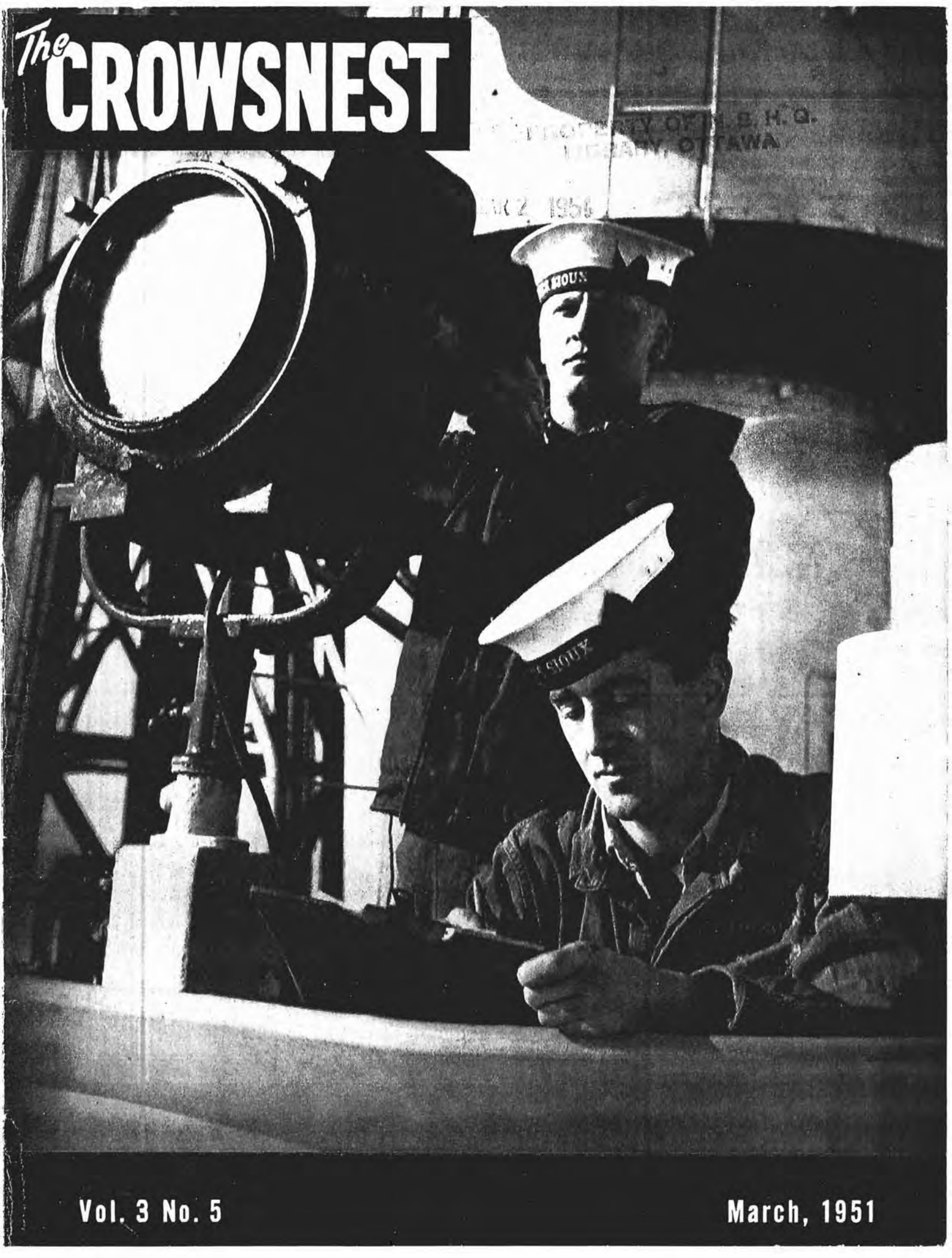
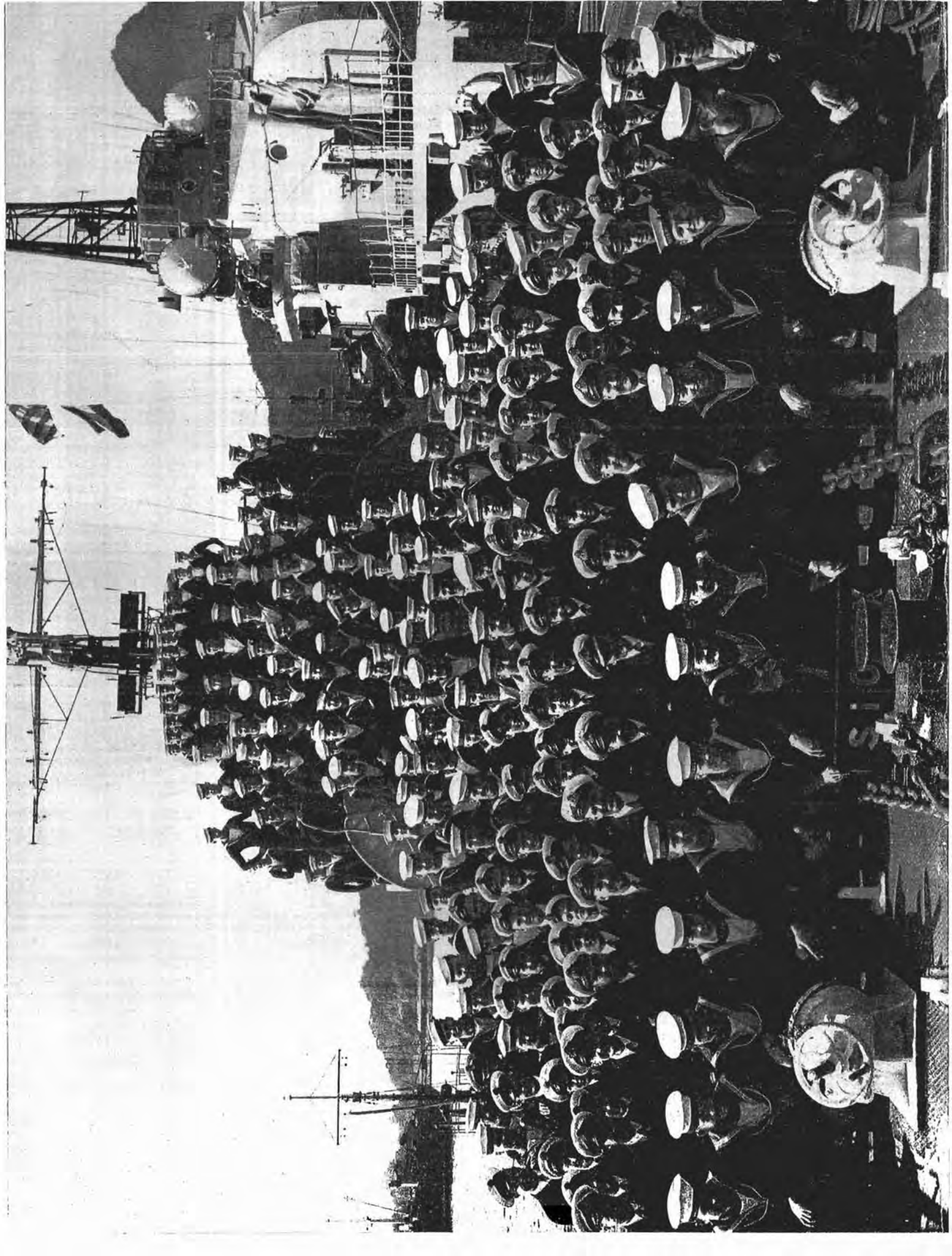


# *The* CROWSNEST



NAVY OF CANADA  
OTTAWA  
MAR 2 1956



# The CROWSNEST

Vol. 3 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

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## MEN OF THE MONTH

In the minds of their families and friends, that title undoubtedly belonged to the officers and men of HMCS Sioux, who returned home from the Far East February 4 after an absence of seven months. The entire ship's company of the destroyer posed for the photo on the opposite page shortly before the Sioux sailed from Japan for Canada in mid-January. (CA-439).



Editors have their gremlins, too. They are the kind that transpose letters, misspell words, drop or duplicate a line and in general try to create as many mistakes in a publication as they possibly can.

Our little pets were busy last month. Their prize effort — and one which likely sent them into fits of glee — was the substitution of "HMCS Athabaskan" over an Afloat and Ashore item that rightfully belonged to HMCS Cayuga. It was a nasty trick and probably got us into all sorts of hot water.

Rather than risk putting our foot in it further by apologizing to either or both of the two ships, we will confine our expression of regret to The "Crownsnest" correspondent who mailed his material all the way from the Far East, only to have it appear under the wrong heading.

The Editors

*Cover Photo* — It is always a great moment when a ship, returning home after a long absence, makes her first visual contact with the signal tower ashore. So it was when HMCS Sioux returned to Esquimalt February 4 after nearly six months of service in the Korean theatre. The cover photo shows AB Ernest Law, of Kamloops, B.C., manning one of the ship's signal projectors while AB George Sutherland, of Winnipeg, takes down the message being flashed from the signal tower at Esquimalt as the Sioux approaches the port. (E-13344)

## SUBSCRIPTION RATE

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# R.C.N. News Review

## **Expanded Defence Program Announced by Minister**

A three-year defence program involving the expenditure of some \$5 billions was announced by Defence Minister Brooke Claxton in a statement in the House of Commons February 5.

This program, Mr. Claxton said, was the direct result of the world situation. Its objectives were:

1. The immediate defence of Canada and North America from direct attack;

2. the implementation of any undertakings made by Canada under the Charter of the United Nations, or under the North Atlantic Treaty or other agreement for collective security,

3. the organization to build up Canada's strength in a total war.

The role of the Royal Canadian Navy in continental defence includes the protection of coastal sea lanes and shipping against enemy action, including mines, and the task of keeping our harbors and approaches open.

In NATO defence plans, the RCN's job is extended to include participation with Britain and the United States in anti-submarine and escort work across the North Atlantic.

The third objective is to have, in all three Services, the administrative staff, training establishments, nucleus of trained personnel, supply depots and everything else needed for mobilization.

Mr. Claxton said the three-year expansion program would have the following effects on the RCN:

1. The strength of the Navy will be doubled (strength as of December 31, 1950, was 10,199).

2. Increased new construction and the refitting and rearming of ships now available will result in a fleet of nearly 100 fighting ships, either in active commission or in reserve, by mid-1954.

3. To fulfil the requirements of local sea transportation for personnel and stores and to provide small craft for training personnel at the naval divisions on the Great Lakes, more than 150 auxiliary vessels and harbor craft will be in operation by 1954.

4. Ships and installations will

be constructed to provide permanent seaward defences of vital harbors.

5. The shipbuilding industry is to be geared to produce additional ships rapidly.

## **Nootka Sees Action on First Patrol**

HMCS Nootka's guns went into action January 25, less than two weeks after her arrival in the Far Eastern theatre. Along with HMCS Cayuga, the destroyer staged a successful duel with communist shore batteries in the approaches to Inchon.

The Cayuga and Nootka had steamed into the approaches of the enemy-held harbor, temporarily joining forces with the US cruiser St. Paul. At first all was quiet but as the Canadian ships turned back to seaward Red shore batteries opened fire. The cruiser returned their fire and a few moments later the Cayuga and Nootka joined the duel. The de-

## **Naval Tug Performs Search, Rescue Mission**

The naval tug Clifton, commanded by Lieut.-Cdr. John E. Francois, RCN(R), of Victoria, was Johnny-on-the-spot early in February when a United States pilot lost his way and made a forced landing at Lowrie Bay, near the north end of Vancouver island.

The Clifton happened to be at Winter Harbor, only 30 miles away from the downed aircraft, and was dispatched immediately to Lowrie Bay. However, strong winds and heavy seas made it impossible for her to get close to the shore where the plane had landed.

Instead, the Clifton proceeded to Sea Otter Cove, three miles south of Lowrie Bay, and landed a shore party which proceeded overland through very rough terrain and brought the plane's pilot and passenger back to the tug. The Clifton then proceeded to the town of Port Hardy, not far distant.

The next day the Clifton returned with the pilot to attempt to get the plane airborne. After a shore party refuelled the aircraft, dug its wheels out of sand and hauled it to higher ground, the pilot made a successful take-off, proceeded to Hardy Bay for fuel and then flew to Patricia Bay, near Victoria.

stroyers steamed directly toward the target and closed the range to less than 2,000 yards before turning to deliver full broadsides. Close range weapons joined in the bombardment and hit with terrific effect.

Shells could be seen scoring direct hits on gun emplacements and the enemy sputtered to a stop. Then came a message saying the batteries had been "neutralized." The ships turned away from the smoking shore and returned to their patrol.

Shortly after her baptism of fire the Nootka figured in the rescue of a Royal Navy pilot from the carrier HMS Theseus. On the way back to his ship from an offensive mission against communist positions ashore, Lieut.-Cdr. M. P. Gordon Smith's aircraft developed engine trouble and he landed it in the sea near the Nootka. Four minutes later he was aboard the ship.

Coxswain of the seaboat which fished Lieut.-Cdr. Smith from the water was Petty Officer Alton Hartin, Saint John, N.B. Other members of the crew were Ldg. Sea. Paul Melanson, Rockingham, N.S.; AB Charles Milks, Windsor, Ont.; AB Joseph Boucher, Quebec City; AB Charles Carmichael, Truro, N.S., and AB Edward Hall, St. Peter's, N.S.

The next day the Nootka encountered and destroyed her first mine. AB Carmichael sighted it from his lookout position and the 40-mm guns' crews did the rest.

## **Cayuga Smacks Reds in Brief Gun Duel**

During a patrol which extended through the latter part of January and into early February, HMCS Cayuga spent much of her time in the harbor of communist-held Inchon. In company with the US cruiser St. Paul, the British cruiser Ceylon and other UN units, the Cayuga took part in bombardments of enemy positions ashore and provided harassing gunfire in support of advancing UN ground forces who were fighting their way toward Inchon, port city for Seoul.

On one particular afternoon in late January the Cayuga came under fire while anchored with other ships in



the harbor. An enemy battery, estimated at six guns, began dropping shells as close as 100 yards from the Canadian destroyer; the communist gunners had the Cayuga's range but were a bit out for line. The Cayuga immediately returned the fire and weighed anchor so she could bring all guns to bear.

The action continued for 10 minutes, during which time the Cayuga slammed 65 rounds of four-inch high-explosive shells at the Red shore batteries. That was enough to silence them. Aircraft reconnaissance reported later that the Cayuga had scored direct hits on the gun positions.

Although Inchon at that time was in enemy hands, UN ships made free use of the harbor and dropped shells at will on Red troop concentrations, stores dumps and other targets spotted for them by Royal Navy pilots from the aircraft carrier Theseus, a helicopter from the St. Paul and Army observers ashore.

### ***Cayuga Next to Return, Sioux to Relieve Athabaskan***

The Cayuga is nearing the end of her period of duty in the Korean war zone. Early in March she will be relieved by HMCS Huron and will set sail then for Esquimalt, a port she has not seen since last July 5.

The Athabaskan is to come home in May. Her relief will be the Sioux, which is being refitted at Esquimalt following her return from the Far East February 4. With about a 40 per cent turnover in crew, the Sioux is due to depart from Esquimalt April 8.

### ***Cruiser Sets Sail for South Pacific***

The first peacetime cruise ever made by a Canadian warship to Australia and New Zealand began February 26 when HMCS Ontario sailed from Esquimalt for the South Pacific. En route she will stop at Pearl Harbor, Pago Pago in the Samoan Islands and Suva in the Fiji Islands. From Suva she goes to Brisbane, Australia, arriving there March 24.

After her Brisbane visit, the Ontario will put to sea for exercises and manoeuvres with Australian, New Zealand, South African, Pakistan and Indian naval units in the general area between Gabo Island and Sydney. These exercises will be held as part of the jubilee of the Commonwealth of Australia.

The balance of the Ontario's program is as follows: Sydney, April 6 - 16; Melbourne, April 18 - 21; Hobart, Tasmania, April 23 - 26; Milford Sound, N.Z., April 29; Lyt-

leton (Christchurch, N.Z.) May 1 - 3; Wellington, May 4 - 8; Auckland, May 10 - 14.

Return Journey — Pearl Harbor. May 26 - 30; arrive Esquimalt June 7.

On board the Ontario, in addition to her regular ship's company are 20

junior officers and 96 ordinary seamen of the RCN embarked for sea training, plus some 70 RCN(R) personnel from various naval divisions across Canada. Also in the cruiser are six Royal Canadian Sea Cadets who were awarded the trip for outstanding service in their corps.



Cordite smoke from the previous salvo puffs from the breech of a twin four-inch gun aboard HMCS Cayuga as loading numbers feed another pair of shells into their weapon during the destroyer's bombardment of Red shore batteries at Inchon. (CA-463).

### **Mail for Ontario**

Arrangements have been completed with the Post Office Department for despatching mail to the Ontario during her cruise to Australia and New Zealand.

Closing dates at Vancouver are as follows:

Pearl Harbor, March 3; Suva, Fiji Islands, March 13; Brisbane, March 18; Sydney, April 8; Melbourne, April 15; Hobart, April 17; Lyttleton, N.Z., April 26; Wellington, April 30; Auckland, May 7; Pearl Harbor, May 27.

Mail should be posted sufficiently in advance to ensure arrival at Vancouver prior to the dates listed above, and should be addressed either in care of the Fleet Mail Office, Esquimalt, or c/o the Postmaster at the respective port of call.

Due to irregular sailings to Australia and New Zealand there is no fixed schedule for surface mail, although any sailings available will be utilized. In view of this the post office department strongly advises the use of Canada air letters for communicating with personnel in the Ontario throughout the cruise.

### ***Magnificent, Micmac Going to Caribbean***

When HMCS Magnificent returns to Halifax March 9 from Bermuda waters she will immediately begin preparations for a spring training cruise to the Caribbean. The Micmac will be her escort on the five-week cruise. Their ports of call will be: Bermuda, March 23 - 28; Port of Spain, Trinidad, April 6 - 9; Barbados, April 13 - 16; Boston, April 23 - 27.

The month of February found four ships of the fleet undergoing refit. Besides the Sioux, there was the frigate Antigonish on the West Coast while the frigate Swansea was refitting in Halifax and the Algerine New Liskeard at Liverpool, N.S.

The frigates Beacon Hill and La Hullose and the minesweeper Portage were busy on their respective coasts carrying out routine training commitments.

# Sioux Comes Home

*Destroyermen Receive  
Unforgettable  
Welcome*

**“WELL DONE,** Sioux, we're proud of you.”

These words, spoken officially by British Columbia's Lieutenant-Governor Clarence Wallace, were heartily endorsed by every person in the record-breaking crowd which jammed jetties in HMC Dockyard, overflowed onto neighboring vantage points in the harbor area and stood in solid masses along the nearby waterfront to welcome HMCS Sioux home to Esquimalt February 4.

In bright sunlight, and looking trim and efficient, the destroyer was brought alongside her berth in the dockyard at exactly 3 p.m. The estimated 18,000 persons, more than half of whom were at the dockside, joined with the companies of other ships in harbor in giving her a tumultuous welcome. Sirens, whistles and horns added to the noisy greeting, as did four Mustang fighters of the Royal Canadian Air Force which

roared low over the dockyard area in close formation as the Sioux entered the harbor. The band of HMCS Naden greeted the ship with “Oh, You Beautiful Doll.”

Greetings were called to the men aboard the ship, standing rigidly at attention but with eyes straining to catch a glimpse of familiar faces.

Almost before the Sioux's lines were made fast, the crowd broke through the restraining rope barriers and surged to the edge of the jetty.

Within minutes after the first gangway went out, the white caps of the Sioux's crew members could be seen weaving through the crowd as the men attempted to reach and greet loved ones they had spotted from the deck of their ship.

First aboard the destroyer was Commodore H. F. Pullen, acting on behalf of Rear-Admiral W. B. Creery, Flag Officer Pacific Coast, who was absent on duty. His con-

gratulations and welcome to Cdr. Paul Taylor of Victoria, commanding officer of the Sioux, were echoed shortly after by Lieutenant-Governor Wallace, Education Minister W. T. Straith, representing the B.C. government, and Victoria's Mayor Percy George.

Earlier, Commodore Pullen had taken the salute as the ship passed Duntze Head at the entrance to the harbor. At the saluting base with him were Mr. Straith and Mayor George.

On the jetty the scene was one of complete but joyful confusion. Officers and men poured ashore over one gangway while wives, relatives and friends boarded the ship by another. Not for more than two hours did the happy groups aboard the ship and on the jetty break up and head for homes throughout the Victoria area.

One by one, the sailors left the jetty, some proudly carrying children they had seen that day for the first time; others laden with gifts and souvenirs, all accompanied by wives, sweethearts or friends.

One small boy happily tried out a brand new bicycle brought from Japan by his sailor-Dad. The small daughter of another seaman perched confidently on the saddle of a shining red tricycle. Several persons wore Hawaiian leis, kept fresh from Pearl Harbor in cellophane packages.

Aboard the ship the duty watch, every officer and man a volunteer, went quietly about its numerous tasks. An offer from the Ontario to supply a complete duty watch to take over on the Sioux's first night in port was declined with thanks. Cdr. Taylor said he and his crew greatly appreciated the offer but that a full watch had been chosen from volunteers and that he would prefer, having come so far on his own, to stick it out for another 12 hours.

On arrival in port all off-duty men were granted immediate 48 hours leave and many left the Island for homes on the mainland. A few days later the first group left on leave, some for as long as 50 days.



It was a gleaming, glistening Sioux that steamed into Esquimalt harbor February 4, to one of the greatest welcomes ever given a ship of the Royal Canadian Navy. Though surprised, the destroyer was set for the occasion, her crew having worked overtime during the homeward journey in order to “tidly up” their ship. The photo shows her approaching her berth, with the Naden band and part of the cheering, handkerchief-waving crowd in the foreground.





This photo shows just a part of the huge crowd that greeted the Sioux on her return to Esquimalt. Barriers that had been erected on the jetty were swept aside as the throng surged forward to welcome the homecoming sailors.

***Ship Dressed  
In Sunday Best  
Thanks to Extra Efforts***

Never in the history of the Royal Canadian Navy has any ship, large or small, been accorded the welcome HMCS Sioux received on her return from the Korean war zone. Victorians, and undoubtedly numerous tourists and visitors, turned out en masse to cheer the ship into her home base.

Traffic for a mile and a half from the dockyard moved at a crawl as thousands of cars jammed the road. Hundreds left their cars parked a mile away and proceeded on foot to swell the joyful crowd on the jetty, and when the jetty could hold no more other hundreds found vantage points wherever possible. Even across the harbor cars were bumper to bumper merely to watch the destroyer pass Duntze Head.

The Sioux, sparkling in the bright sunlight, was equal to the occasion. Her upper deck shone, her superstructure paintwork was fresh and she appeared as trim as the day she slipped from her jetty seven months previously. Even the ship's side, after 6,000 miles of wind and spray, showed few ill-effects.

That the Sioux reflected the pride of her ship's company was no accident.

The men worked hard to keep her shipshape throughout the entire period of operations, and then worked overtime on their way home to bring her into spotless condition.

Said Lieut.-Cdr. Patrick Benson, of Winnipeg and Victoria, her Executive Officer, "There have

**One Sad Note  
to Sioux's Return**

When the Sioux returned to Esquimalt, Susie, the ship's mascot, was a very sick dog.

A Victoria veterinarian treated her for five days and she was returned to the ship, apparently in good health. But the excitement of getting back among friends was too much for her. A short time later she became ill again and died.

In tribute to a fellow-sailor, her shipmates gave her a naval burial in the waters of Esquimalt harbor.

been many occasions when I have worked the men hard and long, but there has never been a complaint. The job has always been done promptly and efficiently. In the operational zone it was sometimes necessary to turn the men out as late as 2300. That happened on Christmas Eve, in fact, when ten tons of stores were transferred from HMCS Cayuga.

"On the way home," continued the bearded XO, "the men worked through two 'make and mends.' This could be classified as unnecessary work, since it was only to get the ship looking smart again after leaving Japan. That they did their work with cheerfulness in the face of this reflects the pride they have in their ship."



It was quite a struggle for the Sioux's men to find their families and friends in the crowd that packed the jetty, but the warm, friendly greetings they received from all sides more than made up for any difficulties they may have experienced. This reunion photo shows PO George Mannix, his wife and daughter Julie.

# Off To The Wars

by Bill Lovatt

(in *The Halifax Chronicle-Herald*)

**P**ROUD symbol of Canada's intention to fight aggression, the Tribal class destroyer Huron slipped her lines yesterday and moved down-harbor, bound for Korean waters.

Promptly at 11 a.m. she slid away from Jetty Four, and turned her prow to the open sea.

The Royal Canadian Navy band played "Hearts of Oak" — the navy's march past — as the Huron glided by. Wives and sweethearts crowded the jetty, waving a tearful farewell to their sailor loves.

A few hoisted babies in their arms, to get a last look at their daddies. Others dabbed their eyes with bits of handkerchiefs.

Many of the men left behind had a lump in their throats and suddenly found something in their eyes. For the scene, old as Halifax itself, is ever new and ever bittersweet to this city of the sea.

A biting 25 mile-an-hour northwest wind and a temperature hovering around the 19-degree mark chilled

onlookers and caused many a sailor lad to cuddle his kiddie in the warmth of his greatcoat.

Dockyard gates were thrown open at 9.30 a.m. and shortly after people started arriving.

At 25 minutes before 11, the navy tug Riverton eased up behind the Huron almost unnoticed. Five minutes later, the public address system blared, "Stand by for leaving harbor."

A flurry at the south end of the jetty announced the arrival of Rear-Admiral E. R. Mainguy and Commodore Adrian Hope, both on hand to bid the Huron, her captain, Commander E. T. G. Madgwick, and her crew, Godspeed.

The weather had grown so cold the navy band had to retreat to the warmth of a bus, where they played through open windows after thawing instruments that had become frozen. They were giving out with a jazzed-up version of "There Is a Tavern in the Town" as three seamen piped Admiral Mainguy off the ship.



The Korea-bound destroyer HMCS Huron slides away from her berth at HMC Dockyard, Halifax. Despite below-freezing temperatures, hundreds of persons turned out on January 22 to wish her bon voyage. The Huron will relieve HMCS Cayuga in March. (HS-13468).

## Biblical Quote Says Lot in a Little

The favorite Navy practice of using Biblical quotations to convey a lot in a little by official signal was brought into play on the departure of HMCS Huron from Halifax:

NAVAL MESSAGE

TO: HURON FROM: CANFLAGLANT  
UNCLASSIFIED ROUTINE

GOODBYE GOOD LUCK AND A SAFE  
RETURN TO YOUR HOME PORT. EPHE-  
SIANS CHAPTER SIX VERSES TEN ELEVEN  
AND TWELVE

221416Z

The quotation reads:

*"Finally, my brethren, be strong in the Lord, and in the power of His might.*

*"Put on the whole armor of God, that ye may be able to stand against the wiles of the devil.*

*"For we wrestle not against flesh and blood, but against principalities, against powers, against rulers of the darkness of this world, against spiritual wickedness in high places."*

The shrill skirl was still echoing round the decks as the order, "All Huron personnel clear the jetty," was given, followed quickly by "Down slack; in after brow" — which, in landlubber's terms, means tauten up lines and haul in the officers' gang-plank.

Chief Petty Officer Bill Kaizer of Halifax finally succeeded in thawing out the ship's siren, which gave out a "whoop, whoop, whoop," and the Huron began moving rapidly astern.

On a carley float portside aft, Signalman Lionel Legere, Rogersville, N.B., flagged the bridge that all lines were clear of the propeller blades.

The Huron moved further out into the stream now, and a chorus of whistles from tugs, from her sister Micmac, and other navy and harbor craft saluted her. Shafts of sunlight glinted from her twin four-inch gun turrets and radar aerials atop her fore truck rotated slowly. The black band round her fore funnel, denoting her senior destroyer on the East Coast, was etched starkly against the gray of the rest of the ship, and the number of this fighting steed — 216 — gleamed newly-painted from her hull.

The navy band had left. And those on the jetty were breaking up quickly. Only a few remained — the girl in the black coat, girl friend of Signalman Legere, was last to go. For a long time, she stood at the end of the jetty waving a white handkerchief. Then she, too, left. The Huron had gone to war.



# A Record Patrol

From November 20 to January 8  
Cayuga Roamed Waters  
Of Yellow Sea

**ON BOARD HMCS CAYUGA** — It was a new experience for the officers and men of this Tribal class destroyer when they completed a 50-day patrol off the west coast of Korea. Even the veterans of the North Atlantic campaign couldn't dig up anything to match it.

The patrol, which ranks as the longest yet turned in by a United Nations destroyer in Korea, meant many things to the crew of the Cayuga:

No shore leave for more than seven weeks; the unsympathetic regularity of the one-in-three watch-keeping system; the bitter winds of the Yellow Sea for the watch and the hands on deck, and a lack of canteen stocks after the first few weeks.

The patrol began on November 20, after the Cayuga, Sioux and Athabaskan returned from a one-week visit to Hong Kong. Originally scheduled as a 21-day tour of duty, the patrol carried on through December and the first week in January as increasing communist pressure on UN armies ashore brought all available warships out to lend support.

During this time the officers and men of the Cayuga went no further than the limits of the ship. "The longest walk you could take without climbing a ladder to another deck was less than 200 feet," said PO Gerald Halikowski, of Nipawin, Sask. "That's good for about 65 paces."

The only men who got ashore during the 50-day period were a half dozen tars who scrambled up the shell-pocked slopes of Wolmi Do, in the Inchon approaches, to cut down trees to decorate the ship on Christmas Day.

One of the toughest parts of the patrol was not the lack of leave ashore, but the unrelenting watch-keeping.

The crew could count on four hours of watchkeeping duties during every 12-hour period. That meant one duty during the day and one during the night. It also meant that there wasn't a complete night of sleep for anybody while at sea. The best they could hope for was the eight to twelve watch at night,

and then continuous "sack time" from shortly after midnight until "Wakey, Wakey" at 0630. Then it started all over again.

The cold and wind of the Korean winter made upper deck work and watchkeeping uncomfortable. The temperature never wandered below 10 degrees during the seven-week tour of duty, but the fierce winds cut through clothing and men had to bundle up well for their four-hour

attitude with which the men faced their enforced discomfort. There was a job to do, everybody realized it, and they pitched in with enthusiasm and few complaints.

One bright feature was that the mails got through. Whenever another ship came from port, she loaded down with all the mail for ships in the area and distributed it to them by jackstay. The Cayuga officers and men got letters, parcels, news-



Nothing is as welcome on board the destroyers in Korean waters as mail from home. Even "Alice," mascot of HMCS "Cayuga," seems hardly able to wait for the ship's mailman, Ldg. Sea. William Roberts, of Alexander, Man., to finish sorting a newly-arrived batch. (CA-357).

watches on deck.

There were other little problems too... not serious, but they led to some discomfort. After the first four weeks at sea, the canteen ran out of almost everything except razor blades, tooth paste and soap. There were no chocolate bars, soft drinks and candy, and later there was even a shortage of matches.

"At least we're saving our money," said PO Edward Parham of Edmonton. "There just isn't anything to spend it on."

His remark was typical of the

papers and magazines.

On board the ship there were twice weekly movies, as well as cribbage, bridge and chess tournaments.

As the Cayuga nosed into harbor on January 8 to end the longest sustained patrol ever chalked up by a Canadian destroyer there was a pang of regret in the remark of Chief Petty Officer Jack Ross, of Vancouver, as he said: "Well, that wasn't so bad. In fact, I wouldn't mind staying out there a little longer."



# OFFICERS *and* MEN



## **New Commanding Officers in Three Divisions**

New commanding officers took over in three naval divisions early this year. They were:

Cdr. Gerald R. Coleman, HMCS Catarauqui, Kingston; Cdr. Richard P. White, HMCS Carleton, Ottawa, and Cdr. George P. Manning, HMCS Nonsuch, Edmonton.

Cdr. Coleman succeeded Lieut.-Cdr. Harold Webster, who retired due to pressure of business. The former entered the RCNVR in 1941 and served for most of the war with the Royal Navy. On his return to Canada, he served at Naval Headquarters until demobilized in January 1946. While on the retired list, Commander Coleman retained a close

connection with the Service, and has been president of the Kingston branch of the Naval Officers' Association.

Formerly executive officer of Carleton, Cdr. White succeeded Captain Thomas G. Fuller, commanding officer of the Ottawa division since January 1948. A member of the RCNVR since 1935, Cdr. White went on active service at the outbreak of war and saw duty at sea in the destroyers St. Clair and Assiniboine and the cruiser Uganda, and ashore in Quebec, Halifax, Bermuda and at Naval Headquarters. He became executive officer of Carleton in October 1948.

Cdr. Manning stepped up from executive officer of Nonsuch to succeed Cdr. Lyle R. Hoar, commanding

officer of the Edmonton division since June 1948. The former entered the RCNVR in October 1940 and subsequently served in the yacht Moose, in command of Fairmile motor launches and as executive officer of the corvette Dawson. From November 1944 until the end of the war he was commanding officer of the corvette Hespeler. He had been executive officer of Nonsuch since June 1948.

## **Joined on Lower Deck, Now Lieutenant-Commanders**

Seven officers who started their naval careers on the "lower deck" have been promoted to the rank of lieutenant-commander in the RCN.

They are Lieutenant-Commanders Clifford E. Coles, Port Arthur; Harry H. MacDonald, Victoria; James G. Mills, Toronto; Evan Petley-Jones, Edmonton; Charles E. Richardson, Galt, Ont., and Halifax, and Arthur J. Tanner, Toronto and Halifax, and Ordnance Lieut.-Cdr. Leonard A. Pryke, Hamilton and Victoria.

Lieut.-Cdr. Coles entered the RNVR as an ordinary seaman in February 1939. He was selected for officer training in December 1940 and, after serving throughout the war with the RNVR, was demobilized as a lieutenant in September 1946. After coming to Canada he entered the RCN(R) in July 1947 and transferred to the RCN as a lieutenant in October 1948. He is now serving as executive officer of HMCS New Liskeard.

Lieut.-Cdr. MacDonald entered the RCN as a boy seaman in June 1929. He specialized in gunnery and was promoted from petty officer to warrant rank in September 1939. He was promoted to lieutenant in January, 1943. Lieut.-Cdr. MacDonald holds the appointment of staff officer at HMCS Discovery, Vancouver.

Lieut.-Cdr. Mills started his naval career in May 1940 as an ordinary seaman in the RCNVR. In December of that year he was chosen for an officers' training course and on completion of it received his commission. He transferred to the RCN in August



Three members of the Royal Canadian Navy, Cdr. E. T. G. Madgwick, commanding officer of HMCS Huron; Surgeon Captain Eric H. Lee, Atlantic Command Medical Officer, and CPO William H. Roberts, Gunnery Instructor in HMCS Stadacona, shown left to right above, were invested with the United States Legion of Merit by Mr. Cabot Coville, US Consul-General in Halifax, for the part they played in the rescue of 18 US Air Force crewmen of a B-29 which had crashed in the Atlantic off Bermuda in November 1949. (Crownsnest, December and Christmas 1949). A fourth recipient of the award, PO James E. Callighen, was not present at the investiture, being Korea-bound in HMCS Nootka. On January 22 Cdr. Madgwick sailed the Huron for the Far East. (HS-13340).



1945 as a lieutenant. Since August 1950 Lieut.-Cdr. Mills has been executive officer of HMCS Antigonish.

Lieut.-Cdr. Petley-Jones entered the RCNVR as an ordinary seaman in July 1940. A year later he went to the United Kingdom for officer training courses. A specialist in navigation, he transferred to the RCN as a lieutenant in 1945. Lieut.-Cdr. Petley-Jones is now serving in HMCS Stadacona.

Lieut.-Cdr. Richardson has been serving in the RCN since April 1924, when he entered the Service as an ordinary seaman. In October 1939 he was promoted from chief petty officer to warrant rank and in January 1943 was promoted to lieutenant. He is now serving in Korean waters as executive officer of HMCS Nootka.

Lieut.-Cdr. Tanner was attending Cambridge University when he entered the RNVR as a naval airman second class in February 1940. The following January, after completing flying training, he was promoted to sub-lieutenant. On January 1, 1944, he transferred to the RCNVR and in October of the next year transferred to the RCN. He is at present serving on the staff of the Flag Officer Atlantic Coast as Staff Officer(Plans).

Ordnance Lieut.-Cdr. Pryke en-



Two generations in the engineering branch of the RCN are represented in this photo taken on board HMCS Huron in Halifax of Engineer Rear-Admiral G. L. Stephens, CB, CBE, RCN, Ret'd., and his son, Lieut. (E) Robert S. G. Stephens. Rear-Admiral Stephens entered the RCN in 1910 as an engine room artificer, rose from the ranks and for the last four years of the war was Chief of Naval Engineering and Construction. He is now president of the Canadian Naval Service Benevolent Trust Fund. Lieut. Stephens is engineer officer of the Huron.



Shown above are members of the 13th Chief and Petty Officers Leadership Course to be held at HMCS Cornwallis. Front row, left to right: CPO F. W. Noyes, CPO J. R. Rowland, CPO R. R. Richards, Lieut. (S) A. F. Reade (Course Officer), CPO P. J. Gariepy, CPO H. H. Tate, CPO G. H. Pilkington. Centre Row: CPO A. P. Howard (Instructor), POs M. L. Wilson, F. W. Curson, E. E. Wackett, W. G. Warner, C. H. Gillette, J. H. Threlfall, A. I. Myatt, J. F. Guinard, R. L. Johnson (Instructor). Rear Row: POs W. H. Onyett, J. A. Sutherland, A. F. McDonell, R. A. Cole, T. Clarkson, A. L. Balcome, R. A. Smith, J. E. Callard. (DB-990-1).

tered the RCN as an engine room artificer 4th class in February 1928. After serving in ships and establishments of the RN and RCN he was promoted to warrant rank in July 1940. He then specialized in naval ordnance and was promoted to the rank of lieutenant (E) in January 1943. In February 1946 he transferred to the Ordnance branch. He is at present serving as Inspector of Naval Ordnance, West Coast.

### **Many Changes Recently in West Coast Reg. Staffs**

The Regulating Staff in the Pacific Command has seen many changes among the personnel in the past month or two.

Petty Officer Kenneth Nordlinger, who transferred from Torpedo Coxswain to Regulator, joined HMCS Ontario. Petty Officer Loyd Bradshaw, formerly an RP2, and Petty Officer Clifford Stephenson have qualified as Regulators and are on Naden's staff.

Another transfer from the defunct branch of Torpedo Coxswain is Petty Officer W. W. (Butch) Adams, who is now at Cornwallis, along with Petty Officer Art Goodman.

CPO Ronald C. Crawford is now Assistant Provost Marshal at Naden, having been relieved aboard the Ontario by CPO James (Dinger) Bell.

After serving for many months at Cornwallis, Petty Officer Donald Strickland is once more attached to the staff at Naden.

CPO Ronald Sears is on rehabilitation leave prior to retiring after 20 years of service.

### **Seventeen Complete Course for PO Stoker Mechanic**

Seventeen leading seamen recently completed a qualifying course for Petty Officer Stoker Mechanic at the Mechanical Training Establishment, Halifax.

Class members were Leading Seamen Roy Bird, Ross Bonner, William Dunbar, Frank Duncanson, Ewald Emke, Clayton Flanders, Gordon Hatten, George Hillsden, Peter Kanis, David Kennedy, Jack Lysne, Mitchell Olsen, Kenneth Orchard, Francis Stephenson, Donald Sutherland, Lloyd Thomson and Arthur Wadlow. Commissioned Engineer George Hannah was course officer.

### **Medical Assistants' Club Re-elects CPO S. R. Wallace**

CPO Sidney R. Wallace was re-elected president of the Medical Assistants' Club in Halifax at the annual meeting in RCN Hospital January 16. PO Chester Napier was returned as vice-president and the post of secretary-treasurer was taken over by AB Ed MacLeod.

New members of the representative committee are CPO Eldon Mills, PO Jack Macdonald and AB Murray Minor.

Future entertainment was discussed at the meeting and plans were laid for a quarterly dance early in February. Members were addressed by Commissioned Wardmaster E. K. Ford, who expressed best wishes to the new slate of officers and the membership.





Senior officers of the Royal Canadian Navy held their annual conference at Naval Headquarters last month. The opening session was addressed by Defence Minister Brooke Claxton, who is shown seated at the head of the conference table with Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. Others are, clockwise: Captain O. C. S. Robertson, Naval Member of the Canadian Joint Staff, London; Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington; the late Commodore G. R. Miles, Commodore RCN Barracks, Esquimalt; Commodore C. N. Lentaigne, Assistant Chief of the Naval Staff (Air); Commodore R. E. S. Bidwell, Assistant Chief of the Naval Staff (Plans); Rear-Admiral H. G. DeWolf, Vice Chief of the Naval Staff; Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services; Commodore J. C. Hibbard, Chief of Naval Personnel; Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast; Commodore V. S. Godfrey, Commodore Newfoundland; Commodore A. M. Hope, Commodore RCN Barracks, Halifax; Commodore K. F. Adams, commanding officer, HMCS Magnificent, and Senior Canadian Naval Officer Afloat, and Captain A. P. Musgrave, commanding officer, HMCS Cornwallis. Missing from the photo is Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. (0-1694-2).

### ***New Appointments Are Announced***

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

Captain (E) John B. Caldwell, Naval Headquarters as Assistant Chief of Naval Technical Services (New Construction Ships). Formerly at Headquarters as A/CNTS (Air).

Cdr. J. C. Reed to Stadacona on the staff of the Flag Officer Atlantic Coast as Chief of Staff. Formerly Staff Officer (Air) on the Staff of Canflaglant.

Cdr. J. V. Steele, Naval Headquarters, on the Staff of the Vice Chief of the Naval Staff as Director of Naval Standardization. Formerly on the staff of the Director of Naval Intelligence.

Cdr. F. W. T. Lucas to the United Kingdom for Joint Services staff course. Formerly Chief of Staff to Canflaglant.

Cdr. F. B. Caldwell to HMCS Naden as Executive Officer. Formerly at Naval Headquarters as Director of Naval Standardization.

Cdr. G. H. Davidson to the United Kingdom for Royal Navy staff course. Formerly at Naval Headquarters as Deputy Director of Naval Training.

Lieut.-Cdr. J. E. Wolfenden to HMCS Malahat as Staff Officer (Training) and for HMCS Sault Ste. Marie in command. Formerly in command of HMCS Cedarwood.

Lieut.-Cdr. Ross Dickinson, HMCS Cedarwood in command. Formerly Executive Officer of Cedarwood.

A/Lieut.-Cdr. A. R. Heater to HMCS Stadacona on the staff of the Superintendent of the Dockyard as Officer-in-Charge of the Controlled Minesweeping Base and Harbor Minesweeping base. Formerly Staff Officer (Training) of HMCS Sault Ste. Marie.

### ***Electrician's Mates Graduate from School***

Fifteen ordinary seamen of the Electrical branch recently completed a qualifying course for Electrician's Mate at the Electrical School in Halifax.

Members of the class were Ordinary Seamen Roynon Ashbee, Clamoth Falls, Que.; Edward Atkins, Beaupre, Que.; Allan Bates, Victoria; Richard Bowden, Victoria; Reginald Green, Albany, P.E.I.; Thomas Jones, Odessa, Ont.; Tony Keeler, Ottawa; Donald LeGrand, Didsbury, Alta.; Thomas Lucas, Nixon, Ont.; George Murphy, Kensington, P.E.I.; Edward Pare, Timmins, Ont.; Robert Pattison, Halifax; Thomas Sinclair,

Moose Jaw; Eugene Woods, Quebec, and Arthur Zahn, London, Ont.

### ***Sixteen Complete Communication Course***

Sixteen men recently completed a communication conversion course at the Communication School, Halifax.

Members of the class were POs Lawrence Beatty, Robert Howell and Graham McKay; Leading Seamen William Clark, Ernest Cornish, Kenneth Fleming, Donald Fowler, Herbert Mansfield, Hazen McAloney, Douglas McKeowen, Ernest McMenemy, Charles Miller, Albert Olynick, John Radley and Roy Wheeler, and AB Earle Wareham.

### ***West Coast Communicators Take East Coast Course***

Four petty officers from the west coast are attending a course at the Communication School, Halifax, which will qualify them professionally for chief petty officer second class. They are Petty Officers Trevor G. Redding and James H. Ellerton, of HMCS Beacon Hill; David G. Larkey of the Cedarwood, and Robert A. Wilson of Naden.

CPO Joe Meads has taken over the confidential book office at the Communication Training Centre in Naden, succeeding PO James Hallas, who is now in HMCS Niobe, London.

## Several Recent Changes in Ordnance School

There have been several alterations and additions recently to the staff of the Ordnance School at Esquimalt.

CPO Richard Polly has joined the school from HMCS Ontario and CPO John Anslow is back instructing in the gunnery section following a spell in the RCN Hospital.

CPOs Robert Langton and Richard Tyler have returned to the school from courses in the United States.

CPO Harry Leggett, who was on rehabilitation leave after 20 years' service, found he couldn't get used to leisure and re-engaged for a further period of service. Harry says he would like to sign on for another ten — how keen can an Armourer get!

## Seven Men Graduate as Medical Assistants

Able Seamen Kenneth Koyama, of Kelowna, B.C., the first Japanese Canadian to become a Medical Assistant in the RCN, graduated recently with six other men from a course held in the RCN Hospital at Esquimalt.

Others in the class were Able Seamen Jules Fortin, Donald Gordon, Milton Mason, James Poitras, Paul Posiak and Robert Remple. On completion of the course, AB Koyama remained in Naden, while the remainder were drafted to HMCS Stadacona, Halifax.



AB Kenneth Koyama, first Japanese-Canadian to become a medical assistant in the RCN, is shown above during classes examining a slide under a microscope in the laboratory of the RCN Hospital at Esquimalt. (E-13167).

## LOWER DECK ADVANCEMENTS

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

ADKIN, Leslie W.....P1CK2  
APPLETON, William H.....L5CK1  
ASHCROFT, Hugh C.....C1ER4

BIRD, Howard H.....L5CM1  
BIRD, Roy.....P2SM2  
BLAINE, Ralph A.....P2NS2  
BLIGHT, James A.....P2CM2  
BOAM, James W.....P1CK3  
BOOTH, Harold H.....C1SH4  
BOUTILLIER, Lawrence E.....C2CK3  
BROWN, Francis J.....L5SW5

CALDWELL, Ralph L.....P2CK2  
CANNING, Garfield I.....P1CO3  
CHRISTIE, Adam H.....P1CM3  
CLARE, Richard G.....C1CK3  
COHEN, Sollic.....C1ER4  
COLLEY, George.....P2ET3  
CONNOLLY, Anthony B.....C2NS3  
COYLE, Joseph G.....P1CO3  
CRAGG, Ronald.....C2CK3

DEUTSCHER, Frederick J.....P2SW1  
EMMERSON, Frederick C.....C1NS3

FINCH-FIELD, Ronald C.....P2PW2  
FLANDERS, Clayton E.....P2SM2  
FRASER, Gordon.....P1CM2

HAND, Gordon B.....C1SW2  
HARDING, Frank E.....P2SM2  
HEWITT, William R.....C2RT4  
HOLLAND, Owen Mc.....P2VS2  
HOLT, George.....C1CW3  
HOPKINS, Walter.....P2CK2  
HUDSON, Gordon H.....L5CK1

JOHNSON, Robert D.....L5AA1

KATZER, Robert A.....L5VS1  
KEAYS, Edward T.....P1CM2  
KLOKEID, Ralph B.....P2SW1  
KOZUB, Tom.....P2CO2

LAWRENCE, Eric A.....C1AW3  
LIBBEY, Howard W.....C1ER4  
LOCKYER, Robert D.....P2CK2  
LONGSON, Charles J.....C2ER4  
LUTON, John D.....P2NS2  
LYSNE, Jack M.....P2SM2

McGILL, Kenneth E.....P1PW2  
McGRAW, Maurice G.....L5CK1  
McKAY, Wesley C.....C2SH4  
McKELVIE, Hugh.....L5EM1  
McKERNAN, Ernest K.....L5SW1  
McLAUGHLIN, John B.....P2AO2  
MACKIE, James A.....C1CV3  
MacKINNON, Patrick.....L5NS1  
MASON, Eric B.....C2SH4  
MATYCHUK, Stanley.....L5NS1  
MEAGHER, Patrick J.....C2ER4  
MILLS, Eldon C.....C2MA3  
MORROW, Joseph F.....L5CM1  
MURRAY, Alexander T.....P1CM2  
MURRAY, Robert L.....C2CO3

NELSON, Angus M.....P1CK2

OLSEN, Mitchell A.....P2SM2

PARFETT, William K.....P2FM2  
PARRY, Robert K.....C1NS3  
PEACH, Max R.....L5VS1  
PERRAS, Jean P.....P2CK2

QUICK, Paul B.....P2NS2  
QUINN, Frederick J.....C1CO3

RASMUSSEN, Donald J.....L5SW5  
REYNOLDS, Thomas R.....L5VS1  
RICHARDS, Bruce G.....P2AW3  
ROURKE, Donald J.....P2NS2

SHIRLEY, Robert A.....P2CK2  
SMITH, John B.....P2CM2  
SPARK, Gerald G.....C2VS3  
SPENCE, Albert C.....L5VS1  
STEWART, Robert A.....P1CM3  
STEPHENS, Wilbert R.....L5CM1  
STUART, Albert C.....C2RT4

THOMSON, Lloyd J.....P2SM2  
TYSOWSKI, Lawrence.....P2CK2

WILLIAMS, Thomas G.....C1VS3  
WORRALL, George H.....P2CM2

The class was honored February 16 at a dance held at the Boiler-makers' Hall in Esquimalt. A large turnout was present at the affair, which was sponsored by the Medical Assistants' Club.

## RCN Medical Assistant Aids Japanese "Matey"

ON BOARD HMCS CAYUGA — There's a Japanese dockyard worker who has a soft spot in his heart for a medical assistant of the Royal Canadian Navy.

The medical assistant, Petty Officer Alix Matte, of Montreal and Victoria, gave the Japanese emergency first aid when the latter fell 40 feet from the deck of this destroyer to the bottom of a drydock while the Cayuga was undergoing minor repairs recently at a base in South Japan.

The accident occurred at one o'clock in the morning. Called by the ship's quartermaster, PO Matte grabbed his first aid kit and hurried on deck. A hose line offered the shortest route to the bottom of the dock so PO Matte, without a second thought, slung his medical kit over his shoulder and slithered down the hose to the drydock's floor.

There he gave first aid treatment to a severe cut in the injured man's head, examined him for other injuries and treated him for shock.

A short time afterwards an ambulance arrived and took the Japanese to hospital. A check by PO Matte next morning revealed that the dockyard worker was suffering from shock and concussion and had had 10 stitches in the cut in his head.



# Crossed In First Corvette

*CPO John Parrish, of Hamilton,  
Was One of Trillium's  
Original Crew*

**A** CITIZEN-SAILOR who crossed the Atlantic in December 1940 as a signalman in the first Canadian-built corvette has been chosen Man of the Month for March by the ship's company of HMCS Star, the naval division in Hamilton.

He is Chief Petty Officer John Edward Parrish, 31, who resides at 83 Magill Street, in Hamilton. As a civilian he is employed in the tin mill of the Dominion Foundries and Steel Company; in the naval reserve he is a communications instructor in HMCS Star.

Parrish began his naval career in the Sea Cadets, where he served for two years and attained the rank of petty officer. When the Second World War broke out, he was one of the first men from Hamilton to join the Navy, entering the RCNVR on September 7, 1939, as a 19-year-old ordinary seaman.

Shortly afterward he was drafted to Halifax, where he recalls being quartered in old "D" Block in Stadacona. He completed his preliminary training, qualified as a signalman and served for brief periods in the yachts Lynx and Elk before being drafted to HMCS Trillium in November 1940.

The first corvette to be completed in a Canadian shipyard, the Trillium was commissioned the previous month at Vickers Limited, Montreal, under the command of Lieut.-Cdr. Roland F. Harris, RCNR.

Nine days after Parrish joined the ship, he found himself heading to sea. The Trillium and a sister-corvette, the Windflower (later to be lost) were under orders to proceed with Convoy HX 94, bound for the Clyde.

A series of hurricane force gales coupled with the constant watch for submarines made the 14-day crossing — first ever made by corvettes from Canada — an experience long to be remembered.

The Trillium's armament at this time consisted of one Lewis gun on an A/A mounting, six depth charges and six rifles. For ammunition she had 1,250 rounds of .303 ball and 250 rounds of tracer.

Furthermore, most of her crew were green hands with little sea experience.

But, as Lieut.-Cdr. Harris reported, they were "keen and anxious to do their best" and these qualities made up to a large extent for their lack of experience.

In mid-Atlantic the Windflower lost contact with the convoy and did not rejoin until they reached the Clyde. Later, the merchant ships became badly scattered in a gale



CHIEF PETTY OFFICER JOHN PARRISH  
*Photo by Lloyd Bloom, Hamilton.*

and the Trillium was only able to round up a portion of them.

Near the approaches to the North Channel and less than 24 hours from the Clyde, the corvette obtained an asdic contact. She dropped one of her six charges but when a further search failed to bring results she continued on her way.

Though he was to have more exciting experiences later, Parrish rates that first crossing just about at the top of his naval adventures.

The Trillium was fitted out with additional armament and equipment in the United Kingdom and then returned to convoy duty. A few months later, in April 1941, she was inward bound to the UK with Convoy HX 117 when a German

Focke-Wulf bomber appeared overhead.

The Focke-Wulf dropped a number of bombs on the convoy and one hit the Trillium. Eight of Parrish's shipmates were casualties and three later died. The corvette's gunners riddled the fuselage of the plane but did not have the satisfaction of bringing it down.

A week later, while escorting Convoy OG 59, the Trillium was despatched to search for survivors of a merchant ship which had been torpedoed. She found 19 in a lifeboat and later picked up five more.

After more than a year in the Trillium, Parrish, now an acting leading signalman, was drafted ashore to St. Hyacinthe to qualify as a visual signalman second class. Three months later, as an acting yeoman of signals, he returned to sea, this time in the destroyer St. Clair. His next charge took him to the naval base at Sydney, where he served for eight months and was confirmed in rate.

In January 1944 he was drafted to HMCS Niobe, Canadian naval headquarters in the United Kingdom, and five months later joined the commissioning party of the newly-built frigate Ribble.

The Ribble, he recalls, was one of the few Canadian ships which never saw Canada. Built on the Tyne, she served throughout her commission in the Irish Sea and English Channel.

CPO Parrish's most vivid memory of his time in the Ribble was a December day when he was coxswain of a skiff hauling survivors of a German U-boat out of the English Channel.

The Ribble paid off shortly after VE-Day and her crew came home to Canada. Parrish was demobilized in September 1945 and returned to civilian life, but when Star was reactivated in October 1946 he became one of the first to sign on with the division.

Since then he has made two trips to the East Coast for full-time service. On the first occasion he



took a course in the Communication School at Halifax and on the second he joined HMCS Magnificent for her 1950 Caribbean cruise.

CPO Parrish is a leading figure in the many activities carried on at the Hamilton division. At the Great Lakes naval regatta last year he was coxswain of Star's war canoe and open whaler crew. (He was a natural for the job, weighing 114 pounds and standing five-foot-four).

CPO Parrish is married with no children. He met his wife, Annette, during his wartime tour of duty in Sydney. He doesn't list any hobbies or other interests, most of his spare time being devoted to the naval reserve.

## Quartermaster Course Covers Wide Field

Eight chief petty officers first class, five from ships and establishments in the Pacific Command and the others from the Atlantic coast, are currently attending the first conversion course from torpedo coxswain to the new rating of quartermaster instructor to be undertaken in the Royal Canadian Navy.

The 22-week course is being held in HMCS Naden, Esquimalt, and covers navigation, pilotage, signals, seamanship, regulating, naval stores, parade, gunnery and physical training with alternate days of schoolwork in various educational subjects.

In addition, there is a tough session in musketry and landfighting at Heal's Range, near Victoria. The assault course there is realistic and is being made part of most instructional courses given at Naden, since it is felt that the landing organization of HMC Ships may call for participation of officers and men of all branches.

## Another Record for the Cayuga

The Cayuga has broken another record — this time for fuelling at sea. The time from firing the line-throwing gun from the destroyer to the tanker until the actual pumping of oil began was first shaved to four minutes 46 seconds by the Sioux.

Then the Cayuga outdid the Sioux by completing the evolution in three minutes 55 seconds. And now, with the crew reaching new heights in teamwork, the Cayuga has done it in three minutes 40 seconds — a full five minutes better than the record which stood at the beginning of the Korean war before the Canadian ships appeared on the scene.



Not a party of troops under fire on the Korean front, but members of the Quartermaster Instructor conversion course during their session on the assault course at Heal's Range, near Victoria. Smoke pots create a battlefield atmosphere as a group of CPOs crosses a "chasm" on a bridge of fallen logs. (E-13148).

The conversion course will eventually affect all men at present holding the rating of torpedo coxswain or who have been transferred to the new non-substantive rating of quartermaster.

Quartermaster instructors will be borne in most ships, where they will carry out the duties of chief bos'n's mates and train other quartermasters. In destroyers and frigates

they will carry out regulating duties. Smaller ships will carry a quartermaster 1st class for regulating.

Those taking the first course are Chief Petty Officers M. B. (Dusty) Miller, HMCS Cedarwood; Russell J. Fitzsimmons, Naden; Donald W. Painton, Ontario; Robert Bussy, Chippawa; Leo Benesh, Naden, and Edward A. (Ted) Rigby, Herbert Clark and Thomas Dicks, all from the East Coast.



Another way to cross a chasm is by way of a rope strung between two trees. CPO Thomas Dicks is the trapeze artist, while CPO Donald Painton stands by. (E-13151).

CPO E. A. (Ted) Rigby fords an icy stream, following in the wake of others making their way through the next obstacle, thick undergrowth and wire fences. (E-13154).

# Tecumseh Claims Record

20 of 27 Officers in Calgary  
Division Entered Navy  
On 'Lower Deck'

HMCS Tecumseh, in Calgary, believes it holds the record among the 21 naval divisions for the highest proportion of officers who have come up from the "lower deck."

Of the 27 officers attached to Tecumseh, 20 started their naval careers as ratings.

Thirteen of the division's 15 executive officers served in the ranks, while eight officers of the non-executive branches started on the bottom rungs of the ladder.

The division's commanding officer, *Captain Reginald (Cowboy) Jackson*, is one of the originals of the naval reserve, having joined the RCNVR in Calgary in July 1923 as an acting ERA 4th class. He was promoted to sub-lieutenant in 1931 and at the outbreak of the Second World War was a lieutenant in command of the division.

He went overseas in 1940 in HMCS St. Laurent and on her return a year later was appointed in command of the new corvette Kenogami. He later commanded another corvette, the Orillia, the Algerine Sault Ste.

Marie and the Hamilton division, HMCS Star. He was demobilized in the rank of commander in 1946 and when the Calgary division was re-organized on a peacetime basis was appointed in command. He was promoted to captain in January 1950.

*Lieut.-Cdr. William F. Moreland*, Tecumseh's executive officer, entered the RCNVR in June 1940 as an ordinary seaman, officer candidate. After completing qualifying courses he was awarded his commission in December of the same year. He served throughout the war in ships and establishments of the RN and RCN.

*Lieut.-Cdr. James Monteath*, staff officer of the division, entered the RCNVR at Calgary in 1937 as an ordinary seaman. He went overseas as an officer candidate in 1940 and on completing his courses was promoted to sub-lieutenant. After serving in various appointments with the RN, he took command of an American-built landing craft and became one of the first Canadian officers to take one of these across the Atlantic. His LCI

was subsequently employed in Operation Neptune and other landings.

*Lieut.-Cdr. Dudley Rayburn*, at present serving in Halifax as Sea Cadet area officer for the Maritimes, is listed as being a member of the Calgary division, which he first entered in 1929 as a bugler. He was an acting petty officer at the outbreak of war and served in various ships and establishments until December 1941, when he was appointed to Kings for sub-lieutenant's courses.

On receiving his commission, he was appointed overseas for beach Commando training and served as a beachmaster during the Normandy landings. Later he was executive officer of the frigate *Sussexvale*.

*Lieut.-Cdr. George K. Whynot* began his naval career in 1940 in Toronto as an ordinary seaman and was promoted to commissioned rank the following year. During the war he served in shore establishments on both coasts and at sea in the *New Westminster* and *Guysborough*. Demobilized in June 1945, he rejoined the



The above officers of HMCS "Tecumseh," Calgary, all started their naval careers on the "lower deck." Front row, left to right, are Lieut. Don McDiarmid, Lieut.(S) Charles J. Bicknell, Lieut.-Cdr. W. L. Moreland, Captain Reginald Jackson, Lieut.-Cdr. James Monteath and Lieut. George Manolescu. Rear row, left to right, are Lieut. I. J. Loewen, Lieut.-Cdr. G. K. Whynot, Sub Lieut.(S) D. E. Phelps, Lieut.-Cdr.(SB) Grant Stevenson, Sub. Lieut.(S) R. A. Munro, Lieut.(S) S. R. Lawrence, Lieut.(S) G. M. Tapp, Lieut. V. E. Schooley, Lieut. C. M. Comba, Commissioned Engineer T. W. Porter and Lieut. George Adolph. Absent are three other "Tecumseh" officers who began their careers in the Navy in square rig, Lieut.(L) James McBride, Lieut. Richard Matthews and Lieut.-Cdr. Dudley Rayburn. (Photo by Jack Delorme.)



Reserve in December 1949 at HMCS Nonsuch. He transferred to Tecumseh in May 1950.

*Lieut. Fred McKenzie* entered the RCNVR as a bugler in 1938. For the first two years of the war he served in shore establishments and in the minesweeper *Quinte*. Promoted from leading signalman to commissioned rank in 1942, he subsequently served in the corvette *Dauphin* and qualified ashore as an anti-submarine specialist.

*Lieut. Richard Mathews* entered the RCNVR as an ordinary seaman in December 1940. He qualified as a telegraphist and served ashore on both coasts and at sea in the *Wasaga*, *Prince Henry* and *Sans Peur*. He was promoted to commissioned rank in August 1943.

*Lieut. George Adolph* enlisted as an ordinary seaman, RCNVR, in 1942. He trained at Cornwallis and served in the converted yachts *Husky* and *Renard*. He was promoted to sub-lieutenant in February 1944 and served in the *Sudroy VI* and in *Stadacona*.

*Lieut. Donald McDiarmid* entered the RCNVR in 1940 as an ordinary seaman. He served in several ships during the war, among them the destroyer *Hamilton* and the corvettes *Camrose* and *Collingwood*. He was an acting petty officer when selected for promotion to sub-lieutenant in May, 1944.

*Lieut. George Wilder* joined the RCNVR in July 1941 as an ordinary seaman, and later qualified as a coder. He trained and served in various shore establishments and served in the corvette *Sudbury* before being promoted from leading coder to sub-lieutenant in November 1944.

*Lieut. George Manolescu* was entered in the RCNVR as an ordinary seaman in July 1939. During the war he served in the transport liner *Pasteur* and the corvettes *Collingwood*, *Sherbrooke*, *Kenogami* and *Cobalt*. He was promoted from petty officer to commissioned rank in May 1944.

*Lieut. Murray Comba* entered the Calgary division as an ordinary seaman in May 1940. He served at sea in the destroyers *Skeena* and *Assiniboine* and the corvettes *Algoma* and *Huntsville* before being promoted from petty officer to commissioned rank in July 1945.

*Sub-Lieut. Irving Loewen* joined as an ordinary seaman in July 1939, served in *Naden*, the minesweeper *Miramichi* and the frigate *Strathadam*, and was promoted from petty



Comfort and warmth, rather than appearance, dictate the style of clothing worn by men on watch or on duty on the upper deck in the destroyers patrolling the coast of Korea. Well bundled against the cold, Ldg. Sea. Bob Robertson, of *Swift Current*, Sask., stands by his 40 mm. gun on board the *Cayuga*. (CA-397).

officer to sub-lieutenant in August 1945.

*Lieut.-Cdr. (SB) Grant Stevenson* was one of the original members of the old Saskatoon half-company, in which he served as a seaman from July 1923 to September 1924. He re-entered the RCNVR in Saskatoon as a Lieutenant (SB) in June 1941, subsequently serving in establishments on both coasts, at Naval Headquarters and at sea in the frigate *Eastview*. He was demobilized in April 1946 at Vancouver and re-entered the Reserve the following year at Calgary. At present he is serving on special naval duty at Headquarters on the staff of the Naval Constructor-in-Chief.

*Lieut. (S) Charles Bicknell* joined the RCNVR in October 1936 as a writer and transferred in that rating to the RCN in June 1939. He served in *Naden*, and at sea in the *Prince Robert* before being promoted to the rank of warrant writer. Later he served in *Stadacona*, at Headquarters and in the Ontario. He was appointed to Tecumseh as supply officer in October 1950.

*Lieut. (S) George Tapp* entered the RCNVR as a victualling assistant and

had attained the rating of petty officer when he was promoted to pay sub-lieutenant in January 1943.

*Lieut. (L) James McBride* entered the RCNVR in 1943 as a stoker and the following year was promoted to sub-lieutenant. He served in the Algerine *Middlesex*, qualified as an electrical officer and finished out the war in the Algerine *Portage*.

*Lieut. (S) Roy Lawrence* served in the RCNVR from June 1942 to February 1946, holding the rating of petty officer writer on demobilization. He was commissioned in the supply branch on re-entering the Reserve at Tecumseh in August 1950.

*Sub-Lieut. (S) Donald E. Phelps* was a member of the engine room branch during his war service in the RCNVR from July 1942 to September 1945. He received his commission in the supply branch on re-entering the Reserve at Tecumseh in September 1950.

*Sub-Lieut. (S) Roderick A. Munro* served with the Royal Navy Fleet Air Arm as a leading airman from August 1944 to November 1945. He entered the RCN(R) in his present rank at HMCS *Queen*, Regina, in June 1949 and transferred to Tecumseh in September of the following year.



# LOOKING ASTERN



**F**OURTEEN months after her nightmare crossing with convoy ON 154 (See Looking Astern, January 1951) HMCS St. Laurent sailed from Newfoundland on another escort trip which was to be packed with action and exhausting work. By coincidence, this convoy, too, was numbered 154.

But this time the association was a happy one. The convoy was SC 154, a slow speed pack bound for the United Kingdom from American and Canadian ports.

On the afternoon of March 1, 1944, C1 Group—HMS Forester (Lieut.-Cdr. J. A. Burnett, DSC, RN) and HMC Ships St. Laurent (Lieut.-Cdr. G. H. Stephen, OBE, DSC, RCNR), Giffard (Lieut. Charles Petersen, RCNR), Fredericton (Lieut.-Cdr. J. E. Harrington, RCNVR) and Regina (Lieut. J. W. Radford, RCNR)—left Argentia to rendezvous with the 40 ships of SC 154 the following morning. The

Senior Officer of the escort, Cdr. John Byron, DSC, RNR, in HMCS Assiniboine (Lieut.-Cdr. R. P. Welland, DSC, RCN) joined 24 hours later, having been delayed by a defective generator.

From the beginning there was no time for boredom. An Atlantic gale blew up on the night of the 3rd and the ships were kept busy next day rounding up straggling merchantmen of all shapes, sizes and registries. While the reorganization was going on, HMCS Valleyfield (Lieut.-Cdr. D. T. English, RCNR) joined. The arrival the next day of the corvette Halifax (Lieut. M. F. Oliver, RCNR) brought the escort up to strength.

The escorts began fuelling on the morning of the 4th, but the sea was rising, another blow was brewing and the Senior Officer ordered that fuelling be postponed. The Regina had already gone alongside the tanker

and, in spite of an irksome quartering sea, the operation was progressing nicely. But came a bad yaw, the ships lurched together, their lines sagged, and the corvette's steadying line fouled her screw and jammed it.

The St. Laurent was ordered to stand by the Regina. Her commanding officer, Lieut.-Cdr. Stephen, had already carried out several successful jobs of this sort at sea and, in addition, he had a diver on board.

The weather ruled out any diving, so the St. Laurent was directed to take the Regina in tow and head for the Azores, with the Valleyfield escorting.

After some difficulty, the tow was passed and they set sail slowly for the Azores. They were just nicely under way when the towline parted. This time C. in C. Western Approaches ordered the convoy's rescue vessel, the Dundee, to take over from the St. Laurent and the latter returned to the convoy.

She arrived on station just before midnight of the 6th. A hint of trouble over the horizon came with an alter-course order. U-boats were in the vicinity.

The next day was quiet but the tension was building up. The U-boat situation was bad enough to warrant the diversion of EG-9 to bolster the escort. At dawn on March 9 the support group arrived. It consisted of HMC Ships Swansea (Cdr. C. A. King, DSO, DSC, RCNR), Matane (Lieut.-Cdr. Allan H. Easton, RCNR), Owen Sound (Lieut. J. M. Watson, RCNR), North Bay (Lieut. Berkley Hynes, RCNVR) and Frontenac (Lieut. E. T. P. Wennberg, RCNVR). The Senior Officer, Cdr. A. F. C. Layard, DSO, RN, was in HMCS Matane.

After that one peaceful day, dawn of the 8th brought the St. Laurent more trouble-shooting. The Halifax reported that a Swedish motorship, the San Francisco, had been forced to heave to with a raging fire in her holds. In three hours, what had started as a small blaze had grown into the inferno that now threatened the life of the ship.



These are the members of the firefighting crew from the St. Laurent who battled for 18½ hours to quell a near-fatal blaze in the holds of the Swedish merchantman San Francisco. Front row, left to right: Tel. Ernie Parkinson, Scarborough, Ont.; AB Peter Scott, Toronto; Ldg. Sea. F. W. Wilson, Transcona, Man., and LTO F. Mole, Montreal. Second row: Chief Shipwright William Cox, Shelburne, N.S.; Chief Stoker Claude Claude, Ottawa; Lieut.-Cdr. Victor Glover, RCNR, Victoria; Lieut. Thomas Mackay, RCN, Vancouver; Gunner Frederick Little, RCN, Victoria, and Signalman Walter Gallinger, Toronto. Rear row: AB Ivan Angle, Allenburg, Ont.; Ldg. Stoker Rene Blandin, Dartmouth; LTO Bruce Young, Winnipeg; Stoker Bruce Jones, Hamilton; AB Lawrence Street, Kingston, Ord. Sea. Clarence Ricks, Moncton, and PO Elwyn Perkins, Victoria. (X-81).

The Senior Officer immediately instructed the Halifax to stand by and ordered the St. Laurent to make her best speed to the freighter's aid. As Cdr. Byron later put it in his report, Lieut.-Cdr. Stephen "... had had previous experience of a similar nature in which he succeeded beyond all expectations, and although the wind and sea were getting up I felt that the situation would be in good hands. This was proved to be correct . . ."

The St. Laurent arrived alongside the blazing ship to find her crew battling a fire which had spread to three holds. Her cargo was a highly inflammable load of lumber and burlap bales of flax.

A whaler was sent away to the San Francisco with a party of three officers and several men equipped with hose adapters, a 70-ton per hour pump and other fire-fighting apparatus. An hour later a second party went over and a third was swamped on the way. Equipment, one whaler and time were lost in this last instance but all occupants of the boat were rescued.

At this stage the fire was considered to have won the day. The intense heat was buckling deck plates and smoke and flames were billowing out of the ship's hatches. But the exhausted and discouraged Swedes rallied with the arrival of reinforcements and both groups worked with a will under the joint direction of the ship's master and Lieut. T. C. Mackay, the St. Laurent's executive officer.

In the meantime, the Owen Sound had been detached from EG-9 to screen the St. Laurent and the burning freighter and to lend what assistance she could. It so happened that the Owen Sound was equipped with Salvus smoke mask apparatus and this she delivered to the fire-fighting crew.

On board the freighter the pump was hooked up and water began pouring into the holds. The ship's mains had been able to muster only feeble pressure and the new pump made a vast difference. After a great volume of water had slowed down the hungry flames, A/Gunner Frederick Little donned the Owen Sound's Salvus apparatus and went into the hold. The effects of heat and smoke made the Salvus useless after an hour but it gave Mr. Little a chance to assess the extent of the fire, find its main source and direct a fire-fighting party below.

The crew shifted cargo with the ship's winches and nets and, after

a great deal had been jettisoned, it was possible to isolate the fire.

By 1600 the ship was able to get under way again at eight knots. Three of the holds were safe but the fourth was still dangerously ablaze. As the freighter steamed on, the St. Laurent's men and most of the ship's crew continued the fight.

By 0420, after an 18½-hour struggle, the fires were under control. Most of the St. Laurent's men returned to their ship. The original three officers and 14 volunteers stayed on board at the master's request.

Throughout the night and most

It was the St. Laurent that first saw the stalking U-boat. Three hours after the first contact, the signalman and second officer of the watch sighted an object about eight miles distant. They couldn't tell for certain what it was, but when it disappeared in a manner suggestive of a diving duck, there wasn't much doubt as to what they had seen.

The destroyer poured on the revs for full speed. As she approached the spot where the object had last been sighted, the bridge party saw a swirl on the surface, and at the same moment the asdic operator



When the St. Laurent reached port after her highly eventful trip with convoy SC 154, she landed living evidence of her U-boat conquest. Here a wounded, blindfolded survivor, picked up after the submarine was blasted by the destroyer's depth charges, is being steered ashore by an American officer at a United Kingdom port. (X-77).

of the next day the firefighters cleaned up the mess and had a short struggle with one smouldering hold which blazed up on the morning of the 10th. Next morning, the naval men were no longer needed and they returned to their ship. Life in the "Sally" returned to what, in those days, was considered normal.

But not for long. At 1324, the St. Laurent picked up an H/F D/F contact of a U-boat. The Assiniboine and Swansea got it at the same time. HMS Forester was detailed to search first and she detached at high speed. Next the Assiniboine made one pass, but neither spotted anything.

caught a "ping" at 300 yards. The St. Laurent was moving at too high a speed to attack at that range, and the Owen Sound, coming up astern, obtained a contact and carried out a deliberate attack. The St. Laurent followed close behind with another pattern.

The U-boat had dived deep, was taking elusive avoiding action and the hunters were forced to carry out a painstaking search. At 1815 the Forester arrived on the scene and the Owen Sound returned to the convoy, escorting the San Francisco.

The watch and wait process was



nerve-wracking. Daylight was giving way to darkness and with it were going their chances of a sure kill. The submarine captain was shrewd, kept his boat deep and moved it just often enough and erratically enough to make things difficult for the stalkers. The Swansea was detached from the convoy to help ring the U-boat's position.

The light was gone and the best thing now was to await the moonrise, when the action could be forced.

By 2234, the U-boat was getting restive. Counting on darkness and guessing that his enemies were corvettes which he could outrace, he broke surface. His was a bad guess. As he came to the top, the bright moonlight revealed two destroyers and a frigate arranged about him.

Desperately the U-boat dashed off on a southerly course. The St. Laurent, at 1,400 yards the nearest ship, led the pursuit. All three ships began to pour everything that would shoot at their quarry. The U-boat answered with his Oerlikon and heavier armament. Zigzagging violently at 21 knots, he made an elusive target.

The St. Laurent finally overtook and moved in for the kill. The submarine was badly crippled — down by the stern, her forward gun hanging drunkenly over the side and her conning tower a shattered mass of steel. The destroyer passed close alongside and dropped a shallow 10-charge pattern. The U-boat limped helplessly into the blast, and came to a stop.

By the time the St. Laurent had reduced speed and come around, it was all over. The Swansea and Forester were picking up wet Nazis. The "Sally" retrieved the balance of the survivors and the three ships triumphantly steamed back to the convoy.

It was a great occasion for all concerned and particularly so for Lieut.-Cdr. Stephen. An officer whose record of salvage and rescue jobs had earned him two decorations, he had not even had a look at a U-boat before. It is reported that "Uncle George," in his great jubilation, tore the peak from his cap and threw it to the winds.

The balance of the voyage was comparatively uneventful. The convoy reached the other side intact, the ships were dispersed to their various unloading ports — and a substantial, vital addition was made to the build-up for the historic invasion which was to take place three months later.



Sir Leonard Outerbridge, Lieutenant Governor of Newfoundland and honorary president of the Officers' Club (Crow's Nest), unveils a brass plaque commemorating the founding of the club, at the ninth anniversary celebration January 27.

## Crow's Nest Club Marks Ninth Anniversary

An officers' club whose name and fame have been carried around the world observed its ninth anniversary on January 27.

It is the Officers' Club (Crow's Nest) at St. John's, Newfoundland, which was founded in January 1942 by Captain (now Rear-Admiral) E. R. Mainguy, then Captain D, Newfoundland. Its purpose, initially, was to provide sea-going officers of the Canadian and other navies with a club where they could gather and relax ashore during their brief intervals in port. The name Crow's Nest derived from the fact that a long, steep and rickety "ladder" led from the street to the aerie on which the club was perched.

The club was reactivated as the Officers' Club (Crow's Nest) on July 8, 1946, and is still carrying on the traditional atmosphere. The only real change is that it has been "unified" and now all branches of the services and the Merchant Navy comprise its membership.

A feature of the anniversary ceremony was the unveiling by the honorary president, Sir Leonard Outerbridge, Lieutenant-Governor of

Newfoundland, of a brass plaque reading:

"THE CROW'S NEST"  
Sea-Going Officers' Club  
Founded January 27th, 1942

— BY —

Capt. D. Newfoundland  
Capt. E. R. Mainguy, R.C.N.

*"Here the officers of His Majesty's Navies, and the Navies of our Allies, engaged in the Battle of the Atlantic, sought and found a secure haven from the perils of the sea; from hence they went forth again to resume the fight."*

### THREE HALIFAX SEA CADET OFFICERS ARE PROMOTED

Three well-known junior officers of the Nelson Sea Cadet Corps in Halifax were recently promoted to the rank of lieutenant in the corps.

The three officers are Lieutenants William A. Gibb, H. Murray Pritchard and C. Aubrey Beanlands. All three joined the corps as Ordinary Cadets and have "come up through the hawse-pipe" to their present ranks.



# HMCS 'Kite Karrier'

by J. G. M.

THIS is the story of a "Kite," a story of the tragedy wrought by carelessness and disobedience of orders, as told by "Commander (Air)" in HMCS "Kite Karrier."

The "Kite Karrier" was one of the units comprising CTG 214.6 in operations off the coast of California during the month of January 1951.

On the morning of the 7th, 300 miles off the coast, permission was given by the group commander for HMCS "Kite Karrier" to "fly off" at 1010. At 1005, flag Fox went to the dip and "Kite Karrier" took over the guide. At 1010 the group turned into the wind and speed was increased to give sufficient wind over the deck to ensure safe launching.

*"Flag Fox close up."*

*"Pilots man your kites."*

*"Stand clear of tow lines."*

In rapid succession and with remarkable efficiency the detail was accomplished. Without a hitch the kite—BK 301—was airborne. Steadily she rose, a thing of shining beauty; showing in her every line was the pride and perfection welded into her by the loving hands of many a "kite expert."

Then, suddenly, a hundred feet up, she went into a wild stall turn, pulled out in the nick of time with inches to spare, only to whip into violent aerobatics at low altitude.

BK 301 hit the ditch with shattering force. Even then something might have been saved had it not been that Flight Deck Control ran out of tow rope at the critical moment and, worse still, failed to secure the "bitter end." Before the plane guard could close for rescue operations, all went to the bottom.

The incredible part of this drama is that HMCS "Kite Karrier" (better known as the Antigonish) has four trained fly-boys on board:

Lieut. Cdr. Raymond Phillips, the Commanding Officer, who acted as Commander (Air); Lieut. G. H. Marlow, acting as Little (F), Lieut. M. H. E. Page, who was Operations Officer, and Lieut. S. C. Wood—and at least two or three young men in the gunroom who aspire to the dizzy heights of wings qualification.

Strange, isn't it that in all that

imposing list there wasn't enough talent to keep a kite airborne for two minutes? Never mind; the ship is still afloat and kites are only quasi-permanent.

What started as a make-and-mend skylark by some of the air branch officers at present serving in the Antigonish has now become a serious competitive sport with all parts of the ship vying for the records. Spare time talk among a portion of the ship's company now solemnly deals with such subjects as aerodynamic efficiency, lift/weight ratios, wind velocities, etc., and, while she is at sea, any dog watch will see one, two or three kites floating and dipping above the "Swish." To date the air branch, with the exception of Lieut. Marlow, has had little luck in flying or building kites.

The first successful flight was the result of the combined efforts of Midshipman R. W. C. Sweeney, of Vancouver, the designer and builder, and his flight engineers,

Midshipmen I. F. McKee, of Toronto, and W. A. Nelles, of Victoria.

At the moment the record-holders are CPO Wesley McKay and PO Morley Middleton, of Victoria, who built and flew a six-foot six-inch standard diamond kite to a height of more than 1,000 feet and a distance of more than 1,400 feet from the ship.

The stores department, represented by PO Jim Wright, of Victoria, and AB Bob Prizeman, of Regina, are running a close second with a three-foot seven-inch kite which came to within 100 feet of the record.

In the mosquito division, AB T. Larkin, of Regina, holds the record with the successful flying off of a kite measuring five inches by three inches. It flew to a height of 75 feet and soared approximately 150 feet from the ship.

All this, plus the organization of a ship's Truth or Consequences program, treasure hunts and quarterdeck sing-songs, is keeping the "Swish" as busy in "off hours" as she is in working periods.



Lieut. Dennis Patrick Kelly, a Royal Navy Pilot from HMS Theseus, was picked up by HMCS Sioux when he ditched his aircraft after it had developed engine trouble while returning to the carrier Christmas Eve. AB George Ayotte, of Prince Albert, Sask., and AB Hamish Anderson, of Calgary, help the exhausted pilot up a scramble net to the destroyer's deck. (CA-376).

# Afloat and Ashore

## ATLANTIC COAST

### HMCS Portage

HMCS Portage departed for Yorktown, Virginia, on January 5 and arrived at the US Naval School of Mine Warfare four days later.

The purpose of the visit was to exercise with US fleet minesweeping units with a view to future combined operations, to study American minesweeping equipment and methods and to determine how successfully we could operate with the USN.

We worked with USS Wheatear, a fleet minesweeper of approximately our size and complement. Several of our electricians and communication rates made trips in the Wheatear. In addition, officers and senior men of the Electrical and TAS branches attended lectures and films at the school.

The school opened its recreational facilities to us and made our stay

a very pleasant one. Officers and men were invited to the school's 10th anniversary celebration. It was a gala affair beginning with a dinner followed by a dance during which a huge birthday cake was wheeled in and cut with all due ceremony.

Yorktown is the site of Lord Cornwallis' final surrender to the Americans in the War of Independence. The original battlefield, complete with ramparts, guns and redoubts, is well kept up and provides quite a tourist attraction. Guide posters explain every phase of the battle in details.

After leaving Yorktown, we stopped for a day at Norfolk to refuel, then proceeded to Havana, Cuba, for an informal visit. During the voyage south a cribbage tournament was held, with CPO Melvin Davis, of Dartmouth, and AB Jean Paul Forget, of Verdun, P.Q., edging out the commanding officer, Lieut.-Cdr. E.

P. Earnshaw, and Commissioned Gunner R. E. Middleton in the finals.

The four-day visit to Havana was quite a change from the wintry weather of Halifax. The Cuban climate was most pleasant and the citizens of Havana were very hospitable, making available the facilities of their clubs and beaches to officers and men.

We departed for Halifax on January 24 and arrived home on the 29th.

Portage reached the semi-finals of the Atlantic Coast Inter-Ship Hockey League playoffs but was eliminated, after a struggle, by the powerful Reserve Fleet team.

### HMCS Swansea

On December 21 a Christmas party was held on board the Swansea for the children of ship's personnel and 20 underprivileged children from the Jost Mission.

It was a great success, with Santa Claus and his helpers delivering presents to everyone and the youngsters devouring copious quantities of cake, candy and soft drinks.

On January 4 the Swansea sailed on a trip to Bermuda. After a stay of three days in St. Georges, she returned to Halifax, arriving January 13. It is expected that the ship will now be in port until some time in March undergoing annual refit.

On her return from Bermuda hockey games were arranged with the Wallaceburg and La Hullose. Sad to relate, the Swansea was beaten both times but the players are determined that the ship will have a winning team in the near future.

### Albro Lake Radio Station

Lieut. G. A. Hoyt took over as officer-in-charge of the station early in February, succeeding Lieut. W. F. Potter.

Other new arrivals are POs Sam Iscoe, Carl Crawley, Fred Kennet and Herbert Warman, Ldg. Seamen Albert Bell and Donald Fowler and ABs B. A. Murtha and Gordon Ellers.

Among those who have departed are CPO Reginald Thompson to the Magnificent, PO Bernard Best



During his visit to Halifax in January, Defence Minister Brooke Claxton paid a special visit to HMCS Huron, which was to sail the following week for the Far East. Mr. Claxton addressed the ship's company and met the ship's officers in the wardroom. Here he chats with Cdr. E. T. G. Madgwick, the commanding officer. At the right is Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. (HS-13423).



to the Comschool for a conversion course, and PO Jack Carson to the Crescent.

The Huron should have no worries over communication personnel, most of her communicators being former members of the station staff. These include PO Barney Roberge, Ldg. Sea. George Coyle and ABs Donald Lovett, Norman Prowse and James Horncastle. Ldg. Sea. Claude Gravelle leaves shortly to join the Micmac.

The hockey team was hard hit by all these changes but the remnants are rallying together and there is talk of using press gang tactics to obtain "volunteers" to fill the vacancies. — J.L.K.

## PACIFIC COAST

### HMCS Ontario

After an extensive refit, during which she had a laundry and new galley equipment installed, the "Big O" slipped from her dockyard jetty the latter part of February and steamed south for Australian waters.

The 101-day training cruise will take the ship to various ports in Australia and New Zealand, but the accent will be on sea training, highlighted by exercises and manoeuvres with units of five Commonwealth navies.

Excitement ran high as last minute preparations were completed. The ship's company was looking forward to the long cruise. There were some on board who would be renewing acquaintances in the land "Down Under," but for most of the officers and men it would be their first visit to the Antipodes. Early in March hundreds of sailors aboard the cruiser will be initiated into the mysteries of King Neptune's realm when they take part in the traditional "crossing the line" ceremony.

### HMC Ordnance School

The ordnance officers' class is going great guns (no pun intended) digging into the nuts and bolts of the school's training equipment. Judging from the results of their practical rifle shooting, some keen competition will be forthcoming from members of the class at the annual Pacific Command rifle meet.

CPO Richard Lowther and PO Jack Heath, armourers aboard the Ontario, were around the school before the ship left for Australia, taking orders for kangaroos and koala bears. They were instructed, also, to make a complete study of boomerangs and obtain ballistic data



Blood donor clinics held in naval establishments on the East and West Coasts enriched Red Cross blood banks by nearly 1,500 pints in January. At HMCS Stadacona, a one-day clinic yielded 453 pints and two weeks later HMCS Shearwater, the RCN Air Station, donated 500 pints. At the top, PO D. A. Potter, of Ottawa and Dartmouth, is attended by Dr. S. E. Kernohan and Nurse Aid Ann Ross in the RCN Hospital at Halifax. (HS-13338).

On the West Coast, a three-day clinic held at Naden, the Dockyard and Royal Roads raised more than 500 pints, or nearly 40 per cent of the total naval potential in the area. Personnel from the Ontario and other ships were among those who lined up for the Dockyard clinic. At the right, Miss Pat Murray takes a blood sample from PO Ronald Finchfield, of Winnipeg, during the Naden clinic. Awaiting his turn is AB Henry Hoffart, of Regina. (E-13071).



of this weapon, in order to supplement the school's records.

CPOs Bert Nelson and Jack Rimmer have been most industrious the past few months. The former has worn both forefingers down to the second joints typing fire control notes, while CPO Rimmer has used up two boxes of pencils and several bottles of India ink on gunnery sketches.

### Communication Training Centre

Commissioned Communications Officer G. R. Milne, of Regina, relinquished charge of the Communication Training Centre to Lieut. P. E. Palmer, formerly of HMCS Beacon Hill, on February 1. Mr. Milne took over the centre tempo-

rarily early in February following the appointment of Lieut. Dennis D. Lee, former OIC, to Coverdale Naval Radio Station as commanding officer.

CPO Thomas MacIntyre, of Newcastle, N.B., is the new Regulating Chief at the Centre. He was formerly in charge of the Message Centre in Naden.

Succeeding CPO MacIntyre in the Message Centre is CPO William Moyes, of Victoria, who joined from Stadacona. New members of CPO Moyes' staff include Ldg. Seamen John Radley, Robert Wheeler and Douglas McKeown, all of Winnipeg.

### Gunnery Training Centre

A two-and-one-half month Gunnery Instructor's preliminary course is now under way at the Gunnery





Bitter cold, driving snowstorms and knifing winds have all been part of the job for the Canadian destroyers serving in Korean waters. Here PO Roy Drysdale, of Halifax and Victoria, stands watch on the bridge of HMCS Sioux during the destroyer's last patrol before her return home. (CA-380).

Training Centre at Esquimalt. Meanwhile, a class of six completed a radar controlman course in February and a divisional course for RCN(R) officers passed through the centre.

Three men have been rated as Gunnery Officers' Writers at the GTC. They are Ordinary Seamen Raymond Carolyn, Bert Kennedy and William Mawson.

## NAVAL DIVISIONS

### HMCS Hunter (Windsor)

Deck hockey has again become popular in the division, with the chief interest centering on a running duel between the RCN staff team and the UNTD. Although the score has not been recorded, the RCN claims a big lead.

Members of Hunter's Rifle Association are busy practicing for the DCRA "at home" competitions which will be fired for the next three months. One team has been entered.

Divisions in Hunter have begun competing for a divisional trophy to be awarded bi-monthly. Points are scored on appearance, attendance and progress in training.

The New Year was ushered in at Hunter with the traditional "at homes" in the wardroom and the chief and petty officers' mess. Members of the Navy messes also attended receptions held by military units in the Windsor garrison.

Because New Year's Eve fell on Sunday, there were no parties this year at Hunter and the messes were closed. — *R.M.P.*

### HMCS Queen Charlotte (Charlottetown)

CPO Stan Bowles, who is attached to the Charlottetown division, has re-engaged for a further five years' pensionable service. Ldg. Sea. John E. Crooks, former Bosn's Mate of the division, was drafted to HMCS Huron just before she left Halifax for the Far East.

The annual children's Christmas party was hailed as the best ever. CPO Bowles was in general charge of the affair, while CPO Vince Pineau made sure Santa Claus arrived on time and was well laden with gifts.

The party was aided by two local firms, one of which selected and wrapped the toys while the other made a large donation of candy. The Playgrounds Commission also helped out, providing slides, swings and other equipment.

As an added feature, Major Hutchinson of the Salvation Army showed special Christmas films.

Each of the 43 parents or guardians who accompanied the more than 100 children attending the party was presented with a box of chocolates.

Other holiday activities were the wardroom Christmas dance and the annual staff party.

### HMCS Chippawa (Winnipeg)

The New Year was launched in Chippawa with a dance put on by the chief petty officers. More than 600 persons attended and the result was a contribution of some \$1,100 to the ship's fund.

There followed a series of distinguished visitors, among them Chaplain of the Fleet (P) E. G. B. Foote, members of the National Defence Council and a naval selection board consisting of Commodore H. F. Pullen, Cdr. J. M. Leeming and Instructor Cdr. G. L. Amyot.

Taking time out from a daily 10-hour schedule of interviews, Commodore Pullen spoke over a local radio station on the work of the RCN and on the same day addressed members of the UNTD attached to Chippawa.

Liaison with the officers and men of the US Naval Air Station at Minneapolis was renewed when a party of 15 from Chippawa visited Minneapolis to compete in a bowling tournament. It is hoped some USN

officers will return the visit shortly as guests at a mess dinner.

Sub-Lieut. Leo Bluteau, formerly with the Winnipeg division, has been transferred to Calgary, where he has been appointed to HMCS Tecumseh.

Two members of the division were recently advanced in rate, Ldg. Sea. D. Teeves to petty officer second class and AB R. Kerr to leading seaman. — *L.B. McI.*

### HMCS York (Toronto)

This has been an active winter in the Toronto naval division, both on the business and the social side. The training program has been stepped up and classes are going full blast under the guidance of the various instructors.

The first formal dance of the season was held in the wardroom on February 9, and the following Friday the division was the scene of a UNTD formal. Organizer of the latter affair was Cadet Wilf Stebbings.

On January 26 the chief and petty officers' mess held an "In-Laws' Night" at which parents and parents-in-law were guests of mess members.

The men's mess held a stag on January 19 and on the same evening there was a stag in the wardroom



Another broad pendant has been added to the Pacific Command. It is the broad pendant of Commodore H. F. Pullen, commanding officer of HMCS Ontario, whose promotion to the rank of commodore January 1 entitled him to fly his own pendant in any ship or establishment under his command. Here CPO A. L. (Lang) Lendrum, hoists Commodore Pullen's pendant to the cruiser's masthead for the first time.

for Sea Cadet officers of the Toronto area.

The congratulations of the ship's company went to York's executive officer, Cdr. L. D. Stupart, who was promoted to that rank in the New Year's promotion list. — *P.C.N.*

### **HMCS Brunswick** (Saint John)

A new training course for personnel in the Engine Room Department of Brunswick commenced January 10 at the Saint John Vocational School. The scheme is designed to permit naval training to be carried out as completely as possible by using existing facilities of the community when it is not practical to equip the division itself.

The initial phase of the course will carry on for 20 weeks and will give stoker mechanics from Brunswick a thorough grounding in the theory, operation and maintenance of diesel and gasoline engines, with particular stress given to the naval application of this type of machinery. The instructor at the Vocational School is A. W. Ring, a Saint John naval veteran who has had wide experience in teaching this subject.

Those taking the course are Able Seamen J. E. Beaudry, O. F. Connolly and C. M. McCormick and Ord. Seamen R. G. Carleton, J. D. Day, G. R. D. Lee, G. F. Meahan, D. F. McDade, W. B. McKenzie and J. Oliver.

### **HMCS Montcalm** (Quebec City)

The division recently was the scene of a reunion attended by former officers and men of the RCN and the Reserve, ex-Wrens and Sea Cadets, as well as personnel serving in Montcalm and its affiliated University Naval Training Divisions.

Members of the RCN(R), UNTD and Sea Cadets attended a hockey game as guests of Captain Eugene Noel, commanding officer of the division, and Mr. Jack Latter, president of the Quebec branch of the Navy League of Canada.

Recruiting for the Reserve has been stepped up and a comprehensive training program is under way. — *B.C.H.*

### **HMCS Star** (Hamilton)

The division lost one of its most active members when Lieut.-Cdr. (SB) H. R. (Bob) Pearce was appointed to Naval Headquarters in mid-February. He has been a dynamic force behind sports meets, concerts, regattas and many other events at



Wearing her new sweater, Leading Wren Alice, mascot of HMCS Cayuga, is all ready for a run ashore with Ldg. Sea. George Johnson, of Winnipeg and New Westminster. The red, white and blue sweater was sent to CPO James Ross—for delivery to Alice—by his two children, nine-year-old Jimmy and five-year-old Margaret, and their baby cousin, Susanne Rourke, all of Vancouver. (*CA-448*).

the Hamilton division. The good wishes of all the officers and men went to Lieut.-Cdr. Pearce and also to Mrs. Pearce, who had taken an active part in the work of the Ladies' Auxiliary to the division.

Congratulations were extended to the commanding officer, Cdr. G. H. Parke, whose name appeared in the New Year's promotions list issued by Headquarters. — *C.S.J.L.*

### **HMCS Catarqui** (Kingston)

The new boatshed situated on Barriefield jetty, opposite Royal Military College, has finally been completed. Eight acres of waterfront property have been assigned to Catarqui in this area.

Able Seaman Russel Van Stone has been drafted to the Mechanical Training Establishment at Halifax after two years in the Kingston division. He has been relieved by AB F. Howell.

A new face will soon be seen around the ship, now that AB Ed Ginley has a son. The ship's company clubbed together and presented Mrs. Ginley with a few items for the new

baby.

Mr. William Henderson, MP, was an honored guest at UNTD Divisions on January 17. Mr. Henderson remarked that the standard of drill in the UNTD impressed him considerably.

### **HMCS Donnacona** (Montreal)

The past month in Donnacona has been one of rehabilitation and the barracks is now beginning to take shape as the contractors depart and the various department heads and their staffs move in.

One of the highlights of the McGill University Athletic Night January 20 was a demonstration of self-contained diving equipment by three officers from Donnacona, Lieut. Herbert E. Thomas and Cadets B. C. Goodwin and R. A. King. Directed and assisted by Lieut. John W. (Shady) Lane, of the RCN Underwater Training Unit, the reservists gave three performances during the evening.

The division was visited informally recently by Commodore J. C. Hibbard, Chief of Naval Personnel. — *R.F.D.S.*



## HMCS Griffon

(Port Arthur)

The severe cold of January failed to disrupt the activities at the Lakehead division.

On Friday, January 26, the chief and petty officers entertained their wives and guests at a mess banquet. The following evening the officers held a dinner to which they invited their wives and guests from the Army and Air Force, active and reserve, at the Lakehead.

Plans are underway for the organization of an inter-service sports league to include basketball, volleyball, target shooting and seasonal athletics. Meanwhile, in the hockey picture the reserves and staff of Griffon have been practicing in preparation for a series with the Army.

Lieut. M. E. Priske has been appointed to Griffon as Staff Officer Training from HMCS York, Toronto.

## HMCS Carleton

(Ottawa)

Now undergoing basic training is "D" Class of RCN(R) new entries, whose attendance has been exceedingly good since joining the reserve. Three Carleton men, Leading Seamen G. I. Portras, John P. Henbrey and C. E. Thomas, recently transferred from the Reserve to the RCN.

A new class of Layer Ratings third class got under way January 4. These budding gunlayers are full of enthusiasm as they look forward to getting to the coast this summer to complete part two of their course.

Carleton's outdoor parade square has been temporarily converted into a hockey rink, complete with lighting for night games. It is busiest at lunch hour and in the evenings. Ord. Sea. Ronnie Lacelle has been spending long hours training for this year's Canadian boxing championships.

Ord. Sea. J. B. Lalonde received a fountain pen at Carleton recently as his award for passing with first place marks in his New Entry training class at the division.

The course, which lasted six months, covered 20 subjects of the Navy's new entry training curriculum. Lalonde chalked up a final mark of 79.4 per cent and was warmly congratulated at the presentation ceremony by his commanding officer, Captain T. G. Fuller.

Ord. Sea. D. C. Pinhey stood second in the class with 78.8 per cent.



CPO Harry Adams, aircraft technician whose period on loan from the RN to the RCN will soon be closing, has earned the reputation of being the outstanding naval comedian on the East Coast. His versatile talents have bolstered many shows and entertainments at the air station, in the "Magnificent" and at other naval functions. This is one of his many impersonations and was put on during the Magnificent's Christmas dance in the Stadacona gym. He is "Commander H. Adams, OBE, Royal Navy." While serving in the carrier CPO Adams has appeared as guest star in a New York night club and in a London theatre. (HS-13258)

## Weddings

Lieut.-Cdr. (S) David A. Collins, HMCS Naden, to Miss Margaret Elizabeth MacMinn, of Victoria.

Lieut. (P) John Harrington, HMCS York, to Miss Elizabeth Diane Gardner, of Winnipeg.

AB R. J. Dunbar, HMCS Crescent, to Miss Roberta Jacobs of Toronto.

AB Kenneth J. Moore, HMCS Catarauqui, to Miss Ruth Ackland of Brockville.

AB Robert Moore, HMCS Cornwallis, to Miss Ardis B. Warner of Digby, N.S.

AB George R. Summerfield, HMCS Crescent, to Miss Lucy Hall of Halifax.

## Births

To Captain (S) Charles J. Dillon, HMCS Naden, and Mrs. Dillon, a daughter.

To Lieut.-Cdr. Leslie E. Crout, HMCS Catarauqui, and Mrs. Crout, a daughter.

To Lieut.-Cdr. D. R. Smythies, Naval Headquarters, and Mrs. Smythies, a son.

To Lieut. (SB) Charles P. Clark, Naval Headquarters, and Mrs. Clark, a son.

To Commissioned Ordnance Officer Lloyd G. Copley, HMCS Naden, and Mrs. Copley, a daughter.

To Commissioned Gunner David A. Scott, HMCS Naden, and Mrs. Scott, a son.

To CPO Sydney R. Dobia, HMC PTC 724, and Mrs. Dobia, a son.

To CPO Richard Polly, HMCS Naden, and Mrs. Polly, a son.

To CPO Reginald G. Skinner, HMCS Cornwallis, and Mrs. Skinner, a daughter.

To PO Donald Dunn, HMCS York, and Mrs. Dunn, a son.

To PO James Ruxton, HMCS Cornwallis, and Mrs. Ruxton, a daughter.

To PO John A. Young, HMCS Cornwallis, and Mrs. Young, a daughter.

To Ldg. Sea. Bernard N. Paddon, HMCS Swansea, and Mrs. Paddon, a daughter.

To Ldg. Sea. John Sauve, HMCS Swansea, and Mrs. Sauve, a son.

To AB Edward Ginley, HMCS Catarauqui, and Mrs. Ginley, a son.

To AB Donald W. Trim, HMCS Cornwallis, and Mrs. Trim, a daughter.

To AB Arthur Whyte, Albro Lake Radio Station, and Mrs. Whyte, a son.

To Ord. Sea. John H. Hooton, HMCS Catarauqui, and Mrs. Hooton, a daughter.

## MONTREAL EX-WRENS ELECT 1951 OFFICERS

Salty dips with a feminine twist were the order of the day when the ex-Wren Association of Montreal held its annual meeting in HMCS Donnacona.

The retiring president, E. Dorothy Benson, read a report of the 1950 operations of the association and wished the new executive good sailing.

Elected to the executive for 1951 were Pat Dunton, president; Norma Perry, vice president; Elizabeth Mackenzie, treasurer; Eleanor Miller, secretary; Grace Baker, corresponding secretary; Helen Webb, entertainment; Mickey West, publicity; Betty Shackleton, hospital visiting, and Elinor Woodburn, nursing sister representative.

## "WREN NEWSLETTER" FINE PUBLICATION

Off the press is the 1950 edition of the "Wren Newsletter." This publication is the annual review of activities of the Wren Association of Canada branches and provides a medium through which ex-Wrens can keep in touch with old shipmates.

Among the most interesting departments in the publication is "From Near and Far", which contains letters from members of the association who have moved to various parts of the world. In the latest issue ex-Wrens tell of their experiences in Hong Kong, London, Western Germany, Denmark, Japan, the Bahamas, Austria, Venezuela, Greece and Australia.

The Wrens are to be congratulated on their excellent publication and on the achievements recorded therein. Many of their association branches are doing fine work in their communities, a splendid example being the Winnipeg branch, which contributed materially to flood relief work in the Manitoba capital last spring.



# Air Logistics In The RCN

The Right Stuff, in the Right Amount,  
To the Right Place, at the Right Time,  
That's Logistics

Following is the first of a series of articles dealing with Air Logistics in particular and Naval Logistics in general. The articles were written by Captain H. A. House, USN, Director of Air Logistics at Naval Headquarters, and were first presented by him in an address to the officers of HMCS Shearwater, the RCN Air Station at Dartmouth, N.S. They have since been revised by Captain House for publication in *The Crow'snest*.

ALL naval officers, in practicing their profession, are associated daily with some phase of logistics. Yet very few have an understanding of the theory and principles upon which sound logistics are based. The following remarks may help to dispel some of the mysteries and obscurities of air logistics and logistics as a whole.

In this connection, there is the story of a young hillbilly school

boy, who returned home from school one day and proudly notified his mother that he had learned to write. "That is wonderful, Johnny," his mother exclaimed, "What did you write?" "I don't know," replied Johnny. "What do you mean?" asked his mother. "I ain't learned to read yet," replied Johnny.

In a like manner there are many naval officers, who, although they may be making their mark daily in logistics in some form or another, still lack complete understanding of what they are doing and why.

## DEFINITIONS

The word "logistic" is derived from the Greek and means literally "pertaining to reckoning." Through association with the French word "loger," it came to be applied in particular to the art of lodging and quartering troops. This latter, being the concern of the Quarter-

Master General, has led to the abbreviation "Q". Though defined in our dictionaries for many years, the term "logistic" has only sprung into common use recently as the result of our experience in the Second World War and association with other forces.

"Logistic support" has now come to mean the whole process of assessing and acquiring the proper articles to maintain a force and delivering them, in sufficient quantity, to the operational commander at the times and places required.

## CONCEPT OF LOGISTICS

Logistics is the science of war preparation. It involves matters concerning adequate organization for relating the means at hand, or potentially so, to the desired objectives so as to ascertain the feasibility of a proposed course of action. Logistics must assure that the needed material and equipment reach the correct point at the right time. It involves the determination of requirements, procurement and distribution. It involves supply and transportation. The logistical organization has as its reason for being to maintain the Naval Service in material readiness for the prosecution of war in accordance with approved plans. Logistics must work out the myriad details which result in an orderly, carefully timed flow of goods and services to the ultimate consumer.

Logistics may be considered as the provision of the means to wage war. It includes:—

- (1) Determination of requirements
- (2) Procurement (production)
- (3) Distribution (or transportation).

Air logistics as practiced today in the RCN is the provision of the means to conduct Naval Air operations.

Naval Air logistics comprises the determination of requirements to meet the operating needs of Naval Air activities, and the supply of these needs at the times and places required, and includes the procurement, storage, distribution, transportation and maintenance of material, and the procurement, housing, training, distribution, transportation and



The Korean campaign has posed a nice problem in logistics. Not only are the supply routes long, but equipment, stores, provisions and other material have to be provided for the forces of many nations.

During HMCS Cayuga's record 50-day patrol, stores and mail were delivered to her by courier or supply ships and fleet oilers fed her fuel. This photo shows the Cayuga's quarterdeck just after the destroyer received a quantity of stores from a supply vessel. (CA-387).

maintenance of personnel, together with the rendering of services to the Naval Air Forces.

Administration can be defined as "management." It includes the allocation and distribution of the goods made available by logistic support and, what is even more important, the machinery for handling the personal affairs of the men in a force with efficiency and sympathy (e.g. discipline — mails — pay and advancement — domestic problems — amenities).

Logistics and administration must be completely interdependent if success is to follow. The necessity, especially in modern war, of having the proper material at the right time and place needs no elaboration. The importance of these two subjects goes, however, much deeper than that. While it is becoming increasingly difficult to fight successfully without the "proper stuff," it is still manifestly impossible to fight at all without the will to do so. The will to fight depends, as has been stated, on the morale or spirit of those who wield the weapons.

This spirit, which can be fostered by many means, to be discussed later, depends primarily upon confidence: the confidence of the individual in himself, his fellows and in the "management." Of these, the last mentioned is, perhaps, the most important, since, so long as it exists, self and mutual confidence can be inspired and promoted by good leadership. The success or failure of logistic and administrative arrangements is the most obvious indication, to the rank and file, of the efficiency of the management and success is therefore of the utmost importance in building up morale.

A good leader will make sure that his administration is good; his logistic support may, however, fail through no fault of his own. Leadership can, for a limited time only, compensate for poor logistic support but morale will suffer if the period is prolonged, and the leader will be left with a force that lacks both the will to fight and the resources. Any leader who has to concentrate most of his effort on maintaining the morale of his own force must clearly give insufficient attention to the discomfiture of the enemy. On the other hand, good logistic support and administration can maintain a successful campaign so long as the leadership is adequate (i.e. intelligent though uninspired).

It can be said that good logistics and administration make it possible

for a force to give of its best from the moral and material aspects. The leader has then to translate the possibility into an accomplished fact.

### PRINCIPLES OF LOGISTIC PLANNING

Almost every plan on every plane has a logistic aspect and in many cases this is of such importance that it may well influence the course of action decided upon. An accurate assessment of the logistics based on



Logistic support, to be successful, must also provide for the personal wants of men in a force. An example was the mail service organized for the ships of the Special Service Squadron during their European cruise last fall. Even while exercising off Londonderry the ships got their mail, aircraft from the Magnificent picking it up ashore. Here Lieut. Roger Harris, of Edmonton, hands down a bag of mail to the carrier's postman, PO Walter Scoville, of Dartmouth and Yarmouth, N.S. (MAG-2090).

up-to-date knowledge is imperative, not only so that unacceptable administrative risks may be avoided, but to ensure that no possible course of action is eliminated through over-insurance. Close association with the work of operational plans is the only way of ensuring that administrative preparations, often involving long term projects, can be instituted or modified to meet the circumstances.

The object of the logistic planner is to provide, prior to need, adequate quantities of all items required for the use of the Fighting Services and their support, and the means to have them immediately available where and when required. In order to do this he must have:—

(a) Knowledge of what constitutes "the proper items," i.e.

he must procure items which are proved by operational or administrative experience to be the most efficient and, if possible, the most economical in the conduct of operations. Logistic planners should not wait until asked by the Tactical Command but should anticipate their requirements by queries and suggestions and see that the latest and best is available at sea as soon as possible.

(b) Sufficient knowledge of operational and tactical plans to ensure the timely delivery at the right place of the right quantities of the right material.

The totalled requirements of each component in the national war machine will almost inevitably be beyond our resources. The logistic planner's problems cannot therefore be solved by ordering ample supplies of everything prior to a generous distribution all round. Each requirement has to be assessed accurately, and supported by convincing arguments, since it can only be obtained in competition with the other services, one of whom will lack if our demands are met. Very real understanding of all the issues involved is therefore necessary to "Q" planners.

Logistics, as used herein, may

be considered as that part of the entire military activity which deals with:

- (1) Design and development, acquisition, storage, movement, distribution, maintenance, evacuation and disposition of material;
- (2) Induction, classification, training, assignment, separation, movement, evacuation and welfare of personnel;
- (3) Acquisition or construction, maintenance, operation, and disposition of facilities; and
- (4) Acquisition or furnishing of services. It comprises both planning (including determination of requirements) and implementation.

From this we may conclude that logistics provides the means for the conduct of operations; the physical means may be considered as consisting of men, material, facilities and services.

#### RCAF LOGISTIC SUPPORT TO NAVAL AVIATION

Applying the above to Naval Aviation we find that, although the RCN is responsible for the procurement and repair of equipment peculiar to the RCN, the RCAF bears extensive logistic responsibility in support of Naval Aviation. In general this arrangement is in effect in the interests of economy and elimination of duplication. The extent of the logistic support rendered by the RCAF to the RCN is, broadly speaking, as follows:—

- (1) Procurement and repair of aircraft and air stores common to both the RCN and RCAF.
- (2) Inspection and acceptance of the work on RCN air material undertaken by civilian contractors.

Broken down into greater detail, the logistic support given to Naval Aviation by the RCAF is listed as follows:—

- (1) MATERIALS
  - (a) Harvard Aircraft
  - (b) Flying Clothing
  - (c) Dinghies
  - (d) Parachutes
  - (e) Airframe and engine spares and accessories common to both services.
  - (f) Airstores common to the maintenance of aircraft in use by both services.
- (2) PERSONNEL
  - (a) Safety equipment courses
  - (b) Survival courses
  - (c) Basic flying training
  - (d) Flying instructor training

- (e) Staff navigation instructors courses
  - (f) Staff course for senior officers
  - (g) Air traffic control officers courses
  - (h) Jet conversion course
  - (i) Instrument rating course
  - (j) Short courses for link instructors
- (3) FACILITIES
    - (a) Practice flying for Headquarters officers
    - (b) Provision of the facilities of Winter Experimental Establishment for the winter testing of RCN aircraft.
    - (c) GCA practice at RCAF Greenwood
    - (d) Search and Rescue
    - (e) Aircrew classification, medical and aptitude tests
    - (f) Use of hangar at Debart for long term storage of RCN aircraft
  - (4) SERVICES
    - (a) Refueling and maintenance of RCN aircraft at RCAF bases
    - (b) Target towing—ground to air firing
    - (c) Air transportation of material and personnel
    - (d) Inspection and acceptance of work on RCN aircraft at civilian contractors
    - (e) Salvage of RCN aircraft in certain geographical locations

#### NAVAL HEADQUARTERS AIR LOGISTICS ORGANIZATION

Within Naval Headquarters itself has been established the Directorate of Air Logistics. It is the duty of DAQ to deal with the logistical aspects of Naval Aviation as opposed to the operational phases, which are handled by the Director of Naval Aviation. The position of DAQ in the relation to other Headquarters

directorates is as shown in the accompanying chart.

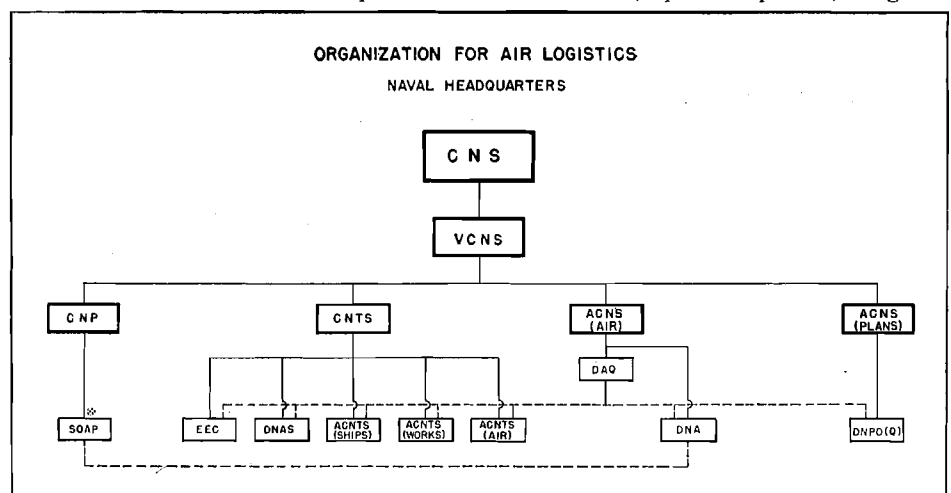
#### DAQ TERMS OF REFERENCE

The Director of Air Logistics is a member of the Naval Staff and, as such, reports to the Assistant Chief of Naval Staff (Air). The following are the principal responsibilities of DAQ:—

- (a) To advise ACNS(Air) in regard to all material matters which affect Naval Aviation.
- (b) Preparation of detailed material needs to meet the Staff requirements for aviation in the RCN and, after approval, to interpret and promulgate these as necessary.
- (c) In conjunction with the appropriate material directorates, to ensure that these requirements are met both as to time and place.
- (d) Co-ordination of the financial requirements of Naval Aviation and advising ACNS(Air) of any serious deviation of expenditure from estimates.
- (e) Laying down standards of training to be given to Safety Equipment Workers and Aircraft Controlmen other than aircrew.
- (f) Preparation of Staff requirements in regard to aircraft firefighting equipment.

The following detailed duties are to be included in responsibilities of DAQ:—

- (1) Formulation of equipment standards for all RCN aircraft.
- (2) Advise, prior to procurement, on the suitability of all aircraft and ancillary equipment to meet Naval Staff requirements.
- (3) In conjunction with the appropriate departments, planning of the necessary logistic support for any new type of aircraft.
- (4) Calculation of the numbers of aircraft, power plants, engines



Dotted lines indicate logistic liaison responsibility



and other major items of air equipment required to meet approved RCN plans.

- (5) Preparation of Staff requirements for all safety equipment and flying clothing for the RCN and advising DNAS of stocks necessary to meet the Staff requirements.
- (6) Advice to appropriate directorates in matters pertaining to air armament.
- (7) The establishment of requirements for air firing ranges and liaison with the appropriate directorates to ensure their provision.
- (8) Preparation of Staff requirements for all air synthetic training equipment and, in conjunction with appropriate departments, ensuring that sufficient equipment is provided.
- (9) Preparation of Staff requirements to meet the needs of air photography.

It will be noted from the above that DAQ, although responsible generally for expediting and following up on air logistical matters, has limited responsibilities in certain areas of air logistics as a whole.

In accordance with DAQ's terms of reference as set forth above there are numerous projects which he is called upon to process and expedite. In order to provide an understanding of the nature of air logistic activities now in progress, the following is a partial list of current Naval Aviation projects now being processed in Headquarters:

- (1) GCA for CANAS (RCN Air Station)
- (2) 10-channel VHF equipment for new aircraft
- (3) New control tower, CANAS
- (4) New barracks, CANAS
- (5) Central heating plant, CANAS
- (6) Repair of runways, CANAS
- (7) Procurement of 12 additional Sea Fury aircraft
- (8) Procurement of new immersion suits
- (9) Procurement of sonobuoy trainers
- (10) Establishment of new Air Ordnance organization
- (11) Procurement of new link trainers
- (12) Crash helmets, procurement
- (13) Procurement of sonobuoys and receivers
- (14) Helicopters, procurement
- (15) CCA for Magnificent, procurement
- (16) Procurement of 200 new tool kits
- (17) New flying clothing, procurement
- (18) New garage, CANAS, procurement



These are the two types of operational aircraft employed by the Royal Canadian Navy. In the foreground is a Grumman Avenger, an American-built aircraft modified in Canada for specialized anti-submarine duties. The other aircraft is a Sea Fury fighter, one of the world's fastest propeller-driven planes. Two RCN squadrons are equipped with Avengers and two with Sea Furies. (DNS-3898).

#### (19) New Electrical Shop, CANAS

In Naval Headquarters the ACNS (Air) is charged with assessing Naval Air programs and objectives in terms of the Navy's capacities to undertake these programs. Worthwhile assessment cannot be achieved unless it can be determined to what extent the manpower and material resources of the Navy can support the operations involved. Thus it is evident that at the top Service level the elements of operations and logistics are inextricably intertwined. Each is dependent on the other.

From the Naval Board stems the approved policies and projects which govern all Naval Air planning both operational and logistic. The Naval Board states the broad concepts which shall prevail with respect to Naval Aviation.

These concepts are implemented by DNA and DAQ determining, subject to approval of ACNS(Air), the type of equipment, material or facility required and passing on the details to the technical directorates for analysis and procurement. Much time and effort can be, and is, saved by constant interchange of concepts and of thinking on the various levels between those planners responsible for generating operations and those responsible for planning the logistical aspects required to

implement operations. With current evaluation of logistic feasibility in the various steps it is oftentimes possible to weed out impracticable parts of a plan in process of formulation and steer the thinking into more appropriate channels before time and effort are uselessly expended.

#### Reserves Sail Sweeper Through Rough Seas

"WELCOME AND WELL DONE."

This terse but warm greeting was signalled to the tiny wooden minesweeper *Revelstoke* as she made her way into Halifax, listing heavily under a weight of ice which had formed en route from her home port of St. John's, Newfoundland.

The *Revelstoke*, commanded by Lieut. Channing Gillis, RCN(R), arrived on the afternoon of January 31, 24 hours adrift from her original ETA. Manned entirely by officers and men of HMCS *Cabot*, the naval division to which she is tender, she left St. John's January 27. Rough seas and the coldest temperatures experienced this winter in the Maritimes conspired to delay the 105-foot minesweeper.

On the morning of January 31, three Avengers took off from *Shearwater* to search for the *Revelstoke*. They found her 32 miles off the coast, painfully making her way towards Halifax.

The *Revelstoke* later sailed for Bermuda, where she served as tender to the *Magnificent* while the carrier was exercising in Bermuda waters.



# The Navy Plays



## Stad Marksmen Set Post-War Rifle Record

HMCS Stadacona's sharpshooters set a new post-war record in the senior division of the Halifax Garrison Indoor Rifle League competition February 2 at the Halifax Armories. The Navy combination racked up 484 points for an average of 96.8 and one point below the all-time high of 485 for the range.

RCMP and City Police compiled aggregate scores of 478 to tie for second place. It was the highest score registered by either team this season. Headquarters Eastern Command came up with 470 to beat RCC Signals for fourth place by one point.

PO Frank Rushton of Stadacona took individual scoring honors with a high of 98, beating out 11 rivals who shot 97's.

Other Stadacona scores were: Sub-Lieut. Hazel Mullin 97, CPO Albert Wolfe 97, PO George Lauder 97 and PO Ronald Underhill 85.

## Shearwater Sets Sights on Grid Championship

Although failing once again to capture the Halifax city championship, the Shearwater football team was able to look back on the 1950 season with some satisfaction. At the same time, the naval air station

gridders felt they had established a firm foundation on which to build a team that will go all the way next season.

The head coach, Petty Officer John Sawatsky, was doing the job for the first time in his athletic career. The results he achieved — four wins and two losses in regular league play and one win and one loss in the playoffs — bear out his aptitude for the post. CPO Andy Chartren was line coach and trained what many considered the best line in the league.

Much of the credit, too, for the team's showing goes to Cdr. (S) D. T. R. Dawson, the team manager.

On the field, PO Tom Scanlon's spirit and leadership never failed to encourage his teammates. He was strong on the offensive and became known as the best tertiary in the league. PO "Hammerhead" Donaldson at centre was another pillar of strength. Only 160 pounds, he played most of every game at the upside-down position.

Shearwater also fielded a junior team, coached by CPO Chartren, as a means of encouraging and developing younger players. The juniors played exhibition games and suffered only one loss, that to the Halifax city high school champions, Queen Elizabeth High.—*W.M.M.*

## York's Hockey Team Edged in First Game

HMCS York's hockey team dropped a narrow decision to the RCEME representatives in the opening game of the Toronto Garrison Hockey League at Western Arena.

The Navy attack was spearheaded by Ldg. Sea. Neal Goodwill, who notched two goals. Other stars for the sailors were Ldg. Sea. M. A. Scott, team captain, and the goalie, Ldg. Sea. William Coalwell.

The Toronto division is entering a cadets rifle team in a forthcoming inter-university tri-service shoot. Lieut.-Cdr. R. F. McRae, commanding officer of the York UNTD, originated the idea and teams from Ontario Agricultural College, McMaster University, Queen's University and the University of Toronto will compete.

York is in eighth position in the Garrison Officers Indoor Softball League. The team's most recent success was a 7-5 victory over the Queen's Own Rifles. Cadet Jack Thompson's pitching was the deciding factor.

## Crusader Division Wins Two Cornwallis Titles

The week before Christmas saw the wind-up of first part schedules in hockey, bowling and basketball and the crowning of the inter-divisional boxing champions at HMCS Cornwallis.

Crusader Division covered itself with glory by taking both the boxing and bowling championships, defeating Fraser 14-13 in the boxing and outscoring Annapolis to take the bowling crown.

Hockey honors went to Ottawa Division, who knocked off Columbia two straight in a best-of-three series, while Kootenay came out on top in the base basketball tournament.

The ship's basketball team has kept up its good record, defeating HMCS Stadacona 40-25 and Annapolis Royal 80-52. In the latter game, AB C. F. Hranka of Windsor, Ontario, scored 39 points.

The base hockey team is having a good season, having won five out of eight exhibition games with



Cornwallis mittmen won two divisions in the recent Maritime Boxing Championships at Halifax. Ord. Sea. James Rochemont, left, of Port of Spain, Trinidad, captured the featherweight title and Ldg. Sea. Joseph LeBlanc, of Ottawa, copped the lightweight championship. (DB-993-1)



service and civilian teams. In regular Valley League play the team is tied for top spot with a record of four wins, two ties and two losses in eight starts.

In the recent Maritime Amateur Boxing Championships held in Halifax, Ldg. Sea. J. G. LeBlanc, of Ottawa, won the lightweight title and Ord. Sea. James Rochemont, of Trinidad, BWI, battled his way to the top of the featherweight division. Ord. Sea. David Martin, of Edmonton, was runner-up for the light heavyweight championship.

Members of Crusader Division's winning boxing team were AB C. J. Dalsin, Edmonton, and Ord. Seamen J. G. Gouchie, Amherst, N.S.; P. J. Jones, Bedford, N.S.; B. H. Pirt, Winnipeg; P. J. Doyle, Halifax; J. Tobias, Saint John, N.B.; D. S. Cathcarte, Regina; G. B. Carter, Liverpool, England; L. G. McNeil, Francis, Sask.; A. Acheson, Revelstoke, B.C.; T. B. Graham, London, Ont.; W. R. Bondreau, Montreal,

and E. L. Hucker, Windsor, Ont.

The division's bowling team consisted of PO J. A. Edwards, Dartmouth, and Ord. Seamen W. A. Verge, Glace Bay; J. A. Hudson, Edmonton; P. G. McNeil and B. H. Pirt.

Members of Ottawa Division's victorious hockey team were PO William Salisbury, Halifax, coach; PO Cy Scrivens, Montreal, manager; AB Bill Blaxall, Halifax, and Ord. Seamen Donald Baker, Waterdown, Ont.; Charles Dawe, Montreal; Bob Ellison, Hamilton, Ont.; Stanley Girvan, Verdun, P.Q.; Bob Dow, Brantford, Ont.; Bob Livingstone, Hamilton; Jan Oswald, Vankleek Hill, Ont.; Ed Gadsby, Verdun; Bob Boyd, Toronto; Stan Slirvert, Arnprior, Ont.; Bill Piful, Niagara Falls; Garnett Parker, Aylsford, N.S.; Donald Clufsam, St. Anne de Bellevue; Fred Anderson, Verdun, and Alex Trigg.

### **Royal Roads Hoopsters Win Exhibition Tilts**

The Cadets basketball team at the Canadian Services College, Royal Roads, made a clean sweep of its last three exhibition games, defeating St. Louis College, Victoria High School and the Provincial Normal School.

St. Louis suffered the worst defeat when the Cadets chalked up a 53-20 margin on January 12. On January 24 the Victoria High "Totems," one of the teams in the Victoria Intermediate "A" League, were beaten by the Royal Roadsters 48-38. The next win was a hard-fought one over Normal School 31-27.

Standout players for Royal Roads were Cadets Ron Holland of Kelowna, B.C., John Graham of Toronto and Victor Ernst of Halifax.

With the Royal Roads-RMC tournament scheduled to be held in Kingston the week-end of March 9-10, cadets at the former college spent January and February preparing for the annual sports clash with a fixed determination to take the Claxton Cup to the west coast.

### **Naval Airmen Outscore RCAF in Sports To urney**

A home-and-home sports tournament was held recently by the RCN Air Station, HMCS Shearwater, and the RCAF station at Greenwood, N.S.

Shearwater made a clean sweep of the competitions at Greenwood but the Air Force representatives gained an even split in the return matches played at the naval base. Following are the results, with the Greenwood matches listed first in each case:

**Basketball**—Shearwater 77, Greenwood 32; Shearwater 67, Greenwood 24.

**Badminton**—Shearwater 29, Greenwood 26; Shearwater 39, Greenwood 38.

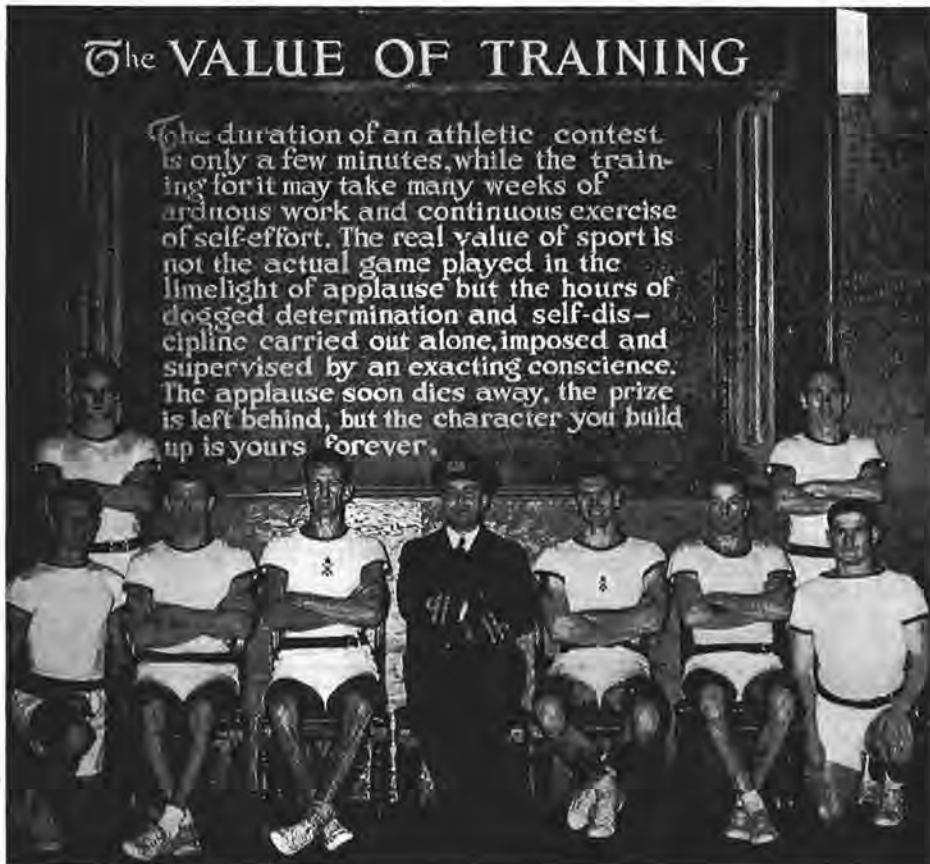
**Bowling**—Shearwater by 279 pins; Greenwood 25, Shearwater 20.

**Volleyball**—Shearwater 3 games Greenwood 2; Greenwood 10, Shearwater 5.

### **Chippawa Hockey Team Captures Baker Trophy**

HMCS Chippawa's hockey team came out on top in inter-service competition for the Baker Memorial Trophy, defeating the Army 7-4 in the deciding game.

Chippawa was also well represented in the Winnipeg Inter-Service Badminton League and in an inter-



The first Physical and Recreational Training Instructors to be qualified in the Pacific Command since the Second World War recently completed their courses in HMCS Naden. The six men who comprised the class went through a strenuous training schedule that covered all sports and games on the Navy's recreational program, learned coaching, physical training and advanced first-aid, and even mastered the mysteries of motion picture projectors used to demonstrate various aspects of their work.

Standing at the rear in the photo are Ldg. Sea. Robert Murray, left, and PO Ronald Sallis. Front row, Ldg. Sea. John Bendall, PO Archie McLean, CPO Jack Waldron, class instructor; Lieut.-Cdr. J. D. McCormick, Sports Officer, West Coast; PO James Searle, class instructor; PO Roderick Boulton and AB Roy Jones.



Cut here

I wish to play in the  
Annual R.C.N.G.A. Xmas Turkey Tournament

(and I really mean)  
WISH!

Gorge Vale Golf Club  
Thursday, 7th December, 1950 ???

Name VOLLET. Rank \_\_\_\_\_  
or Paswa  
Rate \_\_\_\_\_

Ship SIoux Official Handicap 24

The earliest time at which I can tee off on  
Thursday, 7th December is DONT WAIT FOR ME.

I am { A member (1950) of the R.C.N.G.A. YES.  
(Yes or No)  
I was a member of the R.C.N.G.A. in 1949.

I am enclosing the required entry fee of  
100 Yen.  
(.50¢ for 1950 members, \$1.00 for ex-members)

The above pretty well tells its own story. It was received by Lieut.-Cdr. William Bremner, secretary-treasurer of the RCN Golf Association, at Esquimalt, more than a month after the tournament was held. With it was a 100-yen Japanese note, "to cover the entry fee."

service swimming meet held in the division's pool January 31.

On January 17 the division played host to the annual meeting of the Manitoba Provincial Rifle Association.

### Interpart Basketball Opens in Stadacona

HMCS Stadacona's Interpart Basketball League got under way officially in the gymnasium January 22. In the opening fixture Electrical School whipped TAS School 34-10. There are eight teams in the league — Gunnery-Nav, Electrical, Comschool, Supply, TAS, JOLTC, Electrical Officers and Dockyard.

In the local intermediate league, Stadacona was defeated by Liverpool 32-29 and tied with YMCA, 40-all, in an exhibition game.

### Star Enters Puck Team in Industrial League

HMCS Star has entered a hockey team in one of the Hamilton Industrial Leagues. Manned by players from the wardroom, gunroom, and chief and petty officers' and men's messes, the team shows lots of promise. The other squads in the league are from the Steel Company of Canada Ltd., the American Can Co. and the T.H. & B. Railway.

### East Coast Golfers Take Winter Lessons

Arrangements were underway for a Command Golf School in Stadacona commencing the latter part of February. Kas Zabowski, professional at the Ashburn Golf Club in Halifax, is giving lessons on a one evening a week basis.

### NOAC News

#### H. S. MAXWELL HEADS MONTREAL NOAC BRANCH

H. Sterling Maxwell was elected president of the Montreal Branch of the Naval Officers' Association of Canada at the annual meeting in January.

In his annual report the retiring president, D. R. McRobie, stated that the branch had enjoyed a highly successful year in 1950.

Other officers elected were: Ronald A. Judges, vice-president; Pierre Desaulles, secretary; R. M. Collier, treasurer, and Phillip Goodfellow, F. G. Hutchings, T. R. Durley, William Hayman and A. D. Stanley, directors.

#### QUEBEC NOAC CARRIES OUT ACTIVE PROGRAM

The winter has been an active one for the Quebec City branch of the Naval Officers' Association of Canada.

The annual children's Christmas party was held at HMCS Montcalm, and, on the invitation of the president, Lieut.-Cdr. J. A. L. Bedard, Santa Claus appeared with a sleigh full of toys. These were distributed to the children, along with other good things. The drill hall was decorated for the occasion by the ship's staff, under Lieut.-Cdr. T. F. Owen.

Prior to the Christmas party, the NOAC raffled 25 turkeys donated by members of the association, with the proceeds going towards the purchase of toys and other features.

Later in the month the association held its regular dinner at Montcalm,

with turkey the main item on the bill of fare. Members and guests admired, and used, the silver table service purchased over the past year.

#### VANCOUVER NOAC NAMES K. C. McRAE PRESIDENT

Ken C. McRae was elected president of the Vancouver Branch of the Naval Officers' Association of Canada at the recent annual meeting.

Other officers elected were: Gordon T. Southam, vice-president; Ken E. Meredith, secretary; Norman Vallance, treasurer, and Norman A. Alexander, Gordon McLaren, E. F. Fox, T. F. Griffin, A. G. Osburn and B. D. L. Johnson, executive committee.

### HOW IT STARTED



#### Commissioning Pendant

The Commissioning Pendant originated out of the rash action of a Dutch admiral. Admiral Maarten Harperszoon Tromp, in a moment of swash-buckling impetuosity, hoisted a broom to the masthead of his flagship, indicating his intention to sweep the English from the sea. The rival English admiral, not to be outdone, hoisted a horsewhip to his masthead, indicating his intention to chastise the Dutchman. Just what the outcome of the battle was is not clear, but since that time the narrow pendant, sometimes called a "coachwhip", has symbolized the original horsewhip, and has been the distinctive mark of a man-of-war. It is hoisted to the masthead whenever a warship is commissioned and struck when the ship is paid off, hence the term "commissioning pendant".

# THE ENGINEER'S CHANTEY

Hours of work in a musty shop,  
Fixin' a busted spring.  
Kind of a job that a kid could do,  
Doubly damn the thing!  
Find me a berth in the nearest ship,  
Though she leak like a rusty sieve.  
The world is wide, and I'm young, beside.  
This is no way to live.

Give me a job where the engines throb,  
Give me a job in steam.  
I'll take my luck as we lurch and buck,  
Ridin' the old Gulf Stream.  
Gimme a spanner and oilin' can  
Gimme some cotton waste.  
This pokin' around on the solid ground,  
It ain't to a he-man's taste.

I'll play no more at this job ashore  
With work someone else could do.  
I have wasted years on their piffin'  
gears,  
I've a yen for the whirlin' screw.  
This baby sittin', and old maid's knittin'  
They aint for a man like me,  
For I'm blooded mate to the vibrant  
plate  
And our home is the open sea.

Muckin' about in a musty shop,  
Fixin' a broken spring.  
Kind of a job that a kid could do.  
Doubly damn the thing.  
Give me a berth in a rollicking ship,  
I have knowledge and skill to give,  
The world is wide, and I'm young beside.  
And this is no way to live.

**Herman Lordly.**

## Retirements

### Chief Petty Officer

**William Merrill Montgomery, DSM**

Rating: C1TC2  
Age: 41  
Address: 1536 Westall Ave., Victoria.  
Hometown: Ottawa.  
Joined: January 1931, as an Ordinary Seaman.  
Served In: HMS Dragon, Apollo, Victory and Excellent, HMCS Stadacona, Festubert, Saguenay, Skeena, Naden, Ottawa, Assiniboine, Restigouche, Niobe, and Iroquois.  
Awards: Mention in Despatches, June 1944;

## WALLACEBURG MAYOR THANKS WALLACEBURG CREW

There is a sequel to the report in the February Crowsnest of HMCS Wallaceburg's Christmas gift to six-year-old Rose Marie Garrod, of Wallaceburg, Ont. It is told in a letter from the mayor of Wallaceburg to the secretary of the ship's fund in the Algerine minesweeper.

"Dear Sir and Gentlemen:

The writer wishes to take this opportunity to express the thanks of "Miss Rose Marie Garrod", age 6, and my own personal gratification in connection with the most generous and thoughtful remembrance of this young lady in the Christmas Season, by the company of your ship.

I am happy to report that at the time of the presentation, by myself, on behalf of the members of your company, I found the young lady in apparent good health and high spirit.

An operation has been performed and all of the determinable malignant growth has been removed. The medical doctors attending cannot make any definite statement as to her present life expectancy. However, with the recuperative qualities of youth, we are all hoping and praying that this young lady may yet experience a healthy and useful life in the future.

We would at this time wish to convey the thought to your group that your generosity and good wishes cannot but help to assist in the miracle of continuing hope of life and happiness.

Thanking you again for your kind and generous thought on behalf of this young lady, and I wish to express the well wishes of the Community, and also my own personal best wishes for a very happy and prosperous New Year.

Very truly yours,

J. E. MacDonald, Mayor  
Town of Wallaceburg".

Distinguished Service Medal, November 1944;  
Long Service and Good Conduct Medal, January 1946.  
Retired: January 16, 1951.

### Petty Officer Frederick Mitchell

Rating: P1SM2  
Age: 49  
Address: 1570 Clawthorpe Ave., Victoria.  
Hometown: Chavin, Alberta.  
Joined: January 1931, as a Stoker, second class.  
Served In: HMCS Naden, Skeena, Bellechasse, Chatham, Givenchy, Stadacona, Hunter, Wallaceburg, Peregrine, Belleville, Avalon, Cornwallis, Arnprior, Scotian, Rockcliffe and Ontario.  
Awards: Long Service and Good Conduct Medal, January 1946.  
Retired: January 18, 1951.

### Petty Officer James A. McDonagh

Rating: P1G13  
Age: 38  
Address: 134 Spence St., Winnipeg.  
Hometown: Toronto.  
Joined: November 1929, as a Boy Seaman.  
Served In: HMS Excellent, Neptune, Victory and Ferret; HMCS Stadacona, Champlain, Saguenay, St. Laurent, Skeena, St. Francis, Prince Henry, Naden, Cornwallis, Niobe, Peregrine, Micmac, Iroquois, Portage and Chippawa.  
Retired: January 2, 1951.

1945 when the undersigned was brought in by four of his companions, in a state of collapse, apparently from a seizure. I was in the Sick Bay under his care for probably half an hour, but due to subsequent developments I cannot remember his name or what he looked like.

There probably are ways and means by which I can trace him down, but I am most anxious to get confirmation of this illness I had, and as your paper is widely circulated among ex-naval personnel, I am hoping that if you would be good enough to insert a short notice about this in your next issue, we might get word from him or possibly one of the four lads who helped carry me into the Sick Bay.

W. G. Card, ex-AB,  
3516 Main Street,  
Vancouver, B.C.

The chart on the facing page outlines the program for damage control training which becomes effective July 1, 1951.

As announced in the November 1950 issue of The "Crowsnest," elementary training in damage control will be a requirement for advancement to a higher rank than able seaman in all branches in which sea service is required for advancement. Part A of the chart gives a break-down of this portion of the program.

For advancement beyond petty officer second class, personnel will be required to take an advanced damage control course as indicated under Part B.

## LETTER TO THE EDITOR

Dear Sir:

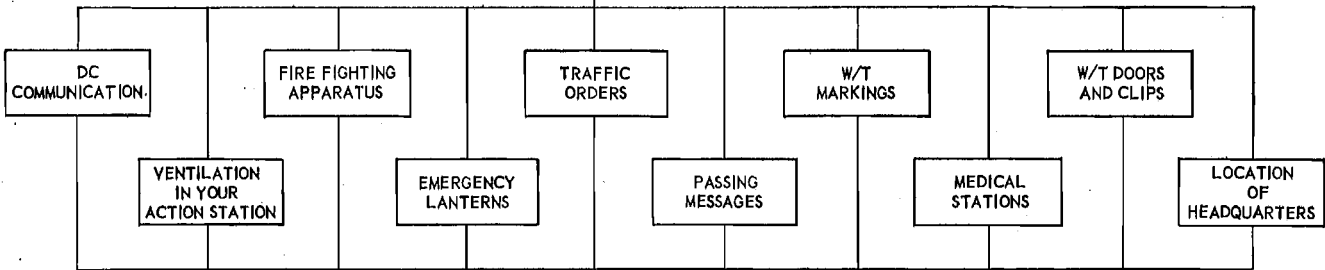
I am wondering whether you will assist me in locating the name and whereabouts of the Sick Bay "Tiffy" who was on duty in the Sick Bay in HMCS Cornwallis during August of

# DAMAGE CONTROL QUALIFICATIONS

IN ALL BRANCHES REQUIRING SEATIME FOR ADVANCEMENT  
N.G.O 730/3 EFFECTIVE JULY 1ST, 1951

CONDUCTED BY DIVISIONAL OFFICER  
SUPERVISED BY  
SHIP'S DAMAGE CONTROL OFFICER

**PART A**  
CARRIED OUT BY EVERY MAN  
WITHIN THREE MONTHS OF JOINING  
HIS FIRST SHIP  
REQUIRED FOR ADVANCEMENT TO LEADING SEAMAN

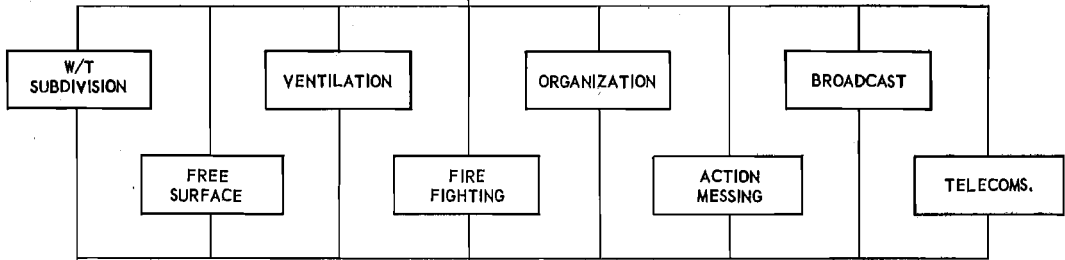


ON PASSING  
QDC (A)  
ENTERED ON  
SERVICE  
CERTIFICATE

249 A ACTION  
REQUIRED

CONDUCTED  
BY  
SHIP'S DAMAGE CONTROL OFFICE

**PART B**  
ADVANCED DAMAGE CONTROL COURSE  
REQUIRED FOR ADVANCEMENT  
P2 AND ABOVE



ON PASSING  
QDC (B)  
ENTERED ON  
SERVICE  
CERTIFICATE

249 A ACTION  
REQUIRED



