. Crighton, had probably tossed and turned in his hammock all night.

All this was to be expected, for it was the third fuelling day of the patrol and the suspense was not about how many tons of fuel we would take, but how many seconds we could knock off the record.

The Canadian destroyers first started vying for the fuelling at sea record last September, when it was discovered that the record for British ships in the UN fleet was around eight minutes. The Sioux was the first to break this one and the record, from the time of firing the Coston gun to when the tanker started pumping, became 4 minutes and 46 seconds. During the winter the Cayuga bettered this mark, once lowering it to 3 minutes and 55, and later to 3 minutes and 40 seconds.

On the first fuelling day of this patrol the Athabaskan connected up in 3 minutes and 20 seconds and duly informed the other ships that she considered herself the "Cock o' the Fleet".

A few days later, when the destroyers fuelled again, the Nootka, who had fuelled first, proudly announced that she had cut it down to 3:10.

So, when it came the Athabaskan's turn to "drink" again, she girded her loins, turned and raced in toward the tanker determined to do her utmost. As she nosed into position alongside the tanker the Coston gun fired and

three stop-watches clicked off to a start. Moments later, when the white hand-flag was whipped out, indicating that the oiler had started to pump, the three clock-watchers looked down to read 2:50, 2:52 and 2:52.



This is the diploma presented to the Athabaskan by the master of Royal Fleet Auxiliary Wave Knight after the Canadian destroyer had set a new record for fuelling at sea from the oiler.

It reads as follows:

R.F.A. "Wave Knight"
Diploma
Oiling At Sea Championship
Korean Waters
Know Ye Men by these Presents
On the twenty-eighth of March
in the Year of Our Lord
One Thousand Nine Hundred and Fifty One
the Good Ship H.M.C.S. "Athabaskan"
Won the Championship
for Oiling at Sea
in the Record Time
of
1 Min. and 40 Secs.
Creating a New World's Record
Previous Record set up by H.M.C.S. Nootka
was 2 Min. and 6 Secs.
From Firing of Gun to Coupling of Fuel Hoses
Per Augusta ad Augusta
Signatrix
Nephunus Rex
Captain "Hot Water" Flint,
Magister

Patroculus
Ye Scribe

But the captain of the tanker, who is the final authority on the time, said three minutes! It was quickly pointed out that our stop-watches averaged 2:52, and so, without our even having to turn the Bofors on him, he agreed to 2:52, as he had only been using his wristwatch. When the happy news spread around the ship, the Athabaskans were jubilant.

However, on this particular morning we were well aware that in a short time our precious record would be more hotly contested than ever before, and that it stood very little chance of surviving.

Again the Nootka went to fuel first. She seemed no sooner to have gone alongside the tanker than she was quick to signal to all ships in company the astonishing news that she'd done it in 2 minutes and 12 seconds.

The Athabaskans were stunned. The captain was besieged by incredulous people who wanted to have the signal verified. Nevertheless, he was just about the only person in the ship who was confident that we could better even this one.

Down below, the First Lieutenant's breakfast had been ruined by the news. The No. 1, Lieut.-Cdr. T. S. R. Peacock, just sat staring vacantly ahead, muttering between sips of cold coffee, "Impossible!... it's impossible!" The "Buffer" was hopping around like a ball of fire, making rash promises of free fluid to all if we broke this latest record.

At last the Nootka finished and steamed out triumphantly to relieve us on the screen. As we altered in towards the tanker every man was tense and itching to get on with it. The captain himself brought the ship alongside, close enough so that CPO John Rogers, a line-heaver of great repute, could drop a heaving line right on the tanker's well-deck.

Precious seconds flew by while the oiler's Chinese crew fumbled with the messenger. Eventually the hose came across and after a fine piece of handling by the stokers it was connected. Up shot the white flag, followed by a mighty cheer from our crew, and also from HMS Theseus, who was fuelling on the other side of the tanker and on

board whom we had quite an interested audience. But the most amusing sight of all was the way that Chinese crew waved their hats and danced around in glee.

And rightly so, too, for a new record had been set . . . *1 MINUTE and 40 SECONDS!*

It cost the "Buffer" about six dollars but he reckons it was well worth it. And so would anyone else, to see the happy faces of this ship's company, and the spirit this competition had aroused.

It has thrown straight seamanship right back into the limelight, too. In fuelling here in the Yellow Sea, an 8-minute record was challenged and reduced, first to 4 minutes, and then finally down to 1 minute and 40 seconds. This, we understand from the Master of the tanker, might even be a world's record.

THE BULLETIN BOARD

Age Requirements for Marriage Allowance Lowered

Effective April 1, 1951, the age requirements for payment of marriage allowance have been lowered as follows:

1. For an officer, to 23 years of age;
2. For a man, to 21 years of age.

With certain exceptions, an officer formerly had to be 25 years of age and a man 23 in order to qualify for marriage allowance. These regulations were waived, however, with respect to personnel who had served on active service during the Second World War and to officers and men of the Canadian Special Force.

Those eligible under the change in requirements should submit applications for marriage allowance, together with marriage certificates, in the normal manner.

Air Groups, Squadrons Given New Numbers

In accordance with a Commonwealth system of numbering naval and air force air groups and squadrons, the Royal Canadian Navy has recently been allocated its own blocks of numbers.

The new numbering system has been adopted in order to afford a certain measure of Canadian identity to RCN air units within the Commonwealth numbering system and to provide a practical means of numbering additional air groups and squadrons in the event of expansion.

Sioux Had Most Seetime, Athabaskan Best Batting Average, in 1950

HMCS Sioux topped all ships of the RCN in the number of days spent at sea during 1950, according to a report tabled in the House of Commons April 9.

The Sioux logged a total of 194 days at sea, four better than HMCS Cayuga. In third place was HMCS Athabaskan with 177 days. Thus, running one-two-three were the ships which formed the destroyer division despatched by Canada to the Far East shortly after the outbreak of the Korean war.

Actually, the figures do not give an entirely true picture. Refits, conversions, rearmament and other factors which rendered various ships immobile for varying periods should be taken into account.

On this basis — reckoning sea time in comparison with the time a ship was operationally available — the Athabaskan goes to the head of the list. From when she came out of a prolonged refit and conversion at the end of March to the end of 1950, the busy "Athabee" spent 64 per cent of her time at sea.

The Sioux, on the other hand, commissioned January 18 and ended the year with a seetime average of 56 per cent — still a highly creditable figure.

Among the other ships well up on the list were: Micmac (161), Swansea (153), Magnificent (152) and Huron (119).

The number blocks are 30 to 39, inclusive, for carrier air groups; 870 to 879, inclusive for fighter squadrons, and 880 to 889, inclusive, for anti-submarine squadrons. Numbers 890 to 899, inclusive, are spares.

To conform with these blocks of numbers, RCN air units have had their numbers altered, as of May 1, as follows:

FROM	TO
18th Carrier Air Group	30th Carrier Air Group
19th Carrier Air Group	31st Carrier Air Group
803 Squadron	870 Squadron
883 Squadron	871 Squadron
825 Squadron	880 Squadron
826 Squadron	881 Squadron

While the 31st Carrier Air Group is operating in its present capacity as a support group, it will be known as the 31st Support Air Group.

Outfit Allowance, Officers At University

When an officer attending university under a special agreement with the navy is required to undergo naval drills or training during the period at university, and has attended in the uniform of his rank, he shall be paid part of the outfit allowance in the amount of \$100.

On graduation from the University, and after reporting to the navy for full duty, he shall be paid the remaining \$150 of the outfit allowance.

Communications Branch, Revised Nomenclature

In order that the Communications branch (CM) may operate more proficiently, it has been decided to divide the branch into three sections — Communicator Visual (CV), Communicator Radio (CR) and Communicator Crypto (CC).

In peacetime, the Communicator Crypto (CC) will not be established and the duties and responsibilities of that section will be primarily assumed by the Communicator Visual (CV) section.

General Order 2.01/12 outlines the duties and conditions of service brought about by this reorganization.

Mail Arrangements For Ships Cruising

Except in the case of ships in the RCN Special Force, personnel in ships cruising may use, on mail bearing Canadian addresses, Canadian air mail postage at the rate charged for air mail from Canada to the country concerned.

For example, bagged air mail forwarded from Australia to addresses in Canada may be sent at the air mail rate as charged from Canada to addresses in Australia.

In almost all cases, rate charged for air mail from other countries to Canada are higher than those charged from Canada to those countries.

Petty Officer Stoker Mechanics' Course

Effective April 16, 1951, a candidate for the Petty Officer Stoker Mechanics' Course is no longer required to pass the Basic Educational Test in Arithmetic and English.

Promotion of Medical Assistants

Effective March 15, 1951, the seetime requirement for promotion in the Medical Assistant branch has been abolished.

Benevolent Fund's Annual Meeting

*\$109,159.68 Paid Out
in Grants, Loans
in 1950*

Grants and loans totalling \$109,158.68 were paid out during 1950 to members and former members of the Naval Service by the Canadian Naval Service Benevolent Trust Fund, Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., president and board chairman, reported to the sixth annual general meeting in Ottawa in April.

During the year, \$57,263.65 was distributed in the form of grants and \$51,895.03 in loans. There were 869 applications for assistance and in 666 of these the board approved financial aid. Many of the other applicants were given advice and assistance which enabled them to solve their financial problems through their own resources.

The meeting was attended by members of the fund and a representative number of observers from ships and establishments.

Admiral Stephens noted there had been an increase in capital surplus as of December 31, 1950, over that of December 31, 1949. He explained that this increase was entirely due to the receipt of the first installment

of prize money, which amounted to \$380,557.40. Without this installment of prize money there would have been a decrease in capital of \$42,202.69.

The president reported that a further installment of prize money amounting to \$1,379,709.85 was re-

of the terms on which their contributions will be made.

On the subject of donations, Admiral Stephens made an appeal to all ships and establishments to make regular quarterly contributions on the basis of "at least one per cent of gross canteen sales."

BOARD OF DIRECTORS RE-ELECTED TO OFFICE

Engineer Rear-Admiral G. L. Stephens, RCN, Ret'd., was re-elected president and chairman of the board of directors of the Canadian Naval Service Benevolent Trust Fund at the sixth annual meeting held April 9 and 10 at Naval Headquarters.

The entire board of directors was also re-elected to office. However, Commander P. R. Hurcomb, of Naval Headquarters, declined re-election in favor of creating a vacancy on the board for CPO D. H. Nelson of HMCS Naden. Commander Hurcomb will continue to be active in connection with the fund.

Directors re-elected were: Commodore P. W. Earl, RCN(R), Ret'd., Montreal; Alan B. Coulter, Ottawa; Captain (S) Joseph Jeffery, RCN(R), Ret'd, London, Ont., and Commander K. S. MacLachlan, RCN(R), Ret'd., Toronto, all vice-presidents; Commodore J. C. Hibbard, Ottawa; Captain Barry German, RCN, Ret'd., Ottawa; Commander A. C. Bethune, RCN(R), Ret'd, Ottawa; Miss A. I. McPhee, Lieut.-Cdr. (S) WRCNS, Ret'd., Ottawa; J. Barry O'Brien, Ottawa; Griffith Jones, ex-CPO Writer and Chairman, Western Claims Committee, Victoria; Lieut.-at-Arms William Pember, Victoria; Willard MacKenzie, Halifax; R. C. Stevenson, Montreal, and G. C. DeWolfe,

Halifax. Cdr. Bethune, Mr. Stevenson and Mr. DeWolfe were not present at the meeting.

Other members present, in addition to the directors, were E. A. Sellers, Toronto; Lieut. (S) Harry McClymont, Ottawa; Lieut. (S) William Woodward, secretary-treasurer; Lieut. (SB) G. A. Ball, RCN(R), Ret'd.; Captain (SB) A. W. Baker, RCN(R), Ret'd, Guelph, Ont.; Cdr. N. L. Pickersgill, RCN(R), Ret'd, Ottawa; Miss B. E. Budd, ex-WRCNS, St. Stephen, N.B.; Cdr. F. M. Jeffery, OBE, RCN(R), Ret'd, Toronto; Commissioned Stores Officer M. B. Young, Halifax; R. E. Franklin, Ottawa; Chaplain (P) B. A. Silcox, RCN(R), Windsor, Ont.; Chaplain (P) Ivan Edwards, Royal Roads; A. B. Campbell, Halifax; CPO R. D. Carter, Cornwallis; CPO G. J. Beaulieu, Stadacona; CPO L. G. Lawson, Crescent, and CPO P. J. McKenna, Shearwater.

Also in attendance were the following observers: Lieut.-Cdr. H. H. MacDonald, HMCS Discovery, Vancouver; Chaplain (RC) J. H. Laporte, HMCS Naden; Chaplain (P) C. H. MacLean, Stadacona; Commander A. F. Pickard, Naval Headquarters; R. J. Ventham, Halifax; CPO R. McWilliams, HMCS Donnacona, and PO K. Graham, HMCS Montcalm.

Individual Donation Forms to be Issued

As the result of a proposal made at the annual meeting of the Canadian Naval Service Benevolent Trust Fund, special forms are being produced for the declaration of individual allotments to the fund.

Those making the proposal expressed the opinion that there were many officers and men who would like to contribute small monthly amounts to the fund but considered the ordinary allotment procedure too much trouble. It was suggested that simple forms similar to those used by other welfare organizations be produced and distributed throughout the service.

Naval authorities agreed to implement this proposal and the forms will shortly become available. The president and chairman of the Benevolent Fund, Engineer Rear-Admiral G. L. Stephens, expressed the hope that personnel would take advantage of this system and support the fund to the best of their ability.

Contributions to the fund are deductible for income tax purposes and receipts will be issued for all contributions.

ceived in January of this year and the total additional capital had been invested in Federal Government bonds.

"Even with this increased capital and interest, it is obvious that expenditures, even at last year's rate, will exceed the interest by \$20,000 annually," Admiral Stephens said. "Unless capital and interest are to be decreased in succeeding years, the difference between interest and expenditure must be met by contributions and donations."

Rear-Admiral Stephens predicted an increase in the number of requests for assistance in view of the steadily increasing strength of both the RCN and RCN(Reserve).

The fund has been officially advised by a number of ships and establishments that they will make regular contributions to the fund, while a number of others intend to do so but have not yet advised the fund

"We are all very much indebted to the members of the three claims committees for their excellent and capable services," Admiral Stephens said. "Your directors also wish to record, with many thanks, their appreciation for the assistance given by Naval Headquarters, Flag Officers, Commanding Officers of naval ships and establishments, Naval Divisions, Chaplains, members of the Department of Veterans' Affairs, various Social Services, the Canadian Red Cross Society, Canadian Legion and many provincial and municipal welfare bureaus, whose assistance to the work of the fund has been of the greatest possible help."

Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, addressed the members at the opening of their annual meeting and expressed appreciation on behalf of the Naval Service for the fund's work in 1950.

CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

(Incorporated without share capital under the Dominion "Companies Act", 1934)

Balance Sheet as at December 31, 1950

ASSETS		LIABILITIES and CAPITAL	
Cash on Hand and in Banks.....	\$ 21,370.81	Accounts Payable.....	\$ 168.86
Investments:		Capital of the Fund:	
Securities at par (Schedule 1) (market value \$1,141,081.25)	\$1,151,500.00	Balance at 31 December, 1949..	\$ 884,329.46
Unamortized portion of net premium on bonds purchased.	5,466.68	Add: Excess of income over expenditure for the year (Exhibit "B").....	338,354.71
War Savings Certificates at current redemption values....	75.00		1,222,684.17
	<u>1,157,041.68</u>		
Interest Accrued on Investments.....	6,578.53		
Loans Receivable (Schedule 2)..	\$ 62,749.76		
Less: Reserve for Conversion of Loans to Grants	25,099.90		
	<u>37,649.86</u>		
Unexpired Insurance.....	212.15		
	<u>\$1,222,853.03</u>		<u>\$1,222,853.03</u>

I have examined the accounts of the Canadian Naval Service Benevolent Trust Fund for the year ended 31 December 1950 and have obtained all the information and explanations I have required.

In my opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Fund, according to the best of my information and the explanations given to me and as shown by the books of the Fund.

NOTE:— While the financial statements set out above and below show that the excess of Income over Expenditure for the year amounts to \$ 338,354.71, this is entirely due to the first payment of prize money in the amount of \$ 380,557.40, which is a non-recurring item. Without this, expenditure exceeds other income by \$ 42,202.69.

Leslie Suean

Ottawa, 6 March 1951.

Auditor General.

Exhibit "B"

Statement of Income and Expenditure For the year ended December 31, 1950

INCOME

Prize Money received pursuant to the Canada Prize Act, 1950 Sec. 2.....	\$380,557.40	
Donations.....	5,706.45	
Financial Earnings—		
Interest on bonds.....	\$25,414.54	
Interest accrued on War Savings Certificates.....	4.50	
Interest on bank deposits.....	181.99	
	<u>25,601.03</u>	
Miscellaneous Income—		
Net Profit on sale of investments.....	2,215.85	
TOTAL INCOME.....		<u>\$414,080.73</u>

EXPENDITURE

Grants.....		\$57,263.65
Administrative expenses—		
Salaries.....	\$7,356.67	
Travelling.....	1,396.27	
Office expenses.....	1,032.77	
Fidelity bond.....	59.77	
Office furniture.....	69.00	
Audit fees.....	60.00	
	<u>9,974.48</u>	
Provision for conversion of loans to grants.....		8,487.89
TOTAL EXPENDITURE.....		<u>75,726.02</u>
Excess of income over expenditure for the year (Exhibit A).....		<u>\$338,354.71</u>

Afloat and Ashore

PACIFIC COAST

Bright spring weather in the Pacific Command for the past two months provided an ideal backdrop for the return of HMCS Athabaskan, the last of the three original destroyers to return from the Korean war zone for refit and leave period. June will see the Cayuga refitted and, with many new crew members, heading "west for the Far East" once again.

In the training picture, the destroyer Crusader and the frigates Beacón Hill and Antigonish are well into their summer program. It was the same at the schools and training centres, where there have been a steady series of courses for reserves and cadets.

The only break came during the few days preceding Victoria Day Celebrations on May 24. Again this year the Navy had charge of the regatta at the Gorge.

Naval participation assumed major proportions in the third annual Esquimalt Day celebrations, with parades, sunset ceremonies, competitive sports and other events.

A highly interesting hobby craft exhibit, staged at HMCS "Naden," ran for four days and illustrated once again that the sailor is a versatile citizen.

At Royal Roads, 69 cadets completed the academic portion of their training year. Nineteen of the 25 naval cadets are now Midshipmen, RCN, and have been appointed to ships and establishments for professional training.

Aldergrove Radio Station

With improved weather conditions prevailing, softball and other outdoor sports enthusiasts have been turning out in full force. Still fresh, however, are memories of the storm that hit the station in March. It is regretted that there are no pictures available of sailors from the station manning a stoneboat on that occasion, the excuse being that the snowflakes were so large they filled the lens of the camera.

New arrivals include PO Dave Bruce, Ldg. Sea. Wilbert Stephens

and ABs John Genik and Ed Pritchard, all from HMCS Sioux.

While a survey line was being run at the station recently, a gremlin in the form of a small-sized service dependent became interested in and followed the surveyors. On completion of the job, the surveyors turned to observe their carefully laid line. Standing there was the gremlin, who politely held forth a bunch of pegs announcing, "Say, mister, I picked up these pieces of wood for you!"

Regulating Office, HMCS Naden

During a three-week voluntary service period, CPO William Sandham, of HMCS Queen, Regina, helped CPO Lindsay Pollok cope with the rush in the manual office at Naden. Another Queen man, PO William Swain, carried out yeoman service by lending a hand to PO Clifford J. Stephenson at the Supply School. PO Swain wrote his exams for Regulator before returning to his division.

PO Loyd Bradshaw is regulating at the Reserve Training Establishment,

HMC Dockyard, Esquimalt, along with CPO Raymond Price.

A change in port division from Halifax to the land of sunshine and flowers brought PO Bernard Clare to Naden as an addition to the regulating staff.

HMCS Sault Ste. Marie

The "Soo" began her spring and summer cruise schedule in April with a trip to New Westminster, B.C. Brilliant weather provided ideal conditions for boatwork and other evolutions.

Later the ship made a weekend voyage to Ganges, in the Gulf Islands, then began a series of short cruises to ports in B.C. and the state of Washington.

In a ceremony in which the ship's bell served as the font, Bonnie Anne, infant daughter of PO and Mrs. G. A. Coghill, was christened on board the ship by Chaplain (P) D. G. Peebles. Lieut.-Cdr. A. R. Heater and Mr. and Mrs. J. Featherstone attended as godparents.

HMC Ordnance School

One of the latest additions to the school staff is CPO Kenneth Province, who was drafted from HMCS Cayuga shortly after her arrival from Korean waters. His duties in the Cayuga have been taken over by CPO David (Bert) Nelson, formerly the senior fire control instructor in the school.

The trials party has been putting in a lot of "dog-watch" work of late, particularly the underwater weapon section, and CPOs Jack Frost and Pat Rigg are deserving of a pat on the back for the capable assistance rendered various ships. They are also deep in instructional work, having a class of armourers under their wing.

CPOs Arnold Parkinson and Richard Polly were in HMCS Griffon, Port Arthur, for several weeks on an installation job. CPO John Grahame served temporarily in HMCS Crusader during her commissioning trials and work-ups.

CPO Stewart Mein, senior gunnery section instructor, has been busy lately on the draughting board turning



Posing with a koala bear at Lone Pine Park near Brisbane, Australia, is Ldg. Sea. Ronald Harbidge, of Calgary, a crew member of HMCS Ontario. Brisbane was the first Australian port of call for the Ontario during her cruise "down under". (OC-551).

out prints to facilitate instruction in his department. His opposite number, CPO John Anslow, meanwhile has been stripping the units down to obtain the dimensions of the component parts.

Although the ships are returning from Korea with more frequency, the thrill of greeting old shipmates and other friends never dies away, and so it has been with HMCS Athabaskan. The school considers itself fortunate in that most returning ships secure almost alongside, permitting an early and close contact.

Everyone is now looking forward to the arrival of HMCS Ontario with all the news of the Antipodes and other interesting ports of call.

ATLANTIC COAST

Communication School

On their one-week trip to Philadelphia in April, HMC Ships La Hulloise and Wallaceburg provided practical training for two classes of communicators from the Communication School, CV38, under the guidance of CPO Ted Light, and CR38, led by PO Len Murray, had an opportunity to take part in communications in a unit at sea.

The week's cruise was part of a scheme whereby all junior classes will spend a period of up to ten days at sea during their courses to acquaint them with the problems they will face when actually on the job. The men enjoyed the trip immensely, many getting their first glimpse of the famous New York skyline.

On the occasion of the visit of the Chief of the Naval Staff to the East Coast during March, the Communication School provided a Guard of Honor of 48 men, the officer of the guard being Lieut. D. M. Waters, senior staff officer in the Communication School.

On Friday, March 15, the school's water polo team accepted a challenge from HMCS Magnificent. AB Stanley (Doc) Wells led the communicators to a 4-0 victory.

The basketball team finished the league schedule in third place. Star player throughout the season was Ord. Sea. Ken Snow, a member of CR39.

PO Bert Best has completed his leadership course and is now in the school waiting to join HMCS Crescent.

AB "Doc" Wells is back at sea again, having traded the Message Centre, Stadacona, for a berth in HMCS Swansea. — D.A.P.



During their patrols in the Yellow Sea, crewmen of the Canadian destroyers in the Far East depend on news reports received on their ships' radios to keep them in touch with what's going on in the world. In HMCS Athabaskan's W/T office, Ldg. Sea. Jim MacKenzie of Yorkton, Sask., types out a short wave news broadcast from Tokyo, while Leading Seamen Harvey Symington, Edmonton; Bruce Leggatt, Jasper, Alta., and Bob Connor, Lethbridge, Alta., kibitz over his shoulder. The ships receive a daily short wave news report, which includes a Commonwealth newscast, from the US Armed Forces Radio Service in Tokyo. Canadian news items are compiled from The Canadian Press News for the Forces. (CA-492).

HMCS Cornwallis

Pontifical High Mass was celebrated for the first time in the Royal Canadian Navy April 22 with Most Rev. A. B. Leverman, Auxiliary Bishop of Halifax, officiating at the service in St. Patrick's Church at HMCS Cornwallis.

The celebration marked the formal opening of the church, which has been in use since last fall.

The Mass was attended by more than 500 sailors and dependents. During the Mass, Bishop Leverman addressed the congregation in both French and English.

A select group of 25 new entry seamen, under special coaching from Lieut. J. J. P. Cote, sang Mass "De Angelis" and the Proper, given "recto Tono." The group spent a hectic fortnight, as did another 14, selected as altar servers, in mastering the complexities of the Pontifical ceremony under the direction of Instr. Lieut. L. W. Maundcote-Carter. Afterward they were highly praised by the Bishop.

Assisting His Excellency were Very Rev. M. P. MacIsaac, Vicar General of the Navy and Chaplain of the Fleet, as High Priest; Rev. Joseph

E. Whelley, Command Chaplain, as Deacon; Rev. Walter Murphy, OMI, as Sub-Deacon, and Rev. Albert O'Driscoll, Halifax, as Master of Ceremonies.

In the afternoon His Excellency conferred the Sacrament of Confirmation on five candidates. Assisting were Father Whelley as Deacon and Rev. Russell T. White, Chaplain (RC) of Cornwallis, as Sub-Deacon.

HMCS Crescent

During the latter part of March and throughout all of April, the Crescent operated in local waters as training destroyer, East Coast, and, as such, the demands for her services were heavy and varied.

Three separate classes were taken to sea for successful torpedo firings. During this period, a "fish" was recovered in 12 minutes from the time the boat hit the water until the torpedo was inboard.

The first week in April was spent trying to get to sea for gunnery firings with the Junior Officers Technical Course. The sailor's arch-enemy, fog, prevented all but one day's shooting. However, the one day was very successful, both from the ship's and the gunners' point of view.



Members of the four Greater Toronto Royal Canadian Sea Cadet Corps were inspected by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, at RCSCS Haida in Toronto March 17. In an address to the cadets, Admiral Mainguy described the rigours of life at sea, stressed the value of teamwork on board ship and stated that the qualities that marked the true seaman were reliability, unselfishness, cheerfulness and honesty. He paid tribute to the Navy League of Canada, sponsor of the Sea Cadet movement, whose officials received no reward other than the hope that through their efforts many young Canadians became finer and better men.

The next chore was a jaunt to the Bay of Fundy for anti-submarine exercises with HM Submarine Thule.

The two vessels stopped in at Saint John for a three-day visit and held "open house" for the citizens of the New Brunswick city. More than 2,000 persons came down to the jetty to visit the Crescent and the Thule. There was a steady stream of traffic as members of the duty watch took visitors on Cook's tours of the destroyer and then passed them along to the submariners, who did the honors in the Thule.

The Crescent returned to Halifax in time for the Admiral's inspection on April 24, then began to prepare for the first of three UNTD cadet cruises to the United Kingdom.

HMCS Micmac

All branches on board the Micmac profited from the training exercises held during the recent spring cruise. There were gunnery shoots, night encounters, plotting and control team drills and starshell and rocket illuminations.

The jackstay was used between the two ships as the padres were passed to conduct services and two Micmac men requiring dental care were transferred at sea to the Magnificent.

An opportunity to put some seamanship knowledge to practical use came when the ships came upon a Dominican passenger ship, the Gilbert Jr., bound for Curacao, off the coast of South America. She had run out of fuel and the Micmac towed the vessel to safety. For this effort the Canadian ship received messages of thanks from the owners of the ship and from the Dominican government.

Visits to Port of Spain and Boston rounded out the cruise. On arrival at Halifax, the Micmac found a full slate of activities awaiting her. On the books were a number of short cruises to give practical training to personnel from the various schools in Stadacona.

The ship has become very damage control conscious. Classes of instruction have been carried out and every second sentence is a "D.C. Puzzler." — A.B.

Torpedo Anti-Submarine School

CPO Jerry Mason, who had held down the post of school electrician for the past couple of years, now finds himself seaborne in HMCS Crescent.

Also leaving the school is Lieut. Donald R. Saxon, who has been appointed to HMCS Cayuga and will sail in her for the Far East in June. — F.J.B.

NAVAL DIVISIONS

HMCS Brunswicker (Saint John)

Brunswicker is bustling these days with preparations for summer training activities. For the first time since the end of hostilities, the division has a sea-going vessel in which officers and men will have the opportunity to test the skills they have acquired in classroom lectures and demonstrations.

The minesweeper HMCS Llewellyn arrived in Saint John from Halifax on April 1 and on the following day was officially turned over to Captain C. H. Bonnycastle, Brunswicker's commanding officer. The vessel has been placed under the operational and administrative control of Brunswicker to be used for training purposes.

On April 7, Captain Bonnycastle announced the temporary appointment of Lieut.-Cdr. John MacKinnon as commanding officer of the Llewellyn. Thus, after eight years, Lieut.-Cdr. MacKinnon returned "home." In 1942-44 he commanded the Llewellyn when she was minesweeping in the approaches to Halifax.

The Llewellyn will make several weekend cruises up the Saint John River and longer jaunts to Nova Scotia and United States ports. — R.S.M.

HMCS Star (Hamilton)

A series of lectures has been given by the medical officers of Star to the whole ship's company on the subject of Atomic Radiation Defense. The lectures have been very interesting and well attended.

The division will be staging an inter-part regatta in June. Star is determined to make a strong bid for first place in the Great Lakes Naval Regatta and the inter-part competitions will assist the division's crews in getting in shape for that event. — C.S.J.L.

HMCS Scotian (Halifax)

The annual church parade for the ship's company and UNTD cadets attached to Scotian was held April 1. The parade was led by the band of HMCS Stadacona and was accompanied by the bugle band of RCSCC Nelson.

Services were conducted in St. Mary's Basilica and Fort Massey United Church. At the latter, Rev. D. M. Sinclair, the division's Protestant Chaplain, preached a special sermon for the occasion.

The salute during the march to the churches was taken by Col. G. S. Kinley, Mayor of Halifax.

A smoker to honor Lieut. Alan T. Love, whose transfer to HMCS Wallaceburg as executive officer occurred April 11, was held in the ward-room early in April. Lieut. Love had been staff officer of the division for the past two years. During the evening he was presented with a brief case by Captain W. E. S. Briggs, commanding officer, on behalf of the ship's officers.

HMCS Malahat (Victoria)

Commodore E. P. Tisdall, Commodore of the RCN Barracks, Esquimalt, inspected the ship's company of Malahat April 9 during their regular weekly training period in HMCS Sault Ste Marie. The inspection was of an informal nature and was carried out while personnel were under instruction.

Officers and men of Malahat are looking forward to an active summer of training, now that the schedule of their tender, the Sault Ste Marie, has been promulgated. In mid-April the "Soo" made a weekend trip to Ganges, in the Gulf Islands north of Esquimalt. This visit will be repeated in August. Other ports of call during the summer will include Bellingham, Anacortes, Everett, Seattle and Port Angeles, all in the state of Washington; Santa Barbara, Monterey and San Francisco, California, and Vancouver, Nanaimo, Ladysmith and Powell River in B.C.

HMCS Unicorn (Saskatoon)

For the second time in four years, the Saskatoon naval division took an active part in rescue work during the flooding of a number of farming communities near the prairie city.

Warning of the flood threat reached Unicorn almost a week ahead of time when the RCMP informed the division of the possibility of flooding in the Moon and Pike Lake areas. Work was begun immediately to prepare all available boats, including those of the division, the Sea Cadets and the local boat club.

On Sunday afternoon, April 8, the RCMP alerted Unicorn to be on call momentarily as the South Saskatchewan river had begun to flow dangerously high. All RCN personnel were recalled to duty, augmented by several Reserve officers and petty officers. When four boats and various other gear had been loaded on the two

available trucks, the ship's company was allowed ashore but was warned to be on immediate notice of recall.

At 0545 Monday morning the RCMP called to say help was needed immediately to evacuate civilian personnel in an area 25 miles southwest of the city. By 0600, all personnel alerted for the first trip were ready to leave, they having slept on board.

The first part of the trip was uneventful but later, because of road conditions, the naval staff car was abandoned and the party pushed ahead in the truck and the RCMP radio car. The latter was required

because telephone communications were out ahead.

At the flood area, the rescuers found nearly 60 square miles of land completely inundated and hundreds of head of livestock drowned.

All boats were launched by 0900 and the business of evacuating got under way. Three hours later all civilian residents in the Valley Park area had been accounted for and those desiring evacuation had been removed.

In the early afternoon an attempt was made to swim some cattle to dry



Personnel from HMCS Unicorn turned out early in April to assist in relief and rescue work in the flooded Pike Lake district, near Saskatoon. In the top photo, Ldg. Sea. Howard Humphreys (bow) and PO Charlie Cluff handle the paddles of a rescue canoe. With them are Cpl. Rupert Salt, RCMP, and Reporter Bill Holden.

The lower photo shows flood workers receiving a welcome lunch and hot coffee in the Pike Lake General Store. Naval personnel are, left to right: Sub-Lieut. Les Wood, PO Joe McPherson, PO Ken Hurl, AB Jim Maybin, AB Bill Earley, Sub-Lieut. Al Swain, PO Bud Cole and Ldg. Sea. Bob Sears. (Photos courtesy the Saskatoon Star-Phoenix).

land but it proved unsuccessful, due to the high winds.

Later, the party headed for the Moon Lake area where the water had come up badly and it was feared some families had been marooned. However, on arrival there a survey showed there was no immediate danger and the first crew was returned to Saskatoon while the fresh crew, which had arrived in the meantime, remained.

By 2100, the RCMP reported the river was receding and it was felt the danger had passed, so the remaining naval personnel returned to the city, where they stood by during the night. On Tuesday the river was still receding and the flood threat was over.

In 1947, flood rescue work by the division took place when Unicorn's boats evacuated farmers stranded by spring floods in the Pike Lake area.

In the disastrous Winnipeg floods last year, Unicorn dispatched men and equipment to aid in rescue and control work.

HMCS Montcalm (Quebec City)

Captain E. F. Noel, commanding officer of Montcalm, served as naval aide-de-camp to President Vincent Auriol of France during the latter's official visit to Canada in April.

The annual inspection of UNTDs at Laval University was held the first week in April. The inspection was

attended by government officials, officers from Naval Headquarters and the clergy.

The Montcalm hockey team has put its gear away after a successful season. Special thanks are due to Lieut. Louis Laroche, CPO Laval Turgeon and the team's trainer, Mr. George Drolet, for their efforts on the squad's behalf. — *S.P.*

HMCS Catarqui (Kingston)

Apart from the annual visit of auditors from National Defence Headquarters, the month of April was a quiet one in Catarqui. CPO J. G. Brown arrived from HMCS York to replace CPO F. C. Morford. One other permanent staff change saw AB S. Iszak replacing AB John L. Smith, who is in hospital with a broken leg received in an automobile accident.

The Queen's University UNTD held their annual mess dinner in March, with Principal R. C. Wallace and Lieut.-Cdr. D. M. MacDonald, Reserve Training Commander, East Coast, as speakers.

HMCS Donnacona (Montreal)

On April 4 the Mobile Unit of the Red Cross Blood Donor Clinic paid its annual visit to Donnacona. More than 100 of the division's complement volunteered to give their blood and

made this visit even more successful than last year's.

On April 17 the division was honored with an informal visit by Bishop A. Brisolle, Senior Chaplain of the French Fleet. Bishop Brisolle was on a tour of Canada and the United States.

The new drill deck was the scene on April 14 of a very successful opening dance attended by more than 200 members of the ship's company and guests.

The Ex-Wren Association (Montreal) held a party in Donnacona April 21 to raise money to go toward hospital visiting. This event was well attended by ex-wrens, personnel of the division and friends and a substantial sum was realized.

Members of the ship's company participated in the welcome accorded President Vincent Auriol of France on his visit to Montreal, helping to line the streets, along with members of the other two services, during his tour of the city. — *R.F.D.S.*

HMCS Chippawa (Winnipeg)

A new classroom block was completed in April and, besides providing additional space, its modern, fluorescent lighted rooms, now well on the way to being completely equipped, are expected to result in a great improvement in training techniques.

Two training nights have now been established, with re-entries training Monday nights and new entries on Tuesdays. Advanced lectures and leadership courses will be given to the "old hands," leaving the instructional staff free on Tuesdays to give intensive basic training to those who have newly joined. The entire establishment has now been given a "face lifting," with a thorough painting job having been done both inside and out. The completion of a boulevard and garden at the front entrance should make the establishment one of the show places of Winnipeg.

During the month Lieut.-Cdr. George Rooke relieved Lieut. E. J. Hyman as staff officer (administration) on the latter's appointment to the Magnificent.

At the end of the month, Chippawa had the pleasure of welcoming home a former commanding officer, Captain J. V. Brock, who received a formal reception from the city and the province as well. Captain Brock spoke to members of the ship's company and to the Sea Cadets after a parade from the railway station to the division. On April 29, the day prior to Captain Brock's



Members of the ship's company of HMCS Donnacona, the Montreal naval division, turned out more than 100 strong, April 4, to make their donations of blood to a Red Cross mobile blood clinic.



When HMCS Ontario was opened to visitors during her stay in Sydney, Australia, Sea Cadets aboard the ship undertook to act as guides for a party of Australian Sea Rangers. The three cadets pictured are, left to right, Gerald Freill, Montreal; Edward Kennedy, Vancouver, and Douglas Crouse, Bridgewater, N.S. They are three of six Sea Cadets selected from across Canada to make the trip in the Ontario. The Australian girls are, left to right, Jeanette Merner, Anne Parsons, Shirley Wilken, Evie Freeman and Norah Wadge. (OC-619).

arrival, the ship's company paraded to Holy Trinity Church for the spring church parade.

There were a number of interesting social events during April. On the 14th, cadets of the three services held their Cadet Ball in the Sea Cadet headquarters of Chippawa. On the same day the WRCNS held their annual spring tea. The Naval Officers Association on April 18 heard Mr. J. R. K. Millen discuss the work of the Sea Cadets in the city.

On April 21 the chief and petty officers held their bowling banquet, and another dinner on the 26th. The Navy League of Canada (Manitoba Division) tendered a farewell dinner to Lieut. Hyman on April 25. — L.B.McI.

HMCS Cabot (St. John's)

With Commodore V. S. Godfrey, who proceeded on retirement leave last month, went the best wishes for a happy retirement from all naval personnel in Newfoundland. During the period he was in command here as Commodore Newfoundland, Commodore Godfrey contributed greatly to the rapid progress of naval affairs in Canada's newest province and provided a strong link in the Joint Service organization in St. John's.

HMCS Revelstoke, tender to Cabot, returned to St. John's April 8 after serving for two months as a tender to

HMCS Magnificent. During this period she logged nearly 5,000 miles.

A successful dance was held in the men's mess at the end of March to commemorate the first anniversary of its opening. Members of the ship's company of Cabot pitched in recently to supply cigarettes and candy to AB John Slaney, who has been hospitalized in St. John's following his return from Korea in HMCS Sioux.

A number of officers and men from Cabot have been away for courses and conferences in recent weeks. — J.F.S.



HMCS Nonsuch had the distinction of providing the guard of honor at the opening of the fourth session of the Alberta Legislature at Edmonton. Pictured above is the 27-man guard, under Lieut. Fred Short, just prior to its inspection by Lieut.-Gov. J. J. Bowlen and Premier E. C. Manning. (Photo courtesy the Alberta Government Photographic Bureau).

HMCS York (Toronto)

Activity at York during the latter part of April and the early part of May centered around the many preparations for another summer training period. The RCN staff, under the direction of Lieut.-Cdr. L. D. M. Saunders, Staff Officer, has scraped and refinished all the boats and York's Fairmile will soon arrive from Hamilton, where she has been hibernating for the past five months.

The officers held a mess dinner on Saturday, April 21. Ten officers from Sunnybrook Hospital and ten from the 48th Highlanders of Canada were guests.

The chief and petty officers' mess held its annual dance on April 27. Arrangements to welcome and entertain 700 guests were under the direction of CPO Wilfred Franklin.

On April 10 Lieut.-Cdr. Saunders presented, on behalf of Defence Minister Brooke Claxton, a scroll and the ship's bell of HMCS Parry Sound to the citizens of Parry Sound as tribute to their support during the Second World War.

HMCS Queen Charlotte (Charlottetown)

Navy rifle teams from Queen Charlotte showed a marked improvement this season in the regular schedule of the Charlottetown Garrison Indoor Rifle League, which completed in mid-April. The navy officers' team, under Captain J. J. Connolly, gave the Fifth Division Signals Regiment a close run for first place, while the Navy "A" team, led by CPO S. G. Bowles, finished in fifth place, one wicket below a shoot-off berth.

AB H. MacCullough has joined Queen Charlotte's permanent staff from HMCS Magnificent, relieving Ldg. Sea. M. J. Arbique, who has gone to HMCS Wallaceburg. Another staff change brought Ldg. Sea. B. L. Stinton, a 240-pounder from Cornwallis, to relieve Ldg. Sea. A. H. Coffin, a 250-pounder, who is now serving in the Magnificent.

HMCS Queen (Regina)

Queen's annual ship's company dance, held in March, was well attended. About 200 members of the division and their guests danced in the drill hall, which was decorated for the occasion with signal flags. Music was provided by Bill Winter's orchestra. Success of the affair was due to hard work by committees of both reserve and permanent force personnel.

Meanwhile, the training program began a new phase with a divisional course for officers starting about May 1. Keen interest was shown in the proposed classes.—C.E.B.



A recruiting drive conducted this spring by HMCS Malahat, the Victoria naval division, produced excellent results and was marked on one occasion by the attestation of six men on a single night. The six were PO Patrick Doran, CPO Percival Napier and CPO William P. Shaw, all naval veterans, AB Raymond Chamberlain and Ord. Seamen Basil Fox and Norman Murphy. Left to right in the photo are PO C. J. Clark, of Malahat's recruiting staff; AB Chamberlain, PO Doran, Ord. Sea. Fox, CPO Napier, CPO Shaw, Ord. Sea. Murphy and Lieut. A. G. Bird, staff officer. (Photo by George N. Y. Simpson, Victoria)

TECUMSEH SETS RECRUITING PACE

Leadership in the inter-division recruiting competition switched from east to west in March, with HMCS Tecumseh, Calgary, going out in front by a substantial margin.

In second place was Prevost (London), followed closely by Queen

(Regina), Unicorn (Saskatoon), Cata-raqui (Kingston) and Star (Hamilton). This was the second month in succession that Tecumseh, Cata-raqui and Queen had been well up in the race.

Recruiting continued at a brisk pace and there were two double sized drafts, in addition to the regular ones, to Cornwallis during the month. This brought the total of new entries under training in the establishment to well over the 1,600 mark.

In March, too, there was another

good-sized quota of re-entries, among them a number of men who only recently had "gone outside."

Two mobile recruiting units were organized early in May, one going to Northern Ontario and the other being scheduled for a tour of Nova Scotia and New Brunswick. With them they had a new naval film depicting new entry training at Cornwallis and life at sea in various ships of the RCN. When sufficient prints become available it is intended to circulate the film widely for recruiting purposes.



Members of the 16th Chief and Petty Officers' Leadership Course to complete at HMCS Cornwallis are pictured above. Front row, left to right: CPOs J. Hughes, R. A. Munro, A. E. Wilson, A. P. Howard (instructor), J. A. Peters, T. A. Decker, H. Beaumont and R. J. Hamilton. Centre row: POs R. L. Caldwell, B. O. Clare, M. J. Middleton, R. G. Baldwin, A. W. Holmesdale, L. A. Wood and A. F. West. Rear row: POs B. A. Best, D. G. Larkey, T. G. Reading, C. F. Mann, B. R. Walls, J. R. V. Pettigrew and J. Senger. (DB-1040-1).

HALIFAX JILL TARS NAME 1951 OFFICERS

One of the most active groups in Halifax is the naval wives organization, The Jill Tars, who elected the following slate of officers recently: President, Mrs. Jean Brodie; vice-presidents, Marg Rushton and Frances Jackson; secretary, Kay Rowan; treasurer, Joyce Pilkington, committee conveners' Elsie Iscoe (program,) Eleanor Purcival (social), Helen Hughes and Marion Coupe (press), Kay Handley (telephone) and Barbara Anderson (hospital and visiting).

From an original seven members in 1949, the group has grown to where it is now over the 60 mark. The Jill Tars bowl at Stadacona every other Saturday and hold business and social meetings in Scotian the first and third Wednesdays of the month.

AN ANCIENT SPORT

*Bowling Said To Date
Back To Fifth
Century*

Bowling has become one of the Navy's most popular winter sports, but do "keglers" know that their pastime goes back to the Fifth Century?

At that time, as legend has it, two citizens of Paderborn, Germany, Hans and Almerie, were fighting over stolen sheep. A religious Brother, Gastus, saw them swinging their "kegels" (long, bottle-shaped clubs) at each other. He stopped them fighting and bade them go to the cathedral and settle it in the ordained manner.

Later, in the aisle of the great cathedral, he said: "Hans, let your kegel stand for Heide or Evil! Soon we shall prove your innocence or guilt! If the stone strikes your kegel, you are innocent, for you have overthrown evil. If you miss, then you have sinned as Almerie says."

Hans trundled the stone down the aisle. Like lightning towards an oak, it rolled straight and struck his kegel.

Brother Gastus said, "The test never fails. Were you a thief the stone thrown from your arm could not strike down evil!" Thus did Hans establish his innocence. Almerie forgave him and they went out together. Back at the cathedral, Brother Gastus gathered several monks and asked why only those suspected of sin should have a chance to overthrow the kegel. It looked like a good sport. Another suggested using several kegels and they started off, standing four kegels up at the far end of the aisle and knocking them down.



More than 300 keglers in three RCN leagues used the alleys in HMCS Stadacona, Halifax, during the past season. Here Sub Lieut (NS) Margaret Wallace, of Winnipeg, bowls for the Nursing Officers' team. (HS-12710).

By the 6th Century the kegel was no longer used to determine innocence, but the sport of bowling at the kegels had been adopted by people all over Germany.

Once a chap was told not to set up so many. They would be too easy to knock down by falling against one another, was the contention. He was told to use eight. "Eight pins?" he retorted, "Are you mad? We will use 17, as they do in Marburg!"

For 1,000 years the argument raged as to how many pins or kegels to use. Each city had its own rules and not until the 16th Century was the game standardized by Martin Luther, the great religious leader. For months Luther devoted all his spare time experimenting with various combinations of kegels. Finally the ideal arrangement — nine pins!

It took skill to knock them all over with one ball yet did not discourage players. Luther's decision made nine pins the standard for the game all over the world.

Bowling was popular among the early Dutch and German settlers of America (remember Rip Van Winkle?) and the game soon spread. But as a result of the intrusion of the gambling element the Connecticut Legislature in the mid-1800's found it necessary to forbid the playing of nine-pins.

Though a fine sport, it was completely in the hands of gamblers and sharpers. Banned by law in one state, it was soon ostracized all over America.

With nine-pins banned, bowling addicts developed games of ten and five-pins and bowling as we know it today was born. The sport was properly organized, the gambling element was cleaned up and bowling in America acquired more followers than any other sport. — C.M.



MAXIMUM EFFICIENCY, MAXIMUM ECONOMY

'Enough But No More,' Is Principle Governing Logistic Planning

This is the fourth and last of a series of articles on Naval Logistics prepared by Captain H. A. House, USN, Director of Air Logistics.

LAST month's article concluded with the statement that a major portion of the detailed planning for each operation is done at the Field Level, as is all of the actual assembly and transportation of men and material.

From the standpoint of the theatre and subordinate commanders, strategic and tactical plans must be analyzed in the light of available resources and a solution evolved which fulfills all logistical requirements. In arriving at this solution there are certain broad principles of approach that can be applied to every logistic problem with a consequent saving of time and effort. These principles can be broken down into the following five phases:

First Phase

The primary instrument of guidance for any logistic planner is the operational directive received from the commander of the next higher echelon. The first step towards producing a logistic plan for the contemplated operation is a careful study of that directive and all its annexes and appendices. From the basic directive, the logistician gains information as to the task assigned his own commander for which logistic preparation must be provided; the specific logistic obligations assigned to his commander by his superior; the logistic facilities made available to his commander; the forces made available to his commander; and a general concept of the over-all operation. With the above information the logistic planner is able to make an analysis of the broad logistic requirements and match them against availabilities. At this point he will be able to meet the requirements of the Second Phase.

Second Phase

This phase commences with the first staff meeting to discuss the possible tactical courses of action open to the commander to accomplish his assigned task. The feasibility of each course of action is examined and those that are found to be questionable when considered in the light of forces

assigned, intelligence information, and logistic capabilities are rejected.

Third Phase

This phase is devoted to a detailed analysis of the logistic capabilities and requirements for each of the retained courses of action under consideration. Frequent consultations with other staff sections are necessary in order to determine fully the logistic feasibility of each promising course of action. During this study of feasibility, the operational staff section will have adopted one preferred planned course of action with possibly one or more alternate plans. Now a concrete logistic annex to the operation plan can be developed.

Fourth Phase

Under detailed headings such as General, Supply, Transportation, Repair and Maintenance, Medical and Miscellaneous, computations of requirements are made. During this period it is to be expected that strategic, tactical and logistical considerations will result in numerous modifications of plans. Eventually there will arrive a time when the operational plan becomes firm and general approval of tentative drafts of the logistical annex will permit the production of a final draft.

Set Flying Record

A new record for a month's flying at HMCS Shearwater, the RCN Air Station, at Dartmouth, N.S., was set early this spring when the 31st Support Air Group and Training Air Group logged a total of 1,023.5 hours in the air.

Fifth Phase

The fifth phase consists of the distribution of the logistic annex and the preparation of subsidiary directives and communications as required for the proper implementation of the logistic plans. It behooves the logistic planner to make a careful study to determine all activities that will be concerned in any way with the implementation of, or dependent on, the provisions of the logistic annex. Those activities should receive copies of the logistic annex.

THE NAVY LOGISTIC ORGANIZATION

In outlining the Navy's logistics organization it is well to point out that its reason for being is to maintain the naval establishment in material readiness for the prosecution of war in accordance with approved supply depots, training centres, schools, fuel depots, tankers, ordnance depots, research laboratories and advanced bases. All of these exist for the single purpose of supporting the fighting elements.

The basic organization is designed to meet on a world-wide basis the demands of the combat forces which are deployed and employed in accordance with operational plans, prepared months or even years in advance. It is obviously impossible for the operational planners to call the turn as to time and place so far in the future. Yet it is equally obvious that the planning must be done thus so that the logistic elements of the service may have sufficient time to procure the material and personnel and effect delivery to the combatant elements at the place and time they are needed and in sufficient quantity.

It follows that the logistic organization must be extremely flexible and, as a corollary, a cushion of excess men and equipment must be maintained to meet changes in plans such as a speed-up of operations resulting from an unforeseen collapse of an enemy position or to repair unexpectedly heavy battle damage.

There are three distinct types of overseas logistic problems. The first is the delivery of supplies and men to sustain the day by day operations of ships, airplanes and advanced bases. This is paralleled by the operation of a village general store where the customer buys a can of beans, kerosene for his lantern, shells for his shotgun and an axe handle to replace the one he broke last week.

Periodically, as his stock runs low, the storekeeper will order from his jobber a quantity of each item based upon his experience of how fast the item moves; how many he has on hand, how long it will take him to get delivery and his guess as to what unusual sales he is likely to make

because of the firemen's carnival that is to be held in town next month. The jobber in turn orders from several different manufacturers or supply houses the storekeeper's items, plus similar items for a dozen other storekeepers in the area. In due time the manufacturer delivers to the jobber, the jobber to the storekeeper, and the cycle starts again with the purchase by the customer.

This is, in effect, a very much simplified outline of the Navy Supply System.

The second type of overseas logistic problem is that of maintaining at sea the task forces that were so effective in the Second World War.

A carrier force is composed of a carrier, or carriers, and destroyers. In addition to the food, clothing, soap, tobacco and candy that are required for the hundreds of men carried in the ships, the logistic agencies must provide fuel, various types of ammunition for several different types of guns, assorted sizes of bombs and rockets, depth charges, torpedoes, spare parts for dozens of different types of machinery, and replacement airplanes, airplane repair parts, engines, propellers, carburetors; to name only a few of several thousand items. In addition, and of major importance, replacement pilots are required to relieve those who have become exhausted by constant combat.

This type of logistic support may be provided by mobile service squadrons which can be subdivisions of the fleet, designed, constituted and provisioned to discharge this specific task.

The service squadron may include tankers, ammunition ships, transport carriers, general stores ships and provision ships, each carrying a balanced load tailored to meet the needs of the task force to be resupplied.

The service squadron remains continuously at sea in the combat area. As each vessel of the squadron is discharged it returns to the nearest base for reloading while another ship of the same type replaces it in the squadron.

The third type of overseas logistic problem is that of the support of an initial assault on and the subsequent occupation of enemy-held territory.

It is obvious that in order to have available properly trained personnel, allocate shipping adequate in capacity and suitable in type, and assemble the thousands of tons of ammunition, supplies, construction equipment, camp equipment and hospitals, the planning for such an operation must be done many months in advance.

The plans are based necessarily upon assumptions as to the probable strategic and tactical situation, estimated enemy naval and military forces to be overcome and the navy, army and air force strength that can be made available for the operation.

In order to obtain sufficient flexibility to meet changes resulting from errors in the basic assumptions, either as to timing or as to forces necessary to carry out the planned operation, a system of components has been developed which can be tailored quickly to meet actual conditions.



Two ships, HMCS Nootka (from which the photo was taken) and HMS Theseus, fuel at the same time from the Royal Fleet Auxiliary Wave Knight in the Yellow Sea during a Korean patrol. The fuelling operation is routine stuff for the ships of the UN fleets. The employment of fleet tankers and supply ships enables them to spend far longer sustained periods at sea than would otherwise be possible. (NK-527).

These components include camps, hospitals, storage units, ship repair units; ordnance units for mine repair, torpedo repair, etc., and units for harbor defence, airplane repair, tank farm, supply depot and so on.

Coming nearer home, the logistics problem is somewhat simpler in that the delivery of supplies to the consumer does not involve overseas shipment with its concomitant planning ahead and mobility, but the basic principles are the same.

As we have seen, the organization to effect the full logistic support to the Naval Establishment follows an established pattern and is divided horizontally on four administrative levels:

the field level, service level, the National Defence Department level and the Cabinet or National level. In each of these strata two or more echelons may exist.

The organization is further divided vertically along functional lines. Throughout the administrative agencies the vertical segments are as precisely integrated in most instances as are the horizontal echelons. They include such functions as maintenance, fiscal accounting, planning, transportation, and distribution, each of which may be further subdivided. For ex-

ample, transportation falls naturally under sea, air and land categories, maintenance into fleet and base maintenance, and so on. It is at the field level of the logistics organization that the myriad details are worked out which results in an orderly, carefully timed flow of goods and services to the ultimate consumer. The two agencies executing the function of distribution are the Supply System and the Transportation System.

CONCLUSION

The Second World War cost Canada thousands of casualties and a monetary "down payment" of billions of dollars and constituted one of the

greatest outpourings of national wealth and substance that this country has ever known.

Attempts have been made to rationalize this by saying that, after all, war is a wasteful business and that we prefer to expend material rather than lives. It is also true that the war cost us far more than it should have, in men, money and material. We made mistakes — literally thousands of costly mistakes — and yet in spite of our mistakes we and our allies were still able to smother our enemies with a sheer preponderance of the material of war. The prospect that we shall be able to win a future war in this manner is a slender one indeed.

This study of Naval Logistics has been devoted to the thesis that while we must expect to make new mistakes in the logistics of a future war, we should not repeat the old ones. An effort has been made herein to stress the principle that the cost of military operations *can* be reduced by the avoidance of past mistakes, by the adherence to proven methods and techniques, and by a conscious, unremitting effort on the part of everyone to improve the operating efficiency of our logistic support systems. In peace or war, or in the shadowy vale which lies between the two, the answer to the question of how much logistic support should be provided for an operation must always be, "Enough, but no more than absolutely necessary."

From a proper understanding and evaluation of Air Logistics and its application to the RCN can come a better insight into the organization and functioning of naval aviation and a realization of how to get things done more efficiently and economically. This can make possible better and more economical support for naval air operations and therefore general progress in attaining the ultimate objective of maximum effective current readiness for war in the field of naval aviation.

Discipline

as defined by Field Marshal Sir William Slim, Chief of the Imperial General Staff, in London Calling:

"Discipline, as the British soldier has demonstrated it in peace and war, is the old Christian virtue of unselfishness, of standing by your neighbor, your comrade. It is the sacrifice of a man's comfort, inclination, safety, even life, for others, for something greater than himself. It is the refusal to be the weak link in the chain that snaps under strain."

WHAT? WHY? HOW?

*Thousands Answer
Job Analysis
Queries*

The questions, "What do you do?—Why do you do it?—How do you do it?" are now familiar ones to more than half the men in the Royal Canadian Navy, who, since last year, have put their minds to work in an earnest endeavour to assist their service in an extensive fact-finding program.

This program — naval job analysis — has progressed far since its inception in 1950. All the field work, in which the men played an active part in filling out the job inventory pamphlets, has been completed on the East Coast and in Newfoundland. The field survey work now is in the process of completion on the West Coast.

Already several thousand of these pamphlets are being dealt with at Naval Headquarters by a staff whose task is to take the information given them by the men and assemble it to give an overall picture for each rate, trade and trade group.

From this factual data, trade specifications are prepared which contain trade classification; a summary of the trade, training, experience, skills and knowledge required in the various jobs; responsibility held and supervision given by the various men; working conditions, service requirements and career possibilities, and related occupations in other services and civilian life.

These trade specifications will form

the basis for comparison of various jobs in each service, in the three services and in civilian industry.

The job analysis program is unusual in that a major part is being played by the men themselves, they having been asked to take the responsibility of giving a clear and extensive description of the type of work they are doing in the service.

Their efforts will help in determining a number of important facts and in arriving at decisions, including those on recruiting, selection placement, training and careers.

Also of great importance are the aspects of the program which will give an indication of comparable trades in civilian life and, in addition, tie in the service requirements for skilled men in time of war with those of civilian industry with a view to causing no more disruption of the latter than is physically possible.

On completion of the West Coast field survey, the entire job analysis staff, under Lieut.-Cdr. (E) L. E. Simms, as chairman, will concentrate on dealing with the pamphlets and the subsequent details of the job analysis program.

It now is under consideration to do a survey of the ships in Korea with the intention of getting an accurate description of the work performed by the men of the navy under war conditions.



Men of the 31st Support Air Group fill out their forms during the job analysis survey at HMCS Shearwater, the RCN Air Station at Dartmouth, N.S. (D.N.S.-3375).

BROCKVILLE COMMISSIONS AS TRAINING TENDER

In a simple ceremony at HMC Dockyard, Halifax, HMCS Brockville, a veteran of Second World War convoy escort duties and of postwar Atlantic patrol and rescue work, was commissioned as tender to the Halifax naval division, HMCS Scotian, on April 4.

Usual ceremonies connected with commissioning of a ship were dispensed with as the Brockville—turned back to the Navy last year by the RCMP—was just beginning a six-week refit to ready her for the summer training season.

Captain W. E. S. Briggs, commanding officer of Scotian; Lieut.-Cdr. J. C. Marston, commanding officer of the Brockville; Superintendent James Fraser, head of the RCMP Marine Division, Halifax, and Staff Sergeant John Prudence, RCMP Marine Division, were on hand as the white ensign was hoisted.

For Staff Sergeant Prudence, the occasion had more than usual significance. During the war he was an engineer officer aboard the Brockville from the time she was commissioned at Sorel, Que., until just before she was paid off.

The Bangor class, diesel-engined minesweeper was expected to be ready for trials about May 20, and to begin her first cruise about 10 days later.

MAIN BRACE VETS ELECT NEW OFFICERS

E. Ronald MacDonald of Saint John, N.B., was elected national president of the Main Brace Naval Veterans' Association, succeeding Donald N. Golding, also of Saint John, at the annual meeting in April.

Lieutenant-Governor D. L. MacLaren of New Brunswick accepted election as honorary president.

The elections took place at a meeting of the group's national council in Saint John. The sessions were presided over by Harold O. Price, Moncton, newly elected national chairman, and were attended by delegates from St. Stephen, Dalhousie and Moncton.

Others elected were Bruce S. Scott, Saint John, vice-chairman; George A. Van Tassel, president of the Saint John branch, first vice-president; Robert Mellway, Moncton, second vice-president; Frank D. Savoy, Dalhousie, third vice-president; Frank Sullivan, Saint John, secretary-treasurer; David C. MacKenzie, Toronto, assistant secretary treasurer; Geary



Members of the Electrical School staff prepare another parcel of food and clothing for 11-year-old John Chourpouliadis, fatherless Greek boy "adopted" by the school. Left to right are: Ldg. Sea. Ted Davy, Yarmouth, Eng., CPO John Fleming (seated), Edmonton, Lieut.-Cdr. J. A. M. Lynch, MacGregor, Man., and PO Frank Jobborn, Burlington, Ont. (HS-14107).

GREEK BOY WOULD LIKE TO MEET HIS NAVAL FOSTER PARENTS

The Eastern Mediterranean is a long distance off, but the way the Navy's ships have been getting around lately has given rise in HMC Electrical School to hopes that one or more representatives of the school may be able to visit their "adopted" son at his home in Greece in the next year or so.

An earnest invitation to visit him was received in a letter from 11-year-old John Chorpouliadis acknowledging the monthly parcels the school has been sending him under the Foster Parents for War Children scheme.

Said John: "You write me that you haven't had the chance to visit Greece. I hope that you will soon find an opportunity to come and visit us. As you may know, our

country is rich in antiquities which might interest you."

In a later letter to his "Foster Parents" he wrote:

"I am in good health and hope the same goes with you too. I was very happy to receive your parcel. It contained: 1 box of toys, 1 blanket, 1 tie, marbles, 1 balloon, 2 tins of canned meat and the money. I also received your letter and the pictures you sent me. I am very glad to have them and keep repeating to myself: 'May I also go over there some day and meet my Foster Parents.' From your letter I learned many things about your great country, which all Greeks love and admire.

"... I send you a picture of me wearing the jacket you sent me."

The picture was posted on the notice board at the "L" School. It contrasts sharply with the first photo received of John, showing an undernourished, ragged and barefoot moppet (Crowsnest, January 1951).

Though the mails take months to get through, hardly a week goes by that some members of the Electrical School staff doesn't send a letter to foster son John.

Boyd, St. Stephen, recording secretary, and John W. B. Letourneau, Dalhousie, publicity secretary.

During the meeting, membership charters in the association were granted to naval groups in Toronto and St. Stephen and a decision was made to incorporate the association as a national company.



The Navy Plays



Atlantic Command Shuttle Club Decides Champions

Members of the Atlantic Command Badminton Club put away their racquets late in April to close an eventful season. The club had over 50 active members and more than a dozen turning out on a nightly basis. Two days a week were utilized to handle the increased membership.

They met out of town clubs nine times and on all but two occasions were victorious. Members are already thinking about next season, with a particular eye to attracting as many married couples as possible.

The season closed with the first club tourney ever held. Results were:

Men's Singles — Instr. Lieut. Don Robertson defeated Lieut. John Murphy 15-6, 15-10.

Ladies' Singles — Nancy Jones defeated Mrs. J. E. Korning 1-11, 11-9, 11-1.

Ladies' Doubles — Patsy Timbrell and Nancy Jones defeated Mrs. Doug Campbell and Dot Sims 15-10, 15-13.

Men's Doubles—Lieut. Bob Manifold and PO Harold Jackson defeated Lieut. Robertson and Lieut. D. S. McNichol 15-11, 6-15, 15-9.

Mixed Doubles — Mr. and Mrs. F. MacAlpine defeated Lieut. Robertson and Patsy Timbrell 15-9, 17-4.

Results of the consolation series were:

Men's Singles — F. MacAlpine defeated Instr. Lieut.-Cdr. Doug Campbell 12-15, 15-12, 17-15.

Ladies' Singles — Felice Arsenault defeated Mrs. Bob Manifold 12-11, 12-11.

Ladies Doubles — Mrs. Bob Greene and Betty Bowers defeated Mrs. Harold Jackson and Mrs. Manifold 15-12, 12-15, 18-16.

Men's Doubles — Lieut. John Turner and F. MacAlpine defeated Lieut. Frank Proud and J. Laey 15-5, 15-2.

Mixed Doubles — PO and Mrs. Jackson defeated Lieut. and Mrs. Manifold 15-11, 18-14.

Prizes were presented at a gathering of club members at "B" Mess, HMCS Stadacona, April 26.

Navy Boxer Receives Golden Gloves Award

An award for the best fight in the tournament went to Able Seaman Gaston Bruneau, of HMCS Naden, at the B.C. Golden Gloves in Vancouver. Bruneau received the prize for his performance in scoring decision over Hoop Davis of the New Westminster Police in the light heavyweight division.

In his second fight, Bruneau pulled a shoulder muscle and lost by a decision to Lon Bianco of the Active Club. The former was ahead on points until the pulled muscle caused him to lose his effectiveness.

Another Navy Boxer, AB Frank McLean, also bowed out of the tournament, losing on points to Gordie McDonald, of the Burrard Lions Club.

Earlier, Bruneau won the light heavyweight division of the Vancouver Island Golden Gloves with a first round knockout victory over R. T. Lloyd of the Canadian Army camp at Gordon Head. The young sailor-scrapper was coached by PO Roderick Bolt.

Electrical School Wins Inter-Part Volleyball

Electrical School won its third inter-part sports championship at HMCS Stadacona by defeating the Physical Training Staff in two games out of three to take the volleyball title.

The PT staff finished the regular season with a perfect record but failed to match the Electricians in the playoff final. The "clubswingers" went down to defeat again when they dropped a 3-0 decision to RCAF Greenwood in an exhibition game.

Sports Interest Shifts Outdoors at Cornwallis

Hockey wound up at HMCS Cornwallis with a rugged crew of Chief and Petty Officers winning the base championship by toppling a keen young team from Huron Division in two straight games, 4-1 and 5-2.

The basketball team proved to be the dark horse at the invitation tourney held in Halifax. In spite of



Members of HMCS Stadacona's senior rifle team pose proudly with the individual and team trophies they captured in the Halifax Garrison Indoor Rifle League during the past season. The large trophy in the centre is the Richard Oland Trophy for high aggregate during the season. The sharpshooters are, left to right: Sub-Lieut. (NS) Hazel Mullin, PO George Lauder, CPO Frank Rushton, CPO Cassam Marlin, CPO Jack Wolfe and PO Alvin Underhill. (HS-14241).

sudden changes and replacements, the Cornwallis squad handed Dalhousie University, the eventual winner, its only defeat of the meet.

Huron Division defeated Skeena 14-13 to capture the monthly inter-divisional boxing championships in a set of bouts which was only decided when the final gong had rung.

With the advent of warmer weather, sports interest shifted to spring and summer games, which were due to get into high gear as soon as condition of the grounds permitted.—*F.C.P.*

Captain's Office Cops Stad Bowling Playoff

Captain's Office upset Instructor Officers "A" to win the playoff for the inter-part bowling championship at HMCS Stadacona. The "schoolies" topped the league with 69 points in the regular schedule, followed by Captain's Office with 67, Central Stores with 60, Regulating Staff 59, CVD 58 and Electrical School "C" 57.

A 400 score by one of the Army trundlers featured an exhibition series in which an Army Officers team scored two straight victories over the Navy Instructors.

In the Men's Service League, Boiler Shop wound up in first place in the "A" section, followed by Electrical "A" and Captain's Office. Electrical Maintenance topped the "B" section, with Refrigeration in second place and Outside Fitters and Civilian Plumbers tied for third.

PO Mike Bidnock racked up the high average for the season with a mark of 205.4, while Commissioned Gunner J. K. Crotty registered the high cross, 836, and high single, 358.

Bentley is Big Winner in Headquarters Bowling

Commissioned Stores Officer Frank Bentley was the big winner when trophies and prizes were presented at the annual banquet of the Naval Headquarters Bowling League in Ottawa April 25.

As captain of the league champion Algonquin team, Bentley received the McCallum trophy and an individual prize, then stepped forward to receive the Naval Headquarters Sports Association trophy which a Bentley-skipped team won in a post-season competition.

It was Bentley again when the high average prize was handed out, and the same player stepped forward to accept the prize for the high single in the Sports Association



Undeatable in 10 league games, the Electrical School maintained its winning ways in scoring two straight victories over Shearwater Training Air Group in the best of three finals for the Atlantic Command inter-part hockey title. The team is shown above. Front row, left to right: Ldg. Sea. Archie McArthur, Ldg. Sea. Gordon Young, Ldg. Sea. Douglas Norbury, Ord. Sea. Norman Brouillard, Ord. Sea. Andre LeBel and Ldg. Sea. Ernest Riva. Back row; Ldg. Sea. Ivan Latimer, Ldg. Sea. Stewart Myers, CPO Duncan Stevenson (playing coach), Lieut.-Cdr. (L) R. M. Battles, senior staff officer, AB John Cribb, Ord. Sea. Fred Jardine, Ord. Sea. Jack Kilburn and Ord. Sea. Fred Free. Missing from the photo is AB Michael Crowley. (HS-14081).



Electrical School also won the inter-part basketball championship, topping TAS School in two straight games. Left to right are: PO Jack Strachan, Ldg. Sea. Ivan Latimer, Ldg. Sea. Ted Corbett, AB Donald Fredette, Lieut.-Cdr. Battles, Ldg. Sea. Bertram Godding, Ldg. Sea. Archie McArthur, CPO Duncan Stevenson (coach) and Ldg. Sea. Robert Miller. (HS-14079).

trophy matches. His season's average, incidentally, was 228.

Other individual prize-winners were: Ladies' high average, Connie Gratton (194); men's high cross, Lieut. (S) Doug Samson (832); ladies' high cross, Gerry Atkinson (781); men's high single, Lieut.-Cdr. (S) Dave Walton (331); ladies' high single, Miss Gratton (330).

Magnificent, captained by Lloyd Bethell, won the "A" series playoff prize, and Lieut. Samson's Athabaskans took the "B" series booty.

Lieut.-Cdr. (SB) Bill Simpkin, league president, presided at the highly successful banquet and dance.

Civil Service Trundlers Win Cornwallis Title

The Inter-part Bowling League at HMCS Cornwallis concluded with the Civil Service team defeating the Seaman's School in the finals by 449 pins. Members of the winning team were Syd Kilmister (captain), George Auby, E. Spurr, Bernie O'Neil, Jim Sanford and George Townsend.

Individual honors were cornered by Instr. Lieut.-Cdr. B. S. Lake, who topped the league in three departments — high average (232.4), high

three (891) and high single (375).

The trophies and prizes were presented by Captain A. P. Musgrave on the final evening of bowling.

Scotian Pucksters Rewarded for Efforts

Completing its first season of competition, the hockey team representing HMCS Scotian lost out in a hard-fought sudden-death game to Royal Canadian Engineers (Reserve) for the Halifax Reserve Forces championship. Score was 5-3.

Earlier the Scotian team had defeated their traditional rivals from the Reserve Army, the Princess Louise Fusiliers.

At the annual inspection and prize presentation ceremonies at the division on April 12, each member of the team was presented with a gift for his efforts.

In the Garrison Rifle League, the division's two teams finished well down in the scoring but gave a good account of themselves during the season.

In the division's inter-part rifle competitions, the officers again took possession of the trophy held for the past year by the seamen.

Commodore Porteous Wins Squash Title

Commodore (E) W. W. Porteous won the Maritime squash racquets singles championship at HMCS Stadacona April 13 by outscoring Rear-Admiral E. R. Mainguy three games to none in the best-of-five final.

Games were close with numerous interesting rallies. In the first, Admiral Mainguy carried his opponent to extra points before going down 18-14. Commodore Porteous followed up this initial triumph with 15-9 and 15-13 victories.

Commodore Porteous was presented with the Birks championship cup at the conclusion of the match.

Top Softball Award Goes to Star Padre

Chaplain (RC) William Flaherty, mainstay of HMCS Star's team, was voted the most valuable player award in the Hamilton Garrison Officers Softball League.

On Saturday, April 7, the Star wardroom softball team went to Toronto to take on York. After starting out well, the Star team fell apart at the seams and ended up on the short end of a 26-10 score. One casualty was Lieut.-Cdr. (S)

M. J. Doll, who bumped into the York first baseman, somersaulted and landed on his head. He had to leave the game and his loss had its effect on the team's play. X-rays showed later his injuries were not serious.

Captain F. R. Base, commanding officer of York, presented the challenge trophy to the captain of the Toronto division's team after the game.

Golf School Graduates Get Jump on Season

At least a dozen golfers in Halifax and Dartmouth approached the links with a lot more savoir faire this spring. They were graduates of the Atlantic Command Golf School, held during the winter at the Stadacona gymnasium, and their game was polished up in eight concentrated sessions by Kas Zabowski, Maritime open professional golf champion.

The school, which started February 14, continued two nights a week until April 19 and featured movies, lectures and practice in padded squash courts. Attendance was good as veteran golfers labored to improve their styles and newcomers learned the rudiments the easy way. However, only a dozen turned out for the full eight lessons.



Members of the Huron Division boxing team which won the inter-divisional boxing trophy at Cornwallis in April are pictured above. Front row, left to right: Ord. Sea. Edward Carter, Kamloops, B. C.; John Walsh, St. John's, Nfld.; and Alexander Griffin, Kingsmere, P.Q. Centre row: Ord. Sea. Herbert West, Edmonton, and Fred Clair, Montague, P.E.I. Rear row: Ord. Sea. Carl Kaizer, Halifax, and Kenneth Johnson, Windsor, Ont.; PO Raymond Ellison, Cornwallis, manager; and Ord. Sea. John and Ronald Geary, brothers, of Windsor, Ont. (DB-1039-1).

Weekly Sports Meets Held by Comschool

Eight teams with a total of 84 competitors participated in a successful inter-class swimming meet for Communication School personnel in the pool at HMCS Stadacona, Halifax. Top point-getter was the team from CV 38.

Directed by PO Albert Trepanier and members of the PT staff, the following events were run off: 30 yards free style, breast, back and side strokes, flutter board plunge, 90 yards medley and 120 yards free style medley.

The Comschool classes vie for honors in all branches of sport, with meets staged each Wednesday in the Stadacona gymnasium.

CPOs, Supply School Battling for Trophy

With the deck hockey schedule completed, the race for the Cock of the Barracks trophy at HMCS Naden narrowed down to a two-way duel between Supply School and the CPOs. At the time of writing, Supply held a slim two-point lead but the Chiefs were depending on their strong soccer squad to overtake the leaders and bring them home in front.



The winner and the runner-up in the Maritime squash singles final shake hands after their gruelling match in the Stadacona gymnasium April 13. They are Commodore (E) W. W. Porteous (left) winner of the Birks trophy, and Rear-Admiral E. R. Mainguy. (HS-14163).



Ord. Sea. Dave LeClair, centre for HMCS Shearwater, sinks a basket during the final game with Dalhousie University in the third annual Halifax and district invitation basketball tournament at Stadacona. AB Jim Kitchen, captain of the air station team, backs him up. Dalhousie won the game and the championship. (HS-14083)

Shearwater Runner-up in Basketball Tourney

HMCS Stadacona played host to eight teams in the third annual Halifax and District invitation basketball tournament, held at the "Stad" gymnasium on April 6 and 7.

Dalhousie Tigers, winners of the Ernst Glass Trophy the previous two seasons, made it three in a row when they downed HMCS Shearwater by scores of 31-27 and 51-46 in the final games of the tourney. The high-flying collegians were defeated only once during the two-day tournament. The loss came at the hands of HMCS Cornwallis in a thrilling 32-31 game.

Until meeting the Dal team, the Shearwater quintet had racked up an unbeaten record.

Lieut. R. M. Greene, Command P, and R.T. Officer, who directed the tourney, presented the Ernst Glass Trophy to Fraser Mooney, Dalhousie captain, and the runner-up trophy to AB Jim Kitchen, captain of the Shearwater team.

Queen Team Practicing for Inter-Service Shoot

A six-man rifle team will represent HMCS Queen, the Regina naval division, in a forthcoming inter-service shooting competition. Strong teams from the Royal Canadian Mounted Police and the Army have also been entered. CPO Les Paige has been instructing the Navy team.

PACIFIC ISLAND PICNIC

Party from Huron Warmly

Entertained by USN

During Guam Stop

ON BOARD HMCS HURON — While HMCS Huron was at Kwajalein, on her way across the Pacific to Japan, a US Navy chief petty officer suggested to the Canadians that they organize an outing when the ship arrived at Guam, three days hence.

No sooner said than done. A signal asking if facilities could be provided was despatched to the USN base at Guam and an affirmative reply was quickly forthcoming.

A committee headed by CPO Douglas Backman started the ball rolling. Of assistance there was plenty. The chief cook, CPO Ronald Cragg, and his staff prepared the ingredients for sandwiches and whipped up some fruit cake. Others pitched in to help get ready a lunch sufficient in size to satisfy at least 100 men. The sports department, headed by AB Rowan Carroll, dug up equipment for a variety of games.

Otherwise the ship had no idea of what was in store for the picnickers. In fact, so doubtful were they that they filled a large milk can with water, in case there might not be any available. No one was worried, though, just so long as they could go somewhere — anywhere — and relax.

As it transpired, there was no

reason for concern. Waiting on the jetty at Guam were three large trailer-trucks, and within 15 minutes after berthing the party had trooped ashore and was away in the trucks to the picnic spot.

The US authorities really had the situation in hand!

The scenic, 10-mile drive, which was a treat in itself, ended at a recreation ground where there were roofed tables and benches scattered beneath the palms, a baseball diamond, glistening sand beach, volleyball court, horseshoe pitch and other facilities.

First thing on the menu was a swim in the inviting waters of the Pacific. Then the American hosts took over and did everything they could to make sure the Canadians had a good time. Very successful they were, too.

Throughout the remainder of the afternoon, the Huron sailors partook of every event available, interrupting their activities only long enough to dispose of the lunch. As dusk settled and it came near time to return to the ship, the Hurons called an end to the festivities and pitched in to clean up the grounds so they would be in the same tidy state they were when the party arrived.

Back aboard the transports, they joined their voices in a rousing sing-song that lasted until they arrived at the jetty. Happily, then, they returned on board ship.

It had been a memorable day. A picnic may not sound very exciting to folks ashore, but for the 80 Hurons who were fortunate enough to attend this one it was a great event. The trip out from Halifax had been long and somewhat tedious, ahead of them was a long stretch of war zone duty that wasn't going to be much fun, and this pleasant break, on a tiny Pacific island, gave them a fresh outlook on life.

To the US Navy Recreation Committee at Guam, who gave them an overwhelming reception and thoroughly fine time, went a hearty vote of thanks.

... As for the milk can full of water, it was taken back to the ship in the same condition in which it left. An unlimited supply and variety of beverages, provided free of charge by the American hosts, made it unnecessary, unwanted and untouched. — (Contributed by *The Fan Shaft*.)



The naval fire-fighting school at Halifax needed a 10,000 gallon static water tank, so the staff pitched in and, with the help of civilian workmen from the Halifax dockyard, built one inside of a month. Here CPO Syd Nettleton (right) and AB Ed MacLeod are shown on the job with welding equipment. (HS-12854).

THE GOOD SAMARITAN



An officer whose sleeve bore four bright rings and whose heart brimmed with the milk of human kindness found recently that the role of Good Samaritan can be an uncomfortable one. This officer (not an executive branch type) was getting in his car on the parade ground at Stadacona when he spied a young seaman staggering out of the Gunnery School with a heavy parcel.

So he gave the lad a lift to Communications School.

The seaman beamed, "This sure helps a lot, Sir."

CPO Doug Clarke, regulating CPO in the Gunnery School, saw all and wasn't quite so happy. He made an indignant report.

Back in his office again, the officer was called by:

1. Lieutenant-Commander (G)
2. Commander (G)

3. Commander RCN Barracks.
Substance of the messages: "Interference with discipline."

The seaman had fallen asleep in class, was sent to the Gunnery School's own special little parcel post office and was given his 96-pound, six-inch practice projectile to lug to the Comschool and back — to wake him up.

The officer didn't recognize the "parcel" as a "projy," but it didn't take long for him to find out!

The Gunnery School staff says this one topped all of the many articles used to lighten the load their postal service provides. Some have dragged the shell along in a snow shovel, and one even borrowed a little wagon belonging to the Commander's youngster — but a ride in a captain's car, that was the ultimate.

LETTER TO THE EDITOR

HMCS Huron, at Sea

Sir:

We of the Huron faithfully follow the editorials, news events and articles of the Navy magazine, The "Crowsnest". However, a "beef" has arisen . . . no dope on the Huron.

This ship is loaded with news value (so we think) and we have therefore decided to do something about it! A group got together and formed the editorial staff of what was hoped to be a small ship's newspaper. By the end of a two-week period of excitement, commotion and anxiety, the enclosed was brought to press. Plans are under way whereby a similar edition will be published bi-monthly from now on.

We would greatly appreciate your using this paper, or portions thereof (especially the cover), in your magazine. May we, too, draw your attention to photographs taken aboard the ship while in Pearl Harbor, Guam and Sasebo, Japan. From what we gather, many more of such photos will be taken and it is hoped that some of these may soon appear in The "Crowsnest".

Publicity of the Huron has been rather limited, to say the least, but this, we admit, is largely our own fault. However, it is expected, what with a ship's newspaper and photographic coverage of ship's activities, there will be a sufficient supply of material from which a suitable selection can be made for your magazine.

Thank you.

*Yours truly,
The Editorial Staff,
"The Fan Shaft",
HMCS Huron.
per "R.F."*

Editor's Note: The "Crowsnest" regrets that, for technical reasons, it cannot reproduce the cover of "The Fan Shaft" but wishes to congratulate the editorial staff on an excellent piece of work, both with respect to the cover and the contents. "The Fan Shaft" is a bright, breezy effort and is a credit to the staff — AB Phillip Cochrane, Ldg. Sea. Robert Flack, PO David Kurts, PO Raymond Laychuk, CPO Douglas Backman, PO Edgar Colebourne, AB Leslie McCallum and PO John MacDonald.

As for the "no dope on the Huron", the reason graciously given by the "The Fan Shaft" happens to be correct. It is an old refrain, but The "Crowsnest" depends very largely on the correspondents in ships and establishments for its material. No "dope" from the ships, no "dope" in The "Crowsnest."

Regarding photographs, it might be noted that a photo taken of the Huron in Pearl Harbor served as the cover for the April issue of The "Crowsnest".

15 ATHABASKANS SIGHT NEW OFFSPRING

While HMCS Athabaskan was sailing the Yellow Sea, in all kinds of weather and on all kinds of missions, the stork was pretty busy at home in Canada. Although saved from having to pace the floor outside the maternity ward, the sailor-husbands are inclined to think the strain of being 7,000 miles away at the time of the great event was even harder on the nerves.

To add to the suspense was the fact that it was sometimes two or three weeks before a prospective father would receive the glad tidings, due to delays caused by congested wireless traffic or periods of radio silence imposed during a lengthy patrol.

Some of those on board the Athabaskan who got their first sight of the new additions to their families when the ship came home in May were:

PO Kenneth Perry (a daughter),
AB Chester Kenyon (a daughter),
PO Thomas Cooper (a daughter),
PO Nikolaus Baier (a daughter),
PO Lawrence Orton (a daughter),
AB Stanley Whythe (a daughter),
AB Michael Shymkovich (a daughter),
Ldg. Sea. Charles Alliston (a daughter),
PO Eric Keil (a son),
Ldg. Sea. James Ashworth (twin daughters),
PO Norman Town (a son),
Commander Robert Welland (a daughter),
CPO Frank Logan (a son).

The names are listed in the order in which the fathers qualified to pass out the cigars.

Births

To Lieut.-Cdr. J. W. Dangerfield, HMCS Chippawa, and Mrs. Dangerfield, a daughter.
To Lieut. J. A. Morris, HMCS Chippawa, and Mrs. Morris, a daughter.
To Lieut. Marcel Belanger, HMCS Cornwallis, and Mrs. Belanger, a son.
To Lieut. (S) John D. Agnew, HMCS Magnificent, and Mrs. Agnew, a daughter.
To CPO Andy Chartren, HMCS Stadacona, and Mrs. Chartren, a daughter.
To PO E. Ross Brock, HMCS Catarauqui, and Mrs. Brock, a daughter.
To PO Everett Anderson, HMCS Queen Charlotte, and Mrs. Anderson, a daughter.
To PO Thomas Plume, HMCS Naden, and Mrs. Plume, a daughter.
To AB Roy Dingley, HMCS Catarauqui, and Mrs. Dingley, a son.
To AB Frank Howell, HMCS Catarauqui, and Mrs. Howell, a daughter.
To AB John Murray, HMCS Catarauqui, and Mrs. Murray, a son.
To AB Vincent Marr, HMCS Huron, and Mrs. Marr, a son.
To AB Gordon Bonhert, HMCS Huron, and Mrs. Bonhert, a daughter.
To Ord. Sea. R. O. Austin, HMCS Cornwallis, and Mrs. Austin, a daughter.

Weddings

Surg. Lieut. Gerard J. Breton, RCN(R), Ret'd, of HMCS Star, to Acting Sub-Lieut. (NS) Lois Dorothy Atkins, RCN(R), of HMCS Star.

A/Sub-Lieut. J. E. Hobbs, HMCS Carleton, to Miss Audrey Clare Hill of Hamilton.

Ldg. Sea. Stanley Raynham, HMCS Malabat, to Miss Irene M. Porter, of Vancouver.

Ldg. Sea. Howard Oja, Aldergrove Radio Station, to Miss Helen Louise Mitchell.

Able Seaman G. Waddell, HMCS Chippawa, to Miss Madeline Sleaven, of Winnipeg.

Able Seaman George F. McKarney, HMCS Stadacona, to Miss Norma Robson, New Glasgow, N.S.

GEORGE F. O'CONNELL HEADS SAINT JOHN NOAC

George F. O'Connell was elected president of the Brunswick branch of the Naval Officers' Association of Canada at the annual meeting in HMCS Brunswick April 27. He succeeds F. Gerald Elkin.

West Coast Golfers Print Own Booklet

Out on the West Coast, where the climate is particularly conducive to a long and almost uninterrupted love affair with the game, golf has taken such a leading place in the naval sports picture that the service's club-swingers are even publishing a booklet to keep members up to date on the many activities of the RCN Golf Association.

The informative little publication is called "The Naval Golfer." Its contents include news of past and future competitions, items of interest concerning association members and tips on play and etiquette.

Other officers elected were: George W. Winters, vice-president; J. J. Donahue, secretary; Ralph B. Marr, treasurer, and K. W. Salmon, K. D. McAlpine, Donald H. Newton, A. P. Gregory and Arnold Watson, executive.

REMEMBER THE NAVY

(An editorial in *The Saint John Telegraph-Journal*)

We noticed some observations in a contemporary elaborating on the statement that "oceans are no longer moats." Up to a point that is true, but can be overemphasized. Moreover, moats were never counted impassable obstacles and there have been few, if any, fortified places that used moats other than as adjuncts to walls, ramparts, earthworks and so on. Moats have had their distinct uses. If available, they are not to be scorned today; and we rather fancy that up to a point oceans can still be put to similar uses.

That little strip of sea, the English Channel, is not to be classed as ocean, but it has, as we know, great stopping value. The wider expanses of salt water are likewise valuable deterrents to invaders, always remembering that no nation is fully defeated until its land is occupied by the enemy. Hammering from the air will never complete a victory unless the spirit of defence is broken, which so far no bombing has effected. The function of oceans as moats has not entirely passed away.

Nevertheless, gradually over centuries, and increasingly so of late, oceans have become sea-

lanes to carry armies and supplies.

The seas connect as well as separate. They offer scope for wide strategic movements and afford a channel for maintenance of nations with superior seapower, and these by blockade can also deny the use of the sea to their adversaries. To assist seapower and keep free the sea-lanes the oceans have become battle-grounds to an ever greater extent. Men and munitions can now be carried by air, but there is a vast difference between the largest planeload and even a small ship-load. To accept that oceans are no longer moats must not lead us to diminish our concern for seapower. We still need our fighting navy and our merchant navy.

It may be that modern fighting ships and their armament will be of types differing from those of the past. The submarine for combat and also for freight-carrying may play a more important role. Nonetheless the ocean remains their element. A strong and efficient navy, guarding the seas that retain the characteristics of moats and those also which enable men and materials to be transported is an essential. So let us never forget it.

THIS IS THE NAVY ...OR IS IT?

An Admiral has little chance for advancement and a seaman has few opportunities to sit down — at least, those are among the observations on naval life penned by a group of Halifax high school students.

Members of the ninth and tenth grades, the students expressed their opinions in career booklets they

prepared as an assignment in vocational and educational guidance. The books are aimed at helping the boys choose a lifetime work. They select a career and analyse it, carefully listing the pros and cons and special requirements. The books are often illustrated with photographs, magazine and newspaper clippings and drawings.

Outstanding among the comments was that of one youngster who rued the fact that "In the Navy you can get from Able Seaman up to Admiral, but I don't believe



Two western naval establishments looked like this after being hit by man-sized storms this spring. The upper photo was taken at Aldergrove Naval Radio Station, near Vancouver, following a storm in late March that all but isolated the station. In the lower photo, deep snowbanks left by an April blizzard gave HMCS Queen, at Regina, anything but a spring-like look.



Retirement

Chief Petty Officer Frank Leo Gervais

Rate: C2QR1
 Age: 42
 Address: 76 Lady Hammond Road,
 Halifax, N.S.
 Hometown: Winnipeg, Man.
 Joined: January 1931, as an Ordinary
 Seaman
 Served In: HMS Warren, Vernon and Ferret;
 HMCS Naden, Vancouver,
 Stadacona, Saguenay, Skeena,
 Prince Robert, Givenchy,
 Prince David, Niobe, Tillson-
 burg, Avalon, Nene, Peregrine,
 Strathadam, Cornwallis, Bow-
 manville, Haida, Brunswick,
 St. Stephen, Iroquois, La Hul-
 loise, Shearwater.
 Awards: Commended for gallantry,
 August 19, 1936.
 Retired: April 12, 1951.

"See Canada First"

Canadian sailors busily absorbing the scenery "Down Under" during HMCS Ontario's South Pacific cruise managed at the same time to get a good look at their homeland.

This extraordinary geographic feat was accomplished because of an intention to publicize Canada abroad. A number of colored films depicting scenes from various parts of the country were embarked in the Ontario primarily for exhibition overseas, but it was decided to show them also to the ship's company, along with the regular entertainment films, with a view to developing an appreciation of Canada by Canadians.

you can get any higher."

In discussing the working conditions, an account contained in one book read as follows: "The officers have a lot of desk work which requires no standing. An ordinary seaman or other low ranking naval personnel have PT, marching, manning the boats and keeping them in condition. There are schools which give the men a chance to sit down for a while."

Another saw "no disadvantages in the type of work unless a man is a CPO or some ranking officer."

In dealing with the sailor's life in wartime, a young career seeker said, "The hours are bad with hardly any pay. No time to run around. No leave."

EUROPEAN CRUISE MEMENTO

Reproduced on the opposite page is the memento of the Canadian Special Service Squadron's European cruise last fall. It is available to all officers and men who served in the three ships of the squadron — the Magnificent, Huron and Micmac — during the cruise.

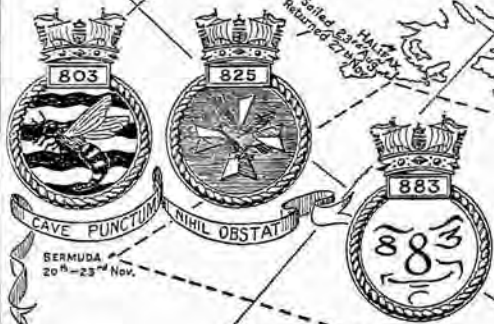
Produced by Cdr. H. W. Soulsby, RCN, Ret'd., the memento is 17 by 14 inches, printed black on white, on good stock linen paper, and is suitable for framing. The price is 25 cents per copy.

Mementoes may be obtained by writing the Flag Officer Atlantic Coast, HMC Dockyard, Halifax. To facilitate handling, ships should send group orders wherever possible.

Cheques or money orders should be made payable to the Flag Officer Atlantic Coast. All proceeds will be donated to the Canadian Naval Service Benevolent Trust Fund.

CANADIAN SPECIAL SERVICE SQUADRON

1950

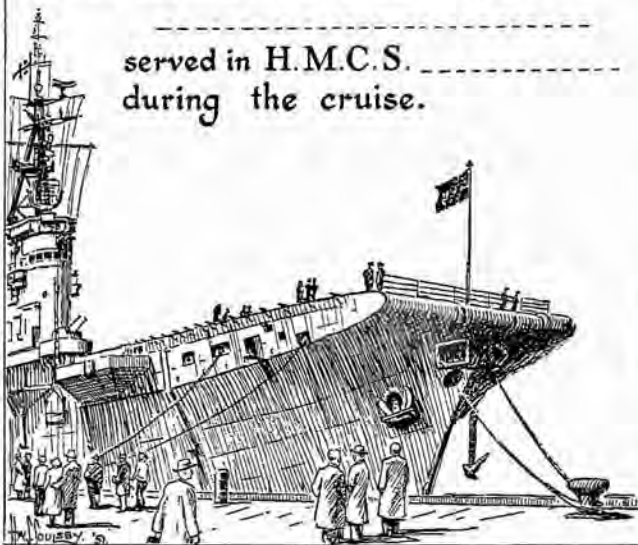


TO COMMEMORATE the cruise of the Canadian Special Service Squadron under the command of Rear Admiral E. R. Mainguy O.B.E. R.C.N. flying his flag in H.M.C.S. MAGNIFICENT, to the United Kingdom and Europe, THIS MEMENTO shows that

served in H.M.C.S. during the cruise.



Commodore K. F. ADAMS R.C.N.



Lieut.-Commander
F. C. FREWER
R.C.N.



Lieut.-Commander
E. T. G. MADGWICK
R.C.N.

