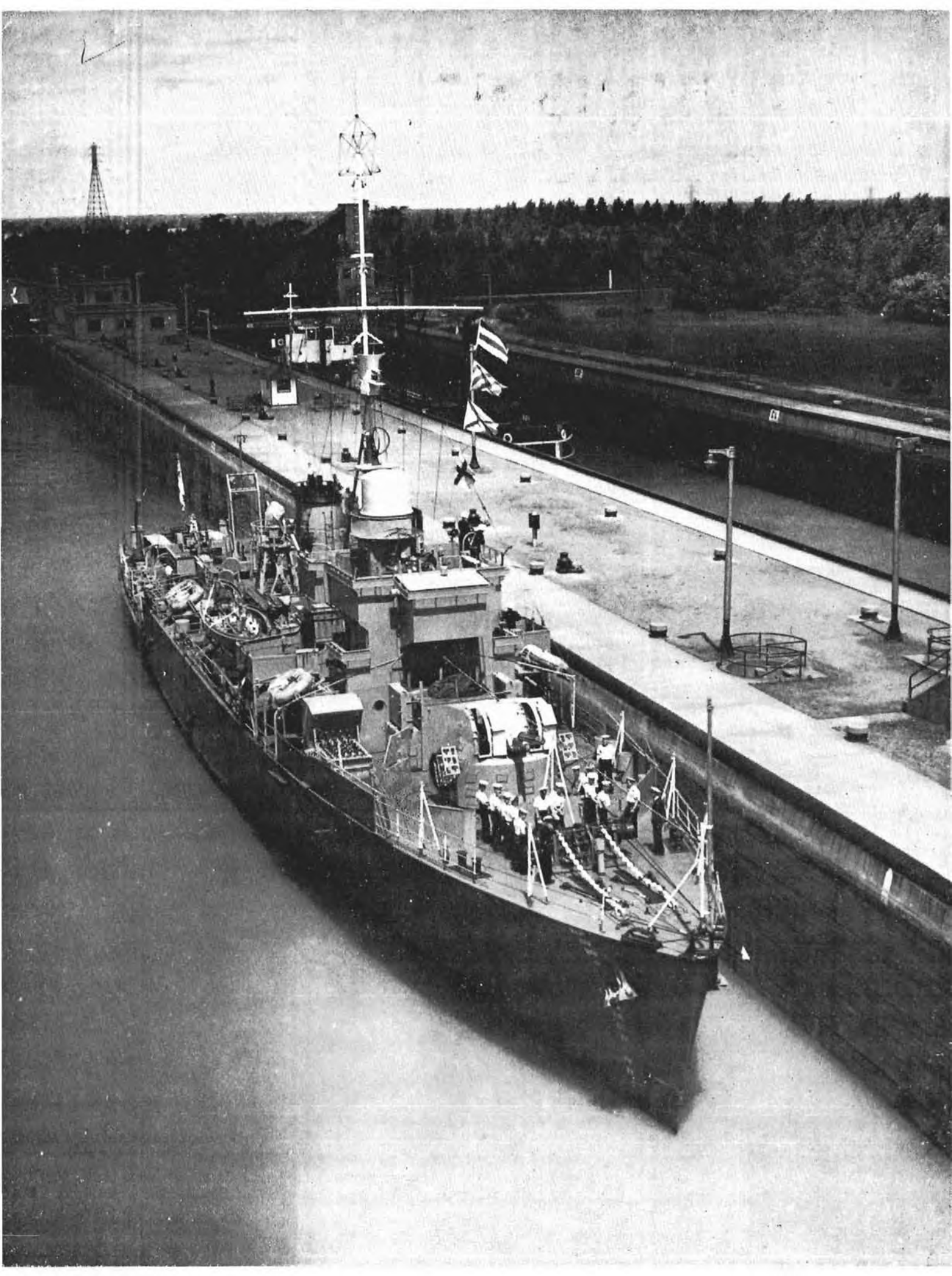


The CROWSNEST



Vol. 1 No. 12

October, 1949



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THE ROYAL CANADIAN NAVY'S MAGAZINE

October, 1949

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Cover Photo — Young "Cornwallis". At the RCN's new entry training base in Annapolis Valley, hundreds of young recruits from all parts of Canada are acquiring a basic knowledge of naval life. Typical of these fledgling sailors is Ordinary Seaman Charlie Hawboldt, of Centreville, N.S. Eighteen-year-old Hawboldt joined the RCN in May 1949 and has now almost completed his 21-week new entry course. Later, after he has the required sea-time, he wants to specialize as a Victualling Storesman.

LADY OF THE MONTH

HMCS "Portage", in lock number 5 of the Welland Canal. The setting is a familiar one, the minesweeper having spent her second successive summer on the Great Lakes and become more than slightly acquainted with canals, locks, and the like.

★ ★ ★

The publication of this issue of The "Crowsnest" constitutes something of an event.

One year ago this October 1 the copy and photographs that were to comprise the first edition of the magazine were delivered to the printer. Since then 12 issues have been produced, thus completing Volume 1.

That this has been accomplished on schedule may be regarded in some quarters as a minor miracle. If miracle it is, then the credit must go to those who have provided the reports, articles, photos and other materials that have ensured a new edition of The "Crowsnest" at the turn of every month.

Unlike those of a commercial publication, "Crowsnest" contributors receive no emolument. What they do they do voluntarily. Their only reward is the sense of satisfaction they get from being members of the team that has turned out 12 issues in as many months. Since that has required more than a quarter of a million words, theirs has been no small effort.

Besides the correspondents, regular and occasional, there have been those who have come forward with excellent ideas for articles and useful suggestions as to improvements in style and lay-out.

All in all, an astonishingly large number of persons have had a hand, in one way or another, in producing The "Crowsnest." That has been a particular source of satisfaction, for this is the Navy's magazine and the amount of interest taken in it by the Navy determines the degree of its success.

The Editors

Page one

R.C.N. News Review

Four Minesweepers, Gate Vessel Ordered

The number of new construction ships on order for the Royal Canadian Navy was brought to nine in September with the awarding of contracts for four coastal minesweepers and a trawler-type gate vessel. Contracts previously had been placed for three anti-submarine escort vessels and an icebreaker. All ships are to be built in Canada.

Although the minesweepers will come under the general classification of "wooden," in actual fact only about one-third of the material to be used in their hull construction will be wood. Frames and decks will be of aluminum and the outer skin of mahogany.

The 'sweepers will displace 370 tons, will be powered by two Diesel engines driving twin screws and will have accommodation for five officers

and 35 men. Bunks will be fitted in the crew's sleeping spaces.

The gate vessel's hull has been designed with an eye to its adoption for commercial purposes, particularly by the Canadian fishing industry. The hope is that this will set the pattern for a Canadian-built fishing trawler, the need for which has long been recognized but which up to now has not been produced in this country.

In peacetime the gate vessel will serve as an auxiliary to the fleet and will perform a number of useful functions. One, for instance, will be the landing of libertymen from larger units of the fleet in ports and anchorages where facilities for taking men to and from the ships are not available.

"Cayuga" and "Micmac" Are Commissioned

HMC Ships "Cayuga" and "Micmac" were commissioned on Septem-

ber 15, the former at Esquimalt and the latter at Halifax. "Cayuga" drew most of her officers and men from "Athabaskan", which went into refit on the same day, while "Micmac" was commissioned by the ship's company of "Nootka," which paid off into reserve in August.

Also placed in reserve in September was HMCS "Iroquois." Formerly depot and accommodation ship for the Reserve Fleet at Halifax, "Iroquois" was pressed into service this summer as a training destroyer for RCN (Reserve) personnel. The frigate "La Hullose" supplanted her as Reserve Fleet headquarters and will continue in that capacity.

Two other destroyers, "Haida" and "Crescent," are due to pay off late this Fall and will be replaced by "Huron" and "Sioux."

"Cayuga," "Micmac," "Huron" and "Sioux" were refitted and had certain changes made in their armament while in reserve; "Nootka," "Haida," "Iroquois" and "Athabaskan" are now due to get the same treatment.

Cafeteria, Bunks To Be Tested in "Sioux"

A number of radical alterations have been made in the men's living quarters in HMCS "Sioux," Fleet "V" class destroyer scheduled to commission late this fall. A cafeteria messing system and dining quarters separate from the sleeping spaces have been introduced, while folding bunks have been installed in the sleeping accommodation.

The cafeteria and bunk systems are not uncommon in larger ships, but this will be the first time they have been employed in toto in either Canadian or British destroyers.



Charlie McCarthy found time between acts at the Pacific National Exhibition at Vancouver to "spin a salty yarn" with the navy. Ord. Sea. Cliff Finlayson, North Battleford, Sask., and Able Seaman John Maybin, Saskatoon, both from HMCS "Naden," chat with Charlie backstage. Keeping a fatherly eye on proceedings, and dressed as a swami, is Edgar Bergen.

Whether they will be adopted for use in the other destroyers of the RCN will depend upon the success of the experiment in the "Sioux."

Carrier Rejoining Fleet in October

HMCS "Magnificent" is scheduled to rejoin the fleet in mid-October, under the command of Commodore K. F. Adams. The carrier will engage in work-ups and flying training in East Coast waters, then will proceed on a Fall cruise.

During this period the "Magnificent" and the destroyers will embark for sea training new entries who have completed their basic courses at HMCS "Cornwallis." This is normally a commitment of the "Ontario" but the cruiser is slated to begin her annual refit November 1.

"Swansea" Tows RCAF Vessel 1,200 Miles

The frigate "Swansea," heading slowly southward through ice and fog, was off the northeast coast of Labrador when she received orders September 15 to proceed with despatch to the assistance of the RCAF supply vessel "Malahat," which had broken down some 565 miles away.

The "Malahat" had burned out the bearings of her main engines and was drifting in a heavy sea and easterly gale near Mansel Island, at the entrance to Hudson Bay. Eventually she drifted near enough to shore to drop anchor, and there she lay awaiting the "Swansea."

On Sunday, the 18th, the frigate reached her and, after passing over fresh water and provisions, took the RCAF craft in tow. Then the "Swansea" headed back through Hudson Strait and down the Labrador coast to Goose Bay. Reaching the air base more than five days and nearly 1,200 miles later, she left the "Malahat" there and resumed her journey to Halifax.

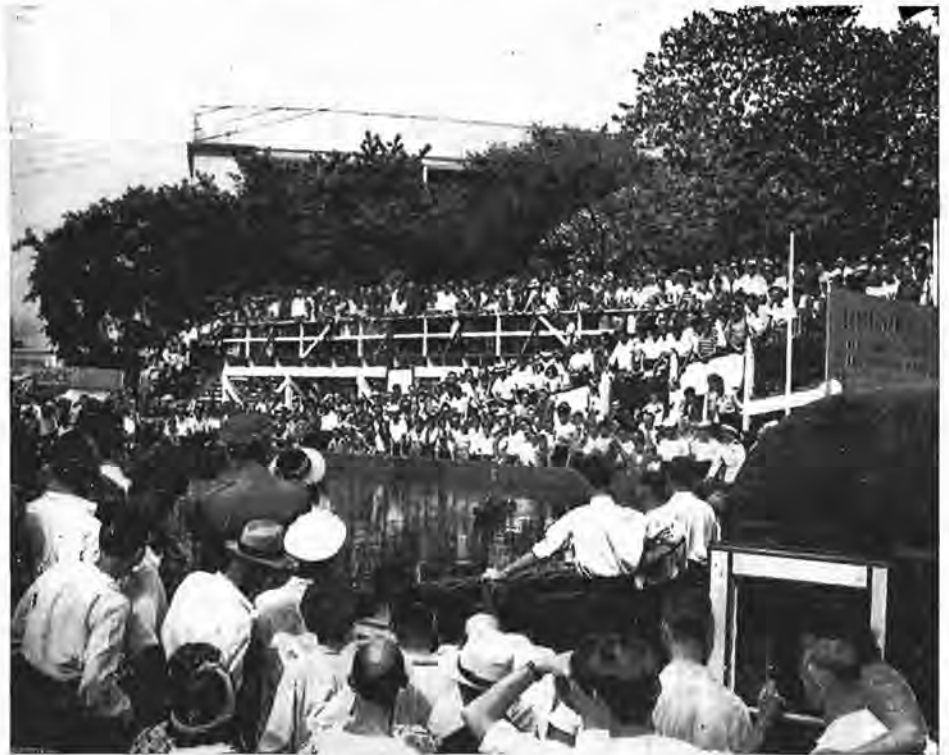
"Swansea" had been on her way home from a northern cruise to ports on the east coast of Baffin Land and to Godthaab, capital city of Greenland, when she received the orders

that added more than 1,110 miles to her itinerary.

"Cedarwood" Back From Lengthy Cruise

The 167-foot wooden survey ship HMCS "Cedarwood" returned to Esquimalt September 13 from a two-and-a-half month cruise in Northern Pacific waters. During her summer-long absence, the "Cedarwood" covered approximately 10,000 miles and

The tests were conducted by scientists from the U.S. Navy Electronics Laboratory, San Diego, the Pacific Oceanographic Group of the Joint Oceanographic Committee of Canada, and the Naval Research Establishment Laboratory, Esquimalt. Chief scientist of the expedition was Dr. Waldo K. Lyon of the Applied Research Division of the U.S. Navy Electronics Laboratory. Top scientist of the Canadian party was Dr. John



All eyes are on the model destroyer (right centre) as she closes for the "kill" in a mock U-boat attack. Part of the RCN display at the Canadian National Exhibition, the 7½-foot radio-controlled model of HMCS "Sioux," carried out realistic attacks, complete with depth charges, against a radio-controlled submarine. The "ocean" in which this warfare was carried out was enclosed in a canvas tank 60 by 40 feet. (See also page 23).

went as far north as the Bering Sea. As souvenirs of the voyage her crew members brought with them parkas, sealskin slippers, walrus spears and other curios.

During the course of the cruise the "Cedarwood" joined forces with the USS "EPCE (R)-857," an experimental floating laboratory, and the U.S. Submarine "Baya," likewise a sea-going lab, for a two-week survey of oceanographic conditions off the Aleutian Islands. The three ships tested underwater sound equipment and charted oceanographic conditions in the area.

P. Tully, Chief Oceanographer of the Pacific Oceanographic Group.

Starts Third Year On Weather Station

HMCS "St. Stephen" on October 1 begins her third year of duty on weather station Baker, between Greenland and Labrador. The RCN frigate completed refit in mid-September and after working up proceeded to her weather reporting post. The "St. Stephen" reports on surface and upper air weather conditions in that particular portion of the ocean which she patrols as part of Canada's

contribution to the International Civil Aviation Organization.

"Portage", "Beacon Hill," Complete Assignments

The Algerine minesweeper "Portage" returned to Halifax September 13 after spending the summer on the Great Lakes, where she provided practical sea training for officers and men from various inland naval divisions. The "Portage" will be engaged in minesweeping training until October 15, then will pay off into reserve.

The frigate "Beacon Hill," which had been brought forward early in the summer for reserve training purposes, paid off September 15, her job completed.

Divisions Resume Training Programmes

With the wind-up of the summer training programme at the coasts, activity in the RCN (Reserve) has switched back to the naval divisions, most of which have already plunged into comprehensive fall and winter training schedules. These take in not only naval subjects, but sports, recreation and social affairs which will assist in developing a close attachment between RCN (R) personnel and their local naval headquarters.

HMCS "Brunswicker," at Saint John, for example, conducted a strong recruiting drive in which the emphasis was placed on a well-organized programme of naval training and competitive sports. HMCS "Carleton," Ottawa, in October will get together with reserve army units to stage a mock amphibious assault on the shores of Dow's Lake, in the capital city. Besides its usefulness in teaching inter-service co-operation, the scheme will also serve to draw attention to the Reserve Forces in the Ottawa area.

St. John's Naval Division Commissions

St. John's, Newfoundland, capital of Canada's newest province, became the site of the Royal Canadian Navy's newest Naval Division when HMCS

Northern Record

Which ship of the Royal Canadian Navy has been furthest north?

Last month's issue of The "Crow's-nest" plumped in favour of those Canadian warships which were on the North Russian convoy run during the Second World War.

However, a letter since received draws attention to the fact that in June 1943 the first HMCS "Athabaskan" (Commander G. R. Miles, OBE, RCN) visited Icefjord, Spitzbergen, which is between 78 and 79 degrees north latitude. That looks like the record.

There is no doubt as to which ship has been furthest south. HMCS "Uganda" claims that distinction on the strength of her trip around Cape Horn in the spring of 1946.

"Cabot" was commissioned there on September 20. Commander Harold Garrett, OBE, VRD, RCN (R), of St. John's, has been named commanding officer.

Recruiting for officers and men is now under way and training equip-

ment is being provided. Regular drills will commence as soon as preliminary organization is complete.

Along with general naval training, "Cabot" will carry out specialized training in seaward defence. This is in keeping with the policy under which each Naval Division in Canada is allocated responsibility for instruction in some particular phase of Naval activity.

Like the Divisions elsewhere in Canada, "Cabot" will have a permanent force staff to attend to maintenance and assist with the training programme.

Commissioning of "Cabot" will bring to 21 the number of Naval Divisions located in key cities across the Dominion. The St. John's Division is named for John Cabot, mariner and explorer who landed on the island on his voyage of discovery in 1497.

OLD SONG, NEW WORDS

When the Reserve Forces had their stripes straightened and were combined into the one RCN (Reserve), the old RCNVR song, "Wavy Navy," became out of fit. This matter was remedied this summer by Lieut. (L) Martin Shubik, RCN (R), who composed new lyrics as follows:

*Look away, Wavy Navy, look away
At the phantom fleets we sailed in yesterday
Which were manned from near and far by the RCNVR
Look away, Wavy Navy, look away.*

*Spin your dip, civvy sailor, spin your dip
On the men and the soul that made your ship
On the Newfie-Derry run and your fight against the Hun
Spin your dip, Wavy Navy, spin your dip.*

*Changed our lace, civvy sailor, changed our name
But our soul and our spirit stay the same
In the service that we serve as the RCN (Reserve)
Roll along, Wavy Navy, roll along.*

*Based ashore, Wavy Navy, based ashore
Many hundred miles from where the breakers roar
Though we may be on the street, we're the North Atlantic Fleet
Roll along, civvy sailor, roll along.*

*Set the course, Brackets "R" — Men, set the course
When danger comes we greet it with our force
From a Brackets "R" to "V" makes no difference when at sea
Roll along, Wavy Navy, roll along.*

Course in Geography

Halifax Division's Training Vessel
Makes Circuit of Newfoundland

A 2,000-mile cruise in which were combined three-week courses in seamanship and geography was carried out this summer by the motor minesweeper, "Llewellyn," in her capacity as training ship for HMCS "Scotian," the Naval Division at Halifax.

The 105-foot wooden 'sweeper called at Louisburg, N.S., then did a "grand tour" of the coast of Newfoundland, stopping in various seaports, large and small, while making a complete circuit of Canada's newest province.

Six members of the ship's company of 30 were permanent force, the balance were officers and men of the RCN (Reserve). Most of the men had not been to sea before and for them, in particular, the cruise provided a good deal of valuable training.

Perhaps the "Llewellyn" did not afford much in the way of fighting ship training, as compared to a frigate or destroyer, but in her the "green" hands learned a lot of basic seaman-

ship — compass and helm, bends and hitches, knots and splices, soundings and ship's routine. The First Lieutenant, Lieut. Ronald Boyce, RCN(R), of Jersey Harbour, Newfoundland, even taught them the art of jiggling cod.

The vessel was under the command of Commander W. E. S. Briggs, DSC, RCN(R), Commanding Officer of "Scotian," who expressed himself as being well pleased with the results of the voyage.

The "Llewellyn" had no gyro, no radar, no direction-finder and no echo sounder "but we had no trouble with this seaworthy ship," said Commander Briggs. For deep sea soundings and in lieu of a deep sea line, the ship used 200 fathoms of marked line with a fire nozzle on the outboard end. It worked.

During a stop-over in St. John's, Commander Briggs and other officers from the ship visited the Crow's Nest, the famous officers' club in the New-



The stubby little "Llewellyn" heads for her berth in HMC Dockyard, Halifax, after a 2,000-mile reserve training cruise around the coast of Newfoundland.

foundland capital. The visit brought back many memories to the "Llewellyn's" skipper, he having been one of the early corvette captains to sail out of "Newfie."

Two Surgeon Cadets, RCN(R), were on board the "Llewellyn" for the cruise and at various outports superintended the landing of medical supplies. The Cadets, Bruce Waldie, of Stratford, Ontario, and Stanley Potter, of Westville, N.S., handled 16 minor medical cases, six at Jersey Harbour and ten at Port Saunders.

On the return of the "Llewellyn" to Halifax, Cdr. Briggs turned over command of the ship to Lieut. J. C. Marsten, DSC, RCN(R), and returned to his civilian post as Maritime chief for the Canadian Broadcasting Corporation. The "Llewellyn" has since been engaged in minesweeping training and for this Lieut. Marsten is particularly well fitted, having commanded the minesweeper "Blairmore" overseas during the Second World War.



Two seamen from HMCS "Llewellyn" read the inscription on a tablet at Pont St. Anthony, Newfoundland, honouring Sir Richard Grenfell, who founded the famous Grenfell Mission to the fisherfolk of Northern Newfoundland. Ord. Sea. B. W. Robinson, Ottawa, is on the left and Ord. Sea. Andre Couturier, Montreal, on the right.

The Bulletin Board

Reimbursement and Supplementary Allowances When Serving Outside Canada

Owing to the high cost of living in countries outside of Canada, a system of Reimbursement and Supplementary Allowances has been approved. These allowances are based on the cost of living index in the country and locality in which the officer or man is serving and his Canadian pay and subsistence allowance, the amount of income tax payable, etc., so that an officer or man will have a take-home pay equitable to that which he would have if he were serving in Canada. These allowances vary in different countries and in different localities in each country; for example, for personnel serving in the United Kingdom in the London Area the allowance for "Accompanied Personnel" amounts to \$139.00 for a Petty Officer 1/c and below.

Personnel appointed or drafted for duty to a country outside Canada will be reimbursed for any additional charges levied against them in respect of quarters or rations provided from Canadian or other Government sources. This means charges such as "extra-messing", etc., charged against personnel "living in".

Personnel provided with quarters from Canadian or other Government sources and for whom messing facilities are not available will be reimbursed in the amount by which the cost of meals exceeds the amount of ration allowance received.

These additional expenses will be "reimbursed" by the Supply Officer through the medium of the Navy Pay Record on the production of receipts covering the amounts expended.

In addition to any reimbursement payable for the above reasons, per-

sonnel will be entitled to "Supplementary" allowances within the maximum and under the conditions prescribed.

"Supplementary Allowances" are payable in reimbursement of actual expenses, as being additional expenses for provisions, light and fuel, properly incurred by reason of higher living costs, and for expenses incurred for the purpose of and incidental to the performance of their duty outside Canada.

"Accompanied" personnel means officers or men appointed or drafted for duty to a country outside Canada whose dependents have either been moved at public expense to that country as a result of the appointment or draft, or have been acquired in that country during the appointment or draft, and who continue to reside there.

"Unaccompanied" personnel means officers or men appointed or drafted for duty to a country outside Canada who do not fall within the definition of "accompanied" personnel.

Class of Personnel	Conditions	Maximum Percentage of Supplementary Allowances Issuable
Accompanied	—Quarters Not Provided, Government Messing Not Provided	100%
Accompanied	—Quarters Not Provided, Government Messing Provided	75%
Accompanied	—Married Quarters Provided, Government Messing Provided	50%
Accompanied	—Married Quarters Provided, Government Messing Not Provided	75%
Accompanied	—Single Quarters Provided, Government Messing Facilities Available	75%
Accompanied	—Single Quarters Provided, Government Messing Facilities Not Available	75%
Unaccompanied	—Quarters Not Provided, Government Messing Facilities Not Available	67%
Unaccompanied	—Quarters Not Provided, Government Messing Facilities Available	50%
Unaccompanied	—Quarters Provided, Government Messing Facilities Available	33%
Unaccompanied	—Quarters Provided, Government Messing Facilities Not Available	33%

Travelling Allowances, Officers and Men

The allowances for travelling have been increased to cope with the higher cost of travelling. When travelling by train or steamer in Canada the allowances for meals are now set at:

Breakfast.....	\$1.25
Lunch.....	1.50
Dinner.....	2.00

When travelling or when necessarily detained enroute on duty and accommodation in public quarters and general mess facilities is not available, the allowances have been increased as follows:

Officers, by	\$1.00 per day
Chief Petty Officers 1/c, by	\$1.50 per day
Chief Petty Officers 2/c and below, by	\$2.00 per day.

When accommodation in public quarters is available but no general mess facilities are available, the allowance has been increased as follows:



"H-M-M, SO IT IS."

Officers and Chief Petty Officers 1/c,
by \$1.00 per day.
Chief Petty Officers 2/c and below,
by \$1.50 per day.

When accommodation in public quarters is not available but the officer or man is victualled on general mess, the allowance has been increased as follows:

Officers, no increase.
Chief Petty Officers 1/c and below,
50 cents per day.

Stewards' gratuities for ocean passage have been increased to the following maximum:

Officers and Chief Petty Officers 1/c, \$15.00
Chief Petty Officers 2/c and below, \$10.00

Medals On The Way

Veterans' Affairs Minister Milton F. Gregg has announced that the distribution of campaign stars and medals to more than a million men and women who served in the Armed Forces and the Merchant Navy during the Second World War will commence about October 1.

Number of awards to which naval and ex-naval personnel are entitled is as follows (figures are correct to within 25):

1939-1945 Star.....	53,250
Atlantic Star.....	39,325
Clasp.....	6,740
Africa Star.....	2,300
Clasp.....	1,300
Pacific Star.....	3,050
Clasp.....	80
Burma Star.....	1,040
Clasp.....	30
Italy Star.....	1,950
France-Germany Star.....	9,300
Clasp.....	5,450
Defence Medal.....	8,250
Canadian Volunteer Service Medal.....	87,330
Clasp.....	72,390
War Medal.....	96,540

Members of the RCN and of the Active List of the RCN (Reserve) will receive their medals through the Department of National Defence without having to apply. It will be necessary for other Naval veterans to make application to the DVA, as it is unlikely that the Department will have the correct addresses of many of them. Special postage-free application post cards will be placed in all Post Offices and branches of the Canadian Legion for this purpose.

Merchant seamen and former members of the Merchant Navy should apply to the Department of Trans-

port, enclosing their certificate of discharge or continuous certificate of discharge book. In these cases, the Department of Transport will decide their eligibility and forward the appropriate medals.

Next of kin of veterans who died on active service or as a result of a service connected disability will receive the medals automatically. However, the next of kin of those who have died since discharge of a non-service disability should make application.

Family Allowances

All personnel with children for whom they are receiving Family Allowances are reminded that these allowances are not payable in respect of children who are absent from Canada. If you are temporarily leaving Canada and taking your family with you, or if at any time you send a child out of the country, you must, within one month, notify the Regional Director of Family Allowances of the province in which the child is, or was, residing. If the absence from Canada is not for more than three

consecutive months, the allowance, if reinstated, may be paid for the entire period of the absence.

The Regional Director must be notified within one month whenever any child for whom you are receiving Family Allowances:

- (a) ceases to attend school or to receive equivalent training; or
- (b) dies; or
- (c) ceases to be resident in Canada; or
- (d) if a female child, marries; or
- (e) ceases to be maintained by a parent; or
- (f) is temporarily absent from Canada.

Overpayments of Family Allowances are liable to recovery as debts due to the Crown.

Registration Fees

Officers and men attending scientific and professional or other conventions on duty may be reimbursed any registration fees paid provided that the fees do not include the cost of any meals provided during the convention.



A "pusser's dirk," a block of wood and the steady hands of Chief Petty Officer Leslie Robson, RCN(R), produced an artistic display of wood-carvings and figurines which delighted the many visitors to HMCS "Discovery's" marquee at the Pacific National Exhibition in Vancouver.

CPO Robson, began his carvings during the Second World War. He was stationed at old HMCS "Niobe" in Plymouth during the height of the blitz and took up the hobby as a form of relaxation. Throughout the remainder of the war, wherever he served, CPO Robson continued his whittling. Now he has a collection that would win the approval of critics anywhere. A shipwright in civilian life, CPO Robson has continued to serve the Navy part-time as a member of the ship's company of "Discovery," the Vancouver Naval Division.

THE SAGA OF THE "MEMPHIS BELLE"

by "JEMY"

IT all started back in May, when the First Lieutenant of HMCS "Iroquois", Lieut. J. B. Young, set up a committee to plan and build an entry to represent the Reserve Fleet at "Venetian Night" at Halifax in August.

Pictures were produced and tales told of RCN entries in previous years. Finally, it was decided that a Mississippi paddle-wheeler, the "Memphis Belle", would be a worthy challenge to the Reserve Fleet's talents, and use of a 60-foot target towing vessel was obtained to serve as the hull portion. CPO Ervin "Dusty" Miller was

Building or a deluxe you-know-what.

To make things tougher for the workers, the intricate model of HMS "Sphynx", the ship which brought Edward Cornwallis to Halifax in 1749, was nearing completion on the other side of the boat shop. When this effort was launched, to a chorus of long-drawn "Oh's" and "Ah's" from the assembled spectators, the Dockyard people figured they had the competition sewed up. The few souls who happened to glance at poor "Belle" probably wondered what kind of a Jerry refit that tub was getting.

The admiration directed towards the "Sphynx" spurred on the Reserve

temperamental engine. CPO Martin Murphy did all the canvas work, flags and bunting. CPO Clifford "Rags" Raganold manufactured the mast, funnels, etc. The rest of the ship's company slaved at the painting and general labour. Came the great day, Lieut.-Cdr. Marcel Jette, C.O. of "La Hullose", said "Great show!" and the "Belle" was away.

On deck for the parade before the judges was Mr. Gilhen, bewhiskered, top-hatted and frock-coated. Chief Miller's wife and daughter were there too, dressed as lovely Southern belles in hoop-skirts and ruffles. CPO Patrick Hood was the "Mr. Bones" of a real minstrel group — he played the bass drum and sax, sang Mississippi favourites on the side. With him were two civilian friends, Mr. Kenny Brine on guitar and Miss Jo Williams with her accordion.

With her paddle-wheel boiling her wake, her decks glistening with colour, her flags and bunting flying, smoke billowing out of her stacks, the "Belle" was a proud old "Reb".

Well, the "Sphynx" was outclassed and "Reverse" Fleet won the open prize of a hundred smackers. The ship's company voted unanimously to turn the money over to Rainbow Haven, summer fresh-air camp for under-privileged children.

The "Belle" is being dismantled now. She didn't sail for long, but Reserve Fleet is pretty proud of her. As they tell it — "You see, son, we're from the South!" The south side of Jetty Zero, that is.

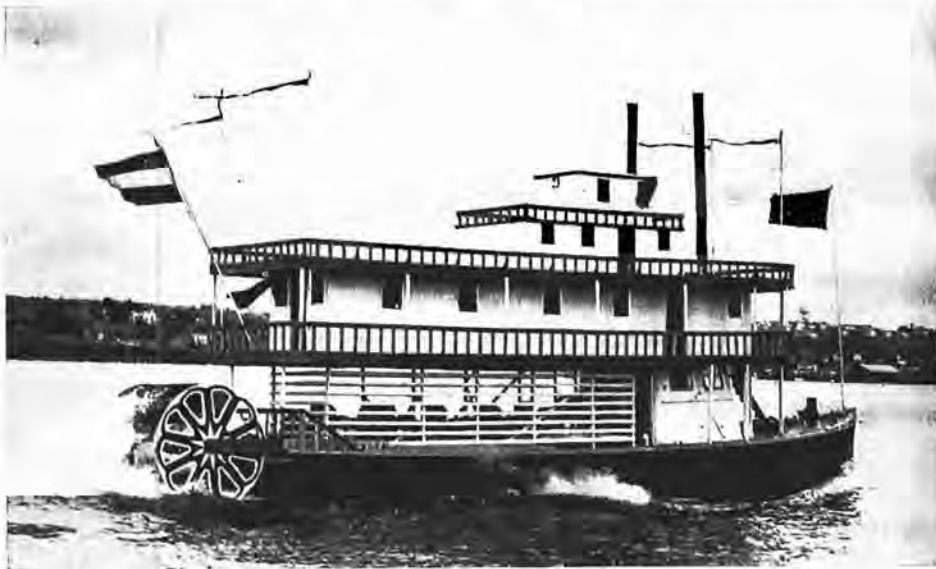
ODE

TO THE "MEMPHIS BELLE"

(As she is being dismantled)

Shed a tear for poor old "Belle",
She turned her paddle and she
turned it well,
She steamed up the Arm and she
won first prize,
Pardon me, while I dry my eyes.

E.E.



"MEMPHIS BELLE"

elected to draw up plans and he plagued just about every museum in Nova Scotia before he produced a working drawing.

A crisis in the form of rush orders to re-commission "Iroquois" as Cadet training ship temporarily bogged down the operation. On top of that, "La Hullose" had to be made habitable for Reserve Fleet personnel. But by early August, the "Belle" was beginning to take a sort of shape. The mess-deck buzz had it that they were building a model of the Empire State

Fleet men. The "Belle" had to beat her or sink in the attempt!

The toilers redoubled their efforts. Under Lieut. E. A. Wiggs, the acting Executive Officer, who skippered the "Belle" and co-ordinated her building, the chips really flew. Warrant Shipwright Augustus Gilhen was construction boss. Under him on the Chippy staff were CPO Miller, PO Eric Mason, AB Earl DeWolfe, and Ord. Sea. Rowan Carroll. CPO Sam Baird did the spectacular job of lighting. CPO Charles Morris was Chief Engineer and coped with the

The Man of the Month

A man who can never be sure whether he is being addressed by his first name or his last is Chief Petty Officer Claude Claude, RCN, of HMCS "Carleton," the Naval Division in Ottawa.

Despite his unusual name and the wide scope it offers agile Navy minds long used to coming up with appropriate nicknames, Claude claims he has never been tagged with one. After 19 years in the RCN he is still Claude Claude, and, he shrugs, "It doesn't bother me a bit."

Our Man of the Month joined the Royal Canadian Navy as a Stoker, second class, in Halifax, on September 2, 1930. After three months of new entry training in RCN Barracks, Halifax, he was drafted to his first ship, the minesweeper "Ypres."

In August of the same year he transferred to another minesweeper, HMCS "Festubert," and two months later, after receiving his first class rating, joined the destroyer "Saguenay" for a three-year stretch of sea service.

A couple of months of shore duty followed, then in December 1934 he started another year at sea, this time in the destroyer "Champlain." Back in the "Saguenay" again in 1936, he sailed with the ship the following year to England for the Coronation of Their Majesties, King George VI and Queen Elizabeth.

CPO Claude recalls that he was one of the lucky few in the ship who drew tickets for seats on the Coronation procession route.

"I was right in front of Buckingham Palace."

At the outbreak of war, CPO Claude was overseas, taking a stoker petty officers' qualifying course at HMS "Victory." He returned to Canada in October 1939 in the destroyer

"Assiniboine," of which he was one of the commissioning party. The next month saw him in HMCS "Skeena," also a destroyer, where he served for six months before being drafted ashore at Halifax.

During the next year he served in harbour craft and in various capacities



CHIEF PETTY OFFICER CLAUDE CLAUDE

in the barracks, was confirmed as a leading stoker, and advanced to the acting rating of stoker petty officer.

He was drafted to HMCS "St. Laurent" in March and except for a three-month spell in hospital, remained three years in the destroyer. He was Chief Stoker in the "Sally" in 1944 when she made one of her most exciting convoy trips. Twenty-four hours after joining her group, she was ordered to the assistance of a Swedish merchantman whose cargo was ablaze and very nearly out of control. After a two-day fight, during which heavy gear and men were transferred from the destroyer by boat, the fire was practically extinguished. At

this point, "St. Laurent's" fire-fighting parties were hurriedly withdrawn when the destroyer was sent off to investigate a submarine contact.

A conning tower was sighted by mid-afternoon and asdic contact gained as the U-boat submerged. After repeated depth charge attacks by "St. Laurent" and other escorts which had joined the hunt, the sub surfaced. "St. Laurent," 1,400 yards astern, opened fire and scored several hits. Running up alongside, with everything from 4.7's to revolvers firing, the destroyer dropped a shallow pattern of charges which took all the fight out of the U-boat. About 50 prisoners were taken before the submarine sank.

From the "St. Laurent" CPO Claude went to HMCS "Avalon," in Newfoundland, then back to "Stadacona," Halifax, for a year before joining the new Tribal class destroyer "Micmac" in September 1945. In April 1946 he was back in "Stadacona" and in September of the following year was drafted to "Carleton," where he is in charge of engineer stores for all naval divisions across Canada.

CPO Claude lives with his wife, the former Florence Lillian Wildsmith of London, England, and three sons at 346 Montford Street, Eastview, a suburb of Ottawa.

Asked if any of his three boys would join the Navy, Claude replied: "That's up to them, but I myself certainly don't regret it."

While he will be eligible for pension next year, CPO Claude hopes to sign on for at least another year. After that his plans are not too definite, although he has stated that he would like to try his hand at salesmanship. If his naval career is a criterion, he will succeed in this or any other field he may enter in civilian life.

Officers and Men



A/CAPTAIN H. L. QUINN APPOINTED D.N.R.

A man who, back in 1925, "forgot" his correct date of birth in order to join the RCNVR Division at Prince Rupert, B.C., as an Ordinary Seaman, today has under his wing the whole of the Canadian naval reserve.

Acting Captain Howard L. Quinn, RCN, whose promotion to that rank and appointment as Director of Naval Reserves took place September 7, is responsible for the organization and co-ordination of training in the 21 Naval Divisions across Canada and for the training programme carried out in RCN ships and establishments for officers and men of the RCN (Reserve).

A native of Vancouver, he applied for entry to the Prince Rupert Division in April 1925. Not 16 years old at the time, he juggled the vital statistics a trifle and, with no little help from his towering six-foot two-inch altitude, was signed on without hesitation.

He completed his term prior to the war but re-entered in the rank of Lieutenant in 1940. He spent most of his war service at sea on Atlantic convoy duty, serving in the corvette "Collingwood" and commanding the corvette "Eyebright" and the frigate "Strathadam." In the latter appointment he was also, for a time, Senior Officer of the 25th Escort Group.

Following the war he transferred to the RCN, commanded the frigate "Beacon Hill," was Executive Officer, Ships in Reserve, at Esquimalt, and served as First Lieutenant of the cruiser "Uganda," and of HMCS "Naden." He was appointed Deputy Director of Naval Reserves, at Headquarters, in August 1948.

Acting Captain Quinn was awarded the Distinguished Service Cross when the "Strathadam" led two other frigates in a successful attack on an enemy submarine in April 1945. Earlier he was mentioned in despatches. (See *Looking Astern.*)



A/CAPTAIN H. L. QUINN

"ST. STEPHEN" SAILS UNDER NEW C.O.

Lieut.-Cdr. G. H. "Skinny" Hayes, DSC, of Winnipeg and Victoria, took his new command, HMCS "St. Stephen", to sea on September 26 for his first tour of duty on Station "Baker" in Davis Strait.

Lieut.-Cdr. Hayes was appointed in command of Canada's ocean weather reporting ship late in August, while the "St. Stephen" was being refitted at Saint John, N.B. He succeeded Lieut. E. M. Chadwick, of Victoria, who had commanded the vessel for the past two years. Lieut. Chadwick came ashore to take up the post of Executive Officer of Royal Roads.

Born in Victoria, Lieut.-Cdr. Hayes lived in Winnipeg before going overseas to train for the Merchant Marine. He joined the Royal Naval Reserve in 1938 and went on active service two years later. For "gallantry and devotion to duty" during the evacuation of Dunkirk, he was awarded the Distinguished Service Cross.

He transferred to the RCNR in May 1941 and was navigator of HMCS "Trillium", Executive Officer of the "Kenogami" and Commanding Officer of the "Guelph," all corvettes. He transferred to the RCN while in the latter appointment. Following the war he served for a year in the "Warrior," then went ashore to become staff officer of HMCS "Malahat" the Naval Division in Victoria. Later he held the same post in HMCS "Discovery" at Vancouver.

From September 1948 until his present appointment he served in the cruiser "Ontario."

COMMUNICATORS COMPLETE COURSE

The following men recently completed a Communicator's qualifying course in the Communications School, HMCS "Stadacona," Halifax: Ordinary Seaman Wilfred Lumsden, Hanna, Alta.; Gordon Whitehead, Vancouver; Robert Morehouse, Sandy Cove, N.S.; Raymond Hebert, Waterloo, Ont.; Frank Tyler, High River, Alta.; Lynwood Webber, Chester, N.S.; Allan Oslie, Riceton, Sask.; James Horncastle, Fredericton, N.B.; Basil Murtha, Downesville, Ont.; John Plunkett, Calgary; David Walling, Lindsay, Ont.; Clarke Spence, Hawarden, Sask., and Stanley Wells, Ottawa.

ANNOUNCE CHANGES IN APPOINTMENTS

The following were among the changes in the appointments of RCN officers announced recently:

Commander (S) T. F. T. Morland to Headquarters for temporary duty and for courses. Formerly Supply Officer, HMCS "Shearwater."

Commander (SB) S. B. Shore to Headquarters for duty with the Director of Naval Communications. Formerly in Communication School, HMCS "Stadacona."

Commander (E) I. J. L. Palmer to HMCS "Stadacona" for duty in HMC Dockyard, Halifax, as Manager of the Engineering Department. Formerly Engineer Officer, HMCS "Ontario."

Commander (E) John Osborn to "Ontario" as Engineer Officer. Formerly in HMC Dockyard, Halifax.

Acting Commander (P) G. C. Edwards to HMCS "Cayuga." Formerly Deputy Director of Naval Aviation (Air Warfare) at Headquarters.

Lieut.-Cdr. (E) Frank Harley to "Stadacona" on the staff of the Flag Officer Atlantic Coast as Asst. Command Technical Officer. Formerly Engineer Officer of HMCS "Naden" and Officer-in-Charge, Mechanical Training Establishment.

Lieut.-Cdr. (E) D. H. Fairney to "Naden" as Engineer Officer and Officer-in-Charge of the Mechanical Training Establishment. Formerly Manager of the Engineering Department, HMC Dockyard, Halifax.

Lieut.-Cdr. (E) G. F. Webb to HMCS "La Hulloise" as Engineer Officer and for duty with Senior Officer Reserve Fleet, East Coast. From HMCS "Nootka."

Acting Lieut.-Cdr. (S) K. I. Malcolm to HMCS "Shearwater" as Officer-in-Charge of Naval Air Stores Depot. Formerly Deputy Supply Officer, HMCS "Magnificent."

Lieut.-Cdr. (S) J. P. Cossette to "Magnificent," as Deputy Supply Officer. Formerly Officer-in-Charge,

Naval Air Stores Depot, "Shearwater."

Lieut. C. S. Smedley to HMCS "Rockcliffe" for Diving Tender No. 2 in command and as Diving Officer West Coast. Formerly on Master Diving Course at U.S. Naval School for Deep Sea Divers.

THREE MEN QUALIFY AS "UPPER YARDSMEN"

Three RCN men will commence a course in HMS "Hawke," the Royal Navy's training college for "upper yardsmen," early in October. On the successful completion of their courses they will be commissioned as acting sub-lieutenants.

Successful candidates are PO's Sydney Brain and Samuel Tomlinson and Leading Seaman Stanley Leggatt. Brain formerly served in the "Crescent," Tomlinson was in "Naden" and Leggatt in "Stadacona." All three took passage in RMS "Aquitania" on September 22.

LOWER DECK ADVANCEMENTS

The following men have been recently advanced to the rating of Leading Seaman RCN:

Communications Branch: Thomas L. Kelly, 5604-H; John L. Raven, 5425-H, and Michael A. Ruymar, 5662-H.

Air Ordnance Branch: Walter M. Sultan, 22481-E.

THIRTEEN MEN ENROL FOR COLLEGE COURSES

Twelve men from the "lower deck" of the Royal Canadian Navy were enrolled in Canadian universities and one in the Canadian Services College, Royal Roads, in September for courses which will qualify them for commissioned rank.

Ordinary Seaman Jerome M. Vivian of Drumheller, Alberta, who had been serving in HMCS "Naden," entered Royal Roads, as a Cadet RCN.

Aiming at commissions in the Electrical Branch are Chief Petty Officer Harold W. Palmer, of Vancouver and Abbotsford, entering the University of British Columbia; Petty Officer Robert A. Williams of Paradise Valley, Alberta, and PO R. O. Costar, Victoria, University of New Brunswick; PO Paul Zuk, of Saskatoon, University of Saskatchewan; Petty Officer John A. Deacon, of Ottawa, Queens University; PO Frank A. Orasuk, of Oyama, B.C., University of N.B.; Able Seaman John M. Chute, of Wheatley, Ontario, University of Toronto, and Ordinary Seaman Jean L. Laframboise, of Cornwall, Ontario, McGill University.

Members of the Engineering Branch selected for university courses were PO Charles J. Longson, of Kathryn, Alberta, and PO Kenneth W. Moore of Winnipeg and Victoria, both going to U.B.C., and Ord. Sea. Patrick H. Claxton, Mimico, Ontario, University of Toronto.



Commodore J. C. I. Edwards (left), Commanding Officer of "Naden," runs a dead heat with CPO A. Gadsby (right) in the veterans' 75-yard dash during the Pacific Command track and field meet. Behind CPO Gadsby is Lieut. D. A. Robertson. Bringing up the rear is Lieut.-At-Arms W. Pember, who had held the lead until he slipped and fell back to fourth place.

Ordinary Seaman George R. Smith, of Halifax, will enter the faculty of Commerce at Dalhousie University in his home city.

The men attending university were promoted to the rank of Cadet, RCN. On successful completion of their degree courses, they will become acting sub lieutenants.

MEDICAL ASSISTANT WINS MERIT AWARD

Ldg. Sea. Robert G. Breakell, of Oshawa, Ont., a medical assistant in the RCN, was awarded a certificate of merit on completion of a six-month course in clinical laboratory technique at the United States Naval Medical Centre, Bethesda, Md., recently. He was described as "an outstanding student who pursued his studies with diligence and perseverance."

On completion of the course Ldg. Sea. Breakell joined the aircraft carrier "Magnificent."

RESERVISTS QUALIFY FOR GUNNERY RATES

Nine RCN (R) ordinary seamen have qualified for the non-substantive rate of Quarters Rating, third class, following a course in the Gunnery Training Centre, HMCS "Naden," Esquimalt.

Successful graduates were Ordinary Seamen James Coombe, William Gemmel, Emile Ste. Marie, Keith Pierce, Charles Kadash, Edward Query, Michael Zyloway, Alfred Ste. Marie and J. Luff.

MARRIAGES

Lieut. John H. Wilkes, HMCS "Magnificent", to Miss Joan Cooper Savage, of Toronto.

Lieut. (P) John B. Hartle, HMCS "Shearwater," to Elsie McLeod, of Toronto.

Ldg. Sea. George Ridley, HMCS "Bytown", to Miss Bernice E. Reynolds, of South Gloucester, Ont.

AB Kendrick Bowness, HMCS "Athabaskan", to Miss Betty Ellen Imeson, Victoria.

AB Gordon E. Colquhoun, HMCS "Naden", to Miss Dorothy S. Dankins, of Vancouver.

AB Ferdinand Duchesneau, HMCS "Haida", to Miss Joan Marshall, of Charlottetown, P.E.I.

AB Marcel Cote, HMCS "Haida", to Miss Lillian Beaudin, of Clarke City, P.Q.

AB Thomas Scratch, HMCS "Haida", to Miss Genesta Cochran, of Halifax.



Petty Officer and Mrs. William Kitchen and the motorcycle on which they crossed the continent.

WEST TO EAST BY MOTORBIKE

A saddle-weary Navy couple chugged into Halifax on Thursday, August 25, to complete the last stretch of a 3,500-mile cross-continent journey by motorcycle.

The adventurous couple, Petty Officer and Mrs. William Kitchen, rode from Esquimalt, B.C., to Halifax, where PO Kitchen was to commence a three-month course in the Communications School.

Although stiff and tired after 13 days on the road the Kitchens nevertheless were enthusiastic about cross-country motorcycle travel and, December weather notwithstanding, they

plan to return to the West Coast on their two-cylinder steed after PO Kitchen completes his course.

The Kitchens travelled light. They stayed in tourist cabins along the way, hitting the road at 5:30 in the morning in order to maintain their schedule.

After cutting down from Vancouver to Seattle they travelled by way of the States to Detroit, then crossed back over the border via the Ambassador bridge. They had a one-day stop-over at a tourist lodge near Montreal, then pressed on to Halifax.

The trip was uneventful, said the Kitchens. A near upset as they hit a pothole going through Amherst, Nova Scotia, provided the only exciting incident.

PO Kitchen had been stationed in the Pacific Command for the past three years, two of which saw him in the cruiser "Ontario." Later he was a member of the instructing staff at the Communications Training Centre in HMCS "Naden." He and Mrs. Kitchen make their home in Esquimalt.

BIRTHS

To Lieut. J. W. B. Buckingham, RCN, HMCS "Queen", and Mrs. Buckingham, a daughter.

To CPO S. Crossley, HMCS "Stadacona", and Mrs. Crossley, a daughter.

To PO Sam Shaw, HMCS "Naden", and Mrs. Shaw, a son.

To Ldg. Sea. Donald M. Fowler, HMCS "Iroquois", and Mrs. Fowler, a daughter.

To AB F. Simmons, HMCS "Cornwallis", and Mrs. Simmons, a son.

To AB H. W. Little, HMCS "Cornwallis", and Mrs. Little, a daughter.

Retirements

Chief Petty Officer Angus Ian MacMillan

Rating: C2SM3
 Age: 42
 Address: Dundas St., Waterdown, Ontario.
 Joined: September 1928 as a Stoker 2nd Class.
 Served In: HMS "Capetown"; HMCS "Stadacona", "Champlain", "Saguenay", "St. Laurent", "Fundy", "Beaver", "Cornwallis", "Assiniboine", "Niobe", "Ontario", "Shearwater" and "Star".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 3, 1949.

★ ★ ★

Chief Petty Officer James Henry Keast

Rating: C2LR1
 Age: 38
 Address: 56 Shore Rd., Dartmouth, N.S.
 Joined: September 1927 as a Boy Seaman.
 Served In: HMS "Warspite", "Excellent", "Champion", "Victory" and "Sheffield"; HMCS "Stadacona", "Ypres", "Saguenay", "Champlain", "St. Laurent", "Gaspé", "Skeena", "Rimouski", "Restigouche", "Avalon", "Niobe", "Hochelaga", "Uganda", "Peregrine", "Sioux", "Cornwallis", "Warrior", and "Shearwater".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 10, 1949.

★ ★ ★

Petty Officer Archibald W. J. Dowling

Rating: P1SM2
 Age: 40
 Address: 52 West St., Halifax.



Joined: September 1928 as a Stoker 2nd Class.

Served In: HMS "Victory" and "Vernon"; HMCS "Stadacona", "Champlain", "Festubert", "Saguenay", "St. Laurent", "Skeena", "Cornwallis", "Avalon", "Collingwood", "Niobe", "Meon", "Peregrine", "Naden", "Uganda", "Scotian" and "Iroquois".

Awards: Long Service and Good Conduct Medal.

Retired: September 13, 1949.

★ ★ ★

Chief Petty Officer George Edward Speck

Rating: C1SM3
 Age: 42
 Address: Albro Lake Rd., Dartmouth, N.S.
 Joined: September 1928 as a Stoker 2nd Class.

Served In: HMS "Capetown", "Delhi", and "Victory"; HMCS "Stadacona", "Champlain", "Festubert", "Saguenay", "Skeena", "Cornwallis", "Niobe", "Huron", "Peregrine" and "Scotian".
 Awards: Long Service and Good Conduct Medal.
 Retired: September 24, 1949.

★ ★ ★

Petty Officer John C. Dell

Rating: P1CW3
 Age: 40
 Address: Colwood, B.C.
 Joined: September 1929 as an Ordinary Seaman.



Served In: HMS "Nelson" and "Victory"; HMCS "Naden", "Vancouver", "Stadacona", "Skeena", "Armentieres", "St. Laurent", "Assiniboine", "Bytown", "St. Hyacinthe", "Caracquet", "Prince David", "Givenchy", "Canso", "Annapolis", "Hochelaga", "Runnymede", "Crescent" and "Rockcliffe".

Awards: Long Service and Good Conduct Medal.

Retired: September 23, 1949.

"Harvey" The Rabbit Guest of Cruiser

During "Ontario's" cruise in Alaskan waters, this much travelled cruiser became the recipient of a new and novel type of draft — or should we say appointment — in the person of Harvey, Esq. Harvey, a six-foot two-inch rabbit, was a gift from Juneau, Alaska, to the Well Baby Clinic in HMCS "Naden." During the passage south he was appointed Extraordinary Guardian of "Ontario's" wardroom; that is, until he was transferred to HMCS "Crescent" via "Ontario's" V.I.P. bos'n's chair somewhere between Prince Rupert and Esquimalt. A tussle between the ships at this point left Harvey's fate in some doubt for a few minutes.

After his arrival in Esquimalt, Harvey was drafted to the Well Baby Clinic, where, after suitable inoculations, not to mention castor oil, he now resides.

Well known to many Alaskans, as well as visitors to Juneau, Harvey made his first appearance in Juneau on the night of Easter Sunday, 1947, at the Baran of Bubble Room. Each Easter since he has entertained at a party for his many friends and later called at the Bubble Room to bend an ear in honour of the day. Juneau children remember Harvey from his many appearances in store windows. An active member of the city's social and civic life, Harvey boarded every naval vessel entering Juneau and once even spent a week end at the house of the Governor of Alaska. Before leaving with the Canadian cruiser, Harvey stated that he had thoroughly enjoyed his stay at Juneau, but felt that since he had accumulated enough material for his long-planned memoirs, his future home would give him more time for meditation. He also reported from "Ontario" that he had a private physician on board and always received his favorite breakfast — kippers.



HARVEY

(Photo by J. M. Greany, Juneau.)

"On Stage, Everybody!"

Capacity Crowds Applaud
"RCN Revue of 1949"

"Rig of the day!—Grease paint and eyebrow pencil!"

That was the pipe, believe it or not, when the Navy's "RCN Revue of 1949" played to sell-out crowds at Halifax's Theatre Under the Stars on Citadel Hill August 12 and 13. With fine support from various departments in "Stadacona," the Dockyard and "Shearwater," some 50 officers and men of the RCN and RCN (Reserve), aided by their wives and sweethearts, turned out a variety show of epic proportions.

With two Reserve officers, Lieutenants Hal Walkley and Clarke Mecredy, in charge of production and direction, the cast and stage crew went to work late in June.

There were plenty of headaches as the deadline drew closer. The majority of the cast and stagehands were inexperienced, funds were scanty, but enthusiasm and a thoroughgoing spirit of co-operation paid off, and the production miraculously clicked on opening night. The final dress rehearsal had been shaky, which traditionally promises a faultless opener in the theatre world.

The RCN Band of HMCS "Stadacona," under the direction of Mr. S. E. F. Sunderland, Commissioned Technical Officer, did outstanding

service. With a heavy schedule of engagements for Navy Week wearying every one of them, the bandsmen seemed to catch a second wind for the show and gave with some excellent music.

As Lieut. Walkley said after the show, it would have been impossible and unfair to single out any individuals for thanks or praise. As it was, the show became a striking example of group effort and the applause of the two capacity audiences certainly proved its success.

Feminine members of the cast were Audrey Agnew, Edythe Backman, Lois Berganson, Jean Brodie, Sheila Challice, Nora Fleming, Kay Greene, Fairfax Mason, Mona Richards, Josephine Towers, Verna Viguers, Edna Vokey, Dee Williams, Heather Williams, Sheila Wingfield and Marjorie Warren.

The men were Cadet Marvin Auerback, Ord. Sea. George Bourne, Ord. Sea. Ed Bialy, AB Bernard Bowerbank, Cadet Tony Brown, Sub-Lieut. Earl Byrnes, AB Robert Carl, Ldg. Sea. "Red" Clarke, PO Vic Dougherty, Lieut. Peter Dow, Ord. Sea. Bruce Duncan, Ord. Sea. George Freeman, Sub. Lieut. Frank French, Ord. Sea. John Hebgin, AB Robert Hodgson, Lieut.-Cdr. Wilf Inman, Sub Lieut.

G. J. Kyle, Cadet Dollard Lachance, Lieut. Hal Lawrence, Ord. Sea. Cliff Lemmerick, Cadet Eddie L'Heureux, Sub-Lieut. Ralph Lindsey, Lieut. Bob McKay, Lieut. Clarke Mecredy, Lieut. O'Connor Murray, Ord. Sea. Bob Redmond, PO Dennis Shaw, Lieut. Cdr. Don Sheppard, Lieut. Martin Shubik, Ord. Sea. William Smith, Lieut. Hal Walkley.

Behind the scenes were Lieut. Mac Davidson, stage manager; properties were handled by Lieut. Al Sutherland and Marion Magus; PO Vic Dougherty was dance director; scenery was handled by Sub-Lieut. Larry Mofford, assisted by Lieut. Mac Davidson and men of the cast; Sub-Lieut. (NP) Mildred Thomson, the wardrobe mistress, was assisted by Sub-Lieut. (NP) Margaret Ball, Sub-Lieut. (NS) Edith Landells, Sub-Lieut. Bob Nixon and ladies of the cast; Sheila Challice was in charge of make-up assisted by Jean Brodie, Audrey Agnew, Marj Warren and Lieut. Walkley; lighting was done by Lieut. Mervyn Dunscombe and staff of the Electrical School; Cadet Dollard Lachance was sound-effects man; Lieut. O'Connor Murray managed the programme and tickets; original music was written by Sub-Lieut. Ralph Lindsey and Nora Fleming; original lyrics by Lieut. Martin Shubik and Nora Fleming.



The entire cast of the "RCN Revue of 1949," assembled on the stage of Halifax's Theatre Under the Stars for the show's finale.

By special arrangement with the Archangel in charge of the Department of Terrestrial Affairs ("Get your leave passes here for journies to Farth"), Sam Small (Lieut. (L) Martin Shubik, RCN (R)) was re-incarnated for an appearance in the RCN Revue of 1949." Sam's photo (col. 3) was snapped by the photographer just in time, for, as he recited the last lines of his story he disappeared in a puff of alcoholic vapour and apparently followed the ancient trolley up to Paradise.

Herewith the text of Sam's tale, modestly told in the third person:

*There's a great, big place called Halifax
What's two hundred years old and all
And this is the story I'll tell you
Of Halifax ghost named Sam Small.*

*Now Samuel weren't big and ferocious,
With rattling old chains and all that.
He looked like a new entry sailor
With tiddy three cornered 'at.*

*Our Sam, 'e weren't killed at Trafalgar
Like Nelson, while Hardy stood by.
In fact 't were a Halifax street car
That caused our young sailor to die.*

*'Twas seventeen hundred and forty —
Nine year before town were begun,
They brought in some second-hand chariots
That Caesar had used when he won.*

*Now Sam, he had fallen from topmast
And broken his head on a spar,
But falling from vertical street car
Down Halifax Hill were too far.*

*They gave him a big Navy funeral
With Admiral's Guard out no less,
Consisting of Padre and digger
And twenty-five words in the press.*

*Now Sam didn't mind being buried,
But he felt quite a little put out
As he paid six pence fare for the bus ride
And he felt that he'd paid it for nought.*

*So when he got up to the Maker
He asked for some leave at the gale
To go and get even with street car —
He'd come as a ghost and he'd wait!*

*He came down to earth proper jaunty
With cocked 'at and swagger-slick too,
As conductor on Number 2 Belt Line —
Eh, that were a bit of a dol!*

*He took tuppence fare from Cornwallis
And would have got quite a bit more
But Officer sitting beside him
Said "Where have I seen you before?"*

*Sam turned proper pale at the statement
And vanished into thin air —
Cornwallis turned around to Lieutenant
Said, "What were you drinking and where?"*

*Then Samuel took tuppence on tuppence
And when "Chesapeake" came to town,
He tortured the prisoners of frigate
By riding them uphill and down —*

*So year after year on the street cars
A ghostly conductor was seen,
Changing blue lamps to red lamps and white lamps
And white lamps to red lamps and green.*

*For two hundred years he collected
His fares with a smile and a grin,
Till one dreadful day they decided
To "do the old street car types in."*

*The Maker then called to our Samuel,
"You've had two hundred years to retrieve
Your sixpence, you've ten thousand guineas
Pay St. Peter and cancel your leave."*

*One day when the thunder were rolling
There was heard with a crash and a roar
A street car go straight up to Heaven
With Sam taking fares at the door.*



*"... There was heard with a crash and a roar
A street-car go straight up to Heaven..."*

"Nootka's" Record

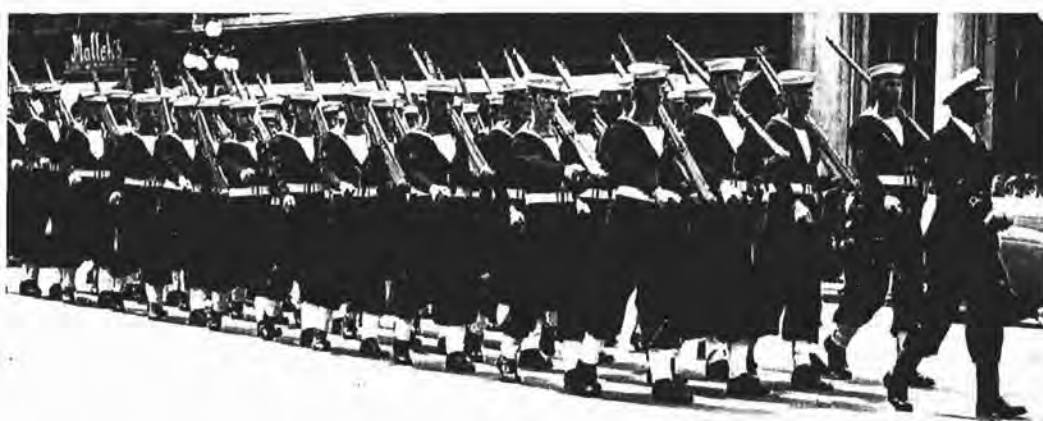
HMCS "Nootka" had been in commission for three years, less three weeks, when she paid off for armament conversion on August 15. During that span the destroyer had steamed 79,364 miles, of which 30,664 were logged in the past 12 months. Her travels took her to ports on Canada's East Coast, up the St. Lawrence as far as Montreal, south to the Caribbean and Canal Zone, to Boston and other American cities, and north to Hudson Bay.

Of her original ship's company, only three men remained in the destroyer throughout her commission, though many others had served twice in the ship.

WHY SHROUDS?

Rope gear in the early days was of doubtful quality, with the result that ships' masts were supported by innumerable stays; so many, in fact, that they virtually hid the mast from view in the same way a corpse is covered by a shroud.

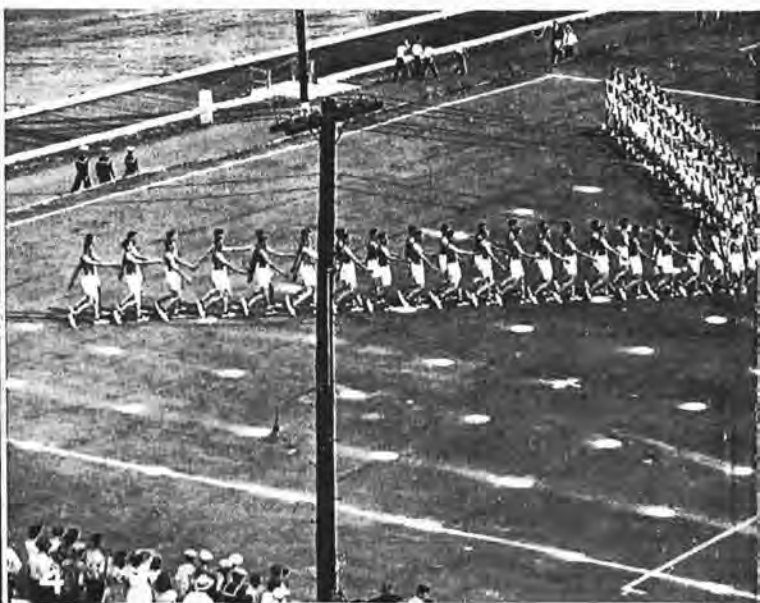
Navy West and



From August 8 to 13, Halifax and Victoria saw their Navy from stem to gudgeon, from double bottom to crow'snest, inside and out. Dockyard gates on both coasts were thrown open and Canadians — bluenose and westerner — flocked in to see the ships and the men who sail them.

In Halifax, the officers and men of the Atlantic Command produced a large-scale show which was one of the highlights of the city's Bicentennial celebrations. The harbour looked as it did during the war. All available RCN ships were in port, there were seven American craft — two carriers,

a cruiser and four destroyers— while the R.N. was represented by the cruiser "Glasgow", and submarine "Tally Ho". The daily parade ground show featured such things as a P.T. display, Communications ratings doing marching manoeuvres by signal, boy seamen from "Glasgow" dancing the hornpipe, and the stirring



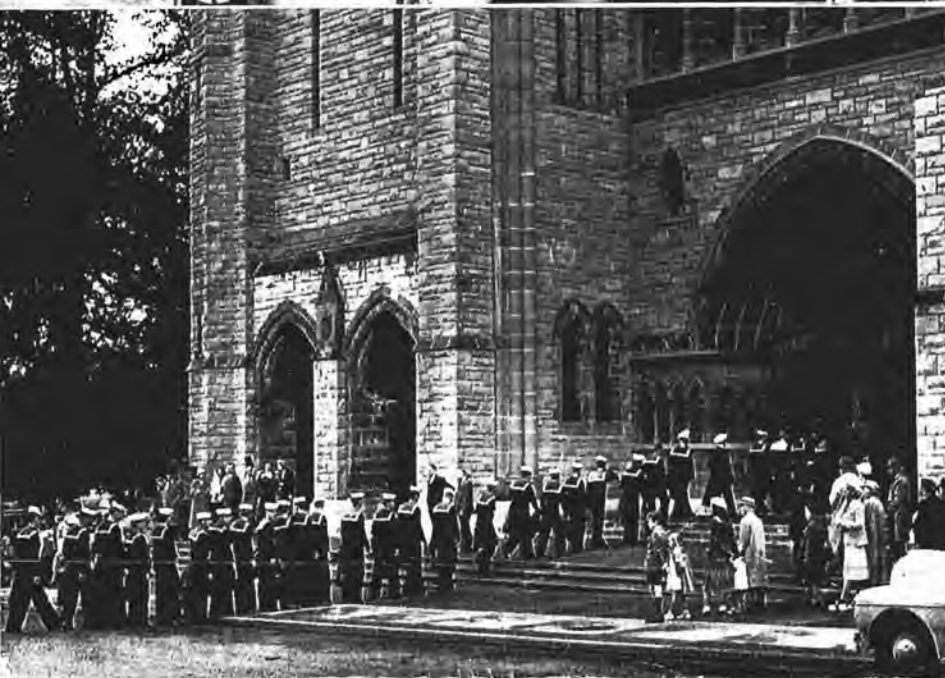
The photos on these two pages give an idea of some

1. The Guard from "Naden" swings up Douglas Street in the opening parade of the Greater Victoria "Navy Week" programme.

2. Among the interested people who came to see the fleet were these five from Los Angeles, who were holidaying in Victoria when the Navy staged its show. Their host, Ordinary Seaman Palmer Berg of HMCS "Ontario", explains the workings of the gyro compass repeater. The visitors are Mr. and Mrs. A. F. Hodson and their children, Robin, 4, Patricia, 17, and Diane, 12.

3. A fitting close to the Navy Week ceremonies was a Church Parade. On Sunday, August 14, 650 officers and men of the Pacific Command marched to their respective churches. In this photo the Church of England men file into Christ Church Cathedral, in Victoria.

4. A squad of 160 New Entry seamen from "Cornwallis" provided a daily thrill for the crowd with the faultless precision of their physical training drill on the parade square in the Halifax Dockyard. None of the men had been in the Navy for more than three months.

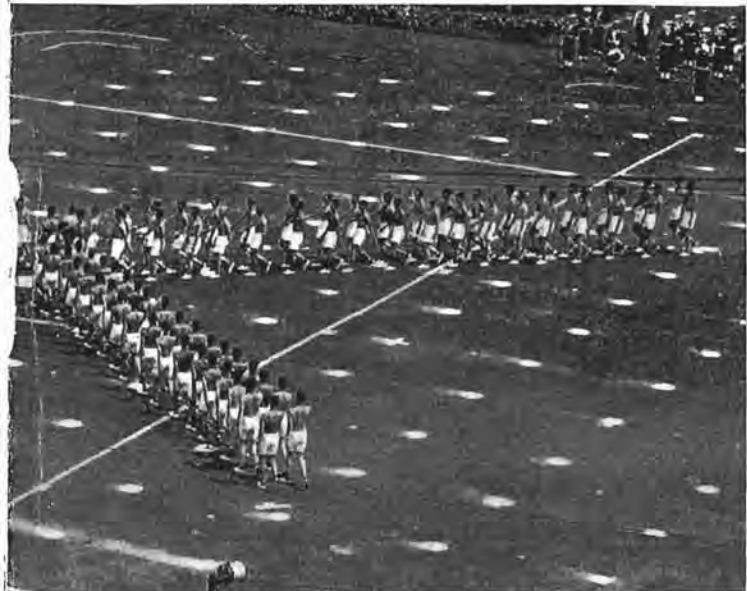


Week and East

ceremony of "Beating the Retreat" by the cruiser's Royal Marine Guard and Band. The sound and fury of warfare was provided in a mock attack on the "Tally Ho" by RCN aircraft from "Shearwater" and by "Haida" shooting up the harbour.

In Victoria, the Pacific Command produced its third annual Navy Week show. Ships of the Command sailed in review close inshore to Beacon Hill Park and were open to the public during the day. There were Sunset ceremonies at the Parliament Buildings and in Esquimalt Memorial Park, a track and field meet, baseball games, dances and other events. Adding a touch of pomp and ceremony were the graduation ceremonies at Royal Roads.

After all was over, the Navy quietly resumed its regular business, but it was fun to stage — as it was called in Halifax — "Operation Showoff".

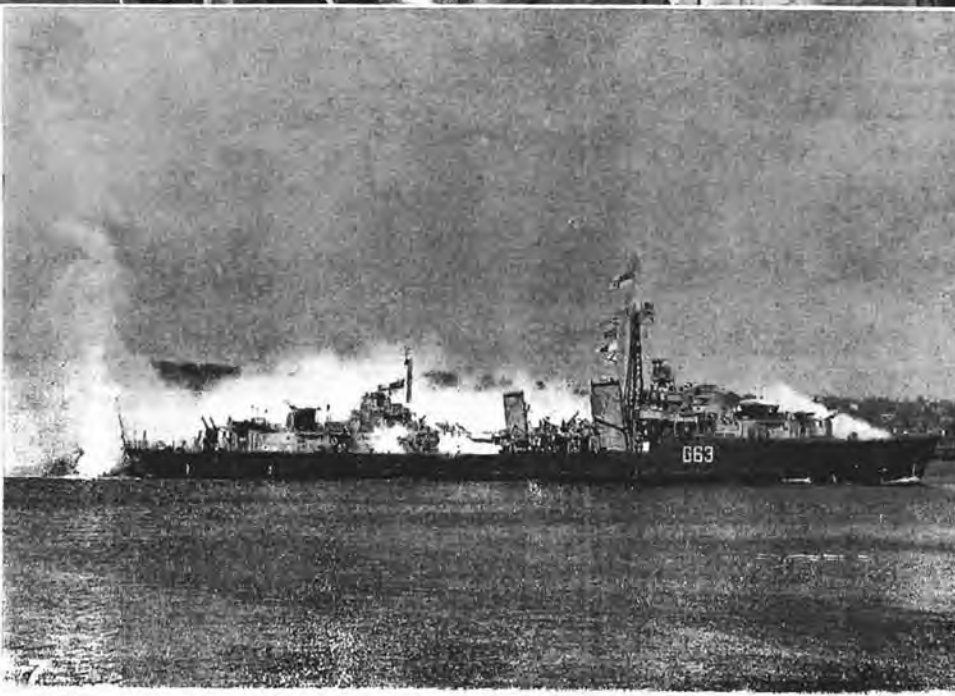


Some of the goings-on when the public met the Navy.

5. After jockeying their field piece through one wall, over another, then across a chasm by wire jackstay, a field gun's crew opens fire on an imaginary target. Though they had to dismantle and assemble the entire gun and its ammunition carriage three times, they made the course in four minutes from start to finish. Teamwork and speed counted in this display.

6. Salty old King Neptune seizes an uninitiated recruit to put him through the hilarious "Crossing the Line" ceremony. Upon their first crossing of the Equator, sailors and 'lubbers alike submit to this elaborate rite and emerge as full-fledged members of the Loyal Order of Old Salts. This display was put on by the frigate "Swansea."

7. A realistic touch is provided by the "Haida" as the destroyer steams down Halifax harbour, with all guns blazing, charges exploding in the water and a smoke screen drifting off to port.





Afloat and Ashore

PACIFIC COAST

Two thousand men, women and children passed through the gates to the "Navy Fun Fair" when the Pacific Command of the RCN held its annual Sports Day and Picnic for children of all naval personnel on August 29. Children of widows of naval personnel were special guests.

Thronging the entrance well ahead of time, the huge crowd soon jammed HMCS "Naden's" lower playing field to capacity. The miniature train ride and the pony ride were easily the most popular, but the swings, slides and teeter-totters held their own as well.

Each ship built and operated a different concession for the occasion

and every department in the Pacific Command assumed a part of the responsibility for the fun-packed picnic. A magician, on hand to keep the youngsters amused, played to full houses, not all of them kiddies. When he performed the feat of pulling rabbits out of a hat, nearby boys and girls found themselves presented with live bunnies.

The large variety of booths, offering many kinds of amusement, added a carnival-like air and were patronized three and four deep for the whole of the afternoon.

HMCS "Athabaskan"

During the last few training cruises of the season the sportsmen in the

ship's company had ample opportunity to demonstrate their prowess. Fishing was good and several nice batches of trout were taken at Port Simpson. The "Shipside Piscatorial Fraternity" also pulled in their share of halibut, cod and other varieties. (We would have liked to hear the anglers bragging, when they got home, about the salmon bought from the local fishermen at Port Simpson).

Port Simpson provided PO Cliff Morriss and AB Dick Pollock with one of the most attentive audiences of their careers when the ship's film projector was landed and a movie was shown in the village hall. The showing was made possible by the mechanical ingenuity of CPO Ray McMurtrie and PO Alex Durfey, who made serviceable an old gasoline generator which provided the necessary current. No movies are seen at Port Simpson, except for the occasional educational film at the Indian school, so it is expected that future visits of HMC ships will be eagerly anticipated by the inhabitants.

"Navradsta Aldergrove"

In the August issue of the "Crow's nest" the first news of our radio station came to light in the form of a photograph of the newly-completed married quarters. Consequently, we will endeavour to keep our readers up to date on further news of the station, its personnel and activities.

The station, situated approximately one mile from the town of Aldergrove, B.C., has a complement of 35 men, who carry out various duties in the field of communications. The majority of the personnel are married and are residing in the new quarters or are expecting to move in shortly. The single men are billeted on the station



At the entrance to the Pacific Command's "Navy Fun Fair," Chief Petty Officer "Bert" Nelson, of Victoria, passes a booklet of 20 Naval Bucks to little Heather Harvey, daughter of Chief Petty Officer and Mrs. George Harvey. The "money" entitled Heather to take in any and all events of the day as well as being a pass to the various refreshment booths.

with sleeping accommodation and general messing.

Under the eye of Lieut. J. S. Hall, RCN, Officer-in-Charge, considerable work was done about the station grounds this summer which enhanced their appearance greatly. The seeding of lawns and planting of flowers about the buildings and young fir and cedar trees bordering the road entrance have brightened up our "home away from home."

A good selection of 16 mm. films provides two evenings of good entertainment weekly for personnel, their wives and friends. Film showings are usually followed by short social get-togethers. Since the shopping centres and well-baby clinics are a considerable distance from the homes, a weekly transport run for the wives and families aids in keeping the home budget down and the family health up. These and other conveniences planned for the station's personnel and families tend to help in everyone becoming acquainted and "good neighbours."

Supply School

Thirty-nine Cadets (S), RCN(R), recently completed a six-week general supply course in the school. In addition, a large number of Reserve officers have completed two-week courses covering victualling stores, pay and cash, naval stores and secretarial duties.

A course for Warrant Cookery Officer, of eight weeks' duration, and another for newly-entered Supply Officers, started in the school on September 19.

Gunnery Training Centre

Back at the Gunnery Training Centre at "Naden" are CPO's Bruce Colegrave, W. Aveling and J. Rafter and PO's S. Birch and James Luke, who recently completed a Gunnery Instructors' Course in HMS "Excellent". All made a good showing, particularly PO Luke, who was awarded the Royal Navy's Llewellyn Prize (Crowsnest, September, 1949).



This looks like the airmen's equivalent of a "salty dip," being told here for the benefit of three Canadian air fitters at the U.S. Naval Air Station, Quonset Point, R. I. Ground crew members of the 18th Carrier Air Group, the RCN men are, left to right, AB John Kilson, AB Gene Sauve and AB Roy Sharkey.

Another man who has brought credit to the centre is CPO E. A. Moore, who, as a member of the British Columbia team, attended the Dominion of Canada Rifle Association Meet in Ottawa and came within eight points of the dream of all marksmen — the Bisley shoot in England.

After 16 months in the "Crescent," Mr. David Scott, Gunner, has joined the staff of the Gunnery Training Centre.

Chief Petty Officers' Mess

The Chief Petty Officers' Mess at HMCS "Naden" has scored again — with two more highly successful social evenings. Early in August a "Bean Feed and Dance," held at Cordova Bay, brought out a large number of "Chiefs," their wives and friends. September saw the mess members out for their last outdoor fling of the season with a "Corn Boil," also held on a nearby beach.

At the earlier affair, "scran", consisting of beans, brown bread and coffee, was served around a large bonfire on the beach. Later, dancing and entertainment, directed by CPO Earle Sealey, took place in McMorrans Pavilion.

TAS Training Centre

CPO George Bowditch has taken over the duties of Regulating Chief of the Centre from CPO Hugh Dunbar who had long held this post. PO Johnny Bing, water polo enthusiast, and PO Edgar Carter also have left the Centre, both having been drafted to HMCS "Ontario."

ATLANTIC COAST

HMCS "Iroquois"

University Naval Training-Division cadets attached to HMCS "Iroquois" had their training programme enlivened in mid-August by an unscheduled dash to sea in a stiff gale to assist the Panamanian freighter, "Evgenia," which was in difficulty 75 miles off the Nova Scotia coast.

The destroyer had completed a cruise to Provincetown, Mass., and was anchored south of George's Island when ordered to the assistance of the freighter. The "Evgenia" had not been able to give her position accurately and the "Iroquois" searched for several hours in the darkness before locating the freighter. The destroyer stood by during the night and the following morning, returning to Halifax only after it had been ascer-



If it's true that to appreciate the pipes you must have Scottish blood in your veins, then these two naval bandmen have nary a drop. However, Piper Malcolm MacAulay, of Halifax, appears not in the least dismayed by the refusal of AB E. Fletcher, of Trail, B.C., left, and Ldg. Sea. H. W. Osburn, of Oshawa, to listen to his musical offerings at the Antigonish Highland Games.

tained that the "Evgenia" could make port without further help.

On August 26, the ship was at Saint John, N.B., for a 2½-day stay, and on August 31 arrived at New Haven, Conn., for another short visit. On her final cruise of the training season the "Iroquois" visited Cornerbrook, Nfld., from September 9 to 12 and Country Harbour, N.S., from September 13 to 16.

HMCS "Haida"

The gunnery party and the TAS people in the "Haida" have received well-deserved credit for their part in the demonstration put on by the ship during Navy Week in Halifax. Daily the destroyer made a full speed run down the harbour, guns blazing and explosive charges, simu-

lating near misses, throwing up huge columns of water all around the ship.

The last day of the week, "Haida" put to sea with some 60 wives and sweethearts of crew members, a group of Navy League essay contest winners and a party from the Naval Research Establishment on board.

Prior to Navy Week "Haida" spent several days alongside while the hands painted ship and generally prepared her for her part in the celebrations.

HMCS "Cornwallis"

Since commissioning, HMCS "Cornwallis" has been honoured by visits from a number of distinguished guests. Premier Angus L. MacDonald of Nova Scotia was among the first civilian dignitaries to be received. He

was followed successively by Prime Minister Louis St. Laurent and Reconstruction Minister Robert Winter; Lieutenant Governor Ray Lawson of Ontario; Lord and Lady Cornwallis, and Defence Minister Brooke Claxton.

Service officials who have visited the base include Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Admiral Sir Frederick Dalrymple-Hamilton, head of the British Joint Services Mission (Navy Staff), Washington; Commodore A. M. Hope, Commodore, RCN Barracks, Halifax; Captain Sir Robert W. Stirling-Hamilton, RN, Naval Advisor to the British High Commissioner to Canada, and Commander R. J. Janney, USN, of the United States Embassy in Ottawa.

Following his visit, Admiral Grant sent to Captain A. P. Musgrave, commanding officer of the base, this signal: "The discipline and obvious keenness of the personnel of HMCS 'Cornwallis' under your command made it a pleasure to visit the establishment and I wish to express my personal thanks to the officers, petty officers and men who have achieved so satisfactory a result under obvious difficulties."

The band, under CPO Michael Nold, has been busy from opening day. Engagements are played at both local functions and those in surrounding communities. In addition, the band plays for the ship's company during noon hours and a dance orchestra, formed within the band, is much in demand.

HMCS "Swansea"

As one of the attractions of Navy Week in Halifax, several members of the ship's company of HMCS "Swansea" enacted the traditional "Crossing the Line" ceremony on the quarter-deck. To the delight of the spectators, four volunteer "victims" were given the full treatment each day of the week when found guilty of "entering King Neptune's domaine."

The court consisted of CPO Clarence Reddin, as King Neptune; Ord. Sea John Anderson, his Queen;

Sabotage Afoot?

"Mercury vapour lamps required to burn base up," said the signal received in Naval Headquarters from Esquimalt.

With visions of HMCS "Naden" and the Dockyard enveloped in flames, Intelligence Officers quickly brought their counter-espionage forces into action and checked on the origin of the message. The hue and cry subsided when the stores department came up with an explanation in the form of another signal to which the disturbing message was a reply.

Said the original signal:

"Advise if mercury vapour lamps are required for use in upright or inverted position."

CPO Robert Semple, Court Barber, and Commissioned Engineer Frank MacIntosh, aided by CPO John Cocks, Court Doctor.

The show proved such a success with the crowds visiting the Dockyard during Navy Week that the crew of the "Swansea" planned a cold weather version of the ritual when their ship crossed the Arctic Circle on her northern cruise.

Ice cream, cake and movies featured a party on board for wives and sweethearts of crew members on August 19. Unfortunately, a scheduled short cruise was cancelled due to a choppy sea which, it was felt, might have caused some "ill" effects. However, the ladies thoroughly enjoyed their visit to the ship, being particularly taken by the chrome-plated handrails. "Swansea" is the only warship in the RCN with this tiddly touch, made possible by funds from private sources.

NAVAL DIVISIONS

HMCS "Queen"

(Regina)

HMCS "Queen" was well-represented at the Regina Exhibition, in August. The naval exhibit included a 12-foot model of a cruiser and a model harbour, both built by "Queen's" ship's company. A full-rigged whaler and a torpedo rounded out the display.

Guests of honour at farewell parties in the Chiefs' and Petty Officers' Mess

during August were CPO M. B. Miller and PO A. R. Heys. CPO Miller has been drafted to the West Coast and PO Heys to "Cornwallis."

On a tour of Western Canada military installations, Deputy Defence Minister C. M. Drury visited the establishment in mid-August. Discussing the building of new barracks for HMCS "Queen," Mr. Drury said it was probable construction would not start for some time. Construction of military installations was on a priority basis, the deputy minister said, and that planned for Regina would be dealt with in turn.

HMCS "Donnacona"

(Montreal)

The past month has been a busy one in HMCS "Donnacona." Three ships have visited the city recently, the French training frigate "L'Aventure," the Royal Navy submarine "Tally Ho," and the cruiser HMS "Glasgow," flagship of the RN's America and West Indies Squadron.

Officers and men of the three visiting ships were entertained in "Donnacona" and by Army and Air Force commands in the area.

Several changes in the Division's personnel have taken place recently. A/Captain O. G. L. Holmes, RCN(R), commanding officer, has retired for business reasons and will leave for the United Kingdom shortly. Lieut.-Cdr. J. B. Bugden, RCN, is now staff officer, taking over from Lieut. W. W. Maccoll, RCN, who has taken command of the minesweeper HMCS "New Liskeard." Lieut.-Cdr. L. B. McIlhagga, RCN(R), information officer, has been transferred in his civilian capacity to Winnipeg, where he will be attached to "Chippawa."

HMCS "Catarqui"

(Kingston)

While training cruises and instruction proceed as usual, the establishment is undergoing a complete renovation. The drill hall is being repainted throughout, executive offices



It was a proud moment for Ordinary Seaman Chris Whitfield, of HMCS "Hunter," when he received the Cock-of-the-Walk Trophy from Vice Admiral H. T. W. Grant, Chief of the Naval Staff, after the Windsor division's team won top honours in the Great Lakes Naval Regatta held at Toronto over the Labour Day week-end. Whitfield was the youngest member of the Windsor crew, which topped representatives of five other Naval divisions, HMCS "Portage" and the USNR from Rochester, N.Y., in the big two-day meet. (See also page 26).

are being redecorated and new lighting is being installed.

An officer and eight men from the Deseronto Unit of the Division recently completed a two-week training cruise in the harbour craft attached to the unit. "Cataraqui's" Fairmile, "ML 121", combined a training cruise with a visit to Oswego, New York, during the week end of August 12-15.

HMCS "Brunswicker"

(Saint John, N.B.)

Four ships of the United States Navy paid a courtesy visit to Saint John from August 7 to 11. These were the heavy cruiser USS "Albany," the fleet destroyer "Harold J. Ellison" and the destroyer minesweepers "Fitch" and "Ellyson."

Almost as soon as the visiting ships were secured alongside, HMCS "Brunswicker's" wardroom and Chiefs' and Petty Officers' messes were hosts to the American officers and men. Formal entertainment and activities for the visitors were arranged by the American Consul, Mr. Ralph Miller, Navy and Army officers and civic officials.

For Lieut. Lenn Speight, staff officer, and Lieut.-Cdr. J. A. McKinnon, of "Brunswicker," the highlight of the visit came when they were taken for a flight over Saint John in the "Albany's" helicopter.

HMCS "Nonsuch"

(Edmonton)

When the Lac La Biche Sea Cadet Corps, under its commanding officer, Rev. L. C. McGrane, embarked on an attempted 450-mile trip down the Saskatchewan River from Edmonton to Prince Albert, Sask., in the Corps' four-ton training ketch, "Exeter," personnel from "Nonsuch" assisted in launching the craft in the river and later tried unsuccessfully to free it from a shoal 35 miles from the staving point.

Under Lieut. R. H. Leir, RCN, staff officer of the division, and including CPO's J. W. Mundie and E. Martin, PO's P. Lecuyer and R. Keys and



A slippery track and a dog that insisted on nipping at his heels failed to stop Cadet Perrin Sterns, RCN(R), from running away from the field in the 440-yard race at the Pacific Command track meet.

Ldg. Sea. R. C. Thomas, the naval party took charge of launching operations in Edmonton and saw the craft on its way.

Later, when the ketch grounded, Lieut. Leir headed another naval party which attempted unsuccessfully to free her from the rocks.

HMCS "Star"

(Hamilton)

HMC "ML 106" put in a busy month during August with several cruises to Lake Ontario ports on her reserve training cruise programme. On the Civic Holiday weekend the Fairmile paid an official visit to

A Prize Catch

During HMCS "Ontario's" visit to Juneau, Alaska, the cruiser's Navigating Officer, Lieut.-Cdr. Victor Browne, took time out for a little fishing, with highly satisfactory results.

Lieut.-Cdr. Browne landed a 23-pound 3-ounce beauty, entered it in the Golden North Salmon Derby in Juneau and won 21st prize — a handsome shotgun case. Now all he needs is a gun.

Rochester, New York, and a week later put out again for a goodwill cruise around the lake. On the latter trip calls were made at Oswego, Sackett's Harbour and Alexandria Bay, in New York State, and at Kingston and Cobourg on the Canadian side. At month's end a weekend cruise to Port Dalhousie, Ontario, was scheduled.

"Star" played host to four more ships of the United States Navy during the month. Two PC's with reservists from Rochester and Oswego arrived in mid-August and were followed later by two auxiliary minesweepers from Buffalo and Niagara Falls.

The two Seafire aircraft now at the division for instructional purposes are being readied for the start of Fall training. One has been stripped down and the other will remain in operational condition for aircraft handling exercises.

HMCS "Hunter"

(Windsor)

The Fall training programme at HMCS "Hunter" got under way on September 12. Under the recently-inaugurated specialized training programme in the divisions, "Hunter" is responsible for qualifying quarters ratings in the gunnery branch, and the necessary equipment and instructors will be on hand to carry out this commitment.

Among the latter is Mr. George Grivel, Acting Gunner, RCN, who joined the division in August from the West Coast.

EX-WRENS DISCUSS 1950 REUNION

The "York" Division of the Wren Association held its first meeting of the new season recently in HMCS "York," Toronto. The president, Miss Isabel Archer, presided, assisted by Miss Doris Fells, corresponding secretary, and Miss Vera Dywer, treasurer.

Tentative plans were discussed for a Wren reunion to be held in Toronto in 1950.

THE NAVY AT THE EX.

Thousands See Displays In Air, On Land,
On and Under The Water

The Royal Canadian Navy occupied a unique position this year among the hundreds of exhibitors at the Canadian National Exhibition in Toronto. It was the only organization which featured displays in the air, on land, and on and under the water.

The many-sided Navy show included formation and precision flying by Seafire pilots from HMCS "Shearwater," a platoon of new entry sailors forming part of the smartly drilled tri-service precision squad, a demonstration of anti-submarine warfare between a radio-controlled scale model of the "Sioux" and a submarine (carried out in a 45,000 gallon canvas-enclosed "ocean") and a display of the tactics used by "Frogmen" in clearing invasion beaches of underwater obstacles.

To handle the various phases of the RCN contribution to the C.N.E., there were more than 130 officers and men on temporary duty in Toronto. They included anti-submarine experts, radio technicians, air and ground crews, UNTD cadets, shore patrol and general duty personnel. They came from Naval Headquarters, from the RCN's east coast bases, and from an assortment of Eastern Canadian naval divisions.

They found out that the "Ex" was no "soft touch." Long and irregular hours, eating on the run, and the constant pressure of smooth-running performances were just a few of the trials of the two-week period. Particularly deserving of praise for their part in the over-all effort were the Chief Petty Officers and Petty Officers

attached to the C.N.E. Party. They were ever-ready with the technical "know-how" and were invaluable in the organization and general administration of the displays. The Toronto naval division, HMCS "York," also contributed much in the way of men and materials in furthering the exhibition cause. To all who took part in planning, setting up and running the Navy's exhibits it was gratifying to note the great deal of interest their show aroused in the public.

The RCN worked in close cooperation with the Army and the RCAF and the display area featured many Tri-Service exhibits, as well as individual service displays. The work of planning, organizing and setting up these displays was done by the Inter-Service Recruiting Committee of which Cdr. (SB) William Strange, OBE, RCN, Director of Naval Information, is chairman.

NINE PASS SENIOR MATRIC CHEMISTRY

In a seven-week course in senior matriculation chemistry, held in the Central School at HMCS "Naden," Esquimalt, three of the nine men in the class received marks over 90. Average mark for the remainder was 70. The men, ranging in rating from ordinary seaman to chief petty officer, were taking advantage of the Navy's policy of encouraging and assisting men to improve their academic standing while in the service.

Those who completed the course were CPO's A. E. Shaw, Airdrie, Alberta; H. Palmer, Vancouver and L. Clarke, Victoria; PO's K. W. Moore, Winnipeg; C. J. Longson, Calgary; S. G. Tomlinson, Lac Du-Bonnet, Man., and W. Faire, Ottawa; AB L. R. Donnelly, Hebert, Sask., and Ord. Sea. J. M. Vivian, Drumheller, Alberta.



A number of expert technicians in radio and anti-submarine work were required to operate the radio-controlled models of a destroyer and U-boat which formed part of the Navy's CNE Display. The men who handled the maintenance and operation of the models are shown above. They are, front row, left to right: PO Andy Gray, HMCS "Stadacona", CPO William Morrow, HMCS "Star", PO Charles Llewellyn, HMCS "Stadacona"; Back row: CPO Norman Ford, HMCS "Stadacona", M. Phillipe Desmuelles, of Sorel, P.Q., builder of the models, Cdr. (L) R. Teasdale, RCN, and Cadet Robert Duston, RCN (R).

THE "FLEET" VISITS PICTON

Buzzing in and out of ports on the Great Lakes during the course of training cruises, the minesweeper "Portage" and smaller craft attached to the naval divisions at Kingston, Hamilton and Toronto this summer reminded residents of many inland centres that "the Navy is here," and in extremely active form.

Just one example of this occurred at Picton, Ontario, on the occasion of the annual Gold Cup Regatta. The regatta committee had asked the Picton Unit of HMCS "Cataraqui," Kingston, to assist in the staging of the regatta programme. Permission was readily granted by the Commanding Officer of "Cataraqui," all other outlying units of the Kingston Division indicated they would attend, and arrangements were made to have the arrival of the "Portage" coincide with the event.

Harbour craft from the various Units arrived in Picton on Sunday, July 31. Napanee came first in "H.C. 292," followed by Belleville in "H.C. 311," and Deseronto in "H.C. 262." These three joined Picton's tug, "Loganville." Sunday morning was spent straightening the craft away and dressing for arrival of the "Portage", and for the regatta on the following day.

"Portage" and her "fleet" entering Picton harbour. (Photo by Hodgson Studio, Picton).



At 1500 on Sunday, with "H.C. 292" (Lieut.-Cdr. Harold Webster, RCN (R), Napanee) acting as "flag-ship" and Lieut.-Cdr. E. F. Webster, RCN (R), Picton, on board directing operations, the "fleet" sailed out of Picton harbour in single line ahead to meet the "Portage" at Glenora, five miles down from Picton in the Bay of Quinte. A salute was given the minesweeper, which was right on her E.T.A. of 1600. As there was no pilot available, Lieut.-Cdr. E. F. Webster was invited to board the "Portage" and assist in piloting her to her berth at the Canada Steamship Jetty, right in the centre of the town. "ML 121" arrived soon after to complete the squadron.

More than 1,000 persons visited the "Portage" on Sunday evening while she was berthed at the C.S.L. jetty — the first warship ever to visit Picton. Hundreds more visited "ML 121" and the smaller craft.

While in Picton, the naval personnel were very kindly invited by Lt.-Col. R. J. Fisher, OBE, officer commanding the RCSA (AA), to make use of the various messes at the Artillery School camp, on McAuley's Mountain. Col. Fisher also arranged transportation to the camp.

On Monday morning, regatta day, the "Portage" was moved from her berth to an anchorage alongside the race course, "ML 121" anchoring just astern. Unit harbour craft policed the course and ferried the wives of visiting race drivers (who came from all parts of the United States and Canada) and the wives of yacht club officials to the "Portage" to view the races. These craft were praised continuously by race officials for their work in keeping the racing lanes clear and free of accidents.

All agreed it was the most successful regatta Picton had staged, and great credit was given the Navy for assisting with the programme and adding to the always picturesque scene with its flag-dressed craft.—E. F. W.

Page twenty-four

BOOK REVIEW

A recent book, "The Application of Radar to Seamanship and Marine Navigation," published by Charles Birchall and Sons, Limited, 17 James Street, Liverpool, England, contains a wealth of information and sound advice on the use of modern pilotage radars.

Omitted are the technical details of electrical circuits, each page containing something of the knowledge required to enable a "user" to obtain the best from the set by a correct knowledge of the operating controls and intelligent use of the information provided.

The author is an officer in the Merchant Service, who, during the late war, specialized in radar, and was thus employed in carrying out a radar survey of the Thames Estuary.

It has been said that "information provided by radar to aid safe navigation of ships must be correctly interpreted and wisely used." Thus the *raison d'être* for this book. By courtesy of the author and of the Royal Society of Arts, Lieut. P. G. Satow's Thomas Gray Memorial Trust lecture on "The Application of Radar to the Science and Art of Marine Navigation" is included as an appendix.

Every Executive Officer would do well to study the book.

Famous Room Restored

For more than two centuries The Board of Admiralty held their deliberations in a room which came in time to be one of the oldest and most beautiful in London. The Admiralty Board Room was renowned for its 17th century wind-dial, its ancient carved oak-panelling, and its famous oil-paintings. Then, in the early hours of the morning of April 17, 1941, the room was almost completely destroyed by a German bomb. The Board was forced to move to makeshift headquarters elsewhere in the Admiralty. Since the war, however, the Board Room has been restored with meticulous care, and has become once more the focal point of British naval administration.

The Navy Plays



Sports Hit Stride At HMCS "Cornwallis"

After getting off to a slow start, soccer has hit its stride at "Cornwallis." The ship's team defeated "Stadacona" 1-0 in a thrilling, hard-fought game in which Instructor Lieut. D. D. McKenzie notched the lone marker. The officers' team has a record of one win in three tries, having defeated "Shearwater" officers 3-1 and lost to "Stadacona" officers 4-2 and 3-1.

An inter-divisional league is in operation and is producing a good class of ball as well as giving the ship's team selectors a chance to size up any likely representative talent.

Softball, too, was slow off the mark, but the ship's team, after dropping its first two games, scored four successive victories. The smooth twirling of Petty Officer Reg Skinner, of Sydney, N.S., was an important factor in these successes.

Inter-part and new entry leagues are in full swing, with the Chief and Petty Officers and "Huron" Division leading their respective sections.

"Cornwallis'" lone representative in the Nova Scotia Boxing Championships, Ord. Sea. Robert Edgett, of Sackville, N. B., battled his way into the finals of the light heavyweight division, only to lose a close decision.

Navy Eleven Tops Halifax Soccer League

HMCS "Stadacona's" entry in the Halifax Soccer League is enjoying one of its most successful seasons, having been scored on only once while maintaining an undefeated record in regular league play. The team has also played six exhibition tilts, losing only one — by a 3-0 score to the crack team from HMS "Glasgow."

Supply School Teams Capture Four Trophies

Maintaining the high standards they had set throughout the summer, Supply School "A" teams won the water polo, track and field, tabloid sports and "Cock-o'-the-Barracks" trophies at HMCS "Naden".

The Supplymen also came within one put-out of winning the inter-part softball championship. In the deciding game, played against a combined Navigation Direction-Communications team, they held an 8-7 lead with two opposing players on base and two out in the ninth inning. Then an error enabled the runners to score and gave ND-Communications a 9-8 victory and the title.



Ord. Sea. Frederick Paquette, captain of the Supply School team that scored the highest number of points in the weekly track and field competitions at HMCS "Naden," receives the championship trophy from Mrs. J. C. I. Edwards, wife of the Commodore, RCN Barracks.

Haddad To Compete In Games Trials

Ldg. Sea. Eddie Haddad, of HMCS "Naden," Canadian amateur lightweight boxing champion, early in October will place his title on the line in the course of try-outs at Fort William for the team that will represent Canada at the British Empire Games, to be held in Auckland, New Zealand, in February.

If Ldg. Sea. Haddad makes the team, he will sail with the other members from Vancouver in RMS "Aorangi" on December 22. At Auckland, from February 4 to 11, he will meet, in the ring, boxing representatives of England, Scotland, Northern Ireland and other parts of the Commonwealth.

Ldg. Sea. Haddad recently came ashore and resumed serious boxing training after spending seven months at sea in HMCS "Ontario."

"Donnacona" Grid Team Draws Large Turnout

HMCS "Donnacona" is hoping to make a good showing this season in the Intermediate Section of the Quebec Rugby Football Union. Other teams playing in this league are Three Rivers, Sherbrooke, Eastward, Lakeshore and Royal Montreal Regiment.

Practices commenced on August 15 and so far have taken place Monday through Friday. Enthusiasm is running high and the turnout has been excellent. The team is being coached by two well-known Montreal players, Roy Chesley and Mac Parsons.

The Montreal division's team went through its first two games unbeaten, tying one and winning the other.

UNTD Team Captures

Pacific Track Title

The Pacific Command Track and Field Meet was one of the highlights of Navy Week in Greater Victoria. Among the competitions of the day were a few worthy of special mention. Cadet Douglas Hogg, RCN(R), set a new record of 5 feet 11 inches for the high jump, easily breaking the old one of 5 feet 9½.

A UNTD tug-of-war team out-pulled "Ontario's" 1,820 pounds of beef twice out of three starts. In the nursing sisters' 50-yard dash, Sub-Lieut. (NS) Dorothy Sim bested her colleagues to cross the line in first place.

Commodore J. C. I. Edwards ran a dead heat with CPO E. Gadsby in the veterans' (46 years and up) 75-yard dash. Lieut.-At-Arms W. Pember, who had set up an early lead, fell out of contention when he slipped near the finish line. The other veterans' race, (35-45), a 75-yard dash, was easily won by Mr. R. Dewhirst, of "Naden".

At the end of the meet points indicated that the UNTD's were ahead with 82, while "Naden" had 74, Destroyers 49, Training Force 42 and "Ontario" 34.

"HUNTER" SETS THE PACE

A well-balanced squad from HMCS "Hunter," Windsor, out-stripped a field of seven other naval units from Canada and the United States in the seven-event Great Lakes Naval Regatta held at Toronto over the Labour Day week-end. The Windsor entry went into an early lead by copping three of the first four competitions and was never headed in what proved to be the largest naval regatta ever held at a Canadian Great Lakes port.

In all, six Canadian naval divisions — HMCS "Carleton," "Griffon," "Hunter," "Star," "Prevost" and "York" — vied for honours with the Algerine escort vessel "Portage" and the Rochester, N.Y., division of the United States Naval Reserve. In addition to "Portage," Toronto played host to four Fairmiles attached to RCN Great Lakes divisions and a 175-foot patrol craft from Rochester.

The competitions got under way on Saturday morning, September 3, and continued until Sunday afternoon, when the finals were staged. Although "Hunter's" lead was never in danger, the Hamilton division, HMCS "Star", set a persistent pace and finished

only six back of the front-running Windsor team's 53-point total. In third spot was the "Portage," who bounced into contention by winning the last two events on the card, the tug-of-war and open whaler race. Sharing fourth place were "Griffon" and "York," with "Prevost," the USNR and "Carleton" following in that order.

Most keenly contested event of the regatta was the open whaler race, which "York" won at Rochester last year. This year a group of huskies from "Portage" staved off a last minute bid by the Hamilton crew to win the event and the handsome Naval Officers' Association trophy. "Hunter" placed first in whaler sailing and the .22 rifle and .38 pistol shoots. "Star" headed the list in dinghy sailing and officers' whaler races. A boxing card of three exhibition bouts rounded out the programme.

Among the eight awards presented to the winners of the various events was the RCNVR Inter-Divisional Rifle Shield, which had been inactive since the Hamilton Division won it in 1939. This year "Star" returned it to competition and "Hunter" marksmen became its new proprietors.

More than 500 naval and former naval personnel, their families and friends were at the Toronto division to witness the regatta and to meet old friends. Following the regatta a buffet supper and a dance were held in the drill hall.

In attendance at the Great Lakes Regatta were Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Captain B. S. Custer, U.S. Naval Attache at Ottawa; Captain W. G. Shedden, RCN(R), Ret'd.; Captain E. T. C. Orde, RCN(R), Ret'd., and Acting Captain H. L. Quinn, Director of Naval Reserves. Captain F. R. Base, RCN(R), Commanding Officer of HMCS "York," and his staff were hosts to the visiting delegations.



A new high jump record was set at the 1949 Pacific Command track and field meet when Cadet Doug Hogg RCN(R), a Queens University student, cleared the bar at 5 feet 11 inches. Hogg was the 1945 Senior Canadian inter-scholastic high jump champion and is the present holder of the Dominion intermediate record. Poor field conditions prevented him from clearing the six-foot mark.

"Shearwater" Training For Football Season

In the two seasons that the RCN Air Station has been represented in the Halifax Canadian Football League, the championship has eluded the team from the Dartmouth side of the harbour. However, the airmen are hoping that this will be their year and have been practicing vigorously in preparation for the schedule opening. Calls for candidates for the team met with an enthusiastic response, more than 50 turning out for pre-season workouts conducted by CPO Andy Chartren.

At a meeting held in the "Shearwater" gymnasium, the following executive was elected to guide the fortunes of the team:

Manager:—Cdr. (S) D. R. Dawson.

Coach:—Mr. W. Burkhart (formerly coach at Dalhousie University).

Secretary-Treasurer:—Lieut. (S) W. McPherson.

Publicity:—PO J. E. Callard, chairman; PO Fred Polischuck, AB R. Langlois.

Entertainment:—Lieut. (P) L. McKay, chairman; PO D. B. Shaw, AB W. M. Stensrud, CPO Roger Haspeck.

Trainers:—AB R. Richards, PO M. Stanoy, AB P. Seelinger.

Equipment:—AB C. Cowie.

Navy Boxer Captures Maritime Championship

Able Seaman John Hogan, of HMCS "Iroquois," fought his way to the middleweight title in the 1949 Maritime amateur boxing championships at Halifax. AB Hogan will join with Ldg. Sea. Eddie Haddad in carrying the Navy's colours at the Empire Games boxing trials next month.



AB John Hogan

Air Station Runner Wins Maritime Marathon

Able Seaman Robert Weir, of New Glasgow, N. S., carried the colours of HMCS "Shearwater" to victory in the six-mile marathon at the Maritime

Track and Field Championships at Amherst, N.S. Earlier in the summer, AB Weir finished second to the well-known distance runner, Paul Collins, in the annual Dartmouth six-mile road race. Both men broke the old record, with Collins, who placed 10th in the 1949 Boston Marathon and won the

the diving competition and Lieut. Campbell, Sub-Lieut. Sabiston and Sub-Lieut. Bob Wishart, RCN (R), thrashed their way to victory in the 200-yard free style relay.

The team was coached by PO H. A. "Trep" Trepanier, assisted by PO Victor Dougherty.



Members of the officers' soccer team, inter-part champions of HMCS "Stadacona," are shown above. Front row, left to right: Instructor Lieut. Henry Irving, Lieut. William Kidd, Mr. Alfred Wildsmith, Warrant Engineer (Captain); Lieut. Herbert Smith, Mr. Frederick Douglas, Warrant Radio Officer, and Mr. Hedley Ivany, Warrant Shipwright. Rear Row: Cadet Vincent Dawson, RCN(R), Lieut.-Cdr. Craig Campbell, Cadet David Donaldson, RCN(R), Lieut. Alan Cavanagh, Lieut. (S) Peter Dow, RCN(R), A/Instructor Lieut. Donald Robertson, Mr. Francis Hindie, Warrant Engineer, and Cadet Akira Hikichi, RCN(R).

Hamilton, Ont., Marathon, finishing in 31 minutes, 19 2/5 seconds, and Weir less than eight second back of him.

Another "Shearwater" entry did well at Amherst, Ord. Sea. G. D. Lundihn coming second in the junior high jump and third in the senior pole vault. — W.M.S.

Swimming Teams Score In East Coast Meets

A representative Navy team splashed its way to prominence in two meets on the East Coast this summer. At Dartmouth Natal Day, the Navy trio of Cadet D. Seaman, RCN (R), PO F. A. L. LePage and Ord. Sea. R. Champion won the senior 150-yard medley and other team members came up with a fistful of seconds and thirds.

Eight days later, at the Waegwoltic Club, the Navy won the team aggregate by a large margin. Lieut. (E) J. G. S. Campbell was first in the 50-yard free style, Ord. Sea. J. Garrioch won the 100-yard free style, Sub-Lieut. Donald Sabiston copped

League Leaders Lose In Softball Playoffs

The "B" squad from HMCS "Naden" finished in first place in the ten-team Victoria City Softball League, only to be beaten out in the final playoffs by a team from the Garrison at Work Point Barracks.

A crowd-pleasing doubleheader wound up Navy Week on the West Coast when the Senior "C"s from the Navy defeated the Canadian Scottish and the RCN Senior "B"s beat the Garrison.

The RCN Senior "C"s are also the holders of the city championship, having beaten out the Canadian Scottish, three games to one.

"Athabaskan" Softball Championship Decided

A long drawn out battle for the inter-departmental softball championship of HMCS "Athabaskan" was decided in late August, with the Electrical and Communications team emerging victorious over the Supply branch by a one-run margin, 16-15.



A "MINOR OPERATION" IN MID-ATLANTIC

It was a very minor incident of the war—just one more of those unspectacular and uncomfortable towing jobs for which a fighting ship had to forsake her customary combat role and transform herself into a salvage vessel.

Nobody heard much about it, nobody made any particular fuss, and today the only records of the incident ever having taken place are buried in the old reports of proceedings files of the ships which were involved, and in the memories and private photo albums of the officers and men who comprised their companies.

But for the predominantly "VR" crews of the two corvettes it was a large-sized lesson in seamanship, a lesson from which they gained a wealth of experience and from which, on its successful completion, they derived no small measure of satisfaction.

Escorting eastbound convoy SC 124, Task Unit 24.1.13 (later to be known as C3 ocean escort group) was 11 days out of St. John's, Newfoundland, when, on the morning of April 6, 1943, HMCS "Mayflower" was ordered by the Senior Officer (HMS "Burnham") to fuel from the escort tanker "Chester O. Swain."

Fuelling of escorts from tankers in convoy was then in a stage of comparative infancy. Various methods had been tried and it had been determined that the astern method was the most practicable. But the trouble was that many of the tankers still were not suitably equipped for the job and some of these lacked a proper understanding of the part they had to play in the fuelling operation.

Then it could be a discouraging business, marked by broken fuel lines, oil-smearing decks (and stokers) and extremely vivid language on the part of the escort captain.

Guilty on all counts mentioned, and possibly a few more, was the "Chester O. Swain."

"Mayflower" arrived astern of the tanker at 1000, to find that the latter had only a canvas hose, instead of the prescribed rubber hose. However, that was of minor importance and they went ahead with the preliminaries, the oiler streaming a buoyed messenger to which was secured the steadying line. This latter the corvette was to make fast on her forecabin and use as a means of gauging her distance from the tanker, adjusting her revolutions so as neither to fall astern or over-run.

But first the messenger broke, then the steadying line parted, and it wasn't until 1200, two hours later, that the "Mayflower" was connected up and ready to fuel. Another nuisance popped up here when it was found there were no adaptors on board to fit the canvas hose and the fuel had to be fed into open tanks, instead of through the upper deck fuel connections.

The signal to start pumping was passed to the "Chester O. Swain". Just as the oil began spurting into the corvette's tanks, the hose sprang a leak. Pumping stopped and back the hose went to the oiler, for repairs expected to take about two hours.

All this time the weather had been getting worse, the wind freshening and sea rising. However, "Mayflower" still kept her teeth on the steadying line, hoping that perseverance would bring its reward.

That was not to be. As the seas got higher, the tanker began to yaw badly and her revolutions became

very erratic. At 1330, in order to avoid a sudden ascent on to the "Chester O. Swain's" quarterdeck, "Mayflower" had to sheer away at a sharp angle, and snapped the steadying line.

That used up all the tanker's steadying line, so "Mayflower" tried to pass him a 10½ inch manila in lieu. You can guess what happened. The messenger parted at the oiler. "Mayflower" now found herself having to recover her manila while in the midst of the convoy.

This she was doing successfully until an ERA, with the best of intentions, shouted down to the "Chief" to stop the engines, which had been going astern. The ERA had looked over the side of the ship, had seen the manila thrashing about in the water and had thought it was fouling the screw. Actually, it was being washed clear.

However, once the engines were stopped, the line was drawn into the wash and became fouled in the propeller. When the engines next were turned over, it became wound around the shaft.

"Mayflower" was helpless.

Rock and Roll

When the Senior Officer learned of her plight, he detailed a sister-corvette, HMCS "Eyebright", to stand by and render whatever assistance might be necessary. As the convoy disappeared into the mist, "Mayflower" rolled in the trough, trying by working her engines to clear her screw; "Eyebright" anxiously stood by.

At 1800 it became obvious the screw could not be cleared and preparations were made for "Eyebright" to take "Mayflower" in tow. At 1930 they were under way. But not for long. At 2050 the tow parted.

By then it was pitch dark, the sea was rough and the swell heavy. Conditions dictated that no further attempt should be made to connect the tow until morning. So "Mayflower" rolled and rocked there through the night, while "Eyebright," the watchdog, circled her.

At first light all was a-bustle and by 0810 the tow was connected, using 65 fathoms of 3½-inch wire, 70 fathoms of 4½-inch wire and four shackles of cables. This lasted until 0955, when the smaller wire parted. By 1130 they were hitched up again; at 1315 they were looking for more wire.

By now they were down to their last wire—70 fathoms of 4½-inch. This was secured to six shackles of cable ("Mayflower" having shifted additional chain from the port side and joined it to the starboard cable) and away they went again. (The fact that it took six shackles of cable to keep the tow under water will give some indication of the state of the sea).

This tow held beautifully, wind and sea began to moderate and by the following morning all was serene. The sun was warm, the sea smooth and "Eyebright", having an S.R.E. speaker on the upper deck, played popular recordings for the enjoyment of those on deck in the ship astern ("Mayflower" having no such luxury).

At 1200 HMS "Shikari" (destroyer) arrived and took up a screening station, and at 1030 on the following morning, the 9th, HM Tug "Dextrous" hove in view to relieve "Eyebright," which by this time was becoming alarmingly low in fuel.

At 1225, after having towed "Mayflower" some 350 miles, "Eyebright" was relieved of her burden and sent scooting on her way to Londonderry.

Dodging Mines

Now "Mayflower" and "Dextrous" found themselves faced with another problem. So heavy was the tow that the windlasses in neither had sufficient power to shorten in.

They knew that once they got in shallow water and could lay the tow on the bottom, it would be possible to take in the cable. But to get there safely they had to find and follow a secret lane through the vast, deep minefields protecting the North Channel to the Irish Sea. That called for precise navigation. Needless to say, the "pilots" of all three ships were particularly careful in taking and working their sights. Fortunately, all agreed, and there were no professional arguments.

The channel was navigated successfully, though at first the rumblings

of the cable as it began to drag on the bottom aroused some doubts. Finally, at 0528 on the 10th, they halted in 26 fathoms of water and the cable was heaved in. Twelve hours later, "Mayflower" had dropped anchor at Moville.

The next day she was taken up the Foyle to Londonderry, where the reunion with her "chummy ship," "Eyebright," was cheerful, to say the least, and the episode provided food for conversation far into the night.

(Continued on page 32)



Rough seas made it a tricky, difficult operation when HMCS "Eyebright" took the disabled "Mayflower" in tow in mid-Atlantic, back in the spring of 1943.

Comrades in Arms



THE CANADIAN ARMY

Reserves in Winter Training

Want to make a Reserve Force soldier see red? . . . Just refer to his outfit as a part of the "Reserve Army".

"There's no such thing as the Reserve Army," he'll tell you. "I belong to the Canadian Army!"

And he's right. The only distinction between the Active Force and the Reserve Force is that the latter is not employed on a full-time basis.

A Reserve Force soldier receives the same pay, wears the same uniform, uses the same equipment, and, in many cases, trains side by side with his Active Force counterpart. Any resemblance between the Reserve

Force of today and the pre-war NPAM is purely coincidental.

In line with this "one Army" policy, authorities at Ottawa recently announced that Reserve Force personnel will be trained this fall and winter at Active Force schools, including the crack Joint Air Training Centre at Rivers, Manitoba. This training will be additional to the usual unit training, and much of it will be of an advanced and specialized nature, filling the gaps between local headquarters training and annual field training at summer schools and camps.

Ever since the war, military masterminds of all countries have been concentrating more and more on cold weather warfare and Canada's Re-

serve Force, as well as the Active Force, will get a full share of this type of training during the coming winter months.

Five Command winter indoctrination schools are being set up this year for the training of both Active and Reserve Force personnel. These schools are located at Valcartier, in Quebec Command; Petawawa, in Central Command; Shilo, in Prairie Command; Wainwright, in Western Command, and at either Tracadie, N.S., or Utopia, N.B., in Eastern Command, dependent on a survey now being carried out by the Royal Canadian Engineers. These courses will be of three-week duration and the number of courses run will vary according to weather conditions in each location.

In addition to the winter indoctrination schools, all five Service Commands across Canada will conduct camps where Reserve Force units may carry out week-end training exercises. One of these week-end camps will be at Banff, Alberta, and another at St. Jerome, Que. On these exercises the Reserve Force men will be taught how to live and work comfortably in extreme cold, methods of travel in snow and in the bush, how to care for their weapons under the worst possible conditions, and other subjects essential to troops engaged on manoeuvres in extreme weather. Officers and NCOs who attend the Command winter indoctrination schools will instruct on these exercises.

But winter training courses aren't the only ones the Reservists may attend at Active Force establishments. There are other courses open which will qualify them as instructors in special corps subjects, for promotion to higher rank, or for trades pay in the case of men taking trades



Each tank represented 38 tons of wind-chilled steel during 20-below-zero training spells last winter at Wainwright Military Camp. Reserve Force units from Alberta and British Columbia kept the machines on the driving and firing ranges regardless of the severe weather. In the above photo members of the 14th Armoured Regiment of Calgary are shown taking part in driving exercises held during the two-week period of training. (Canadian Army Photo)

training. These courses are conducted at the RCASC School, Camp Borden; RCSME, Chilliwack; CJATC, Rivers, Man.; RCAMC School, Camp Borden; RCOC School, Longue Pointe Ordnance Depot, Montreal; RCEME School, Barriefield, and the Canadian Provost Corps School at Camp Borden.

THE RCAF

Cadets Visit U. K.

It was the "thrill of a lifetime" for 24 Royal Canadian Air Cadets selected to tour Britain as part of the exchange visit programme among the United States, Canada and the United Kingdom. While these cadets were sight-seeing in England and Scotland, another group of Canadian cadets visited the U.S.A., and similar parties of American and British youths exchanged visits.

A four-engined North Star carried the Canadian Cadets across the Atlantic on August 4, stopping at Goose Bay and Iceland before setting down at Northolt airfield, near London. From then until they climbed aboard their aircraft for the return flight, three weeks later, it was a concentrated tour of educational, social and sporting attractions of the Old Country for the young (average age: 18) Canadians.

For the first two days of their tour, the Canadians teamed up with their American counterparts to see Windsor Castle and the London Zoo.

On the morning of Monday, August 8, the cadets were flown to the RAF College, Cranwell, which is roughly equivalent to the Canadian Services College, "Royal Roads". This proved to be one of the highlights of the trip. After being greeted by the school commandant, A/C George Beamish, the cadets were taken through the college, where among other things they saw a room filled with captured German and Japanese "secret" weapons. The cadets were amazed at the simplicity of the V-1 buzz bombs, the size of the giant V-2 missile and peculiarities of some of the German experimental jet and rocket-propelled weapons.



The Armed Forces exhibit played host to a number of distinguished visitors on opening day of the Canadian National Exhibition. In the photo above the Governor General, Lord Alexander, and Defence Minister Brooke Claxton are shown as they crossed the Tri-Service bridge which formed part of the display. Officers in the photo are, left to right, Cdr. (SB) William Strange, Chairman of the Inter-Service Recruiting Committee, which planned and organized the exhibit; Col. F. N. Ovens, of the Army's Central Command; Captain F. R. Base, RCN(R), Commanding Officer of HMCS "York"; Air Vice-Marshal E. E. Middleton, recently retired from the post of Air Officer Commanding Training Command, and Lt. Col. Allen Burton, Officer Commanding Governor General's Horse Guards. (See also page 23.)

After a short visit to RAF Station Coningsby, where they taught British cadets to play softball and wandered through the ancient halls of nearby Tattershall Castle, the cadets took off for Turnhouse airfield, near Edinburgh. They began their five-day Scottish tour with a visit to Edinburgh Castle. The cadets were surprised to learn that they had to cross Canadian territory to enter the castle. During the reign of Charles 1, the Esplanade — a wide parade ground in front of the castle gates — was officially declared part of Nova Scotia. That declaration had never been repealed and to this day the Esplanade remains Canadian.

Glasgow, the next stop, did not allow other cities to outdo her in entertaining the cadets, but probably the feature of their stay in the industrial center was a cruise down the Clyde that afforded them a view of the miles of shipyards. On the way back to Edinburgh, the youths saw the breath-taking grandeur of famous

Loch Lomond.

On Monday the 15th the cadets started back down through Britain. After a stop at Blackpool, the Canadian party travelled to Birmingham, where they toured the Austin Motor Works. That same evening they were in Stratford-on-Avon to see a performance of "Cymbeline" in the Shakespeare Memorial Theatre.

In a historical vein was their tour of the Tower of London, St. Paul's Cathedral and the Parliament Buildings.

On Wednesday, August 24, the Canadian party, headed by Mr. Urwin Finch of the Air Cadet League and S/L A. G. Dagg, of Air Force Headquarters, stood beside their North Star for a farewell message from Marshal of the RAF Lord Tedder. The RAF chief, speaking informally, mentioned the extreme importance of this exchange of air-minded youth of the three countries to the future of the democratic world.

SHIPS' BADGES

(Continued from page 29)

The fouled screw? It was cleared by divers, who had to use blow torches, hacksaws and all manner of instruments before they could make any impression on the rope, which was wrapped around the shaft incredibly tightly.

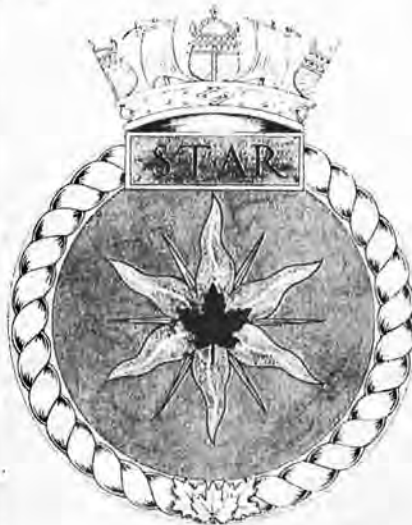
Editor's Note: "Mayflower" was commanded by Lieut. Victor Browne, RCNVR (Now Lieut.-Cdr, RCN) and "Eyebright" by Lieut. Howard L. Quinn, RCNVR (now A/Captain, RCN, and Director of Naval Reserves). For his seamanship and perseverance, on this occasion, Lieut. Quinn was Mentioned in Despatches.



HMCS "Sioux"

The Sioux Tribe inhabited the plains of central North America, and it is generally accepted that they originated the typical feather head-dress of the North American Indian. The badge of HMCS "Sioux" shows an Indian head in profile wearing the famous war bonnet.

established there a fort and stores. Under French tenure Cataraqui became Fort Frontenac, and later was renamed Kingston by the British. The Kingston Naval Division has taken its badge device from the Arms of Frontenac—a griffon's foot in blue and gold is shown.



HMCS "Star"

This badge is interpretative of the name of the Hamilton Naval Division. The device used is an "estole," or heraldic star. The red maple leaf indicates that this particular "Star" pertains to Canada.

EIGHT NEW TD 2's

The following men recently qualified for the non-substantive rating of Torpedo Detector 2nd class after completing a course in the TAS School at HMCS "Stadacona," Halifax: Petty Officers G. S. Hartman and J. H. Orr, Ldg. Seamen J. W. Legere, S. R. Graham and W. L. Stevenson, and Able Seamen D. M. Collins, J. M. Coles and R. J. Corbin.

"Newfie," large-sized mascot of the 18th Carrier Air Group, poses with his little chum, "Killer," in front of one of the group's Firefly aircraft at the U.S. Naval Air Station, Quonset Point, R.I. "Killer" belongs to Lieut. (O) J. H. Beeman, of 825 Squadron. This is "Newfie's" second appearance in The "Crow'snest." He has grown quite considerably since the photo below, which appeared in the January issue of the magazine, was taken last year at Rivers, Man.



HMCS "Cataraqui"

It was at Cataraqui, in 1673, that Count Frontenac first met the Iroquois Indians on friendly terms. He later

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