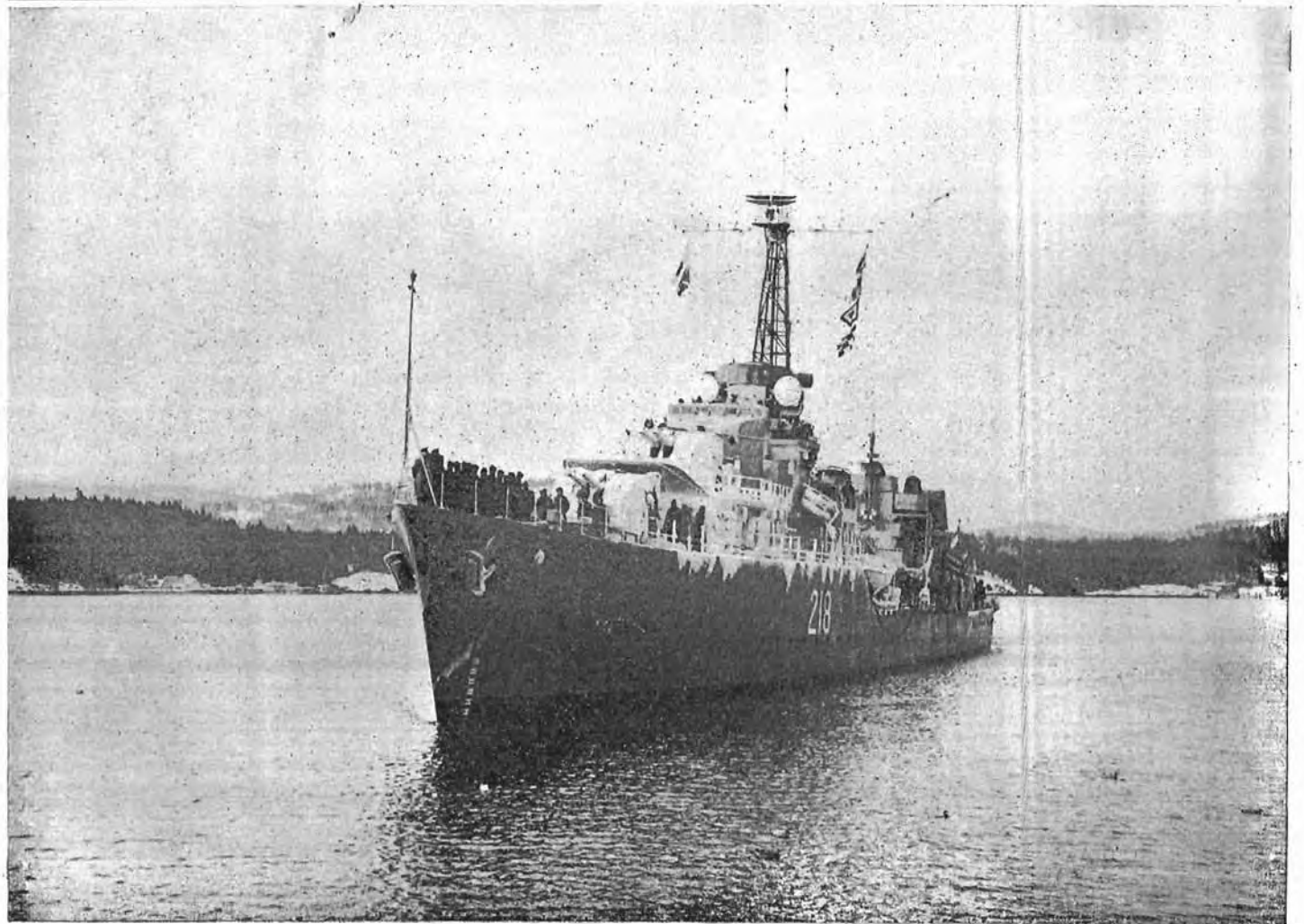
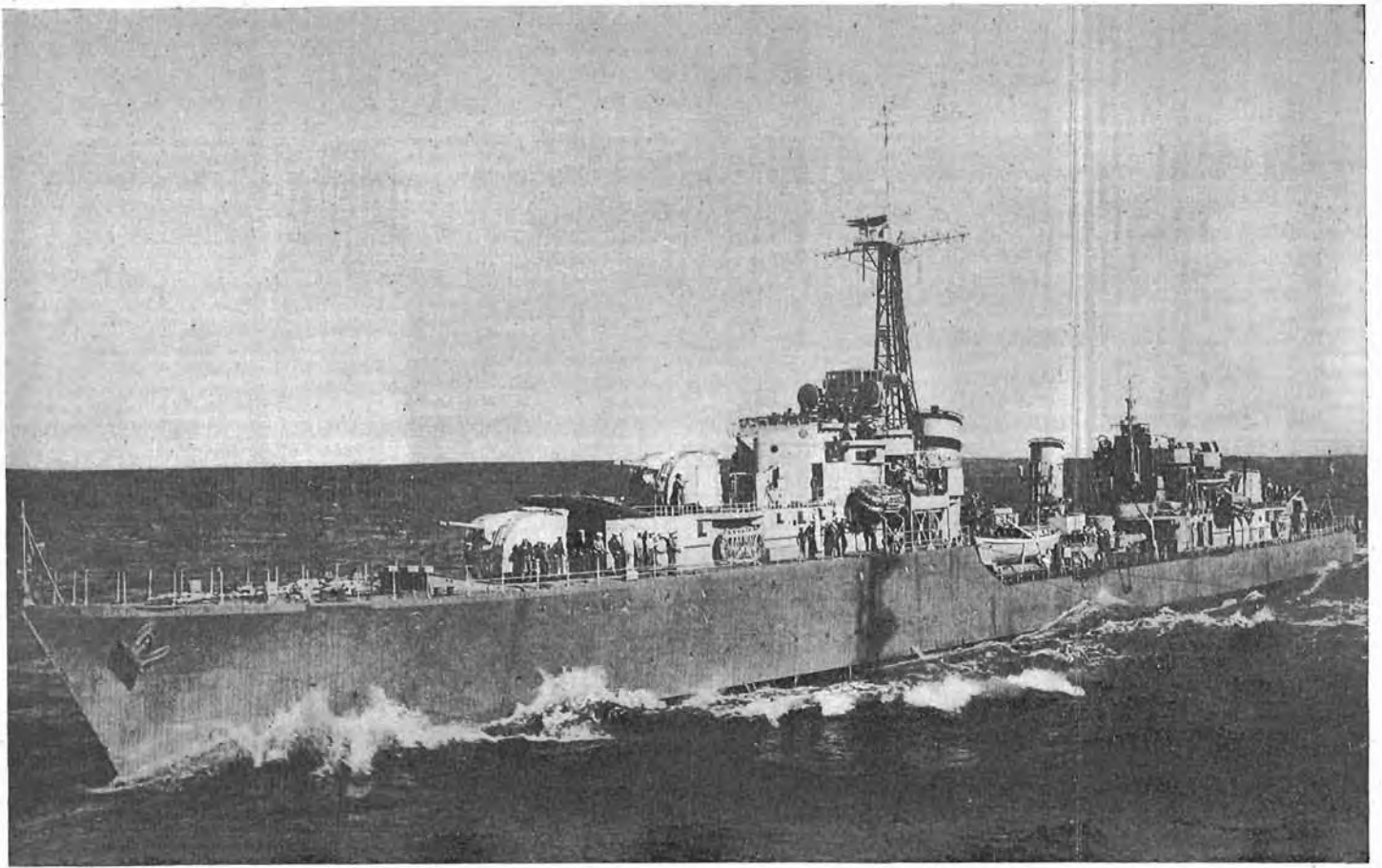


The CROWSNEST



Vol. 2 No. 5

March, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

March, 1950

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Cover Photo — The sleeping spaces of HMCS "Sioux" have a new look. Gone are the swinging hammocks and in their stead are rows of three-tiered folding bunks—one of the radical changes in messing and sleeping arrangements on board the destroyer. Each bunk is equipped with an airfoam mattress (not shown) and an individual reading lamp. The final coat of paint had hardly dried when these two future tenants dropped in for a preview. AB Bert Kuffner tries out one of the bunks for size and comfort while shipmate AB Douglas Baskerville surveys the scene. In the foreground can be seen the corticene-topped, aluminum lockers which are also a new feature. (For more about the "Sioux" see page 4.) *RCN photo by AB Douglas Sawyer.* Neg. No. E-1066-8.

LADY OF THE MONTH

Same ship, different settings. In the top photo, the Tribal class destroyer HMCS "Cayuga" has taken advantage of a calm, clear day to close HMCS "Ontario" to exercise fuelling at sea. Here the messenger has been passed and the destroyer is preparing to haul the hose aboard. (The shadow below the "Cayuga's" bridge is that of the cruiser's foremast).

In the lower photo, taken in January of this year, the "Cayuga" enters Esquimalt harbor on her return from a rough, cold trip to Vancouver.

★ ★ ★

When The "Crowsnest" was first started, some 17 months ago, there was one big question in the minds of the editors:

Would sufficient material be received to ensure the publication of a standard, 28-page issue each and every month?

Of this there was no positive guarantee, for the magazine was going to have to depend on the good will of voluntary, non-professional correspondents and contributors, in naval ships and establishments, for almost all its contents. Moreover, it could not proffer payment for articles, items, illustrations or cartoons, no matter how glittering they might be or how talented their creators.

The editors occasionally had gloomy visions of famine months, when The "Crowsnest" would be either a skimpy affair or would not appear at all.

These forebodings have been proven completely unwarranted.

Not only was there forthcoming enough material to guarantee a fresh "Crowsnest" at the turn of each month, but the quantity reached the stage where the magazine could safely be boosted to 32 pages, and now and then to 36. (With always enough left over as a precaution against a "rainy day").

To all those whose support has made this possible goes a sincere vote of thanks—with a special note of appreciation for those who have remained steadfast even when their efforts have been hacked about or held over for an issue or so.

However, let us make haste at the same time to declare that:

(a) The "Crowsnest" is still as hungry for material as ever and will use every suitable scrap it can get;

(b) There are still a number of ships and shore establishments that are heard from only occasionally, and a few not at all;

(c) There are still stories of general interest that belong in The "Crowsnest" but are not being reported, and, finally,

(d) It is the magazine's ultimate aim to be able to look back and say that every officer and man, every ship, shore establishment, school, station and division has appeared in its pages, at some time, in some way.

Page one

R.C.N. News Review

Pacific Training Cruise

The Pacific Command breaks into the spring cruise picture on March 2, when HMC Ships "Ontario", "Cayuga" and "Sioux" depart from Esquimalt on a one-month, 5,000-mile training tour down Mexico way.

First port of call will be San Diego, California, where the three ships will refuel during a one-day stopover March 6. Then they proceed to Magdalena Bay, Mexico, in whose roomy, sheltered waters they will spend a week entirely devoted to training.

On March 17 the training force begins the northward journey. Brief stops are scheduled at Manzanillo and Port Refuggio, Mexico, followed by a three-day stay in Long Beach, California, from March 27 to 30. From Long Beach the ships set course for Esquimalt, where they are due to arrive April 3.

The cruise will be the first trip of

any length for the "Sioux" since her commissioning in January, and the first for the "Ontario" since completing refit.

The former engaged in work-ups during the latter part of January and early February, then joined with the "Cayuga" for anti-submarine exercises. The "Ontario" came out of refit February 14 and spent the next two weeks on trials and work-ups.

In the Caribbean

On February 13, as per schedule, HMC Ships "Magnificent" and "Micmac" began the southern training cruise that would keep them away from their Halifax base until mid-April. The two ships carried out evolutions and flying exercises throughout the ensuing week, then put in at Charleston, S.C., on the 20th for a four-day stay.

During March, the "Magnificent" and "Micmac" will pay four-day

visits to Havana and Guantanamo Bay, Cuba, and will make two additional fuelling stops at the latter port. The rest of the time — 21 days in all — they will be at sea.

From the 20th to 26th the two Canadian ships will carry out combined fleet exercises in the Caribbean with units of the Royal Navy's America and West Indies Squadron. Anti-submarine patrols, searches and strikes by the "Magnificent's" two air squadrons, 825 and 826, will comprise an important phase of the exercise program.

HMCS "Swansea" also sailed from Halifax on the 13th but proceeded independently, with Nassau, B.W.I., her destination. She will visit the Bahamas capital from February 18 to 24, then return to Halifax March 1.

"Cayuga" Keeps Busy

January was anything but a month of routine activity for HMCS "Cayuga". It all began on Friday the 13th when the Tribal class destroyer bucked a full scale winter storm to carry the Navy's junior hockey team to Vancouver for a featured exhibition game and to transport Army personnel back to Victoria.

The "Cayuga" had a rough passage, with seas built up by 65-knot winds slowing her down at times to seven knots. It took her five hours to reach Vancouver, and when she docked her entire superstructure was covered with a two-inch coating of ice.

The "Cayuga" had been the only ship to clear Victoria harbor that day, a fact which prompted the Vancouver Sun to remark: "If anyone has tried to tell you that Canada's new Navy is going 'soft', the perfect answer... could be put in just two words — HMCS 'Cayuga'".

It didn't end there. The storm continued into the next day, when the "Cayuga" once again put to sea after embarking Army personnel for "Operation Brass Monkey" — an exercise to be carried out on the Island. Again it was more than five hours before she eased into her berth at Esquimalt.

The next day, Sunday, she re-embarked the soldiers and returned them to Vancouver. After an over-



Commissioning day for HMCS "Sioux" was marked by the usual hustle and bustle as crew members joined the ship, dockyard mateys finished last-minute jobs and provisions and stores were loaded on board. (E-10720).

night stay in the mainland city, the destroyer on Monday made her fourth consecutive daily crossing.

A week later, on January 23, the "Cayuga" put to sea again, but this time she was bound for warmer climes. The destroyer set forth on a two-week training cruise to California which included visits to San Diego and Long Beach.

A Big Step

A clear-cut division between operational and training ships in the fleet was announced in mid-February as being one of the principal items on the Royal Canadian Navy's program for 1950. This constitutes a major step toward the achievement of the RCN's No. 1 objective—the development of an efficient, fully operational anti-submarine force.

In the operational force, to begin with, will be HMC Ships "Magnificent," "Huron" and "Micmac", plus the carrier's air squadrons, on the East Coast, and "Cayuga" and "Sioux" out West.

Training ships will be "Ontario," "Athabaskan," "Antigonish" and "Beacon Hill" at Esquimalt, and "La Hullose" and "Swansea" at Halifax. When the manning situation permits, a destroyer will be added to the East Coast training flotilla.

Crews of the operational ships will contain a high proportion of trained personnel and every effort will be made not to disturb them throughout the ships' respective commissions. A certain number of untrained men will be absorbed into their crews from time to time, but never so many as to lower their standard of efficiency.

In this way it is hoped that efficiency and teamwork will be developed to a high degree, initially in the individual ships, then in the force as a whole.

Training ships will be employed exclusively in providing sea experience for new entries, reserves and naval cadets, and in furnishing the practical training necessary to supplement that received by men taking courses in the schools ashore.

This will mean the training ships will have fairly large transient populations, but, in order to maintain efficiency and continuity, they will have permanent staffs of key officers and men for operating and training duties.

This division of the fleet has been on the agenda for some time but its



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, takes the salute at a march past of the ship's company of HMCS "Shearwater" on the occasion of the RCN Air Station's first anniversary. (DNS-2082).

implementation has been delayed by a shortage of manpower and a lack of trained personnel. These deficiencies have been overcome to the extent that this phase of the Navy's plans can now be put into effect.

It will not be done without difficulty, and will not take place overnight. On the operational side of the picture, really tangible results are not expected to be evident until 1951.

Occasionally, too, there may be slight deviations from the course, as operational ships are temporarily called on to assist their training brethren. But the mean line of advance will be maintained.

Of the ships that are being assigned to the two categories, seven are now in active commission. These are the "Magnificent," "Ontario," "Cayuga," "Sioux," "Huron," "Micmac" and "Swansea." The rest are refitting and will be ready in the spring.

In addition to these there will be HMCS "Portage," which will spend the summer on the Great Lakes as a reserve training ship, and other craft which will be brought into service during the summer months.

As has been the practice for some time, British and United States submarines will be made available to the RCN for practical training purposes. These submarines will be employed both in training anti-submarine personnel and in tactical exercises with ships and aircraft of the operational force.

"Huron" Commissions

HMCS "Huron", the third destroyer to be completed under the conversion and modernization program, was commissioned at Halifax on February 21. She replaced HMCS "Haida", which is now serving as depot ship for the East Coast Reserve Fleet.

The "Huron", drawing most of her ship's company from her predecessor, is commanded by Lieut.-Cdr. E. T. G. Madgwick, formerly commanding officer of the "Haida".

Timely Twins

In the case of CPO Brian Inglis, a member of the permanent staff at HMCS "Cornwallis," one surprise led to another.

About three weeks before Christmas, an expected addition to the family arrived, unexpectedly, in duplicate—twin boys being born to Mrs. Inglis. The chief had hardly got over this astonishing event than he learned that the increase in the size of his household had boosted his name from 10th place to first in the waiting list for married quarters at "Cornwallis."

On Christmas Day, Captain A. P. Musgrave, commanding officer of the establishment, presented a pair of proud family men, CPO Inglis and CPO Leslie Robertson, with the keys to the first two houses to become ready for occupancy.

Before moving into their new home, CPO and Mrs. Inglis were living in a small flat at Clementsport, near Cornwallis.

By the end of January, about three dozen of the married quarters had been occupied and more were expected to be available shortly.

The New 'Sioux'

by L. W. T.

Many Innovations Make Her
Unique Among Destroyers

✓
DESTROYER men are invariably ardent on the subject of their ships, and anyone who has served in the old "V" and "W"s, the "Champlain" or "Vancouver," the "Skeena" or "Restigouche," or the comparatively modern "Tribals" will surely experience some nostalgia on crossing the gangway of the "new Sioux."

HMCS "Sioux," destroyer of the Fleet V class, is (or was) a sister ship to HMCS "Algonquin," but the relationship is no longer readily apparent. "Sioux" has undergone a complete refit above and below decks. Added superstructure and other upper deck fittings have altered her profile, but it is below decks that she differs so extensively, not only from the "Algonquin" but from any other destroyers.

The "Sioux" represents one of the most important experiments ever conducted in our ships.

A walk through the messdecks — pardon me, through the sleeping spaces and messrooms — induces visions of a bygone era: memories of

swaying hammocks and creaking clews, the crash of mess gear slewing back and forth in the shelves, a bosn's mate bent double looking vainly for the name of his relief amid an upside down sea of hammocks. The mirror of the mind reflects the sight of a messmate swinging out of his hammock to land in a cloud of blanket fluff on the table and commence lashing-up while "Tankie" eats an early breakfast at the far end.

Here, in this renovated destroyer, many once familiar scenes will never be re-enacted. Gone are the days of eating and sleeping in the same space. In "Sioux's" four sleeping compartments for the crew the major portion of the room is taken up with three-tiered bunks, each complete with individual reading light. Perhaps the age-old pipe, "Yo ho, yo ho, lash up and stow," will be replaced by something like, "Clunkety clunk, secure your bunk."

Under the bunks are shiny aluminum kit lockers with green corticene tops. Other lockers, in vertical

sets of three, are placed where space permits. Large upright cabinets, completely enclosed, keep the usual collection of lint on greatcoats and burberrys to a minimum. Kit bag stowage has been provided in a corner of each crew space.

Throughout the ship aluminum has been utilised wherever possible to reduce weight. Many internal non-watertight bulkheads, all fan trunkings, bunks and bunk lights, lockers, tables and chairs are made of this lightweight metal.

The Cook's Kingdom

Casting back a decade or two recalls galleys fitted with huge, black, cast-iron ranges, with coal bunkers nearby to feed their hungry maws. Coal and coal dust usually covered the bare steel deck or the wooden grating. Cork-dusting and paintwork were black with soot. The cook, sweating drops of ink over his culinary efforts, kept a respectful distance from the sagging, red-hot stove top as he went about his often thankless task.

"Sioux" doesn't believe in smoke-blackened paint-work, or coal, or even oil, in the galley. Her range is an all-electric job, small, compact and made from stainless steel for ease of cleaning and maintenance. An electric deep freezer and an electric bread baker are included. Aluminum steamers and a stainless steel-fitted dishing-up room off to one side complete the cook's new domain.

From the galley the food goes to a stainless steel equipped serving room in the port flats. The latest in warming ovens keeps food piping hot until it is served out cafeteria style in compartmented trays. Huge, steam tea and coffee urns assure a plentiful supply of beverage. A dumb waiter connects the serving room to the wardroom and to the chief and petty officers' mess directly overhead.

Eating spaces have aluminum tables, chairs and benches, all with green corticene tops. A far cry from the bare wooden tables and benches of yesterday.

The heavy re-inforced mess kettles, once used for everything imaginable, have disappeared. It is doubtful if there is even a dishpan. A steam sterilizing unit in the starboard flats takes care of dishing-up problems



One of the features of the "Sioux" is a laundry complete with capacity rotary washer, tumbler drier and steam presser. Able Seamen Cecil Duncan (left), of Edrans, Manitoba, and Boyd Mohns, of Ottawa, give the rotary washer a once-over as they look around their new ship. (E-10719).

and the dishes and trays are returned to the serving room clean and sanitary.

'Dhobey Firms' Outdated

Laundry firms, or, if you will, "dhobey firms," once flourished in the older vessels. Some men even bought their own washing machines and went in for the business in a big way. "For services rendered," the chief stoker allowed the use of the boiler rooms wherein clothes dried in half an hour; otherwise there was all the trouble of rigging "gantlines" on the focs'le. Hot water, available only from the galley tap, could be had in limited quantity — if the chief cook's whites went with it. The "Buffer" naturally had a hand in the pie, and if his wash was included with the others, he closed his eyes when the soft soap and soda were issued. And of course the Cox'n saw to it that the "dhobey firm" was provided with convenient jobs, such as washroom sweeper or "captain of the heads."

This source of income (especially lucrative in the tropics) is not possible in the "Sioux." She has the latest commercial type rotary washer and a tumbler drier of large capacity. Clothes can be washed, dried and ready to iron in jig time. Even the little brother to the "dhobey firm," the pressing and ironing firm, is doomed to extinction, for in the "dhobey room" is a commercial steam pressing unit. About the only thing remaining is the chant, "Sling along your dirties."

Stainless steel basins in the washrooms, with both hot and cold water tapped to them, bring to mind the long steel troughs which used to drain the water off in one corner of the bare steel washroom deck. Later, ships went "modern" and added a



The chief cook of HMCS "Sioux," Petty Officer Arthur Cownden, of Victoria, examines a giant "mixmaster" in his shining, all-electric galley. (E-10722).



The "Sioux" has been fitted with a soda fountain and equipment to make ice cream. Inspecting the soda fountain are Petty Officer Herb Jones (left), of Winnipeg, and Petty Officer Bill Lynch, of Calgary. (E-10721).

hinged lid into which were set enamelled bowls in gimbals. Bowls were tipped to empty them, but they were filled from big cans, like overgrown coffee pots, and the hot water was transported from — the galley tap.

Fresh cold water and salt water taps were on the washroom bulkhead. Wooden gratings covered the deck, their cleanliness depending on the zeal of the sweeper or the first lieutenant's sharpness of eye. In earlier ships, washrooms were almost non-existent and usually someone heated a bucket of water on the galley stove and brought it into the messdeck.

Steam heat, of course, has been with us for some time, but before the advent of such comfort, small "coal-bogeys" were used in the messdecks. Their smokepipes led out through the upper deck and when in use, liberal coatings of smoke and soot blackened not only everything on the upper deck but often created a dense and impenetrable fog in the messdeck. "Sioux" has, in addition to steam radiators, a number of electric heaters in various spaces in the ship.

A soundproofed radio room, with the latest in combination radio-phonograph, radiates to speakers throughout the ship.

Large capacity cold and cool rooms in the "Sioux" ensure a plentiful supply of fresh foods for long trips, in

direct contrast to the days when refrigeration was in its infancy and destroyers had only a small "frig" sufficient only for a few days' supply.

Where the old destroyers relied on six-inch side scuttles for fresh air, and didn't get any when seas were rough or the blackout was in force, "Sioux" has forced-air ventilation that assures a constant supply under all conditions.

No Luxury Ship

It would be a mistake, though, to think of the "Sioux" as a luxury liner — or anywhere near it. In a fighting ship, the weapons come first, and in a destroyer, particularly, they place a heavy demand on space. What is left goes to other considerations, and it isn't so very much.

The "Sioux" constitutes an experiment. Living arrangements never before tried in Canadian or British destroyers are to be tested in her under all possible conditions.

To be successful, they must not only result in improved comfort and habitability, but, above all else, must contribute, in positive fashion, to the ship's efficiency in general and her fighting efficiency in particular.

Until the answers are established, "Sioux," the "guinea pig," is going to be the focal point for a great deal of interest and attention.

The Bulletin Board

Transportation When Proceeding On Leave

The regulations on assisted transportation when proceeding on leave have now been changed and the following regulations are now in effect:

An officer or man proceeding to his home on leave with pay shall, on one occasion only in each leave year for the portion of the journey actually made in Canada or between Canadian points, be entitled to an allowance calculated at the rate of .01¢ per mile for each mile of the complete journey in excess of 900 miles which is not performed in service transport. Calculation of the mileage between the officer or man's place of duty and his home shall be made using the railway competitive mileage in respect of that portion of the journey served by railways and, for any other portion of the journey, actual mileage by the most direct route.

Under this amendment the rates remain at somewhat the same scale as before and the method of claiming is similar, with certification of arrival at destination still required.

The principal advantage of the change is that travel can be undertaken by any and all means of transportation whereas before it had to be by rail to qualify for the allowance. This will permit claims right to home towns in those cases where there is no direct rail connection.

Canada Badge On All Uniforms

"Canada" badges will in future be worn by officers and men on all uniforms.

"Canada" badges shall be worn on both arms with the top edge of the letters one-half inch below the shoulder seam:

(a) BY OFFICERS:

On blue uniforms and great-coats—gold wire badges on black background. Until gold wire badges are available in service clothing stores, gold embroidered silk badges on black background may be worn.

On white uniforms—gilt metal.

On khaki uniforms—gilt metal.

(b) BY CADETS:

On blue uniforms and great-coats—gold embroidered silk badges on black background.
On white uniforms—gilt metal.
On khaki uniforms—gilt metal.

(c) BY MEN:

On blue uniforms and greatcoats—red embroidered silk badges on black background.

On khaki uniforms—red embroidered silk badges on black background.

On white uniforms—blue embroidered silk on white background.

Gilt metal "Canada" badges will be made available in service clothing stores as soon as possible.

A gratuitous issue of "Canada" badges shall be made as follows (read in five columns):

	Red on Black	Blue on White	Gold Silk on Black	Gilt Metal
Class 1	10	4		
Class 2	6	4		
Cadets		2	4	2

Price of "Canada" badges issued on repayment shall be as follows:

Red on black background...5 cents each
Blue on white background...5 cents each
Gold silk on black background.....5 cents each

The prices of gold wire badges and gilt metal badges will be promulgated as soon as the badges are available.

Priority in issue is to be given to ships proceeding to foreign waters.

Our Sympathy

An expression of deepest sympathy on behalf of the Royal Canadian Navy was conveyed to the First Sea Lord, Admiral of the Fleet Lord Fraser of North Cape, in a personal signal from the Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, following the loss of the submarine HMS "Truculent" by ramming in the Thames estuary January 12.

The "Truculent" was rammed by a Swedish tanker and sank within seconds. Fifteen of the 79 persons aboard escaped, the rest were lost.

Courses For Candidates For A/Sub-Lieutenant (E)

Candidates who have been selected for courses for Acting Sub-Lieutenant (E) will be drafted in future to the United Kingdom to join HMS "Hawke", where they will undergo the preliminary course of one month for Upper Yardmen candidates. During the final week they will appear before a final selection board to determine their suitability for continuation on the course.

Successful candidates will be classified Upper Yardmen (E) and will commence the first term of the 11-week Upper Yardman course.

Upper Yardmen (E) will be dressed and hold the status of Leading Seamen, but will continue to receive the pay and allowances applicable to their rating immediately prior to being selected for the course.

On completion of the first term, Upper Yardmen (E) will be promoted to the rank of Acting Sub-Lieutenant (E) and will be appointed to the Royal Naval College, Greenwich, for two terms of general instruction. They will then proceed to the Royal Naval Engineering College for one year's technical instruction, on satisfactory completion of which they will be confirmed in rank and appointed to seagoing ships to obtain a certificate of competency.

HMC Ordnance School To be on West Coast

It has been approved to establish an Ordnance School in HMCS "Naden," Esquimalt.

HMC Ordnance School will be responsible for the co-ordination of all ordnance training and will undertake the following training:

- Ordnance officers as necessary.
- Armourers qualifying.
- West coast port division armourers refresher courses.
- Reserve ordnance officers.
- Reserve armourers of central and western reserve divisions.

The Ordnance Training Centre, "Stadacona," will remain and be responsible for the training of the following:

- (a) East coast port division refresher courses.
- (b) Reserve armourers of the eastern reserve divisions.
- (c) Certain ordnance officer refresher courses.

It is anticipated that HMC Ordnance School will commence instruction during the late spring of this year.

Current courses are to be continued. No further armourer qualifying courses will be undertaken without prior approval of Naval Headquarters.

How to Send Mail To Spring Cruise Ships

The following arrangements have been made by the Post Office Department for the forwarding of mail to personnel in HMC Ships "Magnificent" and "Micmac" during the current spring cruise:

Air Mail

Latest dates for the despatch of air mail from Montreal to connect with the two ships at:

- Havana, Cuba.....March 8
- Guantanamo Bay, Cuba..March 26
- New York.....April 10

Surface Mail

Latest dates for the despatch of surface mail from Montreal to connect at:

- Havana.....March 6
- Guantanamo Bay.....March 23
- New York.....April 9

Parcel post should be prepaid at the rates applicable via New York.

As all of the dates listed are the latest possible to permit delivery at the ports mentioned, it is recommended that mail be posted well in advance of these dates.

The following are the US Navy post office addresses for air and surface mail to the "Magnificent" and "Micmac" at:

- Guantanamo Bay —
U.S. Navy Post Office,
Naval Operating Base.
- New York —
U.S. Fleet Post Office,
90 Church Street.

Disposal of Unclaimed Baggage

The question of unclaimed baggage has often become a problem to naval authorities and new regulations regarding disposal have been approved for guidance in future.

Unclaimed baggage which has been held for two months or longer, and the owner of which is unknown, is to be opened in an effort to discover the owner's name.

If the owner is identified, a muster sheet of the contents of the baggage will be forwarded to the Captain of the ship or establishment in which the owner is serving. If the owner has been released from the Navy, and it is not possible to contact him, endeavour will be made to contact his close relatives to ascertain if they wish to claim the baggage.

Should the owner or his relatives wish to claim the baggage, it shall be forwarded to the Captain of the ship or establishment in which the owner is serving or from which he was released.

If the owner has not submitted a claim for compensation for the lost baggage, it will be returned to him or one of the parties desiring to claim it.

Should the owner have submitted a claim for the lost baggage and the claim not have been paid, it shall be cancelled and the baggage handed to the owner.

If a claim for compensation has been paid on the lost baggage, a cash adjustment will be required on all articles that are fit for use, for which compensation has been paid prior to

the baggage being handed to the owner.

If the owner cannot be located or does not wish to claim the baggage, all service articles will be withdrawn and returned to the clothing store. Personal effects will be sold at auction and the proceeds will be donated to the Canadian Naval Services Benevolent Trust Fund. Unsold articles will be donated to a charitable organization. Damaged or contaminated articles and articles of no value will be destroyed.

Dates of Leadership Courses Announced

The starting dates for Chief Petty Officers and Petty Officers Leadership Courses for 1950 are:

- February 27, March 20, April 10, May 1, May 22, June 12, July 10, September 11, October 2, October 23, and November 13.

Ten Chief Petty Officers or Petty Officers are required from each coast for each course except the course commencing November 13, for which the East Coast only shall provide 20 men.

The courses are held at HMCS "Cornwallis."



There have been many instances where civilian organizations of various kinds have lent a helping hand to naval recruiting officers. Three recent examples come from Newfoundland where HMCS "Cabot" has been conducting a drive for RCN(R) recruits. The Royal Stores Limited, Bowring Bros. and Ayre & Sons Ltd., have donated space in show windows and given assistance in producing displays drawing attention to the advantages offered by service with the RCN (Reserve). Above is shown the display made possible through the courtesy of Bowring Brothers. (Photo by Marshall Studio Ltd., St. John's).

The Man of the Month

"Mr. Navy" to the more than 4,000 Prairie officers and men who joined and got their initial naval training at the Calgary division during the war is an alert, blue-eyed "young" man of 71 years, more than 50 of which have been spent in the Service or in close contact with it.

Mr. William H. Mitchell, DSM, who retired from the Navy for the third time in 1945, is the first non-active man to be chosen "Man of the Month". In Calgary, where he is the recognized father of the reserve, he could win that distinction by a landslide vote any month.

Born in Liverpool, England, in 1878, Mr. Mitchell got his first taste of the sea in a fishing trawler at the age of nine. He was in the trawler for a year, then went ashore for more schooling. In February, 1894, Boy Seaman (second class) Mitchell arrived at HMS "Impregnable" for training.

He got his seamanship training in sailing ships, the hard and practical way. Mr. Mitchell recalls, without complaint, that breakfast generally consisted of dry bread and cocoa.

"You never saw butter or milk unless you bought it yourself. That was hard to do on a spending allowance of sixpence a week".

He served in more than a score of RN ships. There was the "Ramillies", flagship of the Mediterranean fleet, in which he spent four years, and, among others, the "Cruiser", "Magnificent", "Victorious", "Renown", "Hannibal", "Leander" and "Vivid".

He recalls, with a grin, that the King of Spain began a wedding tour in the "Renown". The ship was hardly out of port before the big green ones started rolling her and soon the yards were smashed. At His Majesty's request the ship put in at Brest and he continued his tour overland.

In 1909 Petty Officer Mitchell served in the "Vanguard", the first all-electric ship in the RN — "a beautiful ship". In 1914 Chief Petty Officer Mitchell was drafted to the destroyer HMS "Seal". The following year the ship was damaged in a col-

lision off the Dogger Bank. In 1917 he went back to sea again, this time in the "Leonidas". In 1919, after 24 years' service, he took his first discharge. He decided to come to Canada



Photo by Harry Befus

MR. WILLIAM H. MITCHELL, DSM
50 Years of Service

for a three-year holiday and to visit relatives in Calgary.

In 1923 the Royal Canadian Navy opened a reserve division in Calgary and Mr. Mitchell started a second naval career, as a Petty Officer instructor.

The earliest classes were held in the back room of a radio shop, where space and facilities were definitely limited. Mr. Mitchell tramped the streets in search of a suitable location and finally made a deal for an old police barracks. Then naval training really got under way. One of the first recruits in 1923 was a young fellow named Jackson, now Captain Reginald Jackson OBE, VRD, RCN(R), commanding officer of HMCS "Tecumseh".

They held two drills a week and had a sports program which kept up interest at other times. In both

activities Mr. Mitchell was the key man. His sound naval background, understanding of discipline, qualities of leadership and love of sports, had a lot to do with making the inland barracks a happy ship.

"He made me work hard, harder probably than I ever worked before or since," one veteran of those early days remarked, "but under 'Mitch' it was fun and we were mighty proud of the Navy and of our division".

In 1933 Mr. Mitchell was "retired over age". But his interest in the Navy and the young men of Calgary did not end. Not the kind who is content to sit by the fire spinning salty dips, he took to instructing sea cadets. Many a youngster learned his bends and hitches under "Mitch" and then progressed to the RCNVR, well prepared to take his place in the division. It was an unpaid labor of love for the man who had twice been retired.

When the war came and naval training and recruiting expanded to an extent never dreamed of in Calgary, it was natural that he should be called back again. From 1940 onward the drill deck of the division, now situated in larger quarters, resounded to his commands, and hundreds of men learned to know, respect and like the stocky sea-dog who was training them to take their places in Canada's ships.

As the war progressed, there was hardly a day that some officer or man did not return to Calgary on leave. Invariably they dropped in to say hello to "Chief" Mitchell. He always remembered and welcomed them.

Some of the lads were inclined to be a bit "salty". More effective than all the warnings and lectures they had received in other training establishments and ships were the mild comments of their friend "Mitch", whose pride in the Navy insisted the uniform should be worn properly, tapes the right length and caps on square.

In 1944 Mr. Mitchell was promoted from Chief Petty Officer to the warrant rank of Bos'n. Early the following year he saw the opening of the new, modern barracks — a far cry from the

room in the radio shop of 22 years before. The Navy had come of age in Calgary.

In 1945 he was again retired. Yet he is still around the ship on occasion, and still gives a hand with the training of the sea cadets. He is a life member of the wardroom at "Tecumseh".

On the street, as this gray-haired, erect man with the warm blue eyes walks briskly about with the unmistakable roll of the seaman, he is frequently greeted by men who served under him. He remembers them all, usually by name.

And as he looks back over the years, he answers the question, "Would you do it again?" with a broad smile and an immediate "Certainly".

EDITORS' NOTE:— The above was contributed to The "Crow'snest" by Mr. Andrew Snaddon, ex-Sub-Lieut., RCNVR, who is political reporter for the Calgary Herald.

BENEVOLENT FUND DONATIONS IN 1949

Donations to the Canadian Naval Service Benevolent Trust Fund during 1949 totalled \$46,850.58. Of this amount, \$40,795.45 was an old assignment from HMCS "Cornwallis," dating back to 1945, so the actual 1949 donations totalled \$6,055.13.

This was a drop from 1948, when donations amounted to \$7,068.17.

However, there was tangible evidence during the past year of increasing interest in the Fund on the part of

ships and establishments of the RCN and RCN (Reserve). Sizable donations from a number of these indicated a wider understanding within the Service of the Fund's work and purpose.

Officers of the Fund have expressed

their gratitude for these and other donations, with particular mention being made of those from the Women's Auxiliaries in Halifax and Esquimalt.

The following is an accumulative list of donations to December 31, 1949:

DONATIONS		
Previously Acknowledged.....		\$1,056,250.93
Canadian Breweries, Limited.....	\$ 200.00	
Lieut. D. R. Chassels, RCN.....	24.00	
Commercial Club of Halifax.....	66.75	
HMCS "Cornwallis" (1945).....	40,795.45	
HMCS "Donnacona", Ship's Fund.....	100.00	
Capt. Massey Goolden, DSC, RN (Ret'd).....	6.55	
HMCS "Haida", Ship's Fund.....	225.00	
HMCS "Iroquois", Wardroom Mess.....	20.50	
HMCS "Magnificent", Ship's Fund.....	68.00	
HMCS "Naden", Ship's Fund.....	503.70	
Ship's Fund (for Navy Week Committee).....	310.38	
New Entries Fund.....	14.00	
Wardroom Officers' Mess.....	125.00	
Naval Service Headquarters, Canteen.....	2,352.17	
NOAC Halifax Branch.....	10.22	
HMCS "Nootka", Ship's Fund.....	360.00	
HMCS "Ontario" .22 Rifle and .38 Pistol Competitions.....	6.15	
Rifle Team.....	2.35	
RCN Central Charities Fund, Esquimalt.....	691.19	
RCNAS Officers' Mess.....	33.50	
RCNAS Ship's Fund.....	102.12	
Engr. Rear-Admiral G. L. Stephens, CB, CBE, RCN (Ret'd).....	20.00	
Lieut. (E) R. St. G. Stephens, RCN.....	3.55	
Saint John Drydock Foremen's Club.....	55.00	
UNTD Cadets' Ship Fund.....	15.00	
Cdr. (SB) E. F. B. Watt, MBE, RCN(R).....	25.00	
Women's Auxiliary, RCN, Esquimalt.....	175.00	
" " " Halifax.....	500.00	
WRCNS Association of Winnipeg.....	40.00	
	46,850.58	
GRAND TOTAL to December 31, 1949.....		\$1,103,101.51



The choir of HMCS "Cornwallis," under the direction of Cdr. P. D. Budge (extreme right), executive officer of the training establishment, is shown with the Acadian Male Quartet after taking part in the radio program, "Harmony Harbor," which is broadcast each Sunday over a nationwide CBC network. This was the first time guest artists had appeared on the program since it was started three years ago. (DB-835-1).

Matelot In Mukluks

Navy's Northern Expert Studies
Winter Clothing, Equipment

IN mid-November 1945, at Toronto's HMCS "York," seven young naval officers earnestly discussed a Headquarters signal regarding a three-month special assignment in the sub-Arctic. They knew that from their group would come the man for the job and, with one exception, didn't know whether or not they liked the idea. This one officer had a very definite stand. He wanted the appointment — and quietly hoped that he would draw it. Hope and personnel selection met, and Sub-Lieut. James P. Croal, RCNVR, was the choice. The job: Naval observer on Exercise "Muskox," the Army's ambitious cold-weather training project in the Canadian North.

Today, tall, strapping Jim Croal, a Lieut.-Cdr. (SB) in the permanent force and one of the Navy's experts on northern conditions, remembers this episode as the beginning of a career that has been unique in the RCN. Since that day in 1945, 33-year-old Lieut.-Cdr. Croal has taken part in three major expeditions in the north. He has crossed the Arctic Circle four times and has gone further north than 80 degrees of latitude. He has probably visited more of the Arctic area than any other serving officer or man of the RCN.

Because of his experience in and enthusiasm for the North, he was the logical choice last year for the appointment as RCN representative in the Directorate of Inter-Service Development. Among his duties at DID is the testing of clothing and equipment in Arctic and sub-Arctic conditions.

Lieut.-Cdr. Croal was no novice to the ways of the north when he reported for duty with "Muskox." Ever since high school days in his native Kitchener, Ontario, the Canadian north has fascinated and attracted him. Furthermore, he has an unshakable belief in its potentialities.

He spent summer vacations working as a tourist guide at French River in Northern Ontario. Later, when he graduated, he joined the International Nickel Company at Sudbury, with whom he worked in various capacities for eight years.

His first three years there were spent in research, learning the principles of testing and experimentation. From there he went into production milling, including open-pit work. He learned the use, operation and capabilities of machinery in the rigors of a northern winter. He worked with bulldozers, rock drills, trucks, pneumatic machinery. He learned, too, the vital importance of proper clothing and equipment.

He got more of the same when he took to prospecting a few years later. During all this time he was gaining knowledge and experience which were later to prove invaluable during northern duties with the Defence Research Board and the RCN.

Joined on Lower Deck

Lieut.-Cdr. Croal began his naval career in 1943, when he joined the RCNVR as an ordinary seaman. He was commissioned the next year, and following sub-lieutenant's training at HMCS "Kings," was appointed to the destroyer "Annapolis," later going to the frigate "Orkney." When V-J

Day came, he stayed on as a member of the interim force, serving at HMCS "York." It was only a few months later that the opportunity came that opened the way to his unique career.

Exercise "Muskox" began in the winter of 1945 at Churchill, Manitoba, wound as far north as Denmark Bay on Victoria Island and ended up at Edmonton. The exercise lasted 12 weeks and covered over 3,100 miles. Lieut.-Cdr. Croal was the only Canadian naval officer on the trip. His job was to test and observe clothing and equipment used during the operation. But it was not long before previous experience in the north country brought him other duties. He became navigator of his group, and later he undertook another important task.

As "Muskox" started its homeward trek, the spring break-up began to hit the Mackenzie River. Before the personnel and heavy equipment could cross, the river had to be bridged and rafted in several strategic places. In charge of this job — Exercise "Tadpole" — was Lieut.-Cdr. Croal.

With a party of army personnel, he reconnoitered the Mackenzie by plane, pin-pointing the spots for the bridgings. Then, with "Muskox" close behind, he and his advance party tackled the job, finishing it just in time to permit the vehicles to roll unhindered across the Mackenzie toward Edmonton, where they arrived exactly on schedule.

"Muskox" produced some interesting sidelights for Lieut.-Cdr. Croal, most memorable of which was an emergency appendectomy at which he was an assistant. During a stop-over at little Perry River, a young Eskimo in the village came down with acute appendicitis. The army doctor attached to a "Muskox" moving force decided an immediate operation was necessary. He could arrange a make-shift operating room in a trapper's hut but he had no assistants. Lieut.-Cdr. Croal and two army men offered their help — but an operating room assistant is not trained overnight. However, the resourceful doctor found a way.



Lieut.-Cdr. (SB) J. P. Croal



Same Guy

For six solid hours he briefed the volunteers, carefully rehearsing each phase of the operation over and over again, all the while calling the instruments by layman titles. The scalpel was a knife, hemostats were clamps, and sutures were needles and thread. The operation was a success, with every one of the novices playing his part perfectly. The young Eskimo was well on the road to recovery when the doctor and his "staff" left the village.

A Spell with DRB

On the conclusion of "MuskoX," Lieut.-Cdr. Croal was demobilized from the interim force and went to Churchill as a civilian on the staff of the Defence Research Board, carrying out exercises and tests in the surrounding country. These included study of ice conditions, perma-frost, behavior of vehicles and testing of clothing and rations. During his two years at the northern Manitoba outpost, he was accompanied by his wife and two children, all northerners keen enough to rival Lieut.-Cdr. Croal himself.

In the summer of 1948 he was on the move again, this time as a Canadian observer on a US Navy-Coast Guard expedition to Arctic waters (Task Force 80) where he continued his ice and perma-frost studies.

He had one lively memory to bring back this time. He and 15 others became stranded on Cornwallis Island when an unexpected ice break-up cut them off from their ships. Fortunately, an American aircraft touched down a few days later, and the men were flown to Goose Bay, from where they returned to their respective bases, Lieut.-Cdr. Croal going to Churchill.

While on the island, the group had a brush with a prowling polar bear who wandered into their hut one night. The animal's reconnoitering was cut short when an American sailor brought him down with a well-aimed rifle shot. The uninvited guest is now a handsome rug—and a sure-fire conversation starter—in the sharpshooter's home in the U.S.A.

Back at Churchill, Lieut.-Cdr. Croal resumed his testing and experimentation. Then in June 1949 he entered the permanent force of the Royal Canadian Navy and was appointed to his present post in Inter-Service Development, with headquarters at Victoria Island, Ottawa.

But he wasn't in Ottawa more than a few months when he was northward bound again, this time on Exercise "Fish"—a two-man expedition aimed at testing survival equipment in the lake-pocked area north of Churchill.

NOAC NEWS

CAPTAIN J. M. GRANT HEADS VICTORIA BRANCH

Captain J. M. Grant, CBE, RCN, (Ret'd), was elected president of the Victoria branch of the Naval Officers' Association of Canada at the annual meeting in the Officers' Mess, HMCS "Naden."

Other officers elected were: J. R. Genge, vice-president; Captain F. G. Hart, RCN, (Ret'd), secretary; Paul Fecteau, treasurer; and Rear-Admiral (E) B. W. Greathed, CB, (Ret'd), A. M. C. Kenning, H. S. MacDougall, J. Patterson and V. G. Pinhorn, executive members.

In addition to the work done by its welfare committee in assisting ex-naval personnel, the Association last year donated \$300 to the Navy League of Canada (Victoria branch) to be used for the "comfort, welfare and entertainment of naval personnel at Prince Robert House."

SYDNEY EX-OFFICERS FORM NOAC BRANCH

Former naval officers living in the Sydney, Cape Breton, area recently organized a branch of the Naval Officers Association of Canada. Several of them previously had been out-of-port members of the Halifax branch, but it was felt that they could be more useful and active with a branch of their own.

Lieut.-Cdr. Croal has never lost his enthusiasm for the north, in spite of the difficulties and discomforts. At 40 and 50 below a man can freeze his lungs by gulping too much air. Ordinary rubber tires freeze and crack. Food rations freeze solid. But he still likes it.

Lieut.-Cdr. Croal has often found occasion to be thankful for his naval training. The type of communal living he experienced on board ship was good preparation for the living conditions he encountered in huts, igloos and wannegans during his northern jaunts. Other training, like knots and splices, has proved valuable, too.

Last month the RCN's northern expert headed in his favorite direction once again. He was aboard HMCS "St. Stephen," testing cold weather clothing and other equipment in the Navy's weather observation ship on Station Baker, between Greenland and Labrador.

Oscar Merchant is president of the new branch, James Finlay vice president, Michael Field secretary, Jack Radford chairman of the house committee, Robert MacDonald chairman of the membership committee, and Jack Rector chairman of the publicity committee.

The branch begins its operations with 33 members. Plans for club rooms are now being investigated. Willard MacKenzie, past president of the Halifax branch, assisted with the organization.

HALIFAX NOAC HEARS ADDRESS ON RCMP

Assistant Commissioner Robson Armitage, RCMP, who is an honorary member of the Halifax Branch, Naval Officers Association of Canada, was a special speaker at a recent meeting, telling the members something of the scope of the work done by his force.

Assistant Commissioner Armitage, who has served with the Mounties in every province of Canada, described a number of unusual and exciting cases during the course of his address. Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and Commander F. W. T. Lucas, his Chief of Staff, were guests for the evening.

A series of speakers will address the branch on Wednesday evenings during the next few months.

Officers and Men



COMMODORE EDWARDS WILL RETIRE

A career that came within two years of covering the entire history of the Royal Canadian Navy was concluded on February 14, when Commodore John C. I. Edwards, for the past three years Commodore of the RCN Barracks at Esquimalt, proceeded on retirement leave.

He has been succeeded in his Esquimalt post by Commodore G. R. Miles, formerly Naval Officer-in-Charge, Montreal Area.

One of the most widely-known officers of the RCN, Commodore Edwards commanded throughout its wartime commission the huge training establishment, HMCS "Cornwallis." Other appointments which he held during the war included command of the auxiliary cruiser "Prince Henry" and of HMCS "Stadacona," the naval barracks at Halifax.

Commodore Edwards, known to the Service as "Dutchy," also earned an outstanding reputation as an athlete. He was at one time the fifth ranking tennis player in Canada, and besides scoring numerous tournament victories in this country, extended his successes in this sport to the island of Malta during a period of service with the British Mediterranean Fleet. He also excelled at rugby, basketball, soccer, badminton and hockey.

Born in Londonderry, N.S., Commodore Edwards entered the Royal College of Canada as a Cadet in 1912. He went overseas after graduation and served throughout most of the First World War in British cruisers and destroyers, and, for a time, in the famous "Q" ships.

In the years between the wars he held a number of appointments, both afloat and ashore, his sea service including command of the minesweeper "Festubert" and the destroyer "Champlain." He qualified as a Physical and Recreational Training Officer and served in the British battleships "Valiant" and "Malaya" as Fleet Recreational Training Officer.

Executive officer of HMCS "Naden," at Esquimalt, at the outbreak of the Second World War, he was appointed commanding officer of "Stadacona" late in 1939.

Two years later he took command of the "Prince Henry," and in her carried out convoy and patrol duties in the Caribbean, the Atlantic and the Aleutian area. When "Cornwallis" was opened in January 1943, he



CMDRE. J. C. I. EDWARDS, CBE, RCN

assumed command, remaining in this post until the establishment paid off early in 1946. He then took up the appointment of Commodore of the RCN Barracks at Esquimalt.

In recognition of his work in the organization and operation of "Cornwallis," Commodore Edwards was appointed Commander of the Most Excellent Order of the British Empire in June, 1946.

COMMUNICATORS' COURSE

The following men recently completed a course for shore communicators in the RCN: Leading Seamen T. Dodds and J. D. Hyslop; Able Seamen J. Coutu, M. M. Ryder and J. McLarty, and Ordinary Seamen F. M. Watts, E. S. Bialy and E. Greenfield.

NEW APPOINTMENTS ARE ANNOUNCED

The following appointments of RCN officers have been announced recently:

Lieut.-Cdr. P. C. Benson to "Sioux" as Executive Officer. From "Ontario."

Lieut.-Cdr. J. C. Smyth to "Niobe" as Chief Staff Officer. From staff course.

Lieut. W. W. Maccoll to "New Liskeard" in command. From "Portage" as Commanding Officer.

Lieut. E. P. Earnshaw to "Portage" in command. From Headquarters.

Lieut. (C) M. O. Jones to Coverdale Naval Radio Station in command. From "Stadacona."

Lieut. (C) W. F. Potter to Albro Lake Naval Radio Station as Officer-in-Charge. From "Stadacona."

Lieut. (E) R. S. G. Stephens to "Huron" as Engineer Officer. From "Magnificent."

Mr. H. F. Hindle, Commissioned Engineer, to "Portage" as Engineer Officer. From "Stadacona."

Mr. J. N. Walkey, Com'd. Eng'r., to "New Liskeard" as Engineer officer. From "Portage."

Cdr. (L) John Deane to "Stadacona" as Command Electrical Officer and O.-i.-C. Electrical School. Formerly Electrical Officer, "Ontario."

Cdr. (L) H. G. Burchell to "Magnificent" as Electrical Officer. Formerly Atlantic Command Electrical Officer and O.-i.-C. Electrical School.

Cdr. (L) F. T. Gillespie to Headquarters as Deputy Electrical Engineer-in-Chief. Formerly Electrical officer, "Magnificent."

Cdr. (L) H. L. Crawford to "Naden" as Principal Overseer West Coast. Formerly Deputy E. E.-in-C.

Lieut.-Cdr. (L) S. H. Galloway, "Ontario" as Electrical Officer.

Constructor Cdr. Frank Freeborn to "Bytown" as Principal Overseer at Canadian Vickers Ltd. for Montreal district.

Ordnance Cdr. E. H. Russell to "Ontario" as Ordnance Officer. From

staff of Naval Member of Canadian Joint Staff, Washington.

Ord. Cdr. G. B. MacLeod to "Stadacona" as Command Ordnance Officer and Superintendent of the Naval Armament Depot.

Ord. Cdr. H. M. Walker to "Naden" as Command Ordnance Officer, Officer-in-Charge Ordnance School and Senior Mine Disposal Officer. Formerly O.-i.-C. Ordnance Training Centre, "Stadacona."

Ord. Lieut. G. D. Spergel to "Stadacona" as O.-i.-C. Ordnance Training Centre and Senior Mine Disposal Officer.

Ord. Lieut.-Cdr. J. F. Cosgrove to Washington as Staff Officer Ordnance on staff of NMCS. From "Ontario" as Ordnance Officer.

FOUR CPOs PROMOTED TO COMMISSIONED RANK

Following the successful completion of an 11-week course in the Electrical School at Halifax, four chief petty officers (radio technician) have been promoted to the rank of acting commissioned radio officer, RCN.

The four are Norman G. Ford, Sherbrooke, P.Q.; F. O. Himsl, Moose Jaw, Sask.; Edward R. Harper, Victoria, and Donald G. Anderson, Esquimalt.

The course consisted of advanced study in the fields of ship and air-borne radio and electronics.



The caption which accompanied this photograph read: "Taken aboard 'Magnificent'—a true picture of what a police staff should look like." The bearded gentry above are all members of the Regulating Branch of the RCN and all were serving in the carrier when she made her maiden voyage to Canada in June 1948. From left to right they are: PO Percy T. Banning and CPO Clifford E. McNaught, both now serving in "Shearwater," and Petty Officers Roland R. Mercure and Walter T. Lockheart, of "Stadacona."



Members of the first Chief and Petty Officers' Leadership course, held in HMCS "Cornwallis," are shown above. Front row, left to right: PO R. L. Johnson (instructor), CPO L. W. Cooper, CPO H. L. Pare, CPO G. B. Thompson, Instr. Lieut.-Cdr. E. C. Mahon (instr.); Lieut.-Cdr. J. C. O'Brien, Officer-in-charge; Lieut. (S) A. F. Reade (instr.), CPO A. W. Hood, CPO M. Durnford, CPO C. G. Preece, CPO C. C. Hancock (instr.). Centre row: CPO R. W. Few, PO E. M. Dauncey, PO J. C. Lewis, CPO S. W. Baird, CPO L. D. King, CPO T. Davis, PO S. L. Bungay, CPO M. J. Mason. Rear row: PO A. I. Last, CPO R. K. Parry, PO M. A. Lumley, CPO J. A. Wildwood, CPO C. T. Freeman, PO V. A. Rainer, CPO F. H. Purnell, PO F. K. Busch, PO R. J. Johnson. (DB-838-1).

PERSONNEL CHANGES ON WEST COAST

TAS Training Centre

Several staff changes have taken place in recent weeks at the Torpedo Anti-Submarine Training Centre, Esquimalt.

Lieut. W. S. Blandy has joined from Halifax as tactics officer. CPO R. Munro and CPO W. Fernie are now on the instructional staff after completing an instructors' course at Halifax.

CPO B. J. (Buster) Brown and PO A. Tassell commissioned HMCS "Sioux;" PO Denny Mann is now a crew member of the "Cayuga;" PO C. Scott relieved PO Frank Andrews at HMCS "Discovery" and the latter is now in the cruiser "Ontario."

HMCS "Antigonish"

Recent drafts from HMCS "Antigonish" have taken PO J. Milne to "Cornwallis" for the leadership course, Leading Seaman A. Mattingley and B. A. Pope to "Stadacona," Ldg. Sea. G. Laforme and AB L. Neifer to "Naden" and ABs D. Androwski and J. A. Dyson to "Rockcliffe."

Among other new arrivals in the ship have been AB J. R. Szostak from Royal Roads and Ord. Sea. J. H. Banks from "Naden."

HMCS "Cayuga"

Ldg. Sea. B. Lalonde has gone ashore from the "Cayuga" for a stretch of duty in the Central Victualling Depot, while Ldg. Sea. J. Smith has been drafted to "Stadacona." New members of the ship's

company include Able Seamen B. Bowerbank and A. Watts and Ord. Sea. D. Cathcart.

HMCS "Cedarwood"

Petty Officer Major Zuliani, of Fort William, is a new arrival on board the "Cedarwood," where he is gaining the experience necessary to acquire an engineroom watchkeeping certificate. PO Zuliani served during the war in Italy and England as an interpreter.

NEW FACES SEEN AT RADIO STATIONS

A number of changes have taken place recently in the personnel of the naval radio stations at Gloucester, Ontario, and Coverdale, N.B. Among the new arrivals at Gloucester have been Ldg. Sea. Hector Archibald, from "Scotian;" AB James Bashey, from "Stadacona;" AB Arthur Roberts, from "Portage," and AB Jules Corbin, from "La Hullose."

Leading Seamen John Hyslop and Thomas Dodds and AB John McLarty have been transferred from Gloucester to Coverdale, while CPO G. W. MacNeil has left the former to take a course in the Communication School at "Stadacona."

12 ORDINARY SEAMEN QUALIFY AS RPs

The following 12 men recently completed a 14-week course for Radar Plotters third class at the Navigation Direction School, HMCS "Stadacona," Halifax: Ordinary Seamen Gordon Munro, Yarmouth, N.S.;



Naval personnel and civilians employed by the Naval Service at HMCS "Shearwater" donated a total of 114 pints of blood to a Red Cross clinic held at the RCN Air Station January 11. Here, Ord. Sea. Charles Collins, of Toronto, has his donation taken by Red Cross Worker Miss Catherine Kahoe. (DNS-2286).

Donald Doncaster, Oxford, N.S.; E. L. Wisker, Ottawa; Basil Halliday, Delta, Ontario; Edmond Pecarski, Barry's Bay, Ontario; William Godwin, Kingston; Robert Trotter, Montreal; James Maitland, Ottawa; Alex Donachie, Sussex, N.B.; Roy Rice, Kitchener, Ontario; Norman Dugal, Windsor, Ontario, and Norman Lewis, Toronto.

PETTY OFFICER PROMOTED TO A/SUB-LIEUT.

Petty Officer John M. Reid, 24, of North Bay, Ontario, has been promoted to the rank of Acting Sub-Lieutenant, following the successful completion of the upper yardmen's course at HMS "Hawke."

Sub-Lieut. Reid joined the RCNVR as an ordinary seaman in April 1943 and following early training served as a DEMS gunner in merchant ships. He transferred to the permanent force in December 1945 and subsequently served ashore on both coasts and at sea in the "Uganda" and "Nootka."

He was recommended as an officer candidate and in 1949 attended the upper yardmen's course for men selected from the "lower deck" for commissioned rank.

Retirements

Chief Petty Officer Harry R. Bonthron

Rating: C1CV3
Age: 38
Address: 62 Macara St., Halifax.
Joined: March 1929, as a Boy Seaman.



Served in: HMS "Victory," "Nelson," HMCS "Stadacona," "Champlain," "Saguenay," "St. Laurent," "Venture," "Bytown," "Avalon," "Kings," "St. Hyacinthe," "Haida," "Uganda," "Portage."
Awards: Long Service and Good Conduct Medal, January 1944.

Retired: February 28, 1950.

Chief Petty Officer William Thomas Kelly

Rating: C2CV3
Age: 37
Address: 21 Myrtle Place, Halifax.
Joined: January 1930, as a Boy Seaman.
Served in: HMS "Victory," "Nelson," "Feret," HMCS "Stadacona," "Saguenay," "Champlain," "St. Laurent," "Skeena," "Gaspé," "Fraser," "Ottawa," "Bytown," "Venture," "Avalon," "Preserver," "Niobe," "Peregrine," "St. Hyacinthe," "Carleton," "Scotian," "Warrior," "Magnificent," "Shearwater," "Star," "Prevost."

Retired: February 7, 1950.

SHIPMATES HONOR LATE LIEUT.-CDR. W. R. AYLWIN

Lieut.-Cdr. William Rodney Aylwin, RCN(R), 42, staff officer of HMCS "Hunter," who died suddenly at his home in Windsor January 12, was buried with full naval honors in the Field of Honor, Windsor Grove cemetery, on January 16.

More than 150 members of "Hunter's" ship's company attended the service. A firing party, guard, escort, mourners' party and band marched in the funeral cortege. Captain H. L. Quinn, Director of Naval Reserves, and members of his staff, who were in Windsor for the annual inspection of "Hunter," marched in the mourners' party. Representatives of reserve army units in the area also attended.

Lieut.-Cdr. Aylwin had been staff officer at "Hunter" since April 1949. Prior to that he had been for two years staff officer at HMCS "Scotian," Halifax.

Lieut.-Cdr. Aylwin entered the RCNVR early in 1942 and after training at "Kings" was appointed to the corvette "Saskatoon." He left her a year later and went to the training destroyer "Buxton," at Cornwallis. The following spring he was appointed executive officer of the new corvette, "St. Lambert," remaining in her until the end of the war in Europe.

In August 1945 he took command of the minesweeper "Medicine Hat." After paying her off, he went to HMCS "Portage" as commanding officer. He left this ship in February 1946 and after brief spells at Headquarters and in the Naval Division at Halifax, spent seven months at Ottawa as Staff Officer Reserves and Recruiting. He was appointed to "Scotian" in April 1947 and two years later went to HMCS "Hunter."

Naval Fireboat Thanked

An expression of appreciation for the assistance given by a naval fireboat from HMC Dockyard in fighting a wharf fire on Christmas Eve was voiced by Fire Chief F. C. MacGillivray, of Halifax, to the Halifax Safety Committee January 6.

Fire Chief MacGillivray stated that the fireboat's assistance in furnishing men, equipment and water greatly facilitated the work of the city firemen.

The only fireboats in Halifax harbor are the two operated by the RCN. On several occasions they have assisted in fighting waterfront fires in both Halifax and Dartmouth.



PACIFIC COAST

The one topic on every tongue during January was the weather as usually mild Victoria experienced wintry gales and snowstorms that seemed to come straight from the Arctic. However, the weather had little effect on the Navy. Business went on as usual at "Naden," the ships cleared themselves of snow, and the dockyard, and particularly Motor Transport, while suffering some inconvenience, continued operations with only a minimum of absenteeism and loss of efficiency.

Forty-four US Navy Waves and ten women members of the US Marine Corps Reserve were overnight guests in Victoria recently. They arrived aboard the USS "Grady," a destroyer escort, and as soon as the ship had secured alongside at HMCS "Naden," boarded buses and were taken to a local hotel for their overnight stay.

Also on board the "Grady" were Captain G. F. Galpin, USN, Director of Naval Reserves for the 13th Naval District, Seattle, and Cdr. M. N. Chamberlain, USNR, Battalion Commander and Senior Reserve Officer of the 15 officers and 150 men of the US Naval Reserve taking training in the ship.

Cdr. Chamberlain noted that "Grady" was a class of anti-submarine vessel designed from the basic plans of the Royal Canadian Navy's corvettes.

Entertainment for the Waves and the officers and men of the "Grady" was arranged by members of the Jill Tars Association, while the Navy Date Club, which is sponsored by the Jill Tars, arranged partners for the American men and women. A dance at Prince Robert House was the highlight of the evening.

HMCS "Cayuga"

Shades of the North Atlantic convoys descended on the "Cayuga" recently when she made a run from Esquimalt to Vancouver at the height of one of the worst blizzards in the history of the West Coast.

The destroyer was the only ship to put out of Vancouver Island during the gale and, in addition, since it was Friday the 13th as well (many skipper will not sail a ship on a Friday, let alone on Friday the 13th) the crew felt more than a wee bit proud as they entered Vancouver harbor with a two inch coating of salt water ice covering the ship from stem to stern.

Army personnel, taking passage from Vancouver to Victoria the next day to participate in "Operation Brass Monkey," were extremely interested in the operation of the ship, and more especially when a five-charge pattern of depth charges was fired.

Many wondered if the frigid weather had anything to do with the naming of the Army manoeuvre. As quoted by the Victoria Daily Colonist, one Army officer was overheard to say, "We were not like the proverbial brass monkey, he only froze his ears."

TAS Training Centre

Three new TD3 classes are now taking instruction at the centre, bringing to five the number of groups under training.

Mr. Len Corbett, Commissioned Bos'n (TAS) (T), the trials and equipment officer, worked vigorously and successfully to get his department in HMCS "Sioux" ready in time for the ship's commissioning.

The TASTC volleyball team has been losing some close games. Determined to get back in the winning column, the Centre gives fair warning to all future opponents to expect anything but a "soft touch" from now on.

HMCS "Antigonish"

After 12 months of steady running and covering a distance almost equivalent to a circuit of the world (23,552.8 miles, to be exact) the "Antigonish"



Army personnel who took passage from Vancouver in HMCS "Cayuga" are shown disembarking at Esquimalt to participate in "Operation Brass Monkey." On the extreme right is "Cayuga's" commanding officer, Captain M. A. Medland, the only skipper to take a ship out of Victoria harbor during the gale that struck the B.C. coast on the weekend of January 14.

(E-10683).

in January underwent a needed refit and enjoyed a well earned respite from sea duty. Now back on the job, she is all set to better 1949's record.

The year was a full and pleasant one. The ship's company feels that the total of 218 days spent at sea and away from their home port is possibly a record for the year. (Approximately 60 per cent of 1949 at sea).

The best wishes of the ship's company follow Lieut. A. F. Rowland to his new appointment as executive officer of HMCS "Portage" on the east coast.

HMCS "Cedarwood"

Scientific equipment and personnel, headed by Mr. Robin Fjarlie of the Pacific Oceanographic Group, embarked in the "Cedarwood" early in January and the ship proceeded to the Gulf of Georgia for a survey. Weather conditions became unsuitable for research work and so, on Friday the 13th, "Cedarwood" put in at Nanaimo.

Leaving Nanaimo, the ship completed her survey, regardless of ice, snow and driftwood (which was plentiful, owing to the high spring tides) and returned to Esquimalt.

Near the end of January the ship began another survey, returning to Esquimalt in mid-February.

ATLANTIC COAST

HMCS "Magnificent"

The hangar deck of the aircraft carrier, aided and abetted by the ship's company, proved its versatility during the latter part of December. Normally used for the storage of aircraft and equipment, the huge space became, successively, a carnival midway for the Children's Christmas Party, a full-fledged theatre for a performance of the RCN Variety Show, and a gaily-decorated ballroom.

About 1,600 guests thronged the hangar for the latter affair, to which were invited the entire ship's company of the carrier, the Flag Officer Atlantic Coast, commanding officers of ships and establishments of the Atlantic Command, personnel of the 18th and 19th Carrier Air Groups and all those who had served in the "Magnificent" and had left the ship during the previous three months.

The committee which organized and managed the dance was composed of Chaplain Harry R. Pike, Lieut. (P)

R. S. Portchmouth, Commissioned Bos'n James Arnott, CPO Lionel A. Gridale, CPO Roy E. Weaver, PO Harry J. Cannon, PO Charles F. Wright, PO Bruce Cormack, Ldg. Sea. Archibald McArthur, AB John J. Naylor, AB Francis Tucker and AB Lloyd E. Zwicker.

Reserve Fleet

HMCS "Haida" (Texas class destroyer) is now depot ship of Reserve Fleet in Halifax. She replaced the frigate "La Hulloise," which paid off on Friday, January 13.

"Iroquois" is now block ship for the Reserve Fleet and its complement of 36 officers and 500 men.

With all the drafts, commissionings and payings off that have taken place, the executive officer estimates traffic in the past six months at more than 2,500 officers and men.

"Huron's" conversion was completed and the destroyer was commissioned in February. So was the Algerine "New Liskeard," which has had considerable face-lifting for her naval research work at sea. "Portage," a sister ship, entered Reserve Fleet at the end of January to be refitted in preparation for her summer assignment on the Great Lakes.

Other ships in the Reserve Fleet include the destroyer "Nootka," minesweepers "Digby" and "Granby" and the Algerine "Wallaceburg." It is hoped that eventually the Reserve Fleet will be able to use the "Wallaceburg" for week-end cruises, taking one-quarter of the ship's company out each time.

The Fleet in April loses the talents of its excellent "Buffer," Petty Officer Stanley King (Man of the Month, "Crownsnest," November, 1949), who is going to Whale Island for a Gunnery Instructor course. A great many other "old timers" in the fleet have left lately to take courses qualifying them for advancement.

Communication School

Courses at present under way in the Communication School include one for commissioned communication officers, a conversion course for petty officers and nine classes of ordinary seamen qualifying for their communicator rate. In all, 180 men are currently under instruction in the school.

Those taking the course for commissioned rank are CPOs Albert E. Shirley, George Milne and Herbert C. Clark, Victoria, and Donald McGee, Halifax, and POs John W. Jewers, Halifax, and Charles J. Scott, Victoria. — G.C.G.



A black-and-white mongrel dog had reason to be thankful for the Navy recently when he was hauled from the icy waters of Esquimalt Harbor by two crew members of HMCS "Cayuga".

The dog, which apparently had fallen from the jetty, was sighted by the two men as they were about to board their ship one morning. Chief Petty Officer V. (Red) Krulicki ran to the end of the jetty and called to the dog. When the animal came close enough, CPO Krulicki reached down and hoisted him from the water. Then he and Petty Officer Jack Rogers took the dog aboard the "Cayuga", wrapped him in a duffel coat and fed and made him comfortable. Later the local SPCA was notified and "Spotty" was taken away.

Above, PO Rogers, left, and CPO Krulicki check to see how the animal is getting along after his icy immersion. (E-10723).

HMCS "St. Stephen"

A familiar face had disappeared from the engine room of the weather ship. Lieut. (E) M. S. Moulton has gone to the "Magnificent" and has been succeeded by Commissioned Engineer Edward Burnett. George Harris, civilian meteorological officer of the Department of Transport also has gone, his place as Met Observer in charge being taken by H. M. (Titch) McPhail. Mr. Harris had been with the ship for more than two years as senior met. officer.

Navigation Direction School

A total of 79 men are at present under training at the ND school. One Radar Plot class recently graduated and under instruction currently are two RP3 classes, one RP2 class and one of RP1s. The RP3 classes now under way bring to 24 the number taken in hand by the school since the 14-week course was inaugurated in 1946. — G. C. G.

NAVAL DIVISIONS

HMCS "Queen Charlotte"

(Charlottetown)

It has been decided to establish a Naval Rifle Association at the Division. The group will be affiliated with the Provincial Rifle Association, and if a team is sent to Ottawa to compete in the Dominion of Canada Rifle Association meet, affiliation with the DCRA also will be sought.

The following officers were elected: Captain J. J. Connolly, patron; Lieut. C. E. Leighton, president; Lieut.-Cdr. C. A. Binmore, secretary-treasurer, and CPO S. G. Bowles, assistant secretary. The council will consist of Lieut. Leighton, Lieut.-Cdr. Binmore, CPO Bowles, PO A. Costello, PO R. Wilson and Ldg. Sea. M. Judson.

The Christmas Party for children of the ship's company was held December 21. Those responsible for its success were Ldg. Sea. Harvey MacAusland, who made sure that Santa Claus was there, CPO Bowles, PO Wilson, PO Llewellyn, CPO Pineau, PO Anderson, Ldg. Sea. Judson, AB Clarke, AB Connolly, AB Heustis, AB Arbique, AB MacKenzie and Mrs. C. A. Binmore.

The annual dance was held by the Wardroom officers on December 26, with approximately 125 couples present. Credit for the success of this affair goes largely to the Executive Officer, Lieut.-Cdr. Binmore.



Halifax port division personnel, long used to hearing rude comments about East Coast weather from their brethren of the Pacific side, have found themselves in a position to do most of the crowing these past two winters. Apparently getting his wires crossed, the weatherman has been dishing out ice, snow and wintry gales to Victoria in large lumps, while Halifax each year has been experiencing more and more "West Coast weather." In fact, when Halifax got its first real snow of the winter on January 6, it was considered a sufficient occasion for a commemorative photo to be taken of the dockyard. (HS-9562).

HMCS "Discovery"

(Vancouver)

The 16,000-ton "rocket-launching ship," USS "Norton Sound," was a January visitor to Vancouver. Following her departure, the commanding officer, Capt. John Quinn, USN, sent the following message to HMCS "Discovery:"

"The officers and men of the USS

'Norton Sound' will always remember Vancouver for its fine people and its generous hospitality. Our visit to Vancouver has been made memorable by the warm welcome extended to us. . . Your personal efforts and those of the citizens of Vancouver are most deeply and sincerely appreciated."

The message contained a request that it be passed on to Mayor Charles Thomson, Alderman Cornett, US Consul George C. Andrews and the Flag Officer Pacific Coast.

The "Norton Sound" spent a few days at Vancouver after a cruise in the North Pacific, during which she fired two rockets used in cosmic ray research. Dubbed the "Buck Rogers" ship, she carries more radar and scientific gear than any other USN vessel. She is also the only ship in the world being used for cosmic ray experiments.

Among the 18 scientists on board was Dr. J. A. Van Allen of Johns Hopkins University, top United States nuclear physicist, who was in charge of the experiments.

WEDDINGS

Lieut. K. A. Stone, Executive Officer, HMCS "Antigonish," to Miss Eleanor Mildred Foley, of Glace Bay, N.S.

Able Seaman Kenneth White, HMCS "Bytown," to Miss Denyse Bailey, of Ottawa.

Able Seaman John MacLarty, Gloucester Radio Station, to Miss Judith Aince, of Ottawa.

BIRTHS

To Lieut. (S) Harry McClymont, HMCS "Bytown," and Mrs. McClymont, a son.

To Lieut. (SB) W. L. Patton, HMCS "Bytown," and Mrs. Patton, a son.

To Chief Petty Officer Brian Inglis, HMCS "Cornwallis," and Mrs. Inglis, twin boys.

To Leading Seaman John O'Halloran, Gloucester Radio Station, and Mrs. O'Halloran, a son.



Principals in a christening ceremony held in the chapel of HMCS "Magnificent" on January 15 are shown above. In the front row are, left to right: Mrs. Stokes, wife of Lieut.-Cdr. (O) John A. Stokes, and Peter; Mrs. Sandes, wife of Lieut. (P) M. H. Sandes, and Michael; Mrs. Cogdon, wife of Lieut.-Cdr. (P) Noel Cogdon, and Donella; Mrs. Lewry, wife of Lieut. (O) John Lewry, and John, and Mrs. Rowell, wife of Lieut. (O) Sheldon Rowell, and Judith. The ceremony was conducted by Chaplain Harry R. Pike (extreme left).

HMCS "Cataragui" (Kingston)

The first full parade of the new year was held January 9, with representations on hand from units at Brockville, Gananoque, Napanee, Belleville and Picton.

With the revision of the training syllabus, interest in the training program has heightened. There has also been an increase in sports activity and "Cataragui's" various teams are looking forward to showing the way in inter-divisional meets.

The Children's Christmas Party took place on December 24, with CPO Burton playing the leading role. A successful ship's company dance was held at New Year's.

HMCS "Chippawa" (Winnipeg)

More than 300 serving and ex-officers of the Navy, Army and RCAF crowded the drill deck at "Chippawa" recently when Defence Minister Brooke Claxton addressed a meeting of the United Services Institute of Winnipeg. Following the address the facilities of the establishment were turned over to the Institute members.

Later in the month, Commander L. L. Atwood, Director of Naval Intelligence, and Commander (SB) E. F. B. Watt paid a short visit to the Division during which Commander Atwood spoke to the ship's company on the work of his directorate.

UNTD Cadets are now in their new gunroom, an extremely smart

mess of modern design. The entire room was designed and the accessories were installed by the cadets themselves.

Interest in the drum and bugle band continues to grow, and with newly-silvered trumpets, the usual white webbing and the promise of other trappings to come, a smart looking outfit will head local service parades during the summer.

Turnout of both officers and men on drill nights continues to maintain a high standard. Attendance has been around the 93 per cent mark.

Among the recent recruits at "Chippawa" was a large Great Dane, appropriately named "Admiral."

— L.B. McI.

HMCS "Griffon" (Port Arthur)

With the promise that a Fairmile motor launch will be stationed at the Division this summer, plans are going ahead for an ambitious training program on Lake Superior.

The 10th Annual Christmas Ball highlighted the Christmas season. Three hundred couples attended the affair, which was sponsored by the Wardroom officers of "Griffon" and the Naval Officers' Association of Port Arthur.

The first Children's Christmas Party since the war also was held and proved an outstanding success.

Lieut. (P) A. J. Byrne has taken over as Staff Officer, succeeding Lieut.-Cdr. H. H. MacDonald.

HMCS "Star" (Hamilton)

Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of HMCS "Star" on Thursday, January 19. Captain Quinn was in Hamilton for two days and inspected all phases of the division.

Lieut. (P) Donald Sheppard, DSC, RCN, has taken over the duties of staff officer. He replaces Lieut. A. H. McDonald, RCN, who has been appointed to "La Hullose". Several gatherings were held in honor of Lieut. and Mrs. McDonald before their return to Halifax.

The chief and petty officers' mess held its annual Valentine Dance on the drill deck on Saturday, February 18. The UNTDs from McMaster University staged a dance in the wardroom on February 17.

HMCS "York" (Toronto)

In a simple ceremony held recently in HMCS "York", Capt. F. R. Base, commanding officer, presented 34 scrolls on behalf of the Royal Canadian Navy to representatives of IODE Chapters of Toronto and vicinity in recognition of their work for the Navy during the war.

The ceremony represented the Defence Department's official thanks to the IODE Chapters who "adopted" ships and provided crewmen with extra comforts and amenities.

Representing the Chief of the Naval Staff, Commander (SB) William Strange, Director of Naval Informa-



Capt. F. R. Base, RCN(R), Commanding Officer of HMCS "York," presents a scroll to Mrs. L. H. Nerlich, of Forest Hill Village Chapter of the IODE, honoring the war work done for the Navy by her chapter. (Photo by The Telegram, Toronto).

tion, reminded the gathering that "the modern submarine is a far more dangerous weapon than that which was overcome with such difficulty by the little ships that saved the day — many of which were adopted by the IODE. I hope that the spirit of unity between civilian and serviceman, so present during the last war, may never die."

"I am sure that today in Canada there are many men and women who feel a warm glow whenever they hear the name of the IODE," declared Lieut.-Cdr. L. D. M. Saunders, staff officer of HMCS "York", in thanking the chapters for the "great moral uplift they gave the Navy during the war."

HMCS "Prevost"

(London)

During the past two months, activities at the London division have ranged from a turkey raffle to an inspection by Captain H. L. Quinn, Director of Naval Reserves.

A small but efficient ship's company and a smart turnout of UNTDs were drawn up for the inspection by DNR and his staff on January 18. Spending three days in London, Captain Quinn made thorough "rounds" of the division and expressed himself as being pleased with what he had seen.

The inspection was an occasion of double importance, for it marked the first appearance of the drum and bugle band, led by PO T. H. Jenner.

Social activities over the Yuletide season included a New Year's Eve



Winter held the West Coast in her icy grip for a long time this year, producing many a weird and unusual situation. A leaking water hose to HMCS "Rockcliffe", lying alongside the "Uganda", resulted in the mass of ice shown above on the cruiser's stern lines. (E-10669).



Weekly swimming classes for wives of naval personnel in the Atlantic Command are now under way at the "Stadacona" pool. Miss Margaret Pirie, noted Halifax swimmer, instructs Miss beginners and more advanced swimmers each Friday from 2000 to 2130. Above, watching Miss Pirie demonstrate the prone float, are, left to right: Mrs. J. J. Baisley, wife of PO Baisley, HMCS "Haida;" Mrs. W. D. Wales, wife of PO Wales, "Stadacona;" Mrs. George Fry, wife of Ldg. Sea, Fry, "Magnificent;" Mrs. Hugh Ashcroft, wife of CPO Ashcroft, "Stadacona;" Mrs. Lloyd Lawson, wife of CPO Lawson, "Stadacona," and Mrs. Thomas Graham, wife of PO Graham, "Stadacona." (HS-9603)

dance on the drill deck sponsored by the chief and petty officers' mess and skilfully organized by CPO David Henderson. On New Year's Day the Chiefs and POs were hosts to more than 100 visitors in their mess, while the wardroom welcomed more than 300 guests.

HMCS "Malahat"

"Malahat" began the New Year with a divisional course for the ship's officers, patterned after the RCN's junior officers' technical course, and it is hoped to introduce a course for the petty officers similar to the leadership course for POs at "Cornwallis."

"Malahat" has launched a winter sports program, including a successful badminton schedule which is bringing the ship's company into opposition with the reserve army, particularly the Canadian Scottish Regiment.

HMCS "Donnacona"

(Montreal)

Fifty members of the Montreal Division donated blood when a Red Cross Mobile Clinic visited "Donnacona" on January 11.

On January 2 the official New Year levees were held. Officers of the division paid their respects to officers of units of the other two services in the Montreal area and in turn received military and civic guests at "Donnacona." — R.F.D.S.

HMCS "Hunter"

(Windsor, Ont.)

The untimely death on January 12 of Lieut.-Cdr. W. R. Aylwin, RCN (R), (See page 14) cast a shadow of

gloom over all activities at HMCS "Hunter."

Staff officer at "Hunter" since April 1949, Lieut.-Cdr. Aylwin had made a wide circle of friends in Windsor and won the respect of all who knew him, both in the ship's company and ashore.

On January 16, Captain H. L. Quinn, Director of Naval Reserves, carried out his annual inspection of "Hunter" and complimented the officers and men on the fine showing they had made.

HMCS "Nonsuch"

(Edmonton)

More than 130 persons attended the annual Naval Ball held New Year's Eve at "Nonsuch." Guests were received by Commander Lyle Hoar, commanding officer, and Mrs. Hoar and Lieut.-Cdr. G. P. Manning, executive officer, and Mrs. Manning. Lieut. Alex Ross headed the ball committee and was assisted by Lieut. D. P. Brownlow and Mr. F. C. Short, Commissioned Gunner.

The Children's Christmas Party was held on December 17 and was attended by more than 75 youngsters. CPO A. Parkinson substituted for Santa Claus and distributed gifts and candy to each child. Responsible for the organization of the affair were CPO J. W. Mundie, CPO Parkinson and PO S. Byant.

Mrs. Mundie and Mrs. Parkinson were in charge of arrangements for a tea for the children's mothers, which was held in the seamen's mess.

Cathodic Protection

by "DUGOUT"

An Outline of Our Scientists' Work In the Field of Anti-Corrosion

Ever since man first used metals in the underwater parts of ships, corrosion, or eating away of the metal, has presented a problem.

It is an electro-chemical reaction in which the metal gives up electrons, and the positive metal ion goes into solution.

Methods of combating this are:—

(a) Covering the metal with an impervious coating, to prevent the metal coming into contact with the water.

(b) Supplying an excess of electrons to the metal, which prevents ionisation.

So far, no paint or covering for metal has been found that is impervious to water. In time all become either water-saturated or are abraded off, exposing the metal to the water, and corrosion sets in.

In method (b), an electric current supplies the electrons necessary to prevent ionisation. This can be either from a conventional source, such as a battery or generator, or by creating a battery by using the metal itself as the cathode, the water as the electrolyte and a second metal as the anode, higher in the voltaic scale than the metal to be protected. As in the case of an ordinary primary cell, the anode is consumed in the process of creating electric current.

Early Work

In the early days of the last century, when the practice of copper sheathing wooden hulled ships was introduced to protect their timbers from the teredo, or ship-worm, it was found that the rate of corrosion of iron fittings was much increased. Copper being lower in the voltaic scale than iron, the current created flowed from iron to copper, increasing the rate of electron removal, and hence corrosion.

Sir Humphrey Davy was the first to suggest using zinc slabs attached to the hull in the vicinity of the iron as a protective measure. As zinc is higher in the voltaic scale than either copper or iron, it would supply current to both these and check corrosion.

The practice of using zincs on ships is still used, together with frequent repainting of the ship's bottom, to

check corrosion. Usual naval practice is to dock ships semi-annually to renew zincs and repaint. A recent improvement in paint practice is the use of plastic type paint which is nearly impervious to water; but it is, of course, still subject to abrasion.

Work at the NRE, Halifax

During the late war, the Naval Research Establishment had occasion to conduct a rather extensive investigation into the electric fields produced by corrosion currents. This, combined with examination of ships in dock, led to the belief that zinc protection was not as effective as was generally believed.

After the war a series of experiments was carried out on HMCS "Quinte," a Bangor class minesweeper, using a combination of conditions ranging from no zincs and foul bottom to new zincs and clean bottom. The evidence collected after a year's work with the ship and in the laboratory showed that,

(a) A definite minimum current density was required to check corrosion.

(b) Zincs as presently fitted lose nearly all their current producing capacity after about six weeks in the water, due to an electrically resistant film forming on the surface. Also, the present method of fitting zincs is such that sooner or later the electrical connection to the hull is disrupted and cannot transmit current.

A later experiment under semi-laboratory conditions showed that the purity of the zinc is important. A 99.9% pure zinc slab was still active after nine months, but one of 99.6% purity had allowed extensive corrosion to take place.

It was very evident that ordinary zinc, while it may have met the original purpose of protecting a copper-sheathed wooden hull, was not proving adequate to protect a modern steel hull with bronze propellers.

It was known that magnesium had been used to protect steel pipe underground, where acid or alkali water had caused corrosion, and experiments were undertaken to determine its suitability for use in ship protection.

Magnesium

Magnesium is a silvery-white metal notable for its light weight. It is higher in the voltaic scale than zinc, so, in a salt solution with iron, it produces more current per pound than zinc. In pre-war days its industrial uses were limited, with a consequent high price. War adaptations to light alloys and its use in incendiary bombs stimulated production, and today its cost is near that of zinc.

It has the great advantage that it is not a strategic metal, being the eighth most plentiful element in the earth's crust. It can be extracted directly from sea water, or from its ores, the commonest of which is dolomite.

Experimental Work

As a result of the "Quinte" experiments, HMCS "Wallaceburg," a 960-ton Algerine minesweeper in reserve at Halifax, was selected for the trial ship, having been recently docked. She was protected by suspending three "pigs" of magnesium over her side on hemp lines a little below the keel depth, and connected by insulated copper wire to the hull.

Trials were started in May 1947 and she was first docked 15 months later. Her bottom showed that no corrosion had taken place, even the "holidays" in the bottom paint where she had rested on the keel blocks when previously docked being clean and free from corrosion.

The ship was repainted, all zincs were removed and left off, the experiments being conducted with magnesium anodes alone. Her next docking, six months later, showed much the same conditions, with no sign of corrosion. This time no paint was applied. Today, two and a half years after the start of the trials, the bottom of the hull is still in the same condition as when the trials were started; that is, no corrosion has occurred on the hull—a great improvement over normal techniques.

The results with a stationary ship in reserve were so promising that it was decided in August 1948 to try attaching magnesium slabs to the hulls of two small dockyard tugs in active

operation. A third tug was fitted with the conventional zinc to serve as a comparison. Today, 18 months after the start of trials, the magnesium-fitted tugs show no signs of corrosion, and the zinc-fitted one very decided corrosion.

One of the magnesium-fitted tugs was fitted with a new propeller at the start of trials, and the machining marks are still visible on the clean surface, while the propeller of the zinc-fitted tug was perforated badly enough to cause its renewal (see cuts).

The tug trials indicated that it was possible to fit the magnesium slabs directly to hulls of ships in active operation. Paint stripping occurred in the vicinity of slabs, this being caused by the current becoming too high, but the exposed steel did not corrode. One of the tugs was fitted with a resistance in series with the slab which allowed current control and reduced the paint

stripping but still kept the hull protected. (Paint is necessary to prevent the growth of marine fouling, which reduces the speed of active ships.)

As a result of these trials, HMCS "New Liskeard", another Algerine in active commission, was fitted with magnesium slabs on her last docking nine months ago.

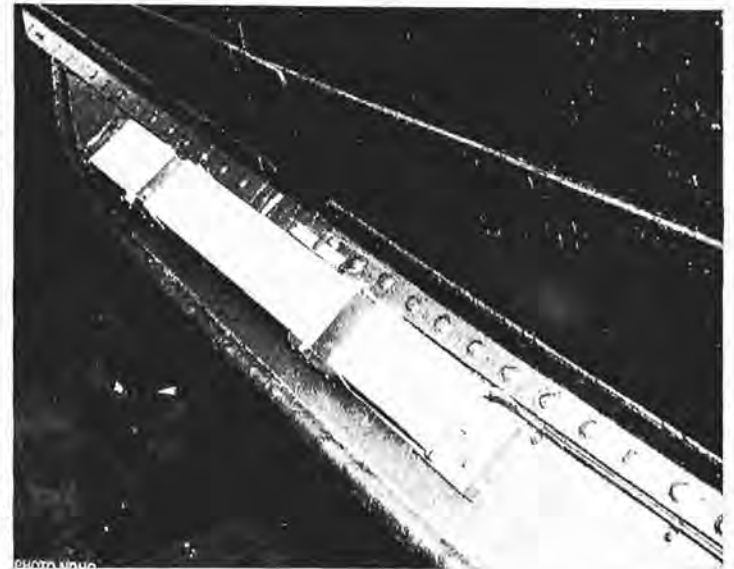
During the course of the investigation, a method of checking the degree of protection being afforded at any time was developed, and this method shows that to date there is every reason to believe that this ship is as well protected as any in the earlier trials.

While the use of magnesium in place of zinc for ship protection is not yet out of the experimental stage, the results to date indicate that it does the job efficiently. Whereas an electrically resistant film forms on zinc, no

corrosion product has been observed on magnesium anodes. Improved methods have been developed to maintain the essential electrical connection with the hull, and in the mounting of the slabs.

An alternative to the use of magnesium anodes is the use of graphite anodes and an expressed current supplied by a generator or batteries. Experiments have been started along these lines with an active tug. These tests are not as far advanced as those with magnesium but they also show promise. The final selection of the method to be used will depend on the economies of each and their relative merits.

In any case, there seems good reason to believe that in the not distant future sufficient cathodic protection will be applied to all ships as a defence against corrosion.



These photos compare a vessel which has not had cathodic protection (the tug "Manville") with others that have.

At top left is a grade 2 zinc anode (99.6%) on the hull of the "Manville," with active rusting around the anode and on the retaining bolts after two months in service. Note also the blistering of the paint film. (HS-5891)

Bottom left shows cavitation pitting on the steel propeller blades of the "Manville." (HS-9699)

A magnesium anode on the bilge keel of HMCS "New Liskeard" is shown at top right. This anode was fitted on July 1, 1949. The hull potential reading six months later showed it was still protected. (HS-7707).

The bottom right photo was taken of the steel propeller of the tug "Merrickville" after a year of service with the vessel cathodically protected. Note that the edges of the nut are like new. (HS-7376).



The Navy Plays



"Naden" Hockey Team Rallies from Slow Start

HMCS "Naden's" entry in the Victoria Commercial Hockey League is holding down third place in the standings. After a slow start, the sailors served notice that they intended to climb higher, winning four out of five contests. The Navy team, sparked by goaltender PO Norman James, owns the best defensive record in the loop. Much credit for the team's recent upsurge is due to the coaching of Instructor Lieut.-Cdr. G. L. Connor.

The "Naden" junior hockey squad is not faring as well. Although they have come up with some good showings, they have yet to notch a victory in regular league tilts. A powerful Victoria All-Star team, chosen from the best juniors in the

city, and an aggregation from Nanaimo which has been together for a few years, are currently battling it out for top honors. —H.E.T.

"Donnacona" Bidding For Further Laurels

HMCS "Donnacona" is continuing her winning ways since copping the Eastern Canadian intermediate football championship. The Montreal naval division has entered a team in the Intermediate A section of the Montreal Basketball League and is currently tied for first place. Other teams in the loop are Palestre Nationale, McGill Grads, Adelphoi and Grenadier Guards.

In hockey, "Donnacona" boasts an unbeaten record and is occupying top place in the Westmount Service League, leading teams from the

RCASC, Royal Montreal Regiment, Westmount Police and 401 Squadron RCAF.

The sports program at "Donnacona" is under the direction of Lieut.-Cdr. Max Heayberd, RCN(R). —R.F.D.S.

"Cornwallis" Unbeaten In Basketball Play

Sports activity continues at a high pitch at HMCS "Cornwallis", with bowling, hockey, basketball and boxing occupying the limelight.

The "Cornwallis" basketball squad has been undefeated to date, racking up nine consecutive victories in exhibition matches. An inter-part basketball league has also been formed, with 14 teams in action and games being staged five nights a week.

Bowling is a popular feature in the inter-part competitions, with two separate leagues in operation. One is a 40-team new entry loop, while the other consists of 12 squads drawn from the ship's company and maintenance staff.

The base hockey team, coached by Mr. Charlie Rhodes, Commissioned Gunner, has been a bit slow in getting under way and shows a record of two wins and one draw in seven games played to date in the Central Valley League. However, construction of the rink is nearing completion and the team will soon be able to practice more often.

In the inter-divisional boxing competitions, new entry fighters from "Iroquois" division punched out a 15 to 12 win over "Sioux" representatives.

Competition Keen In Inter-Ship Leagues

Ships of the Atlantic Command have organized hockey and basketball leagues and competition has been keen in both sports between teams from "Magnificent," "Micmac," "Swansea," "La Hullose," "Portage" and "St. Stephen."

To offset the difference in complements of the various ships, two divi-



The HMCS "Shearwater" hockey team (above) is not in any organized league this season but has played with great success against teams from the "Magnificent," Reserve Fleet and Halifax Intermediate League. Its members are: Front row, left to right: Ldg. Sea. Daniel McCowell, Hamilton; AB Frederick Keiller, Halifax; Centre row: Commissioned Bos'n J. L. Blades, Victoria (manager); AB Joseph McCauly, Gananoque, Ont.; AB Jack O'Brien, Zurich, Ont.; Ord. Sea. Donald H. Gillis, Saint John, N.B.; Ord. Sea. Lester Shatford, Truro, N.S.; Ldg. Sea. Joseph Perrin, Pembroke, Ont., and PO John H. Crowther, Dartmouth (referee). Back row: Ord. Sea. Robert Foreman, Megantic, P.Q.; Ord. Sea. John Bechtold, Moose Jaw, Sask.; Ord. Sea. Ernest P. Lourme, Lethbridge, Alberta; Ldg. Sea. James Chalmers, Toronto; PO Thomas Scanlon, Galt, Ont.; AB Kenneth Wilson, Moncton and CPO Andrew Chartren, Peterborough, Ont. (assistant coach). Instructor Lieut. J. T. R. Cole is coach. (DNS — 2317)

sions have been formed in both the hockey and basketball circuits.

Currently leading the first division of the hockey loop is the "La Hul-loise" team, coached by CPO Ed McSweeney. In the second division, "Micmac" and "Swansea" are staging a see-saw battle for the lead.

"La Hul-loise" also holds down top position in the first division of the basketball league, while "Swansea" is pacing the second division.

"Shearwater" Gridders Hold Wind-up Smoker

HMCS "Shearwater's" football team wound up the season with a smoker held in the gymnasium. More than 50 members of the team and guests attended, among the latter being A. H. Robinson, president of the Halifax Canadian Football League.

Coach Bill Burkhart was presented with a mounted autographed football and a sports jacket by CPO John Greco, team captain, in appreciation for his efforts. The line coach, Mr. George Dumphree, Commissioned Electrical Officer, also received a sports jacket.

Plans are already under way for the 1950 football campaign. "Shearwater" hopes to enter teams in the senior and junior leagues next fall, with Mr. Burkhart coaching the seniors and CPO Greco handling the juniors.

Badminton Booming In Atlantic Command

The Atlantic Command Badminton Club has been enjoying an active season and enthusiasm among the members is at a new high. Several exhibition matches have been played, most hotly contested of which was the clash with the Truro Badminton Club in Truro. The visiting team showed a strong attack and, led by Instr. Lieut.-Cdr. and Mrs. D. Campbell, finished with a winning margin.

The teams have scheduled a return match to take place at HMCS "Stadacona" later in the season.



Winners in the December new entry inter-divisional boxing tournaments were awarded individual trophies at a ceremony held in the drill hall at HMCS "Cornwallis". In the photo above, Cdr. P. D. Budge, executive officer, presents a cup to Ord. Sea. George Spicer, victor in the bantamweight division. In the background is PO Reg Pitt, physical and recreational training instructor. (DB-831-4).



Since arriving in HMCS "Stadacona" recently, Ord. Sea. Yeji Inouye, of Vancouver and Chatham, Ontario, has devoted much of his spare time to teaching Judo to personnel serving in the Halifax barracks. He has studied Japan's national sport since he was 12 and hopes to take the next physical training instructor's course at "Stadacona." Here he grapples Ord. Sea. John H. Moir, of Toronto. (HS-9693).

Plenty of Sport When Ship in Port

Despite her small ship's company and lengthy trips at sea, HMCS "St. Stephen" has been making a good showing in the fleet sports program.

In four hockey games, the weather ship team came out on top three times, winning twice from HMCS "Portage" while winning and losing against the Reserve Fleet's second squad. PO Angus Grey sparked the team in all the games. CPO Harry Patrick handles the coaching duties.

In basketball, "St. Stephen" lost two close games, one to HMCS "Haida" and the other to "Portage",

before sailing in late January for Station Baker.

Sports afternoons at the "Stadacona" gymnasium are staged every Friday when the ship is in port and all off-duty members of the crew have turned out for inter-part competitions in bowling, volleyball and swimming. An additional sports feature was introduced with the setting aside of Wednesday as badminton day.

West Coast Hoopsters Prepare for Playoffs

Hockey has been getting the lion's share of the cash customers in the Victoria sports picture, with the result that basketball has suffered an unexpected set-back. The schedule has been shortened in the Victoria Basketball Association League and playoffs will start soon. There is a three-way tie for top spot between Navy, Senators and Confections.

The Navy "B" squad has been plagued with injuries all season but is now at full strength. Proof of the team's ability was demonstrated recently in an exhibition game with Arrow Furniture, a senior "A" team which the sailors defeated 27 to 22.

After opening the schedule with two successive losses, the Navy's Suburban "B" hoopsters staged a driving comeback, winning five out of six games and climbing from last place to second. Other teams competing in the Suburban League are Sooke, Brentwood, Saanich and Suburban Victoria. — H.E.T.



The Duffus trophy, awarded to the player judged to be the most valuable to his team in the Halifax Canadian Football League, is presented to Ord. Sea. Rowan Carroll, of HMCS "Stadacona," by Donor Andy Duffus at a banquet honoring the "Stadacona" team, 1949 champions. At the same banquet, Team Captain Ed McLeod presented a football autographed by all the players to the coach, Commissioned Engineer Frank Hindle. (DNS-2277).

"Shearwater" Sailors Planning for Season

The "Shearwater" Sailing Club, which in 1949 enjoyed notable success in its first year of active operation, is looking forward to an even better season in 1950. The club, with a membership of more than 60, has a fleet of 17 craft, including seven dinghies, four whalers, five handicap boats and the German-built sloop "Tuna."

During the 1949 season, 42 races were held in the whaler and dinghy classes. Lieut. (S) W. M. McPherson showed the way in dinghy racing, while Lieut.-Cdr. (P) L. R. Tivy racked up the most wins in the whaler division. One of the highlights of the season was the inter-club regatta staged by the "Shearwater" club, with yachtsmen from ships and establishments of the Atlantic Command, the Armdale Yacht Club and Royal Nova Scotia Yacht Squadron entered in the competitions.

Preparations have already started for the 1950 season and a drive is underway to increase the membership. Club Commodore is Cdr. E. E. G. Boak. — *T.M.*

Ship's Team Wins "Prevost" Rifle Match

In a rifle shooting match held in HMCS "Prevost," the naval division in London, a team from the ship's company, consisting of PO John Page, PO Melvin Hoover, AB Walter

"CAYUGA" BUCKS GALE SO TEAM CAN KEEP DATE

"Vancouver's current cold spell and an out-of-town snow storm failed to stop the Royal Canadian Navy last night," said the lead to a sports page story in the Vancouver Sun of January 14.

The Navy's junior hockey team from Esquimalt had been scheduled to play an exhibition game with the Kerrisdale juniors in the feature event of a minor hockey jamboree at Vancouver on the night of the 13th. At noon on the day of the game an intense blizzard prevented HMCS "Cayuga," which was to take the team to Vancouver, from getting out of Victoria harbor, so they reluctantly phoned to cancel the game.

Later in the afternoon it was decided to try to keep the engagement. The "Cayuga", bucking gales that hit up to 65 miles an hour, made slow progress in the storm and it was not until 10 o'clock that the destroyer docked at Vancouver, her superstructure sheathed with ice.

A half hour later the Navy hockey team trooped into the arena and began changing for the game — much to the surprise of the officials and the opposing team.

The trip was worth it — the sailors came through with a 5-4 win over the Kerrisdale squad.

Smeltzer and Ord. Sea. Alex Madryga, outscored a representative UNTD squad. The division is organizing its top marksmen into a rifle team in preparation for competitions with other Great Lakes divisions during the coming year.

"Star" Officers Score Close Softball Victory

The HMCS "Star" entry in the Hamilton Garrison Officers Softball League won a hard-fought victory from the Army Combines on January 14. Coming from behind, the Navy tied the game in the ninth inning. In the bottom half of the second extra inning, Lieut.-Cdr. J. H. Misner smacked out a long hit to bring in the

winning run. The final score was 11-10 for the Navy.

Lieut.-Cdr. (Bob) Pearce staged the second of his monthly fight cards at "Star" on January 21. There were 20 good bouts between boxers representing "Star's" Boxing Club and the Shamrock Athletic Club of Hamilton. As an added attraction, two professional wrestlers put on an exhibition that delighted the customers.

Armed Forces Team Visits Newfoundland

The Halifax Armed Forces hockey team, unable to get a franchise in the city league, has been playing a number of exhibition games with teams in Newfoundland and Nova Scotia. The squad, which is built around last year's championship Navy crew, flew to Gander via RCAF and then journeyed to Grand Falls. The visitors took both games, scores being 5 to 3 and 12 to 5.

Closer to home, the Halifax aggregation played to a 5-all draw with Lunenburg, leaders of the South Shore loop. Bad flying weather forced cancellation of an exhibition game with the Ottawa RCAF Flyers in late January. The game will be played at a future date.

The Armed Forces team is coached by Tom (Windy) O'Neil, former Toronto Maple Leaf player, now attending Dalhousie University.

Storesmen Pace Bowlers

With practically all teams still in the running for top honors, a team of trundlers from the Clothing Store held down first place in the "Stadacona" Inter-Part Bowling League at the beginning of February.



The Halifax Armed Forces Hockey team, representative of the three Services, is shown above. Front row, left to right: Ldg. Sea. John Kosak, Creighton Mines, Ont.; Petty Officer Ray Shedlowski, Kindersley, Sask.; CPO Melvin Davis, Schreiber, Ont.; LAC Harold Wade, Fredericton, and Cpl. Basil O'Grady, Halifax. Rear Row: Squadron Leader Bill Martin (manager), Toronto and Vancouver; AB Lebaron Mersereau, Fredericton Junction, N.B.; Staff Sgt. Murray Mont, Halifax; CPO Ed. McSweeney, Halifax; Ldg. Sea. Ed Pillar, Toronto; PO Frank Lowe, Red Deer, Alberta; Lieut. Edward Wiggs, RCN, Quebec City; Lieut. Bob Greene, RCN, Ottawa, and Major Gordon E. Potts (assistant manager), Kingston. Missing from the photo is the team's civilian coach, Tom (Windy) O'Neill. (HS-9531).

THEY CARRIED THE BANNER



Fourteen years is not such a long time, but a lot has happened in the RCN, and the Navy has seen some vast changes, since this photo was taken of the team which represented "Stadacona" in the Halifax Garrison Hockey League in 1935-36.

Only three of those in the picture are still serving in the Navy, and all three are still active in sports. They are CPO Alex Ross, who was a member of the CPOs' soccer team at "Naden" last year; CPO Holland Shepherd, who played for the Electrical School team that won the "Stadacona" inter-part hockey championship in 1948 but who has since given up more strenuous sports in favor of golf, and CPO Jimmie Hann, who is still playing inter-part hockey and softball.

Two of the members of the 1936 team lost their lives in the war and a third died a year ago in Halifax.

The picture represents an era when about 12 to 15 men represented the RCN on the east coast in practically every major sport.

Garrison sports competition in those days was a closely contested, family affair, with neither Army, Navy, Air Force nor RCMP giving or asking quarter. Most games were played on Wednesday afternoons, and for hockey or rugger the whole of "Stadacona" marched en masse to the field or rink complete with cock-of-the-walk signs, whistles, hooters and boundless enthusiasm and confidence in the Navy team.

Sometimes the Navy truck was out on a special call (one truck was all that the Navy and Dockyard had in in those days) and the team had to trudge up to the Forum through drifts of snow, carrying all the equipment.

Betting ran high and many a game was re-played down at the little Old Red Schoolhouse and at Army can-

teens on Sackville Street and in Glacie Barracks, with resultant arguments and fisticuffs.

During the game, the Forum resounded to the screams and roars of the different sections as their teams gave their all, making that old saying, "a garrison finish," really mean something.

Next day the papers were avidly read for the big write-up that always followed a Garrison game.

Those in the photo are:

BACK ROW:

George Soubilieri left the RCN after 14 years' service, being discharged as a Chief Stoker. He played hockey and softball for the Navy, and was one of the high scorers in Garrison hockey. Had a tremendous burst of speed.

THIRD ROW, LEFT TO RIGHT:

Daniel Burton Angus was one of the two civilian schoolmasters attached to the RCN at that time. He ended his career in the Navy as a Lieut. Cdr.-Schoolmaster. He played defence. Now principal of Pictou Academy, Pictou, N.S.

George (Daisy) Adams retired as a Chief Petty Officer, is now employed as server in the Chief and Petty Officers' Canteen. Five-foot-two of efficiency, he played a heady game of hockey.

SECOND ROW, LEFT TO RIGHT:

Able Seaman Robert (Blo's) Arnott was lost at sea in the "Margaree" in 1940. An all-round athlete he sprang from a Montreal family of sport enthusiasts. Played all sports and played them well. Held down left wing or centre on the hockey team.

Leading Seaman Fred Strachan is a pensioner now employed in HMC Dockyard, Halifax. A good net-minder, he was also one of the Navy's better basketball players of that era.

Georges Poirier is a retired Lieut.-Cdr. Schoolmaster and is general treasurer of L'Assumption Insurance, Shediac, N.B.

Charlie McDonald, late Lieut.-Cdr. and one of the Navy's outstanding athletes. His record for the mile still stands in Nova Scotia. Originally a telegraphist, he later transferred to the P and RT Branch. A three-letter man in any company, he excelled in boxing, track and field, and English rugger. He died in 1948 at Halifax.

CPO J. G. P. Hann, still in the Service, is a fireball who has been the sparkplug of every team on which he has played. In hockey he was a forward and had a wicked shot. At present serving in the "Magnificent" as Chief Stoker.

FRONT ROW, LEFT TO RIGHT:

CPO Holland (Shep) Shepherd played centre and on the wing until the years started to tell, then went back to defence. He also played softball and rugger. Is presently Regulating Chief at the Electrical School, Halifax.

Commander Leonard W. Murray, who retired in 1945 as a Rear-Admiral and is now residing and practising law in England. He was a stout defence-man and his bruising checks were feared by all opposing players.

Commander C. R. H. Taylor, who retired in 1948 as a Rear-Admiral and is now living in Chester, N.S.

CPO Alex Ross was a cracker-jack goalie and one of the finest football players in Canada.

CPO Lorenzo Bertrand also went down in the "Margaree". A rugged player and all round athlete.

Looking Astern



The Second World War was five months old and the seven destroyers with which the Royal Canadian Navy had entered the conflict had not yet seen battle. Their patrol and local escort duties had produced nothing but long hours of work and unvarying monotony. Then suddenly the break came, and behind the incident is a story of brilliant seamanship and tenacity.

The destroyer "Assiniboine" was on patrol in West Indian waters one rough February day in 1940 when the Royal Navy cruiser "Dunedin" signalled her to "close me immediately". At 30 knots, the "Assiniboine" sped toward the cruiser's position near the coast of the Dominican Republic. The "Dunedin" had intercepted a German merchantman, the "Hannover", which had been attempting a dash for home.

There was no show of force from the overhauled vessel. A few members of the crew had, however, managed to escape in a boat. No attempt was immediately made to pursue them as there was a greater problem to be dealt with.

As soon as she had stopped, the "Hannover" had set herself on fire. In a short time tall flames leaped high from her fore and after decks, and the "Dunedin" ran alongside with all hoses going, fighting the blaze. The merchantman, her engines knocked out of commission and her steering gear smashed, was lurching about the sea. The British cruiser was in a perilous situation as she doggedly maintained her position alongside. As the water from her hoses hit the red hot decks clouds of steam escaped, adding to the dense smoke from the fire. The "Dunedin's" captain later said the scene was "like the last act of a Drury Lane melodrama". The White Ensign was hoisted above the "Hannover's" swastika while the captain and the chief officer stood glumly on the bridge under the baleful eye of an RN seaman with a fixed bayonet.

That was the picture the "Assiniboine" saw as she arrived. Her commanding officer, Commander (now Rear-Admiral) E. R. Mainguy, wasted no time admiring the view. The "Hannover" was drifting toward the three mile limit of the Dominican Republic,

a neutral power. Once inside these territorial waters, the prize would be forfeited.

The destroyer promptly went alongside the "Hannover", got a line aboard and towed her to seaward. Later the "Assiniboine" and "Dunedin" changed places, the former playing her hoses on the merchantman while the latter towed. All the "Hannover's" gear had been so effectively sabotaged that there was no possibility of steering her and she yawed wildly, threatening at any moment to crush the sides of the destroyer. But neither the British nor Canadian ship intended to give up the catch.

A prize crew of five officers and 29 men was put aboard. Soon after this, another vessel hove into sight. It was an American salvage tug, scenting a job. Her offer of assistance was politely but definitely refused, whereupon she extended congratulations and left the scene.

The German ship had now taken on a dangerous list and the fire smouldered ominously below decks. On the upper deck the flames still mounted high, blackening the faces of the prize crew. Then nature lent a helping hand as a sudden downpour of tropical rain came.

The fire was temporarily subdued and the task considerably lessened. The "Dunedin" shackled another cable and forged ahead while the "Assiniboine", still with hoses playing, clung tenaciously to the "Hannover's" flank. Thus the strange convoy passed the first night.

With the new day came a new worry. The "Assiniboine" was dangerously low on fuel, but it was decided the destroyer must stand by until conditions were more favorable. There followed another night of anxious vigil. The destroyer was then forced to part company and replenish her tanks, returning with all possible speed.

The rough state of the sea continued and the "Hannover's" antics at the end of the tow line were a nightmare. Sometimes the tow cable would be slack, then, as the vessels plunged, it



As HMCS "Assiniboine" lays herself alongside the burning "Hannover," hose parties fight the fires started by her German crew. (H-9C).

would snap to a glistening straightness, taut as a violin string.

On the fourth day of the tow, the strain of the unrelenting hard work and anxiety was temporarily relieved. A staunch follower of the Nazi party without warning jumped overboard from the "Dunedin" and set out swimming strongly, apparently for the Fatherland. He ignored the life preservers thrown to him, so the "Assiniboine" lowered a whaler and picked up the German. An exchange of signals between the ships wrote the final lines to the comic interlude. "Dunedin" signalled:

"MAN HAS PERSECUTION MANIA
AND HAS BEEN TRYING THIS FOR
DAYS. YOU HAD BETTER WATCH
OUT. HEIL HITLER!"

"Assiniboine" replied:

"HAVE THREE LIFEBUOYS, TWO
WHITE, ONE RED, AND ONE
GERMAN WHO WANTS TO BE
SHOT. GERMAN IS IN SPUD
LOCKER AS WE ARE OUT OF
SPUDS."

The diversion over with, the voyage was continued without further interruption. Slowly the destination, Kingston Harbor, was approached. But the question remained as to how to get the unmanageable "Hannover" into port without tugs. The task was achieved with superb seamanship.

Early in the morning of the fifth day, the convoy was just outside the harbor. "Dunedin" cast off her tow and "Assiniboine" ran alongside the merchantman in an endeavor to get her stern to the swell. This manoeuvre failed. The cruiser then secured herself to the port side of the "Hannover" while the "Assiniboine" took similar action on the starboard side. Between them the two ships edged their lurching prisoner into harbor at six knots, performing evolutions en route that left the horrified harbor master breathless.

By mid-afternoon the merchantman, with fires completely extinguished, was safely secured off the Jamaica Yacht Club. The exhausted and fire-scorched crews could now rest, the worried commanders relax. Their salvage operation was later described by the Commander in Chief, West Indies Station, as a "feat of seamanship of which officers and men in both ships can be justly proud."

The "Hannover" proved a useful prize; she later sailed again as the "Empire Audacity."

LETTER TO THE EDITOR

20 Norham Road North,
North Shields,
Northumberland,
England.

Dear Sir:

Recently when staying in London, I happened to find myself placed at breakfast next to a lady whom I discovered to be a Canadian. I at once asked her if she had heard of a ship of the RCN, namely HMCS "St. Laurent." The lady replied, "Surely you mean 'Sally Rand'". The outcome of our conversation is this letter to you, with the hope that you may be able to pick out a passage or two for The "Crownsnest."

After spending almost two years in the Royal Navy, I was transferred on loan to the RCN, and, as a Radio Mechanic, joined the "Sally" in Londonderry in December 1942. In her I served for three glorious and unforgettable years.

I felt rather scared as the truck dumped me alongside — not of destroyer life, for I had already served in HMS "Legion," but of the personnel I was to meet. What kind of people were these Canadians? How did life differ from that in our ships? How would I, an outsider, be welcomed?

After meeting the Coxswain, who had never heard of such an animal as a Radio Mech., I was finally settled in the fore-lower mess with the tels., sigs., etc. As I looked around at all the marvellous beards (becoming more apprehensive than ever), one tel., about six-and-a-half feet tall, came up and said, "I'm 'Tiny' — welcome to 'Sally'." I was introduced 'round the mess, and at once my fears were dispelled; here was the hand of friendship and no mistake. I shall never forget the kindness shown me by "the boys."

After an excellent supper (I had rarely seen one like it), I was shown over the ship, the WT office and the RD/F cabins (as they were then known). I was initiated into the mysteries of dollars and cents, of Sweet Caps, Lucky Strikes and Chesterfields, of poker, gum, sweet corn — in fact, "the works." Murray Shirriff was my guide in these matters, but everyone was helpful in making me feel at home.

The following morning I was really convinced what a happy ship this was: The First Lieutenant going rounds and having a joke with the hands as they worked — always full of encouragement — here was the proof. Somehow in the Service the

"Number One" always seems to acquire a name for himself, but here was one man who never had cause to "use the whip." The men would do anything for him, and with a good heart. I know how sorry the ship's company really was when eventually he was appointed elsewhere.

I think it was on December 17, 1942, when we sailed for "Newfy," escorting convoy ONS 154. Those little fighting ships in company will always live in my memories — "Chilliwack," "Battleford," "Kenogami," "Napanee" and "Shediac." What a trip! I won't attempt to describe it here. I'll just simply say it was a nightmare.

And so on throughout my life in "Sally," great days with men who were always helpful and understanding. I am proud to have served under such men as Stephen, Pullen, Windeyer, Boulton and Stirling — men who were always the essence of fairplay, and to whom one could talk, and from whom one could receive sound advice on almost any problem, either in or outside the Service.

I suppose I could write a book if I were to include all the notable incidents I recall, or dwelt at any length on personnel, but a few may be worth a small mention:

That January arrival in "Newfy," with the messdeck covered to a depth of two feet with wrappings from Christmas parcels . . . or that well-upholstered Coxswain, CPO Waldron . . . and that memorable occasion when Cdr. Stephen tore his cap to ribbons and shouted himself hoarse when a certain U-Boat was destroyed . . . and of the PO Writer and myself taking charge of shore patrols in "Newfy" when the other chaps wanted a run ashore.

I still cherish a leather sheath for my knife which is "suitably inscribed." CPO Abraham, the Gunner's Mate, must have spent a long time making it.

Finally, if any officer or rating who was in "Sally" with me would care to write, I should be delighted to answer all letters.

Now may I send my warmest wishes to all ships' personnel, both past and present, and a very "pusser" salute and thank you, RCN.

Yours sincerely,
STANLEY TOMLINSON,
Ex. PO Radio Mechanic

Bugs Are Their Business

*Hospital Lab Staffs Render Valuable Assistance
to Naval Medical Officers*

HAVE you got a cure for which there is no disease?

Not likely, but if you should find one, and happen to be serving in Esquimalt, take it along to the laboratory of the RCN Hospital at "Naden". They undoubtedly will find a disease to fit the cure.

It is there that the medical officer is assisted in arriving at a diagnosis or has his diagnosis confirmed. To the laboratory, situated in a wing of the Dental building and across the road from the hospital, come innumerable samples of all kinds for analysis and checking. Blood, urine, tissue fluids, inflammatory discharges and many other specimens get a thorough once-over to assist the doctor in determining the cause of illness.

Carrying out this often interesting and always important work is a staff of three — Sub-Lieut. (Nursing Technician) Dorothy Lott, Petty Officer Ivan Wright and Able Seaman Kenneth Jackson.

In their daily dealings with microbes, parasites, fungus growths, bacteria and viruses, the lab workers must use the utmost caution to ensure that their little charges don't escape. Although it is held possible that

people may attain, through constant association, a degree of immunity to many of the diseases, precautions are never relaxed, if for no other reason than the very good one that a lab worker could conceivably become the carrier of a germ.

Blood tests alone account for a large volume of the work in the lab. Blood may be tested for chemical content (iron, calcium, sugar, etc.) or for number, size and quality of red cells and white cells. There are many different types of white cells and a preponderance of one type may indicate a condition or disease being present. Variations in urine, as well as in blood and sputum, may indicate disease and all are given exhaustive and specialized examination.

"We carry out some biochemistry tests (the chemistry of living processes in the human body)", says Petty Officer Wright, "and also the study of tropical diseases, which is included in parasitology. To enable us to carry out the exacting and often unspectacular routine of the lab, we have a number of machines and instruments — some the finest of the kind in the city.

"For instance", he went on, "there

is a centrifuge here that whirls at a speed of 60,000 revolutions per minute, or faster than the speed of a six-inch shell. Armour-plated for safety, it separates various liquids into component parts. Another instrument, the colourimeter, determines almost automatically the strength of an unknown solution by colour comparison with a known quantity.

"Delicate scales, so fine they weigh a hair, and which even dust can throw off balance, ensure precision weighing. A hydrogen ion meter, which measures the alkalinity or acidity of substances, results in a great saving of time."

Intricate looking microscopes are used to probe the innermost secrets of the deadly microbes and some of the patterns revealed on the slides are startlingly beautiful.

Off from the array of test tubes, yards of glass tubing, the bottles and beakers, are two incubators, maintained constantly at body temperature, and a refrigerator. In the incubators, cultures are grown in various media to determine the strain or type of organism, while the refrigerator preserves those so grown for later study. Once grown, however, the living germs must be destroyed.

In another room all cultures, as well as the tools of the trade, such as bottles, slides, tubes and beakers, are sterilized or autoclaved under intense heat or live steam. Some are sterilized, washed and baked a second time to ensure complete absence of contamination. Also in the sterilizing room is a distiller, which keeps on hand a plentiful supply of distilled water, the only kind permitted in solutions.

The work at the lab is broken up into three divisions. Sub-Lieut. Lott handles bacteriology, while Petty Officer Wright is presently doing haematology (study of blood) and biochemistry. Able Seaman Jackson, now undergoing a course, will take over haematology on its completion.

In addition to the lab routine, the staff also gives three weeks of instruction and practical work to all medical assistants in the Command, so that the MAs have a background of lab experience for future reference.



Sub-Lieut. (Nursing Technician) Dorothy Lott shows AB Kenneth Jackson, a laboratory assistant, a particularly interesting design she has come across on one of the "culture" slides she is checking in the laboratory of the RCN hospital at Esquimalt. (E-10371).



Petty Officer Ivan Wright is shown working at an automatic burette, used for titrating substances. Here he is checking the alkalinity of a fluid for clinical use. (E-10370).

"Although the work is mostly routine and very exacting in nature", says Miss Lott, "it is also highly satisfying and sometimes even fun".

Miss Lott, who was with the WRCNS during the war, took a DVA Laboratory course on discharge and entered the RCN in January 1949.

EDITOR'S NOTE:— The "Naden" laboratory has its counterpart in the RCN Hospital laboratory at Halifax, performing exactly the same functions in the Atlantic Command.

"SHEARWATER" GROUP TO STAGE NEW PLAY

The "Shearwater Players," an enterprising group of amateur theatrical enthusiasts, will present their second production, "Springtime for Henry," at the RCN Air Station March 2, 3 and 4.

The group's first venture, "Dear Ruth," was staged last December and played to capacity audiences. Its success greatly encouraged the group in its efforts to provide entertainment in the field of the legitimate theatre and to discover and develop talent within the RCN.

The idea of forming an amateur stage company sprang up last summer, when several theatre fans from "Shearwater" were asked to help in the Halifax Bi-centenary program. A few weeks later, a general meeting was called of all those at the air station interested in the theatre.

An executive was elected and plans were laid for the first production. Those elected to office were: Honorary president, Captain E. W. Finch-Noyes; chairman, CPO Robert Dalley; vice-chairman, Lieut. Stephen Derby-

shire; treasurer, Mrs. Margaret Maxwell; production manager, CPO Charles Lowman.

The first play was cast under the direction of Mr. R. Kehoe, a civilian employee at the base, and produced by CPO Lowman. CPO Dalley is directing the second and Lieut. Derbyshire is stage manager. The cast includes PO D. W. S. Cooke, Lieut. Brian Dawburn, Mrs. Marion Doherty and Mrs. Margaret Maxwell.

During productions, the other members of the group read plays under the supervision of Mrs. Louvain Lowman and Mrs. Betty Brown. In this way, good plays are selected and acting experience is gained — C. L.

BOOK REVIEW

THE BISMARCK EPISODE
by Captain Russel Grenfell, R.N.

"The Bismark Episode" has all the ingredients of a good sea tale. Though the situations are not always simple, the story is told in a straightforward, easy to read manner. It is full of technical details of interest to naval experts, yet is so written that the lay reader can easily understand each phase of the exciting event as it unfolds.

Captain Grenfell's candour gives the reader confidence in his deductions and opinions. When he feels critical of any part of the British conduct in this operation, he does not hesitate to say so, and bluntly.

Possibly the greatest interest in this naval epic centres around what were then new tactical weapons, almost untried in that type of sea warfare—radar and naval aviation. Without use of these two weapons, the "Bismark" would never have been brought to action. If HMS "Suffolk", using her "new" radar, had not been able to shadow the "Bismark" . . . if the naval aircraft from HMS "Ark Royal" had not re-located, shadowed and crippled the enemy with airborne torpedoes . . . then, the reader is left to conclude that the "Bismark" would have escaped.

The Germans were frequently guilty of failing to appreciate their opponents correctly. In this case, they seem to have made a poor analysis of the potentialities of the new tactical weapons, particularly of naval aviation.

It is interesting to read how, as early as 1941, naval air and surface forces were working in close harmony. Perhaps there is a lesson here that, nearly nine years later, we should try not to forget. — H. N. R.

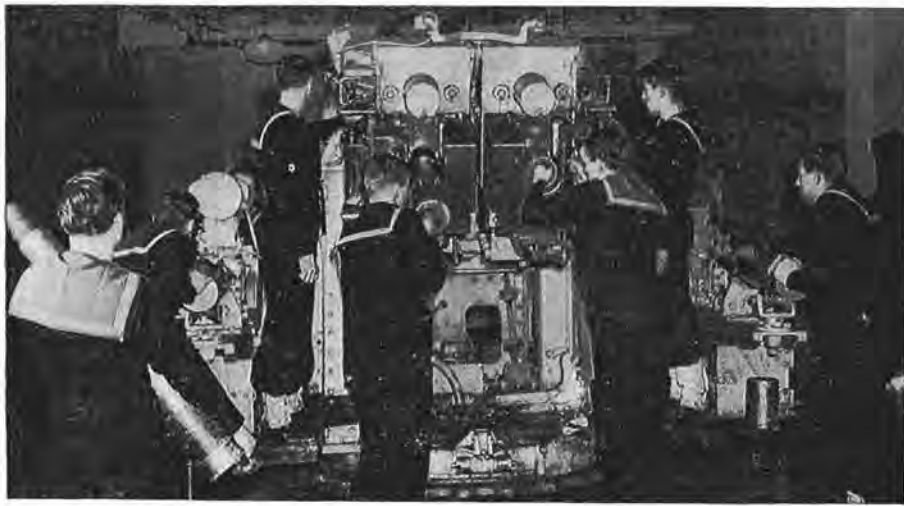
(Published by Faber and Faber Ltd., 24 Russell Square, London. Distributed in Canada by the British Book Service, Adelaide St., Toronto. Price \$3.75.)

CORRECTION

On page 36 of the Christmas issue of The "Crownsnest," the review of the book, "The Blue Circle Gang," listed the publisher as Collins. It should have been Thomas Nelson and Sons.



A busy place these days is the School of Naval Aircraft Maintenance at the RCN Air Station, Dartmouth. Besides the usual training and refresher courses for air maintenance personnel, the SNAM has been called on to provide conversion courses for men transferring to the new rates established when the Naval Airman Branch was instituted last year. The school, started in the summer of 1948, now has about 100 men under training and a staff of 25, plus 11 maintenance personnel. Staff members are shown in the above photo. (DNS—2200).



The clatter and banging of breech blocks and shells, the shouted orders and reports give the newcomer to the gun battery the impression that he has stepped into a madhouse. It isn't long, however, before he finds that there is order to it all and that in this case, at least, noise and efficiency go hand in hand. Above, a gun's crew goes through its paces at the twin 4.7-inch mounting in the gun battery at "Naden." (E-10742.)

CALM AND CHAOS

The sounds of "utter and complete bedlam" emanating from the lower deck of a three-storey brick structure in HMCS "Naden" provide an odd contrast to the air of calm quiet prevailing on the top level of the same building; while on the main deck, in between these two extremes, officers and men go about their administrative and executive duties with apparent unconcern for the uproar below and the tranquility above.

This strange state of affairs becomes understandable with the explanation that the building is the Gunnery Training Centre, West Coast. Through its hallowed halls have passed thousands of aspiring gunners, trained and ready to take their places at the gunnery controls of the fleet.

The GTC was built during the war, in answer to a requirement for a school large enough to accommodate the many classes of new entries and of gunnery men qualifying for higher rates.

Heavy calibre guns and shooting appliances occupy the numerous bays stretching the length of the lower deck — officially known as the "Gun Battery".

It is here that the novice to the gunnery world gains an introduction to ships' armament and later acquires a thorough knowledge of the weapons he will handle.

On the main deck are found the administrative and regulating offices. In addition to the regular business of the school, the gunnery programs for the Pacific Fleet are worked out here. The remainder of this deck is taken up

with large and airy classrooms and a spacious theatre for projecting instructional films.

The upper deck, with the exception of a small portion for the Photographic Section, is made up of classrooms for Surface Gunnery, Radar and Ammunition.

A recent upsurge in able seamen qualifying in the gunnery branch has taxed the comparatively small instructional staff to the limit. However, this situation will gradually be remedied as more Gunnery Instructors complete their Whale Island course and take up training duties in the GTC.

There are at present more than 120 men undergoing instruction, with the average class consisting of about ten men.

"No rest for the wicked" is amply proven when an instructor finds himself free for the day. He is immediately detailed to assist Lieut. Frederick Little, First Gunnery Officer, in installing the latest in instructional aids throughout the school.

Guiding the fortunes of the West Coast Gunnery Training Centre is Lieut.-Cdr. J. W. McDowell, who holds the dual appointment of Officer-in-Charge, GTC, and Gunnery Officer West Coast. Assisting him are Lieut. Little, Lieut. G. J. Brockhurst, Mr. W. N. Holmes, Gunner, and Mr. David Scott, Gunner. Thirteen Gunnery Instructors and five First Class Rates who serve as sub-instructors round out a capable staff responsible for the careers of many aspiring "gunners."

It is obvious why the staff personnel at the GTC are proud of the School and the job they are doing: Playing a big part in building Canada's Navy in peacetime is no mean achievement.



The staff and some of the classes under training, shown in front of the Gunnery Training Centre, HMCS "Naden," Esquimalt.

Comrades in Arms



THE CANADIAN ARMY

A Tough Grind

According to R. Kipling, Esq., it was a half caste's widow who showed troops "the way to promotion and pay" back in those gay old days when "the Widow" reigned at Windsor and a "thin red line of 'eroes" stitched the Empire together. But nowadays, with the future looking a lot more red than rosy, it has all been changed. Today's career soldiers in the Canadian Army Active Force get their "promotion and pay" the hard way, keeping one eye on the official graduation list and the other on the masses of pamphlets, textbooks and precis issued to prepare candidates for promotion — and staff college entrance examinations.

During the month of January, 146 officers at Army Headquarters and in the five military commands topped months of spare time study by taking an intensive two-week course in preparation for their staff college entrance examinations, held in the middle of February.

Although staff college is the goal of the majority of Active Force Officers, with the exception of those in the Royal Canadian Army Pay Corps, Dental Corps and Chaplain Corps, only a limited number are accepted each year and competition for the vacancies and the standards required for admission are stiff.

Before an officer becomes a candidate for staff training, he must appear before a special board of senior officers who question him on his general military knowledge. If they consider him to be a potential staff officer he begins his pre-staff training. This consists largely of spare time study over a period of 13 months on such subjects as military law, history, tactics, administration, current affairs, organization and others. This is followed by two weeks of intensive study and later still by pre-staff examinations.

Of the candidates who write the examinations, approximately 50 each year are selected to attend the 10-

month course at the Canadian Staff College, Kingston. Officers who pass the examinations but are not selected to attend the college are not required to write the examination the following year unless they wish to do so in order to better their standing.

But while pre-staff training and the staff college are only for the chosen few, promotion examinations are for the many. All officers of the Canadian Army Active Force, with the exception of chaplains and nursing sisters, are required to qualify before being eligible for promotion from lieutenant to captain and from captain to major. Failure to qualify within the time limits laid down by the General Staff Branch may be considered grounds for an officer's retirement.

All promotions examinations consist of two parts. Part One is known as "Common to all Arms" and Part Two, Special to Corps. Candidates for Part One prepare for the examinations which are held annually largely by spare time study, while Special to Corps courses of approximately eight weeks' duration are conducted at the various corps training schools.

THE RCAF

"Air Mail — Special Delivery"

The postman calls only six times a year at the homes of 25 Department of Transport workers on lonely Sable Island, the "Graveyard of the Atlantic", off the Nova Scotia coast.

When he does come, very often it's in an RCAF Search and Rescue aircraft. But usually there's no chance for the islanders to learn mainland gossip, because the plane can't land, due to adverse weather on the lake at "Sable."

On January 20, when seas were stormy and ice lay on still waters, the Air Force dropped about 400 pounds of mail and personal parcels for the tiny population of the island. It was their first mail since a month before Christmas, but they couldn't send their own out because ice on the lake prevented the Canso bomber piloted by Flying Officer L. B. (Mike) Pearson, of Woodstock, Ont. (no relation to the External Affairs Minister) from landing.

When the Department of Transport on the east coast cannot spare



A group of officers studying during a syndicate discussion period at the Canadian Army Staff College, Kingston, while preparing for their pre-staff examinations (*Canadian Army Photo C-1013*).



Flying Officer William Cottnam, of Toronto (left), and Flying Officer L. B. Pearson, of Woodstock, Ontario, check their cargo before taking off in an RCAF Canso from the Royal Canadian Naval Air Station at Dartmouth, N.S., to parachute mail and supplies to inhabitants of Sable Island. (DNS-2322).

a ship to do the job, they call on the RCAF at Greenwood, N.S., who do the honors, at the same time gaining flying experience and practice in parachuting and dropping supplies. Though the mail still goes through to Sable Island, no one has yet figured a practical way of bringing island mail out by air when landing is impossible.

A TRIBUTE

The following letter, paying tribute to the late Lieut.-Cdr. (P) C. G. Watson, RCN, who was killed in a flying accident at Toronto last summer, was published recently in a Toronto newspaper.

Dear Sirs:

I have just received the tragic news of the death of Lieutenant-Commander Clifford G. (Clunk) Watson, who was recently killed in a flying accident in Canada. On behalf of his countless friends and colleagues on this side of the Atlantic, I should like to pay tribute to him. To those of us who had the honor and privilege of serving with Cliff, his unflinching gaiety, his courage, his leadership and his high ideals were a constant source of inspiration, which helped many of us through our darkest flying days.

Flying his own way across the Atlantic in the early part of 1940, he joined the Royal Naval Fleet Air Arm — one of the first Canadians to do so. His sense of fun quickly endeared him to all who came in contact with him, while he proved himself to be a pilot of outstanding ability. When I passed through the same

flying school some months later, his name was already a by-word, and the highest praise instructors could give us was, "That was just about as good as Cliff Watson."

After the serious accident (when Cliff was a passenger in the aircraft) in which Cliff broke his back in a dozen places, it was thought that he would never be able to fly again. But with his indomitable courage, Cliff insisted on continuing flying albeit he was relegated permanently to second line duties. Shortly afterwards, however, his skill in carrying out a forced landing in an aircraft which had caught fire convinced the authorities that he was fit for operational duties; and to Cliff's great satisfaction, he was allowed to return to a first-line fighter squadron. He served with distinction until the close of hostilities.

After the war some of us tried to persuade him to give up flying and take up art, a field in which his talent was considerable. But he always felt his place was in the air he so much loved.

Our sorrow at his passing is extended to his wife and daughter, and to his family, who will, I know, remain brave and steadfast, remembering how much Cliff had to give to life, and that he gave all — unstintingly

and without a thought for himself. Canada has lost a true son and we a true friend.

R. Bruce Dunfield,
Ex-Lt.-Cdr., Fleet Air Arm,
London, England.

Correspondence In French

Correspondence received in French is to be replied to in the same language in every case. All correspondence addressed to the Quebec Provincial Government, municipalities where the French language is known to be predominantly spoken, and individuals who are known to be French speaking, is to be written in French.

CKZ Calling

The Victoria naval division, HMCS "Malahat," is anxious to work other naval divisions by W/T on Monday evenings from 2000 to 2200, PST, using the transmitters and receivers in its headquarters and training ship, the minesweeper "Sault Ste. Marie."

"Malahat" has been allocated radio call sign CKZ, operating on the following four frequencies: CKZ24 on 2410 kilocycles, CKZ79 on 7985 kc's, CKZ94 on 9480, and CKZ 35 on 13510.



The Canadian Chiefs of Staff are seen above as they conferred with their American counterparts recently in Washington. Main topic of the group was continental defence under the North Atlantic pact. Taking part were, left to right, standing, Admiral Forrest P. Sherman, Chief of US Naval Operations; Vice-Admiral H. T. W. Grant, RCN, Chief of the Naval Staff; Air Marshal W. A. Curtis, RCAF, Chief of the Air Staff; General Lauris Norstad, Deputy Chief of Staff, US Air Operations; seated, General Lawton Collins, Chief of Staff, US Army, and Lieutenant-General Charles Foulkes, Chief of the General Staff, Canadian Army. (Canadian Army Photo — Z-5600-1).



St. Nick Meets St. Stephen

*Remember the Christmas when young Rudolph led
Santa's reindeer and sleigh 'cause his nose was so red?
You know that the reason was fog on the ground
And I'll bet that you thought they got home safe and sound.
But this is what happened and take it from me
'Twas well the "St. Stephen" was still out at sea.*

*He was on his way home and travelling light
His cargo he'd landed throughout the long night,
And settled all snug in his robes warm and deep,
Believe it or not, Santa fell fast asleep.
Young Rudolph was feeling important and gay
To think that his nose had shown Santa the way,
He bounded and pranced like a naughty young pup
But shortly discovered his nose was iced up.
Dasher took the controls but wouldn't you know
They were far out at sea and flying too low.
He pointed his nose to the sky to begin
A quick climb aloft but the sleigh took a spin.
Santa woke with a jerk, took a quick look about,
Unfastened the traces and gave a loud shout,
"On Dasher, On Dancer, I'm counting on you
To land the team safely, and young Rudolph, too."
The reindeer sprang up ere they had time to think
On what would occur when he fell in the drink.
But circling over the spot where he went,
They saw the "St. Stephen" to rescue was bent.
"All hands on deck!" the duty watch cried,
"St. Nick is in trouble! he's over the side!"
Double-quick they turned to, threw over the net —
It landed the little man sputtering and wet!
They gave him a toddy and drew a hot tub,
Took his suit to be dried, gave his whiskers a rub.
Polished buckle and buttons until they shone bright.
Dried the fur on his boots, for his pipe furnished light.
And quickly a signal to shore was despatched
To tell how St. Nick from the ocean was snatched:
"Have picked up survivor of reindeer-drawn craft
Who bailed out at sea with his sleigh for a raft.
S. Claus is his name — but his number unknown
Request news of safety be sent to his home."
How proudly she came into harbor that night
With one V.I.P. on the bridge in plain sight.*

*And when he got home to his wife, he said, "Pet,
If it weren't for 'St. Stephen' I'd be floating 'round yet."*

by H.M.S.W.

